6 Landscape and Visual

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6 *Landscape and Visual*

6.1 Executive Summary

6.1.1 The assessment of landscape and visual effects has been carried out to identify the significant effects that are likely to arise as a result of the Proposed Development. It has considered the effects on landscape and visual receptors, as well as the cumulative effect of the Proposed Development in addition to other wind farm developments. The process involved identifying those receptors with potential to be significantly affected and assessing the potential impacts that the construction and operation of the Proposed Development will give rise to. The significance of the effects has been assessed through combining the sensitivity of each receptor with a prediction of the magnitude of change that will occur as a result of the Proposed Development.

6.1.2 The Proposed Development comprises the construction of the six proposed turbines, each 149.9m to blade tip, and associated infrastructure, including access tracks, crane hardstandings, underground cabling, possible external transformers, on-site substation and maintenance building, temporary construction compounds, possible borrow pits, permanent meteorological mast, a new extended slipway and landing jetty. The proposed turbines will not be lit with visible night-time lighting but will be lit with daytime aviation lighting. The site layout is shown in Figure 2.1.

6.1.3 The site is situated on the island of Faray in the Northern Isles of the Orkney Islands. Faray is a small uninhabited whale-back island, set to the west of the island of Eday and the south-east of the island of Westray. The island is used for sheep farming and comprises open fields of improved pasture. There is no development on the island other than the abandoned cottages of the former crofters and the temporary lidar associated with the Proposed Development.

6.1.4 There are relatively few operational wind farms in the study area. The most notable is Spurness Point Wind Farm which comprises five turbines set on the southern tip of the island of Sanday. There are also medium and small-scale turbines on Eday, Rousay and Westray, with a small group of two turbines also on Westray.

6.1.5 The study area for the Proposed Development covers a radius of 40 km and within this area, those receptors with the potential to be significantly affected have been assessed in detail. This has included one landscape element, 14 Landscape Character Units (LCU), nine Regional Coastal Character Areas (RCCAs) or Local Coastal Character Areas (LCCAs), 11 viewpoints and eight principal visual receptors. Photomontages have been prepared for all 11 viewpoints. The figures also include a wireline of the Proposed Development on its own and wirelines with all other cumulative developments. These visualisations have helped assist in the assessment process. Figures 6.1 to 6.18 show plans of the study area, landscape receptors, visual receptors and and Zone of Theoretical Visibility models (ZTVs) of the Proposed Development on its own and in combination with other cumulative wind farms, while Figures 6.19 to 6.29 show the photographs, wirelines and photomontages from the representative viewpoints.

6.1.6 In respect of the physical effects on landscape elements, the assessment found that the direct effect on the agricultural land as a result of the construction of the Proposed Development will be not significant. The losses will comprise only a small proportion of a much wider landscape resource, with improved pasture occurring in abundance across the Orkney Islands. Furthermore, improved pasture will be relatively easy to re-establish post-construction.

6.1.7 In respect of effects on landscape character, the assessment found there will be significant effects within a 6 km to 7 km radius of the Proposed Development, with significant effects occurring wholly in respect of five of the LCUs, and partly in respect of a further four LCUs. These LCUs are either close to the site or occur around the Westray Firth from where a strong association arises with the island of Faray, where the Proposed Development will be located. All LCUs beyond this radius will undergo no significant effects.

6.1.8 In terms of coastal character, the assessment found there will be significant effects within a 4 km to 5 km radius of the Proposed Development, with significant effects occurring wholly in respect of

three of the RCCAs/LCCAs and partly in respect of a further two RCCAs/LCCAs. These RCCAs/LCCAs are either close to the site or occur around the Westray Firth from where a strong association arises with the island of Faray, where the Proposed Development will be located. All RCCAs/LCCAs beyond this radius will undergo no significant effects.

6.1.9 In respect of landscape designations, the assessment found that there will be no significant effects in respect of national and regional landscape designations within the study area. This finding relates principally to the fact that there are no regionally designated landscapes on the Orkney Islands and that the closest nationally designated landscapes are Balfour Castle Gardens and Designed Landscapes (GDL), at a minimum distance of approximately 19 km, and West Mainland and Hoy National Scenic Area (NSA), at a minimum distance of approximately 29 km, with very limited extents and levels of visibility occurring from both these designated areas.

6.1.10 In respect of effects on visual amenity, of the 11 viewpoints assessed, the assessment found that there will be significant effects on seven viewpoints during the construction and operational phases of the Proposed Development. These viewpoints are all located within an approximate 12 km radius of the Proposed Development. The viewpoints will mostly be affected owing to either their close proximity to the construction works and operation of the Proposed Development, or their greater sensitivity. All viewpoints beyond this 12 km range will not be significantly affected as a result of the Proposed Development, owing largely to their greater separation distance, as well as the wider natural and human influences which define their contextual character.

6.1.11 In terms of the Principal Visual Receptors (PVRs) assessed, the assessment found there will be significant effects within a 12 km radius of the Proposed Development, with significant effects occurring wholly in respect of five of the PVRs, and partly in respect of a further three PVRs. It was found that there would be significant effects on ferry passengers travelling between the Mainland of Orkney and the Northern Isles of Westray, Papa Westray and North Ronaldsay out to approximately 12 km south, 8 km north-west and 7 km north-east. There would also be significant effects on road-users of the B9066 on Westray over an approximate 2.5 km section from the south-coast out to 7 km and on road-users of the B9063 on Eday over an approximate 5.3 km section from the north-coast out to 4.5 km. In respect of Core Paths, there would be significant effects on the three close range paths on Eday, and the closest paths on Westray and Rousay. The remainder of these routes, and all other routes, will not be significantly affected during both the construction and operational phases. There will be no significant effects on settlements. There will, however, be significant effects on local residents, with these effects being covered by the representative viewpoints.

6.1.12 The most relevant wind farms to the cumulative assessment are operational and these form part of the baseline situation. The assessment of the Proposed Development in addition to the cumulative situation is covered by the main assessment as this takes into account all the operational wind farms, including Spurness Point Wind Farm and the single turbines at Sandy Banks on Eday, Kingarly Hill on Rousay and Newark on Westray. The cumulative assessment considers the effects of the Proposed Development in addition to consented and application stage wind farms, the most relevant to this assessment being consented Costa Head Wind Farm and the application stage Orkney's Community Wind Farm Project – Quanterness.

6.1.13 There will be no significant cumulative effects largely owing to the relatively small scale of the cumulative wind farms, both in terms of the number of turbines and their size, and / or their distance from the Proposed Development, which prevents wind farms becoming the prevailing characteristic of landscape character or visual amenity. This assessment applies to both consideration of the cumulative effects of the Proposed Development in conjunction and in combination with the other cumulative wind farms.

6.1.14 The RVAA in Appendix 6.2 has considered the impact of the Proposed Development on the visual amenity of residents within a 2 km radius. There are five properties on the west coast of Eday which lie between 1.64 km and 2.01 km from the nearest proposed turbine. While all five of these properties will undergo a medium-high magnitude of change and a significant effect, none will reach the Residential Visual Amenity Threshold which would otherwise indicate that the effects could potentially be overbearing.

6.1.15 In summary, the Proposed Development will give rise to significant effects on landscape and coastal character during the construction and operation of the Proposed Development, albeit contained within the localised extent of approximately 6 km to 7 km. It will give rise to significant effects on visual amenity out to approximately 12 km during the construction and operation of the Proposed Development. While landscape and visual receptors beyond these ranges may be affected by the influence of the Proposed Development, these effects will not be significant. There will be no significant cumulative effects.

6.1.16 All effects during the construction of the Development will be short-term and reversible and all effects during the operation of the Development will be long-term and reversible. All effects will be adverse in nature.

6.2 Introduction

6.2.1 This chapter of the Environmental Impact Assessment Report (EIA Report) evaluates the effects of the Proposed Development on the landscape and visual resource. The Proposed Development comprises six wind turbines and associated infrastructure on the island of Faray in the Northern Isles of the Orkney Islands. This assessment was undertaken by Optimised Environments Ltd (OPEN), with the LVIA authored by Jo Phillips and reviewed by Lynda Thomson, both of whom have BA Honours in Landscape Architecture and are Chartered Members of the Landscape Institute. This chapter of the EIA Report is supported by the following Technical Appendix documents provided in Volume 4: Appendices:

- 6.1: Landscape and Visual Impact Assessment Methodology; and
- 6.2: Residential Visual Amenity Assessment (RVAA).

6.2.2 This chapter includes the following elements:

- Legislation, policy and guidance;
- Consultation;
- Assessment methodology and significance criteria;
- Baseline conditions;
- Receptors brought forward for assessment;
- Standard mitigation;
- Likely effects;
- Additional mitigation;
- Residual effects on landscape receptors;
- Residual effects on visual receptors;
- Summary; and
- References.

6.3 Legislation, Policy and Guidelines

6.3.1 Presented below are details of relevant legislation, policy and guidelines that have been taken into consideration during the Landscape and Visual Impact Assessment.

Legislation

6.3.2 Relevant legislation documents have been reviewed and taken into account as part of this LVIA. Of particular relevance to the LVIA is The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (the EIA Regulations).

Planning Policy

European Landscape Convention (ELC)

6.3.3 The ELC is devoted exclusively to the protection, management and planning of all landscapes in Europe. Landscape is described as "*an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*" (ELC, 2000). The definition applies to all urban and peri-urban landscapes, towns, villages, rural areas, the coast and inland areas. In addition, it applies to ordinary or even degraded landscape as well as those areas that are of outstanding value or protected.

6.3.4 The ELC became binding in the UK from 1 March 2007. As a signatory, the UK government has therefore undertaken to adopt general policies and measures to protect, manage and plan landscapes as follows:

- to recognise landscapes in law as an essential component of people's surroundings, an expression of the diversity of their shared cultural and natural heritage, and a foundation of their identity;
- to establish and implement landscape policies aimed at landscape protection, management and planning through the adoption of the specific measures. These include awareness-raising, training and education, identification and assessment of landscapes, definition of landscape quality objectives and the implementation of landscape policies;
- to establish procedures for the participation of the general public, local and regional authorities, and other parties with an interest in the definition and implementation of the landscape policies mentioned in the bullet above; and
- to integrate landscape into regional and town planning policies and in cultural, environmental, agricultural, social and economic policies, as well as in any other policies with possible direct or indirect impact on landscape.

6.3.5 The ELC provides a framework for NatureScot's (formerly Scottish Natural Heritage (SNH)) work for Scotland's landscapes based on the following five guiding principles:

- Our landscape - people, from all cultures and communities, lie at the heart of efforts for landscape, as we all share an interest in, and responsibility for, its well-being;
- All landscapes - the landscape is important everywhere, not just in special places and whether beautiful or degraded;
- Changing landscapes - landscapes will continue to evolve in response to our needs, but this change needs to be managed;
- Understanding landscapes - better awareness and understanding of our landscapes and the benefits they provide is required; and
- Tomorrow's landscapes - an inclusive, integrated and forward-looking approach to managing the landscapes we have inherited, and in shaping new ones, is required.

6.3.6 Given the UK's adoption of the ELC and its aims, the ELC gives an appropriate basis for the importance placed on the Scottish landscape.

Scottish Planning Policy (SPP)

6.3.7 The key national policy document in relation to land use planning is Scottish Planning Policy (SPP) (Scottish Government, 2014). As part of Scotland's commitment to sustainable economic growth it is recognised in Paragraph 2 that the planning system should *"…take a positive approach to enabling high-quality development and making efficient use of land to deliver long-term benefits for the public while protecting and enhancing natural and cultural resources".*

6.3.8 In Table 1: Spatial Framework, SPP sets out the basis for a spatial framework in relation to wind farm development in which a hierarchy of suitability is defined, in order to guide Local Authorities in the identification of suitable areas of search for wind farm development. Group 1 areas are defined as 'Areas where wind farms will not be acceptable' and are based on National Parks and National Scenic Areas. Group 2 areas are defined as 'Areas of Significant Protection' and are based on the following criteria: a range of national designations, other nationally important environmental interests, such as Wild Land Areas or carbon rich soils, deep peat and priority peatland habitat, and community separation of 2 km from cities, towns and villages identified on the Local Development Plan. Group 3 areas are defined as 'Areas with potential for wind farm development', with the guidance in SPP

stating; "…*wind farms are likely to be acceptable subject to detailed consideration against identified policy criteria*."

6.3.9 The Spatial Framework for the Orkney Islands shows that almost all of the development footprint sits within a Group 3 area, that is 'areas with potential for wind farm development'. Group 2 areas that occur on Faray appear to relate to the Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) which wrap around the coastline with small areas extending onto the island in the northern and southern extents and further small pockets on the west, south-west and south-east coast. The Proposed Development has been designed, such that all proposed turbines and infrastructure lie outwith this Group 2 area, with the exception of the new extended slipway and landing jetty infrastructure and a small section of track leading to them, in the south-east of the island.

National Scenic Areas

6.3.10 Paragraph 212 of SPP sets out the following policy in respect of National Scenic Areas:

6.3.11 "*Development that affects a National Park, National Scenic Area, Site of Special Scientific Interest or a National Nature Reserve should only be permitted where:*

- *the objectives of designation and the overall integrity of the area will not be compromised; or*
- *any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance'."*

Gardens and Designed Landscapes

6.3.12 In Paragraph 148 of SPP, protection is given to Gardens and Designed Landscapes as follows: *"Planning authorities should protect and, where appropriate, seek to enhance gardens and designed landscapes included in the Inventory of Gardens and Designed Landscapes and designed landscapes of regional and local importance."*

Orkney Local Development Plan Policy

6.3.13 The Orkney Local Development Plan (OLDP) was adopted in April 2017. The OLDP is considered to be a relevant and currently up to date Local Development Plan.

Policy 7D – Onshore Wind Energy Development

6.3.14 The Wind Energy Policy is considered to be the most relevant OLDP Policy to the Proposed Development. The OLDP Wind Energy Policy 7D sets out the following requirements for wind farm development.

6.3.15 *"iii. Applications for any windfarms should take account of the Spatial Strategy Framework for windfarm development:*

a. Areas with potential capacity to accommodate wind farms have been identified as 'Areas with Potential for Wind Farm Development'; representing the areas of least constraint to wind energy development. Wind energy development is likely to be supported in principle within these areas, subject to proposals complying with the Development Criteria from Supplementary Guidance: Energy and any other material planning consideration.

b. Within the 'Areas of Significant Protection' wind farm development may be supported when a proposal complies with the Development Criteria from Supplementary Guidance: Energy and where it can be demonstrated by the applicant that any significant effects on the qualities of these areas can be overcome by siting, design or other mitigation.

c. Wind farm developments will not be supported within the National Scenic Area.

iv. Throughout the lifetime of the Plan, OIC will investigate potential 'Strategic Wind Energy Development Areas' within which the principle of wind farm developments will be supported. Any such areas will be subject to appropriate assessment and full public consultation before being adopted within Supplementary Guidance: Energy."

6.3.16 The Spatial Strategy Framework presented in the OLDP shows all the proposed turbines and most of the associated infrastructure are located within an 'Area with Potential for Wind Farm Development' with the new extended slipway and landing jetty infrastructure and short section of the access track within an 'Area of Significant Protection'. No parts of the site are classified as 'Areas where Wind Farms are not Acceptable.' The Group 2 areas relate to nature conservation designations and not landscape related planning designations, which would otherwise denote a special landscape value.

Policy 8B Part V – Gardens and Designed Landscapes

6.3.17 The OLDP presents Policy 8B Part V which aims to protect Gardens and Designed Landscapes (GDLs) from harmful development.

6.3.18 *"Development which preserves or enhances the character and features of inventory gardens and designed landscapes and their setting, will be supported. Development that would have a significant negative impact upon the character of their areas will not be permitted. The conservation, maintenance and restoration, including the restoration of layout and features, will be supported where this is appropriate and based on historical research."*

6.3.19 The GDLs in the study area are described in Section 6.6 and their relevance to the assessment is presented in Section 6.7.

Policy 9G - Landscape

6.3.20 The OLDP presents Policy 9G to protect all landscapes including National Scenic Areas (NSA). The site does not lie within an NSA and is approximately 29 km from the boundary of the Hoy and West Mainland NSA. There are no regionally designated landscapes on Orkney. The assessment of effects on landscape character is presented in Section 6.12 with reference to the Orkney Landscape Character Assessment, along with the assessment of effects on the Orkney – Hoy and West Mainland NSA. The policy states:

6.3.21 *"i All development proposals must be sited and designed to minimise negative impacts on the landscape, townscape and seascape characteristics and landscape sensitivities that are identified in the Orkney Landscape Character Assessment and should be sympathetic to locally important natural and/or historic features within the landscape.*

ii. Consideration should be given to the siting, scale and design of the proposal, as well as the potential for cumulative effects with other developments.

iii. Development that affects the National Scenic Area (NSA) will only be permitted where it is demonstrated that:

a) the proposal will not have a significant effect on the overall integrity of the area or the qualities for which it has been designated; or

b) any such adverse effects are clearly outweighed by social, environmental or economic benefits of national importance.

iv. Development proposals affecting the area of wild land on Hoy will be only be permitted where it has been demonstrated that any significant effects on the character and qualities of this area can be substantially overcome by siting, design or other mitigation."

Guidance

6.3.22 The LVIA follows OPEN's methodology devised specifically for the assessment of wind farm developments as presented in Technical Appendix 6.1. This generally accords with 'Guidelines for Landscape and Visual Impact Assessment: Third Edition' ('GLVIA3'), the key source of guidance for LVIA.

6.3.23 Other sources of guidance used and referenced in the LVIA include the following:

- Visual Representation of Wind Farms Version 2.2 (Scottish Natural Heritage, February 2017);

- Technical Guidance Note 06/19: Visual Representation of Development Proposals (Landscape Institute, 2019);
- Assessing the Cumulative Impact of Onshore Wind Energy Proposed Developments (SNH, 2012);
- Landscape Character Assessment Guidance for England and Scotland (SNH and TCA, 2002);
- SNH (2017). Guidance on Coastal Character Assessment Prepared by Carol Anderson Landscape Associates;
- Scottish Natural Heritage draft guidance: Assessing the impacts on Special Landscape Qualities (SNH 2018);
- Assessing impacts on Wild Land Areas - Technical Guidance. NatureScot (2020);
- Technical Guidance Note 2/19: Residential Visual Amenity Assessment (RVAA) (Landscape Institute 2019); and
- Siting and Designing of Wind Farms in the Landscape: Version 3a (SNH, August 2017).

Orkney Islands Council Supplementary Guidance: Energy (2017)

6.3.24 The Supplementary Guidance: Energy (2017) document outlines the Spatial Framework for wind energy development across the Orkney Islands. This Spatial Framework identifies areas which have potential for wind farm development, those which do not, and those which require significant protection. The Proposed Development lies mostly in an area which has potential for wind farm development, with the smaller scale components of the new extended slipway and landing jetty infrastructure and a short section of access track leading to this infrastructure located in an area of significant protection. In addition to this, the Supplementary Guidance refers to the Orkney Islands Council Landscape Capacity Assessment for Wind Energy (2014) which provides advice on landscape sensitivities, capacity thresholds, the selection of viewpoints and cumulative issues amongst other things. The supplementary guidance highlights the Orkney - Hoy and West Mainland NSA and Hoy WLA as being especially sensitive to wind farm developments. It also emphasises the sensitivity of residential properties and settlements in terms of visual amenity.

Landscape Capacity Study for Wind Energy in Orkney (2014)

6.3.25 The Landscape Capacity Assessment for Wind Energy in Orkney (LCAWEO) was published in 2014 and adopted by OIC as Supplementary Guidance in 2015. It attempts to determine the capacity of the Orkney landscape in terms of its ability to accommodate onshore wind energy development and is based on an assessment of landscape sensitivity and the value of Orkney's different Landscape Character Types (LCTs), whilst also taking into account the influence of cumulative wind farm developments.

6.3.26 The overall conclusion of this assessment states, "*There are no areas of Orkney with underlying capacity for the scale of multi-turbine wind farms found in parts of mainland Scotland; there are no locations where single wind energy developments greater than 20 MW could be accommodated without exceeding the underlying landscape capacity*." The estimated generating capacity of the Proposed Development would be 28.8 MW. In respect of Faray, where the Proposed Development would be located, the LCAWEO determines that *"These islands should be maintained free of wind turbines to retain their undeveloped character"* but without any further information to substantiate this position. Faray is not covered by any national or local landscape designations which would otherwise denote a special landscape value and it is uninhabited.

6.3.27 In respect of the relevance of capacity studies to this assessment, GLVIA 3 makes the following statement at Paragraph 5.41, "*The assessment may take place in situations where there are existing landscape sensitivity and capacity studies, which have become increasingly common. They may deal with the general type of development that is proposed, in which case they may provide useful preliminary background information for the assessment. But they cannot provide a substitute for the individual assessment of the susceptibility of the receptors in relation to change arising from the specific development proposal.*"

6.3.28 In the Appeal Decision Notice for the proposed Costa Head Wind Farm, dated 18th April 2019 and produced by The Scottish Government's Planning and Environment Appeals Division, this position is supported in the following statement "…*whilst strategic studies provide useful guidance, especially for developers' areas of search, all schemes require to be assessed by detailed landscape and visual impact assessments as the Environmental Statement Addendum has done."* The Reporter also states; "…*I have some reservation about the council's two landscape assessment studies…"* listing the concerns cited by the Appellants in this appeal and agreeing with the reservations expressed.

6.3.29 In the LCAWEO, the following caveats regarding the weight that should be applied to the study are presented as follows; "*It is emphasised that this is a strategic level landscape and visual study, providing a context for consideration of capacity for, and the cumulative effects of, existing and potential future wind turbine developments in Orkney. No site specific conclusions should be drawn from it in relation to current, proposed or future wind turbines and windfarms. As a strategic landscape and visual study this does not address specific localised impacts such as effects on individual residential receptors or other sensitive receptors. All wind energy proposals should be considered on their own unique locational and design characteristics as well as their strategic context. All proposals should be subject to landscape, visual and cumulative impact assessment including (if required) a full environmental assessment."*

Orkney Islands Council: Development Management Guidance: Energy

6.3.30 In June 2019 OIC approved the adoption of Development Management Guidance on Energy which was prepared to provide additional clarity to the material factors outlined within the SG Energy document and to assist in the assessment of planning applications. The Guidance was adopted in response to OIC's declaration of a climate change emergency on 14th May 2019 and in response to recent appeal decisions made by Reporters in relation to the scale of wind energy developments in Orkney.

6.3.31 In respect of LVIA the following comment is made; "*Scottish Planning Policy is clear that the only areas where wind farms are fundamentally unacceptable in terms of landscape impact are Scotland's National Scenic Areas and National Parks. Therefore, outwith the Hoy and West Mainland National Scenic Area, notwithstanding other constraints, it may be possible for a developer to make a strong argument regarding how the positive effects of the proposal outweigh the identified negative impacts on the landscape."*

6.3.32 Section 5 of the report notes that recent appeal decisions have placed significant material weight on the contribution of renewable energy projects towards the needs case for the Orkney interconnector. Page 3 of the Guidance states, "*In future, significant material weight will be placed upon any meaningful contributions toward realising this National Development. For the avoidance of doubt, any single energy generation project greater than 10MW…will be considered to make a meaningful contribution toward the interconnector needs case."* (Orkney Islands Council, 2019).

6.4 Consultation

6.4.1 A request for a Scoping Opinion was submitted to the Statutory Consultees in April 2019. Additional consultation materials were circulated to OIC and NatureScot in January 2020. Key information provided by consultees relevant to this LVIA assessment is presented in Table 6.1.

Table 6.1 – Consultation on LVIA matters

Consultee name and date	Consultee Comment	Consultant Comments / Actions
NatureScot Scoping Opinion 15/05/2019	*"Turbines with a tip height of 150m or taller would require visible lighting for aviation safety, and some turbines of less than 150m may also require lights*	No night time aviation lighting is required. Day time aviation lighting is required (refer to

Consultee name and date	Consultee Comment	Consultant Comments / Actions
	depending on the proximity to civil and military aviation interests".	Chapter 13 Aviation and Radar).
Orkney Island Council Scoping Opinion 21/06/2019	*"The ZTV requires to provide additional information to inform the LVIA and CLVIA from that indicated. ZTVs should be provided for both:* *• Blade tip ZTV; and* *• Hub height (or nacelle) ZTV.* *The following information should also be included:* *• how many of the wind turbines are likely to be visible;* *• how much of the wind turbines is theoretically visible (if separate ZTVs are produced showing theoretical visibility to blade tip height, and also theoretical visibility of the hub or nacelle); and* *• the theoretical visibility of different numbers of wind turbines (within a single development, or between different wind farms within a cumulative ZTV)* *The above information will aid selecting the visual receptors to be used in the assessment, these should be selected beforehand to reflect these receptors and with agreement from the HES, the Council and SNH. The preliminary viewpoints suggested are inadequate and further consultation on these requires to be undertaken".*	ZTVs have been produced including the information specified and have been used to inform the selection of representative viewpoints. Further consultation on viewpoint selection has been undertaken with OIC (see below). Cultural Heritage viewpoints were also agreed with Historic Environment Scotland (HES) (See Chapter 10 Cultural Heritage).
	"Notwithstanding the fact that the scale of the development exceeds current maximum parameters, mindful of the draft Development Management Guidance 'Energy' noted in 5.2.2. and Landscape Assessment which specifies that Faray should be retained free of turbines, were the project to be progressed further, the Council agrees with the findings of the Scoping Request Statement that a full Landscape and Visual Impact Assessment (LVIA) and Cumulative Landscape and Visual Impact Assessment (CLVIA) shall be required".	A full LVIA and CLVIA has been prepared for the Proposed Development.
	"The LVIA must accord with best practice and current guidance at time of application, with the Guidance for Landscape and Visual Impact Assessment (3rd edition) being the current standard and as supported by SNH. Final representative	The LVIA accords with GLVIA 3rd Edition. NatureScot have provided useful feedback on

Consultee name and date	Consultee Comment	Consultant Comments / Actions
	viewpoints (VP's) shall be subject to agreement in advance of preparation of the LVIA. The main sensitive visual and landscape receptors, informed by forecast ZTV, desk-based research, site survey and 3D modelling, shall include, but not be limited to, residential properties and settlements, views from recognised viewpoints, main routes (land & sea), visitor attractions and sites of historic interest. The requirement to consider receptors including sea borne routes owing to regular ferry traffic and cruise ships. Consideration of the likely visual effects of the proposed development on tourism and recreation features and facilities, noting in particular core paths and the cruise ships should also be used to identify suitable VPs".	viewpoint selection.
	"It is agreed that a Residential Visual Amenity Assessment should be included as a separate report as indicated within the submitted Scoping Report and that such will focus, although not necessarily be confined to, properties within 2 km of the proposed development given the very large scale of the of wind turbines as indicated".	A Residential Visual Amenity Assessment is presented in Appendix 6.2. This is based on a 2 km study area as set out in the Landscape Institute's RVAA Technical Guidance Note (02/2019)
Orkney Island Council Pre-application consultation 09/03/2020	*"It is noted that the proposed viewpoints selected when the applicant pursued a scoping opinion has been altered to include Point. No. 12 Spur Ness, Sanday and VP. No.13 B9068 North Bay, Sanday. It does not appear that any of the other identified sites have been altered or subject to reconsideration, excepting the possible deletion of VP. 6 Noltland Castle and 7 (Broughtown, Sanday). It is also noted that no information in relation to LVIA in consideration of cumulative impacts of wind energy developments has been provided at this stage for further comment".*	Viewpoint selection has been carefully considered in respect of ensuring the cumulative context is well represented.
	"I would note that that grid references are approximate and great care should be taken to ensure that the selected viewpoints, subject to ground truthing can be achieved in full accordance with the SNH guidance on 'Visual Representation of	No location specific advice was presented in the OIC Scoping Opinion. The exact

Consultee name and date	Consultee Comment	Consultant Comments / Actions
	Wind Farms'. It is noted that the originally suggested viewpoints remain as being pursued by the applicant, potentially at variance to the Scoping Advice provided previously by the Planning Authority. It is however welcomed that additional VP's are under consideration and that a potentially significant number of additional VP's and wireframes from a Historic Environment perspective are to be pursued".	location of each viewpoint has been considered on site to ensure the optimum 'worst case scenario' is represented. Additional viewpoints have been included on Faray and from other Cultural Heritage interests on Eday and Westray (refer to Chapter 10 Cultural Heritage).
Orkney Island Council Pre-application consultation 11/11/2020	The viewpoint list was discussed in a presentation to OIC Development Management.	No issues were raised. Viewpoints have been considered within this chapter.

6.5 Assessment Methodology and Significance Criteria

Study Area

6.5.1 The initial step in the LVIA is the establishment of the study area for the assessment. Guidance developed by NatureScot (Visual Representation of Wind Farms Version 2.2, February 2017) indicates that an area with a radius of 40 km from the nearest turbine is appropriate for turbines of the size proposed (149.9 m). This study area is shown in Figure 6.1. Zone of Theoretical Visibility (ZTV) analysis has been carried out for this area, as has mapping of landscape character, landscape related designations, Wild Land Areas and principal visual receptors.

6.5.2 The study area is not intended to provide a boundary beyond which the Proposed Development will not be seen, but rather to define the area within which it may have a significant landscape or visual effect. A significant effect is, in reality, very unlikely to occur towards the edges of the study area.

6.5.3 The cumulative landscape and visual assessment covers a study area of 40 km from the nearest turbine in the Proposed Development, as shown in Figure 6.11. While SNH's 'Assessing the Cumulative Impact of Onshore Wind Energy Proposed Developments, 2012', suggests a 60 km radius cumulative study area, a preliminary assessment found that cumulative wind farms beyond 40 km were unlikely to be relevant to the assessment.

Desk Study

6.5.4 The assessment is initiated through a desk study of the site and the 40 km radius study area. This study identifies aspects of the landscape and visual resource that may need to be considered in the landscape and visual assessment, including landscape-related planning designations, landscape

character typology, Wild Land Areas, operational and potential cumulative wind farms, and views from settlements and routes, including roads, railway lines, National Cycle Routes, long-distance walking routes and recreational sailing routes.

6.5.5 The desk study also utilises Geographic Information System (GIS) and Resoft Windfarm software to explore the potential visibility of the Proposed Development. The resultant Zone of Theoretical Visibility (ZTV) diagrams and wirelines provide an indication of which landscape and visual receptors are likely to be key in the assessment.

Site Visit

6.5.6 Field surveys have been carried out across the 40 km radius study area, although the focus has been on the closer range areas shown on the ZTV to gain theoretical visibility of the Proposed Development. The baseline field survey has four broad stages:

- A preliminary familiarisation around the study area in order to visit the aspects of the landscape and visual resource that have been identified through the desk study and verify their existence and importance. Important features and characteristics that have not become apparent through the desk study are also identified, and particularly sensitive receptors are noted in order to inform the design process.
- A visit onto the site, in order to establish the potential of the site for wind farm development and identify the most suitable areas for the Proposed Development in landscape and visual terms, along with any constraints that may restrict the developable area.
- Further field survey around the study area, concurrent with the design process for the Proposed Development, to identify those receptors that are likely to be particularly important in the assessment and inform the layout design, possible turbine height, and the extent of the Proposed Development.
- The identification of representative viewpoints to include in the landscape and visual assessment, including a wide range of receptors, landscape character, and directions and distances from the Proposed Development.

Methodology for the Assessment of Effects

6.5.7 The significance of the potential effects of the Proposed Development has been assessed through professional consideration of the sensitivity of the receptor and the magnitude of the potential effect. This section summarises the methodology and guidance used to carry out the LVIA, which is described in full in Appendix 6.1.

Categories of Effects

6.5.8 The LVIA is intended to determine the effects that the Proposed Development will have on the landscape and visual resource. For the purpose of assessment, the potential effects on the landscape and visual resource are grouped into the following four categories:

- **Effects on landscape elements** are restricted to the area within the site boundary and are the direct effects on the existing fabric of the site, such as alteration to ground cover. This category of effects considers landscape elements, which are the components of the landscape, such as agricultural land, that may be directly and physically affected by the Proposed Development.
- **Effects on landscape character**, in which landscape character is the distinct and recognisable pattern of elements that occur consistently in a particular type of landscape, and the way that this pattern is perceived. Effects on landscape character arise either through the introduction of new elements that physically alter this pattern of elements, or through visibility of the Proposed Development, which may alter the way in which the pattern of elements is perceived.

This category of effects is made up of landscape character receptors, which fall into two groups; landscape character types and landscape-related designated areas.

- **Effects on views,** in which the assessment of effects on views considers how the introduction of the Proposed Development, including the presence and movement of the wind turbines, will affect views throughout the study area. The assessment of effects on views is carried out in two parts:
  - An assessment of the effects that the Proposed Development will have on a series of representative viewpoints around the study area; and
  - An assessment of the effects that the Proposed Development will have on views from principal visual receptors, which are the people in the relevant settlements and travelling on routes found throughout the study area. The effects on these receptors is included alongside the most relevant representative viewpoints.
- **Cumulative effects** arise where two or more wind farms overlap so that both of the wind farms or developments are experienced at a proximity where they may have a greater incremental effect, or where wind farms or other developments may combine to have a sequential effect. In accordance with guidance (SNH, 2012), the LVIA assesses the effect arising from the addition of the Proposed Development to the cumulative situation.

Assessment of Effects

6.5.9 The broad principles used in the assessment of significance of the various categories of effects are the same and are described below. The detailed methodology for the assessment of significance does, however, vary, and the specific criteria used are described in Appendix 6.1.

6.5.10 The objective of the assessment of the Proposed Development is to predict the likely significant effects on the landscape and visual resource. In accordance with the EIA Regulations, the LVIA effects are assessed to be either significant or not significant. The LVIA does not define intermediate levels of significance as the EIA Regulations do not provide for these.

6.5.11 The significance of effects is assessed through a combination of two considerations; the sensitivity of the landscape receptor or view and the magnitude of change that will result as a consequence of the addition of the Proposed Development.

Sensitivity

6.5.12 Sensitivity is an expression of the ability of a landscape or visual receptor to accommodate the likely effects arising as a result of the Proposed Development. Sensitivity is determined through a combination of the value of the receptor and its susceptibility to the Proposed Development. The factors that determine these criteria are described in Appendix 6.1.

6.5.13 Levels of sensitivity; high, medium-high, medium, medium-low and low; are applied in order that the judgement used in the process of assessment is apparent.

Magnitude of Change

6.5.14 Magnitude of change is an expression of the extent of the effect on landscape and visual receptors that will result from the introduction of the Proposed Development. The magnitude of change is assessed in terms of a number of variables, including the size and scale of the impact and the extent of the affected area. The factors that determine these criteria are described in Appendix 6.1.

6.5.15 Levels of magnitude of change; high, medium-high, medium, medium-low, low and negligible or no change; are applied in order that the judgement used in the process of assessment is apparent.

Assessment of Significance

6.5.16 The significance of effects is assessed through a combination of the sensitivity of the landscape or visual receptor and the magnitude of change that will result from the addition of the Proposed

Development. While this methodology is not reliant on the use of a matrix to determine a significant or not significant effect, a matrix is included in Table 6.2 below to illustrate how combinations of sensitivity and magnitude of change ratings can give rise to significant effects. The matrix also gives an understanding of the threshold at which significant effects may arise.

Table 6.2 – Assessment of significance matrix

Magnitude: **Sensitivity:**	**High**	**Medium -- high**	**Medium**	**Medium - low**	**Low**	**Negligible or no change**
High	Significant	Significant	Significant	Significant or not significant	Not significant	Not significant
Medium - high	Significant	Significant	Significant or not significant	Significant or not significant	Not significant	Not significant
Medium	Significant	Significant or not significant	Significant or not significant	Not significant	Not significant	Not significant
Medium - low	Significant or not significant	Significant or not significant	Not significant	Not significant	Not significant	Not significant
Low	Significant or not significant	Not significant	Not significant	Not significant	Not significant	Not significant

6.5.17 Effects within the dark grey boxes in the matrix are considered to be significant. Effects within the light grey boxes may be significant or not significant, depending on the specific relevant factors that arise at a particular landscape or visual receptor. Effects within the white boxes are considered to be not significant. In accordance with GLVIA3, experienced professional judgement is applied to the assessment of all effects and reasoned justification is presented in respect of the findings of each case.

6.5.18 A significant effect occurs where the Proposed Development will provide a defining influence on a landscape element, landscape character receptor or view, albeit that it may be one of a number of defining characteristics. A not significant effect occurs where the effect of the Proposed Development is not material, and the baseline characteristics of the landscape element, landscape character receptor, view or visual receptor continue to provide the definitive influence. In this instance, the Proposed Development may have an influence, but this influence will not be definitive.

6.5.19 OPEN has chosen to keep these the consideration of the size or scale of the effect, its geographical extent and its duration and reversibility separate, by basing the magnitude of change on size or scale to determine where significant and not significant effects occur, and then describing the geographical extents of these effects and their duration and reversibility separately. Duration and reversibility are therefore stated separately in relation to the assessed effects, for example as short, medium or long-term, and temporary or permanent. Duration and reversibility are considered as part of drawing conclusions about significance, combining with other judgements on sensitivity and magnitude, to allow a final judgement to be made on whether each effect is significant or not significant.

Cumulative Assessment

6.5.20 Significant cumulative landscape and visual effects arise where the addition of the Proposed Development to, or in combination with, other wind farms and/or other major developments leads to wind farms becoming a prevailing landscape and visual characteristic, albeit that it may become one of a number of prevailing characteristics.

6.5.21 Baseline operational and under construction cumulative wind farms are taken into consideration in the main assessment of the Proposed Development. Consented and application-stage wind farms are considered only in the cumulative assessment.

Cumulative Guidance

6.5.22 SNH's guidance, 'Assessing the Cumulative Impact of Onshore Wind Energy Proposed Developments' (SNH 2012) is widely used across Scotland to inform the specific assessment of the cumulative effects of wind farms. This guidance provides the basis for the methodology for the cumulative assessment.

6.5.23 *"The purpose of the Cumulative Landscape and Visual Impact Assessment (CLVIA) is to describe, visually represent and assess the ways in which a proposed windfarm would have additional impacts when considered in addition to other existing, under construction, consented or proposed windfarms. It should identify the significant cumulative effects arising from the proposed windfarm."* (SNH, 2012).

6.5.24 The guidance defines the following types of cumulative effects:

- Cumulative landscape effects are those effects that '*can impact on either the physical fabric or character of the landscape, or any special values attached to it'* (SNH, 2012, p10);
- Cumulative visual effects are those effects that can be caused by combined visibility, which '*occurs where the observer is able to see two or more Proposed Developments from one 'viewpoint' and/or sequential effects which 'occur when the observer has to move to another viewpoint to see different Proposed Developments'* (SNH, 2012, p11); and
- Perceived cumulative effects are those which may arise '*where two or more Proposed Developments are present but one or more is never seen by the observer'* (SNH, 2012, p11).

6.5.25 The degree to which cumulative effects occur, or may occur, as a result of more than one wind farm being constructed or becoming operational are a result of:

- the distance between individual wind farms and/or relevant other developments;
- the interrelationship between their Zones of Theoretical Visibility (ZTV) and how they may appear together in views;
- the overall character of the landscape and its sensitivity to wind farms and/or other relevant developments;
- the siting, scale and design of the wind farms and/or other relevant developments themselves; and
- the way in which the landscape is experienced.

6.5.26 The aim of the Cumulative Landscape and Visual Impact Assessment (CLVIA) is to focus on and determine the likely significant cumulative landscape and visual effects. Significant cumulative landscape and visual effects are likely to arise where wind farm developments become a prevailing landscape and visual characteristic as a result of the additional effects of the Proposed Development, albeit that they may become one of a number of prevailing characteristics.

6.5.27 To assist the decision maker, the assessment also presents below an overview of the likely combined cumulative effects of the Proposed Development in-combination with relevant operational, under construction, consented and application stage wind farms. The purpose of this is to consider

whether the resulting pattern of development, including the Proposed Development, will result in the redefinition of landscape character or visual receptors. For example, if the existing landscape character displays a 'landscape with wind farms' characteristic, where wind farms are one of a number of defining characteristics, the assessment will consider whether this may be redefined as a 'wind farm landscape' when the Proposed Development is added in to the overall pattern, where wind turbines become the most prevalent defining characteristic of the landscape. Combined cumulative effects are linked closely to landscape and visual capacity and the assessment has regard to factors such as the relationship of the combination of wind farms to landscape character types and the overall influence of the ZTV, in reaching an informed opinion as to the extent and nature of any combined cumulative effects.

Nature of Effects

6.5.28 The 'nature of effects' relates to whether the effects of the Proposed Development are positive/beneficial or negative/adverse. Guidance provided in GLVIA3 states that "*thought must be given to whether the likely significant landscape and visual effects are judged to be positive (beneficial) or negative (adverse) in their consequences for landscape or for views and visual amenity*" but does not provide an indication as to how that may be established in practice. The nature of effects is therefore one that requires interpretation and reasoned professional opinion.

6.5.29 In relation to many forms of development, the EIA will identify beneficial and adverse effects under the term nature of effect. The landscape and visual effects of wind farms are difficult to categorise in either of these brackets as, unlike other disciplines, there are no definitive criteria by which these effects can be measured as being categorically beneficial or adverse. For example, in disciplines such as noise or ecology it is possible to identify the nature of the effect of a wind farm by objectively quantifying its effect and assessing the nature of that effect in prescriptive terms. However, this is not the case with landscape and visual effects, where the approach combines quantitative and qualitative assessment.

6.5.30 In this assessment, beneficial, neutral and adverse effects are defined as follows:

- **Beneficial effects** contribute to the landscape and visual resource through the enhancement of desirable characteristics or the introduction of new, beneficial attributes. The removal of undesirable existing elements or characteristics can also be beneficial, as can their replacement with more appropriate components;
- **Neutral effects** occur where the Proposed Development neither contributes to nor detracts from the landscape and visual resource and is accommodated with neither beneficial nor adverse effects, or where the effects are so limited that the change is hardly noticeable. A change to the landscape and visual resource is not considered to be adverse simply because it constitutes an alteration to the existing situation; and
- **Adverse effects** are those that detract from or weaken the landscape and visual resource through the introduction of elements that contrast, in a detrimental way, with the existing characteristics of the landscape and visual resource, or through the removal of elements that are key in its characterisation.

6.5.31 In this assessment, landscape and visual effects are considered to be adverse unless otherwise stated.

Duration and Reversibility of Effects

6.5.32 The effects of the Proposed Development are of variable duration, and are assessed as short-term or long-term, and permanent or reversible. The construction effects include consideration of the construction compound, machinery, ground modifications, materials and cranes.

6.5.33 The Applicant is seeking in-perpetuity consent for the Proposed Development. In the event of decommissioning, or replacement of turbines, it is anticipated that the levels of effect would be similar but of a lesser level than those during construction. Decommissioning would be undertaken

in line with best practice processes and methods at that time and will be managed through an agreed Decommissioning Environmental Management Plan. The turbines, site access tracks, substation compound, permanent met mast, borrow pits, new extended slipway and landing jetty will be apparent in-perpetuity, and these effects are therefore considered to be long-term and potentially in-perpetuity although they will also be largely reversible if required.

6.5.34 Other infrastructure and operations such as the construction processes and plant, including tall cranes for turbine erection, and construction and storage compounds will be apparent only during the, approximate, 24 month construction period of the Proposed Development and are considered to be short-term effects. The tall cranes will be apparent intermittently and over a shorter duration.

6.5.35 The reversibility of effects is variable. The most apparent effects on the landscape and visual resource, which arise from the presence and movement of the turbines, will ultimately be reversible as the turbines will be removed on decommissioning. The effects of the tall cranes and heavy machinery used during the construction and decommissioning periods are also reversible.

6.5.36 Should the site ever be decommissioned it should be noted that elements of the Proposed Development, such as access tracks, slipway and landing jetty may be retained, while turbine foundations and underground cabling are likely to be left in-situ below ground with no residual landscape and visual effects.

6.5.37 In order to avoid repetition, the duration and reversibility of effects are not reiterated throughout the assessment.

Graphic Production

6.5.38 The written LVIA is accompanied by a set of graphics contained in Volume 3 Reference is made throughout the written text to these graphics, as they are an integral part of the overall assessment and of importance in illustrating specific matters. They should be viewed in accompaniment to the written text.

6.5.39 The graphics can be divided into two categories; maps and visualisations. The maps are largely based on the 40 km study area around the Proposed Development and present data of relevance to the assessment, such as the location and extent of landscape designations and Wild Land Areas. Zone of Theoretical Visibility ('ZTV') maps are also included. These digitally calculate the extent and level of theoretical visibility across a given area, using Ordnance Survey Terrain 5 mapping as the basis for the calculations. As this terrain model is based only on the 'bare earth', it does not take account of potential screening by vegetation or buildings, and this is why it is referred to as theoretical and not actual visibility.

6.5.40 The visualisations are based on the 11 viewpoint locations, which are representative of the visual amenity of visual receptors in the area surrounding the Proposed Development. For each viewpoint there is baseline photography and cumulative wirelines illustrating the Proposed Development and the 'bare earth' landform for the same extent as shown in the photography. In accordance with NatureScot's's visualisation guidance, all 11 of the viewpoints also have accompanying photomontages. These use the baseline photography and add onto this a computer-generated model of the Proposed Development. More detailed information on graphic production is included in the Assessment Methodology in Appendix 6.1.

Limitations to Assessment

6.5.41 Photographs and other graphic material such as wirelines and photomontages used in the assessment are for illustrative purposes only and, whilst useful tools in the assessment, are not considered to be completely representative of what will be apparent to the human eye. The assessment itself is carried out from observations in the field and therefore may include elements that are not visible in the photographs.

Zone of Theoretical Visibility (ZTV)

6.5.42 There are limitations in the theoretical production of ZTVs, and these should be borne in mind in their consideration and use:

- Ordnance Survey Terrain 5 DTM has been used to generate the ZTV's within the study area. The analysis is based on visibility at points on a 5m grid and does not take into account local, small-scale landform changes in analysing theoretical visibility.
- The ZTVs illustrate the 'bare ground' situation, and do not take into account the screening effects of vegetation, buildings, or other local features that may prevent or reduce visibility.
- The ZTVs do not indicate the reduction in visibility that occurs with increased distance from the Proposed Development. The nature of what is visible from 3 km away will differ markedly from what is visible from 10 km away, although both are indicated on the ZTVs as having the same level of visibility.
- It is important to remember that there is a wide range of variation within the visibility shown on the ZTV. For example, an area shown on the blade tip ZTV as having visibility of all of the turbines may gain views of the smallest extremity of blade tips, or of full turbines. This can make a considerable difference in the effects of the Proposed Development on that area.

6.5.43 These limitations mean that while the ZTVs are used as a starting point in the assessment, providing an indication of where the Proposed Development will theoretically be visible, the information drawn from the ZTVs is not completely relied upon to accurately represent visibility of the Proposed Development and is verified by wirelines and fieldwork.

Visualisations

6.5.44 The visualisations are based on theoretical visibility from 1.5 metres above ground level. There are limitations in these theoretical productions, and these should be borne in mind in the consideration and use of the wireline images. Firstly, the wireline illustrates the 'bare ground' situation, not taking into account the screening effects of vegetation, buildings, or other local features that may prevent or reduce visibility. Secondly, the wireline is based on OS Terrain 5 DTM, so there may be local, small-scale landform variations that are not reflected in the wireline but may alter the actual visibility of the Proposed Development, either by screening theoretical visibility or revealing parts of the Proposed Development that are not theoretically visible. Thirdly planning conditions are likely to allow the locations of the turbines to be horizontally micro-sited to a small degree and the levels of the turbine bases have not yet been established in detail as this will be determined through site investigations and engineering design. Both of these factors may alter the base and therefore the tip heights of the turbines above ground level from those that are assumed in the assessment and shown in figures. Such variation may also affect ZTVs.

6.5.45 Where descriptions within the assessment identify the numbers of turbines visible this refers to the theoretical illustrations generated and therefore the reality may differ to a degree from these impressions. These factors are unlikely to make a material difference to the outcome of the assessment.

6.5.46 Not all areas of the study area are publicly accessible, and this has limited the specific assessment of views from residential and other properties, for example. Not all parts of the study area have been visited due to time and accessibility constraints, for example the Wide Firth other than the public ferry routes. Notwithstanding these limitations, the assessors consider that there is sufficient information available, from publicly accessible viewpoints, to form a competent assessment of the likely landscape and visual amenity effects.

6.6 Baseline Conditions

6.6.1 The baseline section of the LVIA records the existing conditions of the study area. Establishing a baseline helps to gain an understanding of what makes the landscape distinctive and what its important components or characteristics are. The baseline is instrumental in the identification of the landscape character receptors, visual receptors and viewpoints that are included in the assessment. This section is presented under the following headings:

- The site;

- Landscape character;
- Coastal character;
- Landscape planning designations;
- Viewpoints;
- Principal visual receptors;
- Trends and projected future baseline; and
- Cumulative wind farm developments.

The Site

6.6.2 The site is located on the island of Faray, a small island set to the west of the island of Eday and south-east of the island of Westray. Faray is a narrow whale-back island, with a distinct north to south alignment. It measures only 3 km in length and less than 1 km at its widest section. Holm of Faray lies to the immediate north, separated by the narrow Lavey Sound and measuring only 1.5 km in length. The landform of the island gently rounds to a high point of 32 m, south of the centre and a high point of 31 m, north of the centre, with a gentle dip between. Holm of Faray rises only to 19 m.

6.6.3 The coastline of Faray is mostly rocky with small bays of white sandy shores occurring only in the north-east and south-west. The low cliffs and skerries form a distinctive edge around the island. While the coastline is relatively low, there are many small caves and geos cutting into the cliff edge, and a small arch on the north-west coast. A similarly rocky coastline outlines Holm of Faray, albeit without any sandy bays.

6.6.4 Despite the island being uninhabited by people since 1947, it continues to be inhabited by sheep. Fields of semi-improved pasture cover the island, with sheep grazing ensuring a low and homogenous landcover. The remnants of human occupation are evident in the single road extending down the spine of the island, and the ruined cottages and abandoned crofts which sit either side. These ruins and the old stone walls, although small and low, afford some enclosure and shelter to the livestock on this open and exposed island.

6.6.5 Faray is one of the Northern Isles, set to the north of the Mainland of Orkney. While Faray sits to the east of the Westray Firth, the closer waters are named Rapness Sound to the west and Sound of Faray to the east. While the western side of the island is largely open to the Westray Firth, the small Rusk Holm lies approximately 1.3 km to the south-west and the southern peninsula of Westray lies approximately 2.7 km to the north-west. The island of Eday lies on the close-range, opposing shore to the east of Faray, at a minimum distance of approximately 1.4 km. These surrounding islands present a sense of containment and a strong contextual character.

6.6.6 There is an existing influence on landscape character from operational wind farms located on Westray, Sanday and Stronsay, as well as operational single turbines on Eday, Westray and Rousay and many more small scale domestic turbines across most of the islands, although not Faray.

Landscape Character

6.6.7 Landscape character information produced by, or prepared on behalf of NatureScot forms the basis of much of the characterisation of the study area. The original LCA, which covers the study area, is SNH Review 100: Orkney Landscape Character Assessment.

6.6.1 NatureScot has recently reviewed and updated the 30 original Landscape Character Assessments (LCAs), produced to cover the whole of Scotland during the 1990s, by creating a single data set in a digital version. This has been based on the original LCAs and updated to ensure greater consistency in the approach and structure, to reduce cross boundary discrepancies and to make the mapping more accessible and readily legible. This information is contained in the NatureScot Landscape Character Assessment GIS dataset. In respect of the study area, the Landscape Character Types

(LCTs) have not been noticeably changed between the original Orkney Landscape Character Assessment and the updated dataset.

6.6.2 The guidance on the NatureScot web page, advises that, where available, capacity studies should take precedence over NatureScot's LCAs, and where relevant to specific types of development, such as wind farms. The study that has been considered in this assessment is the Landscape Capacity Assessment for Wind Energy in Orkney (LCAWEO) written by Ironside Farrar in 2014 and adopted by OIC in 2015. The LCAWEO uses the LCTs presented in the original SNH LCA. As this is very similar to NatureScot's updated data set, the updated mapping and information is used as the basis of this assessment.

6.6.3 NatureScot's LCAs and datasets, and local authority capacity studies, divide the landscape into areas of distinctive character which are generally referred to as LCTs. Many of these LCTs are extensive, sometimes covering several areas that are geographically separate. In order to distinguish between different areas of the same LCT and identify these areas in respect of their specific location, a sub classification of Landscape Character Units (LCUs) has been applied.

6.6.4 The distribution and extent of the LCTs within the 40 km study area is shown in Figure 6.2a. LCTs and their LCUs within a 15 km study area, and in conjunction with the ZTV, are shown in Figure 6.7a. Section 6.7 sets out those LCTs / LCUs which have potential to undergo significant effects and Section 6.12 presents the detailed assessments. The potential to undergo significant effects relates to the proximity of the LCTs / LCUs to the Proposed Development, their association with the Faray LCU of the Whaleback Island LCT, where the Proposed Development would be located, and other human influences that already form part of the baseline character, including wind farm developments and single turbines.

Coastal Character

6.6.5 In addition to the assessment of effects on landscape character, this LVIA also considers the effects on coastal character. The basis of this assessment is SNH's 2016 publication entitled 'Coastal Character Assessment: Orkney and North Caithness, which presents classification descriptions for regional and local coastal character areas around all the Orkney and North Caithness coastlines. Regional Coastal Character Areas (RCCAs) form the broader classification, while Local Coastal Character Areas (LCCAs) form the more detailed sub-areas of the RCCAs. Not all of the RCCAs have been subdivided into LCCAs.

6.6.6 The distribution and extent of the RCCAs within the 40 km study area is shown in Figure 6.2b. RCCAs and their LCCAs within a 15 km study area and in conjunction with the ZTV are shown in Figure 6.7b. Section 6.7 sets out those RCCAs / LCCAs which have potential to undergo significant effects and Section 6.12 presents the detailed assessments. The potential to undergo significant effects relates to the proximity of the RCCAs / LCCAs to the Proposed Development, their association with the Faray LCU of the Whaleback Island LCT, where the Proposed Development would be located, and other human influences that already form part of the baseline character.

Landscape Planning Designations

6.6.7 There are three ways in which landscape planning designations are relevant to the LVIA:

- the presence of a designation can give an indication of a recognised value that may increase the sensitivity of a landscape character receptor, viewpoint or visual receptor, and may therefore affect the significance of the effect on that receptor;
- the presence of a relevant designation can lead to the selection of a representative viewpoint within the designated area, as the viewpoint will provide a representative outlook from that area; and
- designated areas may be included as landscape character receptors so that the effects of the Proposed Development on these features of the landscape that have been accorded particular value can be specifically assessed.

6.6.8 A number of areas have been attributed a landscape planning designation within the 40 km study area, as shown in Figure 6.3 and in conjunction with the ZTV in Figure 6.8. These include a nationally important National Scenic Area (NSA) and a number of Gardens and Designed Landscapes (GDLs). There are no regionally designated landscapes on Orkney. The site itself is not subject to any national landscape designations intended to protect landscape quality or scenery considered to be of national importance.

National Scenic Areas

6.6.9 NSAs are areas of land considered to be important on a national level and are designated by NatureScot. The site is not covered by any national landscape designations intended to protect landscape quality as shown in Figure 6.3. The only NSA in the study area is the Hoy and West Mainland NSA which lies approximately 29 km to the south-west of the Proposed Development. The ZTV in Figure 6.8 shows that visibility would be very limited in extent, with visibility occurring only as very small patches across higher north-facing slopes beyond 32 km. The Proposed Development would not give rise to significant effects and the Hoy and West Mainland NSA is, therefore, not considered further in this assessment.

Gardens and Designed Landscapes

6.6.10 Historic Environment Scotland is responsible for designating Gardens and Designed Landscapes (GDLs). These are contained in an Inventory which can be accessed at http://www.historic-scotland.gov.uk/gardens. The descriptions contained in the Inventory identify the special qualities which merit the designation of each GDL.

6.6.11 There are two nationally important Inventory Gardens and Designed Landscapes (GDL) within the study area as shown in Figure 6.3. This includes Balfour Castle at approximately 19 km to the south and Skaill House at approximately 36 km to the south-west. The ZTV in Figure 6.8 shows that there will be no visibility of the Proposed Development from Skaill House GDL and very limited visibility from Balfour Castle, such that there will be a very limited effect. The effects of the Proposed Development on the GDLs are, therefore, not considered further in this assessment.

Viewpoints

6.6.12 The LVIA is informed by a series of 11 viewpoints which are selected to represent visibility from landscape character types, landscape planning designations and principal visual receptors around the study area. These include points of specific importance such as recognised viewpoints, designated landscapes, settled areas, important routes and attractions. The viewpoints also attempt to represent visibility from a range of different directions and distances, whilst also highlighting those areas with greatest potential for significant effects to arise. It should be noted that while the majority of the viewpoints are chosen to represent receptors that have potential to undergo a significant effect, this is not always the case, and some viewpoints that are included demonstrate a lower level of visibility from certain locations.

Viewpoint selection

6.6.13 The viewpoint assessment is used to inform and illustrate the assessment of effects on landscape character as well as the assessment of effects on views and principal visual receptors. The viewpoints used in the assessment are set out in Table 6.3, and detailed assessment for each of these is presented in Section 6.13. The viewpoint locations are shown in conjunction with the blade tip ZTV in Figures 6.5a (40 km), 6.5b (15 km @A3) and 6.5c (15 km @AO) and the hub height ZTV on 6.6a (40 km) and 6.6b (15 km).

6.6.14 The process of identifying viewpoints involves extensive investigation to ensure that the final viewpoints are representative of the highest levels of visibility and most sensitive receptors around the study area, and that they clearly illustrate the predicted visibility of the Proposed Development.

Table 6.3 - Representative Viewpoints

ID	Viewpoint name	Grid ref.		Dist. nearest turbine (km)	Receptors represented
1	Guith, Eday	355311	1036751	1.93 km E	Residential receptors, road-users
2	Vinquoy Hill, Eday	356011	1038103	3.00 km ENE	Formalised viewpoint, recreational receptors, core path users
3	Sands of Mussetter, Eday	355011	1033466	3.13 km SSE	Recreational receptor, core path users
4	Westray Ferry Terminal	350871	1040517	3.68 km NNW	Ferry users, road-users, residential receptors, recreational receptors
5	Ness of Tuquoy, Westray	346023	1043292	9.02 km NW	Core path users, recreational receptors
6	Spur Ness, Sanday	360509	1034235	7.43 km ESE	Road-users, ferry-users
7	Burness, Sanday	366428	1043580	14.75 km ESE	Residential receptors, road-users, walkers
8	John's Hill, Stronsay	363530	1028760	12.60 km SE	Residential receptors, road-users, walkers
9	Kierfea Hill, Rousay	342319	1032116	11.29 km WSW	Residential receptors, road-users, walkers
10	Hatston, Kirkwall	343165	1012884	24.96 km S	Residential receptors, road-users
11	Westray Ferry	351731	1034215	2.05 km SSW	Ferry users, tourism/recreational receptors

Principal Visual Receptors

6.6.15 A number of visual receptors are considered in the assessment as views from them may be affected by the Proposed Development. It is not possible to consider every potential visual receptor in the study area due to the extent of ground that it covers. The assessment, therefore, concentrates on the key visual receptors that may gain visibility of the Proposed Development, such as people in settlements and on routes. Principal visual receptors are shown in Figure 6.4 and in conjunction with the blade tip ZTV in Figure 6.9.

Settlements and Residents

6.6.16 The small and relatively remote nature of the islands and the predominance of water compared to land, means that there is a very limited and sparse population within the study area. The settlement

pattern comprises mostly dispersed properties, reflecting the historic pattern of crofting on these islands.

6.6.17 The Orkney Local Development Plan identifies areas which it regards as 'Settlement' and these identified settlements are shown in Figure 6.4 and in conjunction with ZTV in Figure 6.9. None of the Settlements lie within 20 km of the Proposed Development and none have potential to be significantly affected by the Proposed Development owing to one or a combination of the following factors; their separation distance from the Proposed Development; the limited visibility of the Proposed Development; the limited association between the settlement and Faray, where the Proposed Development would be located; and the existing human influences on views from the settlement. Settlements in the study area are, therefore, not assessed in further detail in this assessment. The effect of the Proposed Developments on residents is assessed with reference to the representative viewpoints.

6.6.18 The closest collection of properties to the uninhabited island of Faray is the coastal area of Guith, approximately 1.5 km to 2 km east across the Sound of Faray, on the island of Eday. It comprises several dispersed properties inset from the coastline. The effect of the Proposed Development on the Residential Visual Amenity of those individual properties that lie within a 2 km radius is presented in Appendix 6.2: Residential Visual Amenity Assessment.

Road Routes

6.6.19 The road pattern across Orkney's Northern Isles generally comprises 'B' class roads running centrally along the island's ridgeline or over its landmass, with minor roads extending off these towards the coastal edge. There are no 'A' class roads on the Northern Isle's and many of the roads are single track with passing places. There are no roads on Faray as this is an uninhabited island, although there are the remnants of a road along the central north-south spine.

6.6.20 On Eday, the main road is the B9063, which runs almost the length of the island, from Calf Sound in the north, to Backaland in the south, where the ferry terminal is situated. It is located closer to the eastern coast, with views typically drawn east towards Sanday, although also with views west from the narrow central section and more elevated parts to the north.

6.6.21 Westray's main roads extend from the main settlement of Pierowall on the north-east coast: the B9066 running along the spine of the eastern peninsula to Rapness in the south-east and the B9067 to Midbea in the south. In general, views from these roads crossing over the gently curved landform, open out into long-range panoramas of open sea or vistas of distant neighbouring islands. Towards Rapness the low-lying coast provides tranquil scenes enclosed by nearby islands sitting low on the horizon.

6.6.22 From the ferry terminal at Loth on Sanday the B9070 runs north along the ridgeline of the southern peninsula to Broughtown, with the B9068 extending along the spur to the north and the B9069 along the spur to the north-east. Towards Spur Ness and the prominent Spurness Point Wind Farm, views from the southern part of the ridge tend to focus on the west towards neighbouring Eday. Faray is not so readily visible owing to the extent of intervening landform both on Sanday and Eday.

Walking Routes

6.6.23 There are a number of core paths on the Northern Isles, either located along paths through the landscape or along the coastal edge or following minor roads. These paths are used by locals and visitors and enable an appreciation of the local and wider landscapes and seascapes. The most relevant of these core paths to the assessment are;

- ED1 Eday Heritage walk;
- ED5 Newark;
- ED6. Sands of Mussetter;
- W8 Castle o' Burrian and the Bay of Tafts; and
- R6. Faraclett Head.

Ferry Routes

6.6.24 Ferry routes from Kirkwall run to the islands of North Ronaldsay, Westray, Papa Westray, Eday, Stronsay and Sanday.

6.6.25 The crossing from Kirkwall to Westray takes one hour and twenty-five minutes with four crossings per day, except Sunday when there are two crossings. Kirkwall to Eday crossings take 1 hour 15 minutes with up to four crossings on weekdays, and two on Saturday and Sunday. Crossings from Eday to Sanday take twenty minutes with two crossings on Saturday, and one on Sunday, Tuesday and Thursday. Crossings from Eday to Stronsay take 35 minutes with one crossing on Monday, Wednesday, Thursday and Friday.

6.6.26 Generally, as these ferries pass between the islands of the archipelago passengers gain uninterrupted views of Faray from the more open waters of North Sound, North Ronaldsay Firth, Sanday Sound, Wide Firth and Westray Firth, as well as from the inland waters around smaller islands including Rapness Sound, Spurness Sound, Eday Sound, and the Sound of Faray.

6.6.27 Prior to the Covid pandemic, there were also more than 140 cruise liners visiting Orkney annually, using the piers at both Hatston and Kirkwall.

6.6.28 The ZTV shown in Figure 6.9 shows theoretical visibility of the Proposed Development across a number of ferry routes and areas of sea which are popular with watercraft. Theoretical visibility is shown to be almost continuous across the more open waters of North Sound, North Ronaldsay Firth, and Westray Firth. Visibility within the Stronsay Firth and inshore waters of Sanday Sound, and Eday Sound is less continuous owing to the screening effect of intervening islands. This includes Gairsay Sound and Rousay Sound to the south-west. In these areas there is little theoretical visibility. The extent of theoretical visibility derives in the main from the openness of the water, the distribution of islands across the area and the relatively low height of many of these islands. Overall, visibility from the ferry routes to Faray will be largely continuous albeit within a much wider seascape and landscape around.

6.6.29 The key ferry routes with potential to be affected by the Proposed Development run between Kirkwall and Westray, Kirkwall and North Ronaldsay, and Kirkwall and Eday. While other ferry routes may potentially be affected, the low frequency and short length of these crossings reduces the exposure of passengers to these effects.

Trends and Projected Future Baseline

6.6.30 In relation to Climate Change, the Stern Report states '*The scientific evidence is now overwhelming: climate change is a serious global threat, and it demands an urgent global response.*' While many of the large scale and immediate impacts of climate change will be experienced in other parts of the world, the impacts that are being experienced on the Orkney Islands will be experienced on an increasingly frequent basis and at increasing magnitudes.

6.6.31 United Kingdom Climate Projections 2018 (UKCP18) produced by the Met Office predict that the Scottish climate will get wetter, especially in the winter months and with more frequent storm events. Coastlines will be especially vulnerable due to a combination of rising sea levels and the predictions for more frequent stormy weather, and this could lead to coastal settlements being affected by flooding during high tides. A wetter climate on the Orkney Islands will mean greater risk of flooding in low-lying parts of the landscape, which in the study area, largely coincides with low-lying areas of farmland, where improved pasture is the predominant land use.

6.6.32 In terms of future development on the islands, Figure 6.11 shows the extent of operational, under construction, consented and application stage wind farm developments, as well as those in scoping for turbines greater than 50 m to blade tip. This shows the limited number and extent of wind farms being proposed within the study area, especially within the local area around the Proposed Development. The approach of the assessment to cumulative effects is outlined below and a more detailed assessment is contained in the main assessment in Sections 6.12 and 6.13. It must be noted that wind farm consents have up until recently been typically time limited and that in the absence of applications for repowering of wind farms, decommissioning would be the default.

Cumulative Wind Farm Developments

6.6.33 Both NatureScot and GLVIA3 advise in their guidance that the assessment of the cumulative impacts associated with the Proposed Development should encompass the effects of the proposal in conjunction with existing, under construction, consented and application stage wind farms awaiting determination. Schemes that are at the pre-planning or scoping stage are generally not considered in the assessment of cumulative effects because firm information on which to base the assessment is not available. The list of proposals presented in SNH guidance (SNH, 2012, p7) is as follows:

- *"existing development, either built or under construction;*
- *approved development, awaiting implementation; and*
- *proposals awaiting determination within the planning process with design information in the public domain. Proposals and design information may be deemed to be in the public domain once an application has been lodged, and the decision-making authority has formally registered the application."*

6.6.34 The developments to be considered within the CLVIA are set out in Table 6.4 below. As stated in guidance (SNH, 2012, p15) '*At every stage in the process the focus should be on the key cumulative effects which are likely to influence decision making, rather than an assessment of every potential cumulative effect'.*

6.6.35 While the baseline presented in the LVIA would be altered by the introduction of further wind farms, the cumulative map in Figure 6.11, combined with the cumulative ZTVs in Figures 6.12 to 6.18, and the cumulative wirelines in Figures 6.19 to 6.29, together illustrate the limited influence of consented and application stage wind farms. The cumulative assessment, therefore, focuses on the cumulative effect of the Proposed Development in conjunction with the operational and under construction wind farms in the main assessment in Sections 6.12 and 6.13. A cumulative assessment is included where interactions with the consented or application stage wind farms are of relevance.

6.6.36 The cumulative situation changes frequently as applications are made or withdrawn, and the layouts of submitted application wind farms are changed. It is therefore necessary to set a cut-off date when the sites and layouts to be included are fixed. This has been set at the 15th September 2020. Any changes in the cumulative situation after this date have not been considered in the CLVIA.

6.6.37 The scale and proximity of cumulative wind farms and other development is also of relevance to the CLVIA, with the greatest influence arising where large-scale wind farms or other developments are situated in close proximity to the Proposed Development. The larger the development, generally, the higher the likelihood of a significant cumulative effect. Turbines of less than 50 m are not included within the assessment.

6.6.38 A total of 21 wind energy sites lie within a 40 km radius of the Proposed Development and these are listed in Table 6.4 below. Sites that lie outwith a 40 km radius of the Proposed Development have been discounted due to their distance from the Proposed Development which ensures that either one or both will be seen from a considerable distance away and, therefore, will have a very limited effect.

6.6.1 Table 6.4 also indicates whether or not cumulative wind energy sites are referenced in the CLVIA. Their separation distance from the Proposed Development, turbine height and number are the key reasons for excluding sites, as these developments are considered not to have the potential to contribute to the Proposed Development having a significant cumulative effect.

Table 6.4 - Cumulative Wind Energy Development within a 40 km Radius

Name	Status	Number of turbines	Blade tip height in m	Distance in km / Direction	Referenced in CLVIA
Sandy Banks	Operational	1	77	4.34 / S	Yes

Name	Status	Number of turbines	Blade tip height in m	Distance in km / Direction	Referenced in CLVIA
Spurness Point	Operational	5	100	6.93 / SE	Yes
Newark	Operational	1	59.7	7.46 / NNW	Yes
Kingarly Hill	Operational	1	67	11.41 / SW	Yes
Gallowhill	Operational	1	67	12.47 / NW	Yes
Westray Dev. Trust	Operational	1	77	12.72 / NW	Yes
Stronsay Dev. Trust	Operational	1	67	16.41 / SSE	Yes
Howe, Shapinsay	Operational	1	67	19.00 / S	Yes
Hammars Hill	Operational	5	67	19.50 / SW	Yes
Burgar Hill	Operational	6	Up to 116	20.99 / SW	Yes
Crowness Business Park	Operational	1	67	24.91 / SSW	Yes
Rennibister	Operational	1	67	26.50 / SSW	Yes
Holodykes	Operational	1	80	25.37 / SW	No – distant with limited inter-visibility
Upper Stove, Deerness	Operational	1	67	28.56 / SSE	No – distant with limited inter-visibility
Barnes of Ayre	Operational	3	67	32.16 / SSE	No – distant with limited inter-visibility
Northfield, Burray	Operational	1	70	37.82 / S	No – distant with limited inter-visibility
Work Farm	Consented	2	67	23.57 / S	No – distant with limited inter-visibility

Name	Status	Number of turbines	Blade tip height in m	Distance in km / Direction	Referenced in CLVIA
Akla	Consented	1	67	33.72 / SSW	No – distant with limited inter-visibility
Costa Head	Consented	4	125	23.04 / WSW	Yes
Hammars Hill Extension	Application	2	150	20.11 / SW	Yes
Orkney's Community Wind Farm Project – Quanterness	Application	6	149.9	24.28 / SSW	Yes

6.6.1 Baseline operational and under construction cumulative wind farms are taken into consideration in the main assessment of the Proposed Development. Consented and application-stage wind farms are considered only in the cumulative assessment. Cumulative ZTVs have been prepared to illustrate theoretical visibility of the Proposed Development in conjunction with operational Spurness Point, Westray Development Trust / Gallowhill turbines, Stronsay Development Trust turbine, Hammers Hill Wind Farm and Burgar Hill Wind Farm (Figures 6.12 to 6.16). There are also operational single turbines at Sandy Banks on Eday, Newark on Westray and Kingarly Hill on Rousay. Figures 6.17 and 6.18 show the cumulative ZTVs with the consented Costa Head and application stage Orkney's Community Wind Farm Project Quanterness wind farms respectively. The cumulative wirelines in Figures 6.19 to 6.29 demonstrate the influence of these operational wind farms and single turbine in respect of the 11 representative viewpoints.

6.6.2 The cumulative effects that will arise as a result of the addition of the Proposed Development will relate chiefly to open water and coastlines, open farmland and elevated locations from where it may be possible to see the Proposed Development simultaneously and in succession as part of wider views that contain other wind farms. Cumulative effects may also arise through sequential visibility of the Proposed Development from the roads and core paths on the Mainland of Orkney and ferries between the Mainland of Orkney and the Northern Isles, since other wind farms are visible from these routes.

6.7 Receptors Brought Forward for Assessment

6.7.1 Through a combination of the scoping process, baseline assessment and site work, the following landscape and visual receptors have been identified as having potential to undergo significant effects as a result of the Proposed Development.

6.7.2 These receptors form the basis of the assessment and are assessed in detail in Sections 6.12 and 6.13.

Landscape Elements

- Agricultural land.

Landscape Character Types and Units

- Coast with Sand LCT 308: Mussetter, Eday LCU;
- Holms LCT 295: Holm of Faray LCU / Rusk Holm LCU;

- Inclined Coastal Pasture LCT 302: Central Eday LCU / Fersness LCU;
- Low Island Pastures LCT 298: Rousay LCU;
- Moorland Hills LCT 314: South Eday LCU / North Eday LCU / Rousay LCU:
- Ridgeline Island Landscapes LCT 297: Westray LCU;
- Undulating Island Pasture LCT 299: Sanday LCU / Westray LCU; and
- Whaleback Islands LCT 296: Faray LCU / Egilsay LCU.

Regional Coastal Character Areas and Local Coastal Character Areas

- RCCA 3 Sanday West;
- RCCA 5 Eday: LCCA 5c Red Head to Greenan Nev / LCCA 5d Fersness Bay / LCCA Faray / LCCA Holm of Faray;
- RCCA 8 Westray North and East;
- RCCA 10 Rousay North: LCCA 10b Saviskaill Bay;
- RCCA 11 Rousay South: LCCA 11d Point of Avelshay to Scock Ness; and
- RCCA 12 Egilsay and Wyre.

Viewpoints

- Viewpoint 1: Guith, Eday;
- Viewpoint 2: Vinquoy Hill, Eday;
- Viewpoint 3: Sands of Mussetter, Eday;
- Viewpoint 4: Westray Ferry Terminal;
- Viewpoint 5: Ness of Tuquoy, Westray;
- Viewpoint 6: Spur Ness, Sanday;
- Viewpoint 7: North Bay, Sanday;
- Viewpoint 8: John's Hill, Stronsay;
- Viewpoint 9: Kierfea Hill, Rousay;
- Viewpoint 10: Hatston, Kirkwall;
- Viewpoint 11: Westray Ferry.

Principal Visual Receptors

- Westray Ferry;
- North Ronaldsay Ferry;
- B9066, Westray;
- B9063, Eday;
- ED1 Eday Heritage Walk;
- ED5 Newark;
- ED6. Sands of Mussetter;
- W8 Castle o' Burrian and the Bay of Tafts; and

- R6. Faraclett Head.

6.7.3 All other landscape and visual receptors have been discounted from the detailed assessment owing to the fact that there would be no likely significant effects as a result of the Proposed Development. This finding, in respect of each discounted receptor, relates to a combination of two or more of the following factors. Firstly, there is the separation distance between the receptor and the Proposed Development, which will reduce the prominence of the Proposed Development. Secondly, there is orientation and association, whereby receptors which are not orientated towards the Proposed Development or which do not have a close association with the location of the Proposed Development, will not be so susceptible to the effects. Thirdly, where intervening landscapes or where more influential landscape and seascape contexts occur, these moderate the comparative influence of the Proposed Development. Fourthly, where other human influences occur, most notably other close range wind farm developments, these also moderate the comparative influence of the Proposed Development. Fifthly, there are no national or regional landscape designations across most of the study area, denoting an absence of any special landscape value.

6.8 Standard Mitigation

6.8.1 This section describes the landscape and visual mitigation measures that have been incorporated through the iterative design of the Proposed Development in order to prevent, reduce or offset potentially negative landscape and visual effects caused by the construction and operation of the Proposed Development. It should be read in conjunction with the full project description and the rationale for site selection and scheme design in Chapter 2: Design Iteration.

Site Selection

6.8.2 OIC's site selection process, to identify the most suitable sites for Orkney's Community Wind Farm Project, followed a sieving process in which all internationally designated areas across the islands were discounted, along with a 700 m buffer zones around each residential property. This process highlighted Faray as one of the few areas with potential for wind farm development.

6.8.3 Faray presents a suitable site in respect of the complete absence of human habitation, which means that there are no residents within close range of the Proposed Development who might otherwise be potentially significantly affected. There are no ferries to the island and to visit the island requires chartering a boat. With no special attractions on the island, very few visitors come to this island. With the exception of the farmers who visit to tend the sheep there are, generally, no visual receptors on the island that would be affected.

6.8.4 The island is separated from the other islands by the surrounding inshore waters, which means there are no residents, road-users or walkers that would be affected within this close range area, although transitory ferry passengers and passengers on other vessels would be affected. The closest residents, road-users and walkers that would be affected occur on the western coast of Eday, which lies to the east of Faray. While the closest residential properties lie approximately 1.6 km from the nearest turbine, settlement along this coastline is typically sparse and dispersed, with no nucleated villages and only single-track minor roads providing access. A similar situation occurs along the Westray coastline to the north-west, albeit at the greater range of 3.5 km between the closest residential properties and nearest turbine.

6.8.5 The rural and relatively remote nature of Faray means that there are no residential receptors within especially close proximity and few within close to medium proximity. This, therefore, notably reduces the number of residents, road-users and walkers that would be affected and contributes to the suitability of the site.

6.8.6 The site is not covered by any national or regional landscape planning designations which would otherwise denote a special landscape value. Furthermore, there are no national or regional landscape planning designations or wild land areas within a 29 km radius of the site and the World Heritage Site Buffer Zone lies outwith a 28 km radius. This absence of designations across the site and the surrounding area out to a 28 km radius, adds to the suitability of the site, as the Proposed Development would not give rise to significant effects on designated landscapes with an inherently high or medium-high sensitivity.

6.8.7 Faray is classified as an example of the Whaleback Island LCT, a type characterised by low and rounded landform which slopes gently down to the coastal edge. While the landform and the landcover present a simplicity in terms of their homogenous and uniform nature, the small scale and intricate detail of the coastal features and the abandoned croft houses add a complexity that will serve to accentuate the large scale of the turbines. Faray is a small island, such that, by its very nature it could only accommodate a small number of turbines. Moreover, it would contain a small number of turbines within one, well-defined and distinct LCT. The linear and low-lying nature of the island inevitably prompts a linear and low-lying layout. This in turn, naturally presents a tidy and uncluttered layout, in which the turbines are all relatively well spaced and set at a similar low elevation. The small and low-lying landform of the island means that the Proposed Development would be seen as much part of the seascape context as the island context. Faray is seen to form a seaboard platform for the Proposed Development. The large scale of the proposed turbines will, however, appear at variance with the small scale of the island.

6.8.8 The settled and cultivated nature of much of the Orkney Islands means that the landscape has been extensively modified. The extent of human influence means that there are few natural or semi-natural areas. A dispersed settlement pattern and enclosed farmland occurs across much of Orkney, such that there is a human influence in almost every part. While Faray is no longer inhabited, it is still farmed with the landcover modified by the improved pasture required for sheep grazing. This reduces the sense of remoteness and wildness, which would otherwise add to the sensitivity of the landscape.

Layout Design

6.8.9 The iterative design process is described in detail in Chapter 2: Design Iteration and in the accompanying Design and Access Statement (DAS). The design of the wind farm layout is an important part of the EIA process as it is the stage where the most notable contribution can be made to mitigate likely landscape and visual effects. This helps to create a wind farm which is appropriate to the existing landscape character and visual features of an area. The iterative design process allows the effects of different wind farm layouts to be assessed then modified to prevent, reduce or offset effects. The residual effects reported in the following Sections 6.12 and 6.13, therefore, include embedded mitigation in the form of design refinement and consideration against landscape and visual objectives, for example, arranging turbines with respect to landform features, particular consideration of a view of the wind farm from a highly valued landscape, or ensuring the arrangement of turbines is aesthetically balanced from sensitive viewpoints and visual receptors. While the absence of national or regional landscape designations within a 28 km radius of the site denotes an absence of highly valued landscapes, many highly sensitive visual receptors have been identified on the close-range surrounding islands and their views have been an important consideration in the iterative design process.

6.8.10 In respect of the Proposed Development on Faray, the aim was to keep the proposed turbines sufficiently inset so as not to encroach on the coastal edge. The proposed turbines have been set at consistent elevations and spaced evenly, to produce a compact and legible layout from the key viewpoints on the surrounding islands. The iterative design has also taken into account technical and environmental constraints, principally relating to archaeological features and ecological designations, which have also helped guide the final layout. Figure 1.2 illustrates the site layout.

6.8.11 In terms of the layout of the site infrastructure, many of the key components have been located in the centre of the island, where their potential landscape and visual effect will be moderated. For example a long section of the access road follows the original track along the spine of the island and the main borrow pit search area has been located to the west of this, such that its visibility from the inhabited island of Eday to the east will be reduced. In the south-east of the island, a small cluster of infrastructure components has been formed close to the jetty, with the substation, small temporary construction compound and small borrow pit search area, in order to reduce vehicle movements across the island. A larger temporary construction compound is located further up the road, away from the coastal edge.

6.9 Likely Effects

6.9.1 Likely effects are those that are assessed as being likely to result from the construction, operation and decommissioning of a wind farm, according to the characteristics of the site, the Proposed Development, the landscape and visual receptors, and the interactions between these factors. Table 6.5 describes typical landscape and visual effects that can occur from a wind farm. Their inclusion in the table does not imply that they will occur, or occur as significant effects, as a result of the Proposed Development, but helps to highlight the considerations made in the assessment process.

6.9.2 Landscape and visual mitigation measures have been incorporated through the iterative design of the Proposed Development in order to prevent, reduce or offset likely landscape and visual effects. These are described in Section 6.8: Standard Mitigation presented above. The residual effects of the Proposed Development are those effects remaining after mitigation, which will become apparent under construction or operation. These are assessed in Section 6.12: Residual Effects on Landscape and Coastal Character, and Section 6.13: Residual Effects on Visual Receptors.

Table 6.5: Likely Landscape and Visual Effects - Construction, Operation and Decommissioning

Activity	Specific Element	Likely Effects	Likely Sensitive Receptors
Construction	Construction plant, temporary construction compounds and site facilities, a new extended slipway and landing jetty, hard standings, borrow pits, marine vessels, meteorological mast, turbines under construction, construction cranes, construction lighting.	Temporary physical effects on landscape fabric Temporary effects on landscape character Temporary effects on visual amenity	Physical landscape features e.g. agricultural land Landscape and coastal character receptors – LCTs / LCUs and RCCAs / LCCAs Views – experienced by different receptors e.g. residents, road users, walkers
Operation	Turbines, access tracks, permanent meteorological mast, slipway, landing jetty, daytime aviation lighting, substation compound, site office, transformers	Long term effects on landscape character Long term effects on visual amenity	

6.9.3 The effects of the Proposed Development on the landscape and visual receptors will arise principally from the construction, operation and possible decommissioning of the turbines, substation compound, temporary construction compounds, daytime aviation lighting, a new extended slipway, landing jetty and access tracks. The temporary construction facilities, such as cranes, construction vehicles, construction compounds, lighting, laydown areas and delivery vehicles required during construction will also have effects on the landscape and visual resource. It is anticipated that construction of the Proposed Development will take up to approximately 24 months; the construction effects identified are, therefore, predicted to occur during this period and end at the start of the operational stage. While the most wide-spread effects during the construction phase will relate to the tall cranes, it is anticipated that two months will be the maximum period during which the cranes will be active on the site, making this an especially short term effect. A Construction Environmental Management Plan will be prepared that will further detail the mitigation measures to be implemented during the construction phase.

6.9.4 In terms of daytime aviation lighting, it has been agreed that this should match the lighting used on the Sanday turbines. These are medium intensity steady red lights of minimum intensity 2000 cd. It

was further agreed that, in accordance with CAA policy, the lights could be dimmed to 10 % of their minimum intensity (200 cd) in conditions of high visibility. The infra-red lights will be medium intensity obstruction lights fixed on the hubs of all six turbines. Their effect will be moderated by their use during the hours of daylight and their reduced intensity during periods of good visibility.

6.9.5 The intensity of daytime aviation lighting also reduces sharply when observed from beneath the light, with reference to the horizontal. At -1 degree the intensity recommended by the CAA (via ICOA Annex 14 Volume 1 to the Chicago Convention) should not exceed 56 % of the maximum intensity, falling to 4 % at -10 degrees.

6.9.6 The combination of the reduced intensity during good visibility and the design of the lights to reduce intensity in angles below the horizontal, which will be set at the hub height of c.81.9 m, means that the overall effect on visual receptors will be greatly moderated. The impacts will relate principally to the presence and movement of the 149.9 m high turbines and while the daytime lighting may add to the overall impact, this addition will be especially incremental.

6.9.7 The Applicant is seeking in-perpetuity consent for the Proposed Development. In the event of decommissioning, or replacement of turbines, it is anticipated that the levels of effect would be similar but of a lesser level than those during construction. Decommissioning would be undertaken in line with best practice processes and methods at that time and will be managed through an agreed Decommissioning Environmental Management Plan.

6.10 Additional Mitigation

6.10.1 There is very limited opportunity to mitigate landscape and visual effects outwith standard mitigation measures undertaken in the iterative design process. There is therefore no additional mitigation to be considered in the LVIA.

6.10.2 The residual effects of the Proposed Development, that is those effects that will remain after mitigation, are assessed in the sections presented below. These are categorised into effects on landscape elements, effects on landscape character, and effects on views, as described previously. Cumulative effects are also assessed in these sections as these effects relate principally to the operational and under construction wind farms that make up the baseline cumulative context, and more occasionally to the consented and application stage wind farms.

6.11 Residual Effects on Landscape Elements

Introduction

6.11.1 The first category of effects covered in the assessment is the physical effects on landscape elements. These are the direct effects on the fabric of the site, such as the removal of ground cover vegetation. Effects on landscape elements are found only on the site, where existing landscape elements may be removed or altered by the Proposed Development. This category of effects is made up of landscape elements and, in this case, there is only one element involved; agricultural land. The methodology for the assessment of physical effects is described in full in Appendix 6.1.

Agricultural Land

Baseline

6.11.2 Agricultural land is by far the predominant land use on Orkney, largely characterising the Orkney landscape. Farms are typically small in scale with small to medium sized fields, enclosed by post and wire fencing or drystone dykes, and containing improved or semi-improved pasture or arable crops. The site presents a different situation in that it occupies a small island, which although uninhabited, is still used to farm sheep. The land cover comprises improved or semi-improved pasture and while some definition of fields is formed by post and wire fencing, the island appears blanket covered by grass. The site comprises largely unenclosed fields of semi-improved or rough pasture. There are no hedgerow boundaries or trees on the site and no other areas of natural vegetation. While some drystone dykes exist, field boundaries are generally open, and this adds to the open appearance of the landscape.

Sensitivity

6.11.3 The value of the agricultural land is medium. There are no national or regional landscape designations which would otherwise denote a special value.

6.11.4 The susceptibility of the agricultural land to the Proposed Development is medium-low. The proposed turbines and associated infrastructure will be located on the agricultural land which occupies the site. This will result in the loss of agricultural land where access roads, crane pads and turbine foundations will be constructed. The land has been modified from its natural state by centuries of farming, such that there is little biodiversity, with the vegetation which occurs comprising either semi-improved pasture or rough grazing. There will, therefore, be no loss to natural vegetation and little loss to biodiversity.

6.11.5 The susceptibility of the agricultural land is moderated by the extent to which it has already been modified by cultivation, the ability of some of the agricultural land disturbed through the construction period to be reinstated and the limited extent of the land to be disturbed in proportion to the remainder of the site and the wider provision of agricultural land across Orkney.

6.11.6 The combination of the value of the agricultural land and its susceptibility to the Proposed Development gives rise to an overall **medium** sensitivity.

Magnitude of change

6.11.7 During the construction phase, the Proposed Development will lead to the loss of patches of the existing agricultural land where new access tracks, permanent hard-standings, turbine foundations, the substation compound, borrow pits and the temporary construction compounds will be constructed, as illustrated in Figure 1.2. The effect of this loss will be moderated by the fact that the majority of the agricultural land will remain unaffected and continue to be used for sheep grazing. Furthermore, no mature or well-established vegetation will be lost, and the vegetation lost is relatively limited in terms of biodiversity. Grasses will be able to recolonise areas of temporary removal, easily and post construction, areas of temporary removal will be reinstated.

6.11.8 Taking all these factors into account, the Proposed Development will give rise to a **medium-low** magnitude of change on the site.

Significance of Effect

6.11.9 The effect of the construction of the Proposed Development on the agricultural land of the site will be **not significant**. This finding relates to the modified state of the agricultural land, the limited extent of the agricultural land that will be lost, the wider extent of agricultural land across Orkney which limits the scarcity value of this physical element and the ease with which agricultural grasses can be reinstated post-construction.

6.12 Residual Effects on Landscape and Coastal Character

Introduction

6.12.1 Landscape character is the distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape, and the way that this pattern is perceived. Effects on landscape character are manifested both on the site, where the pattern of elements that characterises the landscape will be directly altered by the addition of the Proposed Development to the site; and off-site, around the study area, where visibility of the Proposed Development may alter the way in which this pattern of elements is perceived. For example, if the Proposed Development is visible from the Holm of Faray LCU of the Holms LCT, the perceived experience of this area may be altered. This is because the visibility of the Proposed Development introduces new external influences as part of the wider context and characteristics, despite its physical location in a different, geographically separate, LCT.

6.12.2 Landscape character receptors fall into three groups:

- LCTs/LCUs;

- RCCAs/LCCAs; and
- Designated areas.

6.12.3 The assessment of effects on the LCTs / LCUs and LCCAs / RCCAs is described in the following sections of this chapter. There is no assessment of the effects on designated areas as there are none with potential to be significantly affected by the Proposed Development, owing principally to a combination of their distance from the site and limited extents of visibility, as described in Section 6.6. The detailed methodology for the assessment of effects on landscape character is described in Appendix 6.1.

6.12.4 It should be noted that levels of magnitude of change on landscape character receptors may be found to be lower than the magnitude of change on viewpoints that lie within these receptors. This means, for example, that if a viewpoint is assessed to undergo a medium-high magnitude of change it does not necessarily follow that the landscape character receptor within which it lies will also undergo a medium-high magnitude of change but may undergo a medium magnitude of change instead.

6.12.5 This is because the effects on viewpoints are assessed within the context of a specific outlook towards the site and are usually specifically selected to gain a direct view over the Proposed Development. The Proposed Development is, therefore, the principal consideration in the viewpoint assessment, and influences that lie in other areas of the view are of lesser relevance to the assessment. The landscape character of a receptor is not, however, determined so specifically by the outlook over the Proposed Development, and there are many other considerations, both visual and perceptual, that combine to give an area its landscape character. This means that the degree of influence of the Proposed Development on landscape character may be lower than its influence on a specific view. Viewpoints are referred to in this assessment as they do give a useful indication of the appearance of the Proposed Development from the landscape receptors, but the level of magnitude of change may vary between the viewpoint assessment and the landscape character assessment.

6.12.6 This is particularly true of areas that lie slightly further away from the site. In the immediate vicinity of the site, typically up to around 2 km to 3 km away, the magnitude of change on viewpoints and landscape character is likely to be similar, but beyond this, the magnitude of change on landscape character is found to often diminish more rapidly as the influence of the turbines is subsumed in the many other influences on landscape character.

Assessment of Effects on LCTs and LCUs

6.12.7 The LCTs and LCUs that cover the local study area of a 15 km radius are shown in conjunction with the ZTV in Figures 6.7a and 6.10. The following LCTs / LCUs have the potential to undergo significant effects and therefore require a detailed assessment in the LVIA:

- Coast with Sand LCT 308: Mussetter LCU (308a);
- Holms LCT 295: Holm of Faray LCU (295a) / Rusk Holm LCU (295b);
- Inclined Coastal Pasture LCT 302: Central Eday LCU (302a) / Fersness LCU (302b);
- Low Island Pastures LCT 298: Rousay LCU (298a);
- Moorland Hills LCT 314: South Eday LCU (314a) / North Eday LCU (314b) / Rousay LCU (314c):
- Ridgeline Island Landscapes LCT 297: Westray LCU (297a);
- Undulating Island Pasture LCT 299: Sanday LCU (299a) / Westray LCU (299b); and
- Whaleback Islands LCT 296: Faray LCU (296a) / Egilsay LCU (296b).

6.12.8 The effect on each of these LCTs / LCUs is assessed below. The LCTs / LCUs that cover the remainder of the study area were found through the review process to not have the potential to be significantly affected, largely owing to one or a combination of the following factors; their lack of association

with Faray; their distance from the Proposed Development; and the limited visibility of the Proposed Development. These LCTs / LCUs have therefore not been assessed in any further detail.

Coast with Sand LCT (308)

Baseline

6.12.9 The coastlines of the small isolated LCUs of this LCT comprise low-lying and gently curving bays. Natural sand deposition landforms and features, such as dunes, sand bays, ouses, ayres and tombolos, occur along the coastline. Adjoining pastures are characterised by unenclosed rough grasslands, and areas of marram grass and salt marsh. This machair habitat occurs extensively in this LCT and in combination with the sweeping sands, forms the defining feature. Views framed by curved beaches and headlands, make these areas popular with visitors. The absence of roads and settlement adds to the sense of remoteness, and visitor facilities that do occur are typically low key. The Coast with Sand LCTs occur in sheltered locations, more typically on east facing coasts rather than west facing coasts.

Coast with Sand LCT: Mussetter LCU (308a)

Viewpoint 3 is representative of views from this LCU.

Baseline

6.12.10 The Mussetter LCU of this LCT occupies a sheltered position on the western coast of Eday. The LCU comprises the Sands of Mussetter and the Sands of Doomy, which are orientated north and north-east towards Fersness Bay, with Faray set beyond the bay. They are enclosed by the rocky headland of Fers Ness to the west and Doomy to the north-east. The sands are formed by broad white beaches and backed by machair grasslands and low cliffs of tough boulder clay. This LCU is unsettled and largely undisturbed by human activities, albeit with fields of semi-improved grazing surrounding the LCU.

6.12.11 The low-lying and open nature of this LCU, means that it is exposed to external influences from the surrounding landscapes and seascapes. These influences are mostly natural, with the immediate enclosure of the rocky headlands to the west and east, and broader enclosure of the moorland hills, to the south and north-east. There is also a strong association with Faray, owing to the principal aspect of this LCU being northwards, towards where this island sits. In terms of human influences, there are a few isolated properties scattered along the minor road to the south and evident across the wider landscape. There is also Eday's 'London Airfield' to the immediate east, although comprising only a small building and low-lying tarmacked strip, this forms a relatively discreet feature in the landscape. Although Sandy Banks wind turbine is located approximately 1.5 km to the south and Spurness Point Wind Farm is located approximately 4.5 km to the east, intervening landform forms a screen that limits the influence of these operational turbines.

Sensitivity

6.12.12 The value of this LCU is medium. This LCU is not covered by any national or regional landscape designations which would otherwise denote a special value.

6.12.13 The susceptibility of this LCU to the effects of the Proposed Development is medium-high. This LCU has a strong intrinsic character relating to the broad, white sandy beach and the rocky coastline, which encloses the bay on either side. This LCU is also influenced by the outlook across the bay which is orientated north towards Faray. While the prominence of Faray is tempered by its low-lying landform, the orientation of this coastline in this direction ensures a close association is formed and this raises its susceptibility to the Proposed Development.

6.12.14 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.15 During the operational phase, the magnitude of change on this LCU would be **medium-high**. The ZTVs in Figures 6.7a and 6.10, show theoretical visibility of all six turbines to be practically continuous across the LCU, and the openness of the LCU means that actual visibility will reflect

theoretical visibility. There will be approximately 2.7 km between the closest turbine and closest LCU edge, extending to a maximum distance of 3.6 km to the furthest LCU edge.

6.12.16 The high part of the rating relates to the close association between this LCU and Faray, owing to the orientation of the Mussetter LCU coastline towards the island, and the openness of this coastal edge, which means that it would be exposed to the influence of the Proposed Development. The minimum separation distance of 2.7 km means that the six turbines would appear as large-scale vertical structures at variance with the strongly horizontal emphasis of the low islands and surrounding seascape, as well as the largely undeveloped character. The movement of the blades would introduce a dynamic feature that would add to their prominence by contrasting with the largely static landscape context.

6.12.17 The medium part of the rating relates to the fact that the Proposed Development would form an external influence with indirect effects on the character of this LCU. It would be seen set on a separate island and would not directly affect the intrinsic character of the sands and surrounding coastal edge. The relatively small number of turbines would also mean that the Proposed Development would be seen as a compact and well-contained group, occupying a small part of the wider landscape context, with the enclosing moorland hills of Eday and the wider seascape remaining unaffected.

6.12.18 During the construction phase, the magnitude of change on this LCU would be **medium-high**. The close proximity of this LCU to Faray means that many of the ground level works at the southern end of the island would be visible, including track, a new extended slipway and landing jetty construction. The construction of all the tall turbines, and the tall cranes used in this process, would be readily visible and would appear at variance with the undeveloped baseline character of the island. While the Proposed Development would form a prominent influence on the landscape character of the Mussetter LCU, the magnitude of change is prevented from being rated high owing to the relatively contained layout of the Proposed Development on a separate island set amidst a wider landscape and seascape context.

Significance of effect

6.12.19 During the construction and operational phases, the effect of the Proposed Development on the Mussetter LCU would be **significant**. This finding relates to the close association between this LCU and Faray, where the Proposed Development would be located.

Significance of cumulative effect

6.12.20 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

Holms LCT (295)

Baseline

6.12.21 The Holms LCT includes small, oval-shaped islands with smooth landform that is flat to slightly domed. Typically, these islands are low-lying, rising to only 5 m to 20 m above sea level, and exceptionally up to almost 40 m above sea level. The coastline fringes comprise rocky platforms and occasional low cliffs, with sandy or shingle beaches. Vegetation behind the coastline contains low-lying rough grassland, typically grazed by sheep. Levels of habitation and associated roads are low on most islands with historic structures including ruined crofts, fishing stations, beacons and wartime defence structures. The islands have some sense of remoteness albeit with the naturalness of the vegetation mostly modified by farming practices. These remote, often uninhabited and exposed islands, are often seen silhouetted against the sea, providing a focus in views from surrounding islands.

Holms LCT: Holm of Faray LCU (295a)

Baseline

6.12.22 Holm of Faray LCU is situated to the immediate north of Faray Whaleback Island LCU, where the site of the Proposed Development is located. This small island measures approximately 1.5 km in length

and 0.5 km in width and is separated from Faray by Lavey Sound at less than 100 m. Its similar north to south alignment and close proximity to Faray, means that it appears almost as a continuation to the landform of this Whaleback Island. Holm of Faray is typical of its type, presenting low and smoothly rounded landform, surrounded by a rocky shoreline and low cliffs, with numerous geos, a cave and an arch occurring. While the pastoral land cover is grazed by sheep, there is no recent evidence of past occupation, only occasional fence lines. The influence on this LCU from operational turbines is relatively limited, with Spurness Point at Sanday presenting the closest range wind farm at approximately 8.5 km, albeit largely screened by the intervening landform of Eday.

6.12.23 Being such a small island, much of the Holm of Faray's character is drawn from its wider surroundings, and as it is the narrow southern end of the Holm of Faray that abuts the northern end of Faray, Holm of Faray forms associations with the wider context through its longer western and eastern sides, as well as shorter northern end. Across the Rapness Sound, the western side of the Holm of Faray forms an association with the southern peninsula of Westray, and across the Sound of Faray, the eastern side forms an association with the northern end of Eday, both at ranges of approximately 2 km. At approximately 0.5 km, the northern end of the Holm of Faray comes closer to the southern tip of Wether Ness on Westray.

Sensitivity

6.12.24 The value of this LCU is medium. This LCU is not covered by any national or regional landscape designations which would otherwise denote a special value.

6.12.25 The susceptibility of this LCU to the effects of the Proposed Development is high. Holm of Faray LCU is located especially close to Faray, where the Proposed Development would be located. The LCU will, therefore, be especially susceptible to the effects of the Proposed Development. Despite the other associations which this LCU has with other surrounding seascapes and islands, the close proximity and low-lying nature of the landscape means that it will be readily susceptible to the changes in character that will arise as a result of the Proposed Development.

6.12.26 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.27 During the operational phase, the magnitude of change will be **high** across the LCU. The ZTVs in Figures 6.7a and 6.10, show theoretical visibility to be continuous across this LCU and the openness of the landscape means that actual visibility will be similar in extent. The proposed turbines will be seen at especially close ranges, between approximately 0.9 km from the closest LCU edge to the closest turbine and approximately 2.2 km from the furthest LCU edge.

6.12.28 While the Proposed Development will not be located within this LCU, it will have a notable visual influence on its character owing to the close association of the Holm of Faray LCU with the Faray Whaleback Island LCU, as these landscapes form an almost continuous landform feature, with only a short separation formed by Lavey Sound. The six turbines will form the most influential part of the Proposed Development owing to their large scale, moving and vertical form, relative to the low-lying island landscapes. Furthermore, these modern structures, will appear in contrast to the rural and semi-natural character of these islands.

6.12.29 During the construction phase, the magnitude of change will be **high**. This LCU is located a minimum distance of approximately 0.9 km from the closest turbine. This means that the construction of the turbines and the presence of the tall cranes will be a highly prominent feature, seen clearly across Lavey Sound. Many of the ground level construction processes and components, such as construction of the access tracks, will not form such a readily apparent feature owing to their location beyond the rising landform of the northern part of Faray. The incomplete appearance of the turbines and the periodic activity of the cranes will create an influence on this LCU which will be at variance with the rural character of the baseline landscape.

Significance of effect

6.12.30 The effect of the Proposed Development on the Holm of Faray LCU of the Holms LCT will be **significant** during the construction and operational phases. The close proximity of the Holm of Faray

LCU to Faray will heighten the influence that the Proposed Development will have on the landscape character of this small island.

Significance of cumulative effect

6.12.31 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the effect will be not significant.

Holms LCT: Rusk Holm LCU (295b)

Baseline

6.12.32 Rusk Holm is an even smaller island than the Holm of Faray, measuring only 500 m by 25 m, although these dimensions do not include the extensive skerry which stretches a further 700 m to the south and 300 m to the north. It is located approximately 1.3 km to the west of the south-west coast of Faray, where Rapness Sound meets Westray Firth. Other surrounding islands include, Fers Ness peninsula on Eday, at approximately 2 km to the south-east, and Point of Huro peninsula on Westray, at approximately 2.6 km to the north-west. While operational wind turbines form part of the wider context, they are too small and/or too distant to have a notable influence on the baseline character of this LCU.

6.12.33 The small area of the island comprises rough and semi-improved pasture used for sheep grazing. The island is uninhabited and there are few built structures, with the exception of sheepfolds at the northern and southern ends of the island, and a small windowless building, also at the southern end. This dates back to the early C19th and was used as a shelter for kelp gatherers. The small extents of the island means that, similar to the Holm of Faray LCU, much of its character is drawn from the surrounding seascapes and island landscapes.

Sensitivity

6.12.34 The value of the Rusk Holm LCU is medium. This LCU is not covered by any national or regional landscape designations which would otherwise denote a special value.

6.12.35 The susceptibility of the Rusk Holm LCU to the effects of the Proposed Development is high. The closest edge of the LCU is located a minimum distance of approximately 1.5 km to the nearest turbine. Despite the associations which this LCU has with the other surrounding seascapes and island landscapes, the close proximity to Faray means that this LCU is especially susceptible to changes made to this island. They are also both open and exposed island landscapes with a strong horizontal emphasis and few vertical features.

6.12.36 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.37 During the operational phase, the magnitude of change will be **high** across the LCU. The ZTV in Figure 6.7 shows theoretical visibility to be continuous across this LCU and the openness of the landscape means that actual visibility will be similar in extent. The proposed turbines will be seen at a range of approximately 1.5 km from the closest LCU edge to the closest turbine. Despite the Proposed Development being separated from Rusk Holm LCU by the sea, its orientation in relation to Rusk Holm is such that it would be seen across its full length, combined with the short separation distance, and the fore-shortening effect of the water, will mean that the Proposed Development will appear especially prominent and its character will contrast strongly with the rural and remote character of this island.

6.12.38 During the construction phase, the magnitude of change will be **high**. This LCU is located a minimum distance of approximately 1.5 km from the closest turbine. This means that the construction of the turbines and the presence of the tall cranes will be a readily apparent feature, seen clearly across the water. Many of the ground level construction processes and components, such as construction of the access tracks, will not form such a notable feature owing to their smaller scale, but will still be readily visible, especially where they occur on the western side of Faray. The incomplete appearance of the turbines and the periodic activity of the cranes will create an influence on this LCU which will be at variance with the predominantly rural and remote character of this island.

Significance of effect

6.12.39 The effect of the Proposed Development on the Rusk Holm LCU of the Holms LCT will be significant. This finding relates to the exposed character of this small island and the close association it has with nearby Faray.

Significance of cumulative effect

6.12.40 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

Inclined Coastal Pastures LCT (302)

Baseline

6.12.41 The Inclined Coastal Pasture LCT occurs intermittently around the coastlines of the Mainland of Orkney and its islands. This LCT is characterised by relatively low-lying pastoral farmland, set along the coastal edge, where the landform falls gently towards low cliffs or unenclosed bays. Coastlines tend to curve out to sea and include bay coastlines with occasional ouses and coastal wetlands nearby. The elevation of landform lies between 10 m to 50 m above sea level, occasionally reaching 100 m on larger islands. The field pattern is typically recti-linear with a predominant alignment towards the coastal edge. While traditional stone dykes emphasise the enclosure, the more common post and wire fences lack the same definition. Settlement typically comprises small scale clusters of resettled crofts, where field patterns are of a smaller scale, with occasional large farmsteads or isolated properties. Roads tend to follow the alignment of the coastal edge with access being drawn either seaward or landward off these routes. Open sky dominates most views, with inland views restricted by elevated ground and maritime views typically extending to other islands.

Inclined Coastal Pastures LCT: Central Eday LCU (302a)

Viewpoint 1 is representative of views from this LCU.

Baseline

6.12.42 The Central Eday LCU is one of the largest LCUs on the island, extending from the north coast to the south coast. In the north, it occupies the western coastal edge, in the south it occupies the eastern and southern coastal edges, while in the narrow central part of the island, it spans the western and eastern coastal edges. Typical to type, this LCU comprises relatively low-lying landform that slopes gently towards a coastal edge of curved coastal bays and low cliff headlands. Pastoral farmland consisting of rectilinear fields occupies this land and settlement is sparse and dispersed. Roads align with the coastal edge and tracks spur off these to access rural properties.

6.12.43 The northern part of the LCU has a close association with Faray owing to its close-range location, at a minimum of 1.2 km to the west across the Sound of Faray. The north-south alignment of the LCU and Faray, means that the coastal edges face each other, and this strengthens their association. The central part of Eday is the narrowest part of the island, and the low-lying nature of this part of the LCU means that it is influenced by the Moorland Hills LCT to the north and south, as well as the Coast with Sand LCT to the west and the variety of LCTs on the island of Sanday to the east. At a minimum distance of 2.5 km, Faray still has a notable influence on this part of the LCU, albeit tempered by the more immediate influences on character from the surrounding landscapes of Eday. In the southern part of Eday, the LCU switches to the eastern coastal edge, where the intervening Moorland Hills LCT forms a separation from the western coastal edge and the island of Faray beyond.

Sensitivity

6.12.1 The value of the Central Eday LCU is medium. This LCU is not covered by any national or regional landscape designations which would otherwise denote a special value.

6.12.2 The susceptibility of the Central Eday LCU to the effects of the Proposed Development is high in the northern part of the LCU, medium-high in the central part, and low in the southern part. This

variation reflects the variable strength of association between this LCU and Faray, as described above. While settlement and farming throughout the Central Eday LCU ensures human influences form an integral part of the baseline character, these developments and modifications are relatively small scale and rural in character. From the central part and southern parts of the LCU, operational Spur Ness Wind Farm has a notable influence and there are also small-scale wind turbines scattered over Eday. While these existing features moderate the susceptibility of the LCU, the undeveloped nature of Faray ensures the susceptibility remains high and medium-high.

6.12.3 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity in the northern and central part of this LCU and **medium-low** in the southern part.

Magnitude of change

6.12.4 During the operational phase, the magnitude of change on this LCU will be **high** in the northern part, **medium-high** in the central part and **low** in the southern part. The ZTVs in Figures 6.7a and 6.10, show that theoretical visibility of the Proposed Development will be continuous across the northern part of this LCU, almost continuous across the central part and limited to two small patches in the southern part. The orientation of the northern part of the LCU towards Faray, combined with the minimum distance to the proposed turbines ranging from 1.5 km, will ensure that the proposed turbines will have a notable influence on the landscape character of this northern part. These tall vertical structures will contrast with the low horizontal landform and the movement of the blades will add a dynamic feature into a relatively static landscape context.

6.12.5 The slightly lower magnitude of change in the central part of the LCU reflects the slight increase in the separation distance, as well as the slightly weaker association with Faray, whereby the coastlines do not directly face each other and other closer landscapes have a more immediate influence. The Proposed Development will, also, not appear as a new or unfamiliar feature, as Spurness Point Wind Farm is visible a minimum distance of 3 km to the east. The Proposed Development will, nonetheless, add a prominent, moving feature within a minimum distance of 2.8 km from the closest edge of this central part of the LCU, which will appear at variance with the existing contextual character in this north-westerly direction of a largely undeveloped landscape and seascape context.

6.12.6 In the southern part of the LCU, there is no theoretical visibility, with the exception of two patches occurring at Kirk Taking and Crook. This means there will be no change across the majority of this southern part of the LCU. Where visibility does occur, the magnitude of change will be moderated by the separation distance of 4.8 km and 5.1 km respectively, as well as the much closer association with the islands of Sanday and Stronsay to the east, compared with Faray to the west, which is largely screened by the intervening Moorland Hills LCT. Furthermore, the operational Spurness Point Wind Farm has a much stronger influence on the baseline character of this landscape.

6.12.7 There will be a cumulative effect on the Central Eday LCU, largely relating to the interaction between the Proposed Development and operational Spurness Point Wind Farm. While the presence of the Spurness Point turbines will ensure that the proposed turbines will not appear as new or unfamiliar features, the addition of the Proposed Development will be seen to spread the influence of this type of development to the west, where there is already an influence to the east.

6.12.8 During the construction phase, the magnitude of change on this LCU will be **high** across the northern part of the LCU, **medium-high** across the central part and **low** across the southern part. Ground level construction works taking place on the eastern side of Faray will be visible from the northern part of this LCU and will appear at variance with this largely undeveloped and uninhabited island. It will, however, be the presence of the tall cranes and the six emerging turbines that will have the greatest influence on landscape character. They will be seen set on the opposing coastal edge, appearing more exposed than they might otherwise owing to the openness of the intervening water and the foreshortening effect that this is likely to have.

Significance of effect

6.12.9 The effect of the Proposed Development on the Central Eday LCU of the Inclined Coastal Pasture LCT will be **significant** across the northern and central parts of the LCU, during both the construction and operational phases. In this case, the medium-high sensitivity combined with the high or

medium-high magnitude of change will lead to a significant effect whereby the large scale turbines, set on the opposing side of the Sound of Faray will have a notable influence on the character of this coastal landscape. The effect on the southern part of the LCU will be **not significant** as there will either be no visibility or visibility of limited extents will occur in an area where the predominant orientation of the landform is eastwards. This assessment also takes into account the additional effect the Proposed Development will give rise to in the context of the existing influence from the operational Spurness Point Wind Farm.

Significance of cumulative effect

6.12.10 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

Inclined Coastal Pastures LCT: Fersness LCU (302b)

Baseline

6.12.1 The Fersness LCU occupies a small area on the western coast of Eday, in the southern part of the island. It extends from the rocky headland of Fers Ness in the north, to the rocky shoreline of Sandybank in the south, and includes Sealskerry Bay along the coastline between. The landform rises into the Moorland Hills LCT to the south-east and east. These hills contain the southern part of this coastal LCU and reduce its association with other parts of the island. The headland at Fers Ness is much more exposed, forming the western enclosure to Fersness Bay, and set only 1 km from the southern tip of Faray.

6.12.2 The Fersness LCU is defined by a western coastline with a distinct north to south alignment. Beyond the sheltered enclosure of south-facing Sealskerry Bay, the coastline indents towards the south-east. A minor road wraps round the base of Fersness Hill, providing access to the scattered settlement and small fields of pasture, which cover the gently sloping landform, down towards the rocky coastal edge. The character of this LCU is predominantly small in scale and rural in character, with the exception of the single Sandy Banks turbine located in this LCU. The principal orientation of this LCU is westwards across the sea to the islands of Egilsay and Rousay. The exception to this occurs at Fers Ness headland, where the orientation opens up towards the central and northern parts of Eday, as well as the island of Faray.

Sensitivity

6.12.3 The value of this LCU is medium. This LCU is not covered by any national or regional landscape designations which would otherwise denote a special value.

6.12.4 The susceptibility of this LCU to the effects of the Proposed Development is medium-high in the northern part of this LCU and medium in all remaining parts. While the principal orientation of the wider Fersness LCU is west towards the islands of Egilsay and Rousay, the orientation of the northern part is north towards Faray and east towards the coastal landscapes around Fersness Bay. Other than small scale wind turbines on Eday and medium scale wind turbines on more distant islands, there are few large-scale structures influencing the character of this LCU and the development in this LCU is predominantly small in scale and rural in character.

6.12.5 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity in the northern part of this LCU and **medium** across remaining parts.

Magnitude of change

6.12.6 During the operational phase, the magnitude of change on this LCU will be **medium-high** in the northern part, **medium** in the central part and with **no change** across all remaining parts. The ZTVs in Figures 6.7a and 6.10, show that theoretical visibility of the Proposed Development will be continuous across the northern part, and into the central part of this LCU. There will be no visibility across the remaining parts. Despite the main orientation of the wider LCU being west towards the islands of Egilsay and Rousay, the orientation of the northern part, to the north and east, means that the Proposed Development will have a stronger influence on landscape character. With visibility

of the closest proposed turbine occurring at approximately 1.4 km from the closest LCU edge, the six large-scale proposed, moving turbines will form a prominent feature at variance with the largely undeveloped contextual character of this coastal headland.

6.12.7 In the central part of the LCU, as far south as Sealskerry Bay, the magnitude of change will reduce to medium. This reflects the less direct association between this part of the LCU and Faray, and the stronger association with the western seaboard. Within a range of 2.8 km to 4 km to the closest turbine, this central part will still be relatively close in range, and the relatively low-lying and open landscape will mean that the Proposed Development will still have a notable influence on character. In the southern part of the LCU, the ZTV shows that there will be no theoretical visibility and, therefore, there will be no change.

6.12.8 During the construction phase, the magnitude of change on this LCU will be **medium-high** across the northern part of the LCU, **medium** across the central part and with **no change** on the remaining parts. While ground level construction works associated with the new extended slipway, the landing jetty and the tracks, will be visible from the northern part of this LCU, from the central part, they will not be readily apparent. From both areas, it will be the presence of the tall cranes and the six emerging turbines that will have the greatest influence on landscape character. They will be seen set on the opposing coastal edge, appearing more exposed than they might otherwise owing to the openness of the intervening water and the foreshortening effect that this is likely to give rise to.

Significance of effect

6.12.9 The effect of the Proposed Development on the Fersness LCU of the Inclined Coastal Pasture LCT will be **significant** across the northern and central parts of the LCU out to approximately 4 km from the closest turbine, during both the construction and operational phases. In this case, the medium-high or medium sensitivity combined with the high or medium-high magnitude of change will lead to a significant effect. The influence of the large scale turbines, set on Faray to the immediate north, will have a notable influence on the character of this coastal landscape. The effect on all remaining parts of the LCU beyond approximately 4 km will be **not significant** as there will either be no visibility or visibility will occur in an area where the predominant orientation of the landform is west towards Egilsay and Rousay.

Significance of cumulative effect

6.12.10 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant.**

Low Island Pastures LCT (298)

Baseline

6.12.11 The Low Island Pasture LCT is flat and low-lying with heights generally below 10 m AOD and typically occurring along the coastal edge. These low landforms often extend into the surrounding water as small headlands off the main island, making them exposed to the elements, especially the possibility of flooding or inundation by the sea. The Low Island Pasture LCTs are often formed from sand deposits and some contain coastal dunes with Machair or links grasslands. Most are, however, farmed with improved pasture and some arable crops, set into a geometric pattern of small fields and with post and wire fences. The flatness of this landscape means that any vertical features stand out, including buildings and walls. It also means that from this LCT, extensive and unobstructed views occur although the angle of the views are especially low in level.

Low Island Pasture LCT: Rousay LCU (298a)

Baseline

6.12.12 The Rousay LCU of this type forms the low headland on the north-east corner of Rousay. It covers a small area of land and is adjoined to the eastern side of the Rousay LCU of the Moorland Hills LCT. The shoreline is mostly rocky with indents where sandy bays occur. The landform is mostly set at 10 m with a slight increase to 15 m around high points, decreasing to 5 m around the Loch of Scockness. The farmland comprises small fields of improved pasture and arable crops set in a tight

geometry of fields. The farmland extends up to the coastal edge apart from in some marginal sections where natural grasslands occur. This LCU is so small, development comprises only Scockness Farm and the access track leading to it.

6.12.13 While open shorelines occur to the north, east and south, the rising landform of Faraclett Hill forms enclosure to the immediate west and establishes a defining feature in the context of this LCU. Other external influences on the character of this LCU come from the Holm of Scockness, which lies less than 200 m to the south-east, Egilsay which lies approximately 1.0 km in the same direction and Kili Holm which lies approximately 1.7 km to the east. In contrast to these close-range islands, Faray lies approximately 7.7 km to the north-east and Eday approximately 7.3 km to the east, with Spurness Point Wind Farm on Sanday presenting a distant influence at approximately 14.8 km.

Sensitivity

6.12.14 The value of this LCU is medium. This LCU is not covered by any landscape designations which would otherwise denote a special landscape value.

6.12.15 The susceptibility of this LCU to the effects of the Proposed Development is medium-high. While there is an open outlook towards Faray, to the north-east, from this LCU, the closer and stronger associations of this LCU with the surrounding landscapes, reduces its association with the more distant islands, including Faray. The character of this LCU is, however, predominantly rural, with few influences from large-scale developments other than the single turbines visible on Rousay.

6.12.16 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.17 During the operational phase, the magnitude of change will be **medium-low**. The ZTVs in Figure 6.7a and 6.10, show theoretical visibility covering much of the LCU, with the exception of the lower-lying central section, including Loch of Scockness and the land to the south. The closest proposed turbine will be approximately 7.9 km from the closest edge of the LCU, such that the proposed turbines will appear to be of a moderate scale. All six will be readily visible, seen set on a distant island, the pronounced vertical, moving structures appearing in contrast with the low-lying horizontal landform of the islands and sea.

6.12.18 There are, however, a number of factors that prevent the magnitude of change from being rated higher than medium-low. The most notable is the association this LCU holds with its surrounding landscapes, especially the rising landform of Faraclett Head to the west. This will continue to form the principal external influence on the character of the LCU. There is also an influence from the opposing coastal edges of Egilsay and the holms to the east and south-east. It is in relation to the stronger influences from these closer range landscapes, that the influence of the Proposed Development will be moderated.

6.12.19 The presence of the single turbine on Kingarly Hill, other small-scale turbines on Rousay and more distant turbines in the wider context, will ensure that the proposed turbines do not appear as new or unfamiliar features. Despite being smaller, the closer range of the Kingarly Hill turbine, at approximately 3.2 km to the south-west, will mean that by comparison the proposed turbines will appear smaller. They will be seen as a relatively compact group within a much wider context of islands and sea, where other distant turbines are also visible.

6.12.20 During the construction phase, the magnitude of change will be **medium-low**. The ground level construction works will not be evident from this LCU owing to the separation distance and the low-lying nature of the LCU. While the structures of the emerging turbines and the tall cranes used in their construction, will be readily visible, these will be seen as distant elements with a limited influence on this LCU, owing to its closer range and closer association with surrounding landscapes.

Significance of effect

6.12.21 During the construction and operational phases, the effect of the Proposed Development on this LCU will be **not significant**. This assessment reflects the separation distance between the LCU and

the Proposed Development, as well as the stronger influence of the surrounding landscapes which form the immediate context to this LCU.

Significance of cumulative effect

6.12.22 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the effect will be **not significant**.

Moorland Hills LCT (314)

Baseline

6.12.23 The Moorland Hills LCT comprises the highest uplands of Orkney and occurs across Hoy, Rousay and Eday as well as the Mainland of Orkney, with heights ranging from 50 m to 480 m. These upland landscapes are made distinct on account, not only of their more elevated and steep sloping landform, but also the presence of open moorland landcover, the darker hues of which contrast notably with the brighter hues of the enclosed, improved and semi-improved pasture which largely characterises the Orkney landscape. Furthermore, they are seen in the context of relatively flat, coastal landscapes and other islands, which further accentuates their presence.

Moorland Hills LCT: South Eday LCU (314a)

Baseline

6.12.24 The South Eday LCU of the Moorland Hills LCT occupies much of the southern part of the island. While various LCTs are set around the coastline, the Moorland Hills LCT occupies the central core, albeit extending to the coastal edge in small sections to the north and west. The South Eday LCU is made distinct from the surrounding LCTs by its upland landform. At 101 m AOD, Ward Hill is the highest of the summits, set in the south-west of the island and with its western slopes descending to the western shoreline. Chapel Hill (77 m AOD), Flaughton Hill (99 m AOD) and Whitemaw Hill (93 m AOD), sit more centrally in the northern part of the LCU, while Fersness Hill (89 m AOD) sits out to the north-west. While the LCU is also made distinct by its less enclosed extents and unimproved pasture, fields of semi-improved and improved pasture do extend onto the lower slopes and fence lines cut across the upland area.

6.12.25 There are only roads and settlement around the fringes of this moorland LCU, with the B9063 to the east, the minor road to Newbigging to the north and associated properties, falling intermittently within the LCU boundary. There is, however, an access track leading to development on Flaughton Hill. The shape of the landform is such that the hills to the north have predominantly north-facing slopes, while the hills to the south face either west or east. While the character is largely rural, developments in this LCU, in combination with Spurness Point Wind Farm to the east and Stronsay Development Trust wind turbine to the south-east denote the direct and indirect influences that occur.

Sensitivity

6.12.26 The value of the South Eday LCU is medium. There are no national or regional landscape designations which would otherwise denote a special landscape value.

6.12.27 The susceptibility of this LCU to the effects of the Proposed Development is medium-high. The orientation of the northern slopes towards Faray, means there is a close association between these landscapes, and this raises the susceptibility of this part of the LCU in respect of changes on Faray. From the remaining parts of this LCU, there are internal influences on character which occur within the core of the uplands, as well as the other external influences which occur in response to the variety of coastal landscapes and seascapes which surround this LCU. While built development is limited in this LCU, there is an external influence on character from Sandy Banks single turbine in the Inclined Coastal Pasture to the immediate west and Spurness Point Wind Farm on Sanday to the east. The establishment of these structures as part of the baseline character, reduces the susceptibility of this LCU to the Proposed Development.

6.12.28 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.29 During the operational phase, the magnitude of change will be **medium-high** in the northern part of the LCU, and **medium** in the southern part. The ZTVs in Figures 6.7a and 6.10, show theoretical visibility extending almost continuously across the north facing slopes and summits of the northern hills, and more patchily across the southern hills. The closest proposed turbine would be located approximately 2.4 km from the closest LCU edge and extend across the northern slopes to the ridgeline between the summits Whitemaw, Flaughton and Chapel Hill, to a range of approximately 5 km. Because the general orientation of these northern slopes is north towards the Proposed Development, this ensures it will have a notable influence on landscape character.

6.12.30 Across the southern hills, which lie to the south of the ridgeline, theoretical visibility is shown to extend from approximately 5 km to 7 km. Despite visibility remaining fairly extensive, the magnitude of change will reduce to medium-low, reflecting not only the greater separation distance, but, moreover, the change in association. The orientation of the landform changes from being northerly, to being westerly or easterly and this weakens the relationship with Faray and those parts of Eday to the north, but strengthens the relationship with the southern parts of Eday and island landscapes to the west and east.

6.12.31 The magnitude of change in the southern part is also moderated by the closer range influence of Spurness Point Wind Farm, readily visible on the southern tip of Sanday at a minimum distance of approximately 4.6 km. While the proposed turbines are larger in scale than other existing turbines visible from this LCU, the small number of proposed turbines and their containment on the island of Faray, limits the influence of the Proposed Development by ensuring it occupies only a small proportion of the much wider context.

6.12.32 During the construction phase, the magnitude of change will be **medium-high** in the northern part of the LCU and out to the ridgeline of summits, and then **medium** south of this ridgeline, where the association with Faray is weaker. The elevated location of this LCU relative to Faray, means that much of the construction works will be readily visible, including the construction of tracks, foundations and substation. The emerging structures of the turbines and the presence of the tall cranes used in their construction, will form the most notable influence on the character of this LCU, as they will appear at variance with the predominantly rural character of the baseline context. From the southern hills, ground level construction works will be screened by intervening landform, and while the emerging proposed turbines and cranes will be visible above the ridgeline, the change in character will be moderated by the greater separation distance and closer association with other landscapes.

Significance of effect

6.12.33 During the construction and operational phases, the effect of the Proposed Development on the South Eday LCU of the Moorland Hills LCT will be **significant**. This assessment relates to the change in character that will occur across these moorland hills as a result of the introduction of the Proposed Development on the island of Faray to the north.

Significance of cumulative effect

6.12.34 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

Moorland Hills LCT: North Eday LCU (314b)

Viewpoint 2 is representative of views from this LCU.

Baseline

6.12.35 The North Eday LCU of the Moorland Hills LCT occupies much of the northern part of the island. It extends from Red Head (70 m AOD), at the northern tip, to Stennie Hill (66 m AOD), just north of the central section. The northern part of the LCU forms a narrow, north to south strip of land, following the upland ridgeline, that runs parallel to the Inclined Coastal Pasture LCT to the west. The southern part of the LCU broadens out, wrapping around Mill Loch and extending to the east coast

to include Greenbrae Hill (55 m AOD). The hills in the North Eday LCU are not as high or broad as the hills in the South Eday LCU and as a consequence, the distinction between the uplands and the lowlands is not as pronounced. The field patterns extend over the hill tops and the landcover is mostly semi-improved pasture, albeit with rougher moorland occurring, especially across the more remote land to the north of the island.

6.12.36 In contrast to the South Eday LCU of this type, roads occur more extensively across this LCU with the B9063 cutting north-south and other minor roads cutting west-east. The presence of these human influences reduces the sense of remoteness in this LCU, in which small patches of upland occur amidst a largely modified landscape. The Heritage Trail, linking archaeological sites between Mill Loch, via Vinquoy Hill, to Red Head, encourage visitors to access this LCU. Views from the western side of the LCU are drawn westwards towards Faray, while views from the eastern side are drawn eastwards to, and views in the centre are largely introverted towards Mill Loch and the basin landscape that surrounds it. From the eastern side, Spurness Point Wind Farm forms a prominent feature, set on the southern tip of Sanday, and while other distant turbines are visible within the wider context, small-scale turbines are also evident within the local context.

Sensitivity

6.12.37 The value of the North Eday LCU is medium. There are no national or regional landscape designations which would otherwise denote a special landscape value.

6.12.38 The susceptibility of this LCU to the effects of the Proposed Development is medium-high along the western ridgeline of the LCU and medium in those parts to the north and east of the LCU. The orientation of the western slopes towards Faray, means there is a close association between these landscapes, and this raises the susceptibility of this part of the LCU in respect of changes on Faray. From the remaining parts of this LCU, the medium susceptibility reflects the internal influences on character which occur within the core of the LCU, as well as the other external influences which occur in response to the variety of coastal landscapes and seascapes which surround this LCU. While built development is limited in this LCU, there are some small-scale wind turbines present and an external influence on character comes from Spurness Point Wind Farm to the east. The establishment of these structures as part of the baseline character, reduces the susceptibility of this LCU to the Proposed Development.

6.12.39 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity across the western slopes and ridgeline of the LCU and **medium** in all remaining parts.

Magnitude of change

6.12.40 During the operational phase, the magnitude of change will be **medium-high** along the western part of the LCU extending to the base of Noup Hill, and **medium** in the northern part between Noup Hill and Red Head, and the eastern parts of the LCU. The ZTVs in Figure 6.7a and 6.10, show theoretical visibility extending almost continuously across the west facing slopes and summits of the western hills, along the full length of the LCU, from Red Head to Stennie Hill. While visibility is shown to be patchy across the broader central to eastern parts, it is still fairly extensive across the west facing slopes. The closest proposed turbine would be located approximately 2.2 km from the closest LCU edge, with visibility extending out to a range of 5.4 km in the north and 4.7 km in the east. Visibility from the west will reveal all six turbines to their full extents, while visibility from the north and east will be partially reduced by the intervening landform, such that typically, blades and hubs will be seen set behind the western ridgeline.

6.12.41 Because the orientation of the western slopes is west towards the Proposed Development, this will ensure it has a notable influence on landscape character. The close proximity of these large-scale, vertical and dynamic structures will present a notable change to the landscape character of this western part of the LCU. Their prominence will be accentuated by the openness of this aspect and the small scale and relatively low-lying landscape of Faray. While the effect on those parts of the LCU to the north and east will be moderated to some extent by intervening landform screening the lower parts of some or all of the turbines, the relatively close proximity and the tall, moving blades

of the turbines, combined with the importance of the western skyline, beyond which they will be located, means that they will still form a notable influence on the character of this LCU as a whole.

6.12.42 During the construction phase, the magnitude of change will be **medium-high** in the western parts of the LCU and **medium** in the northern and eastern parts, where the association with Faray is not so strong. The elevated location of the western part of this LCU, relative to Faray, means that much of the construction works will be readily visible, including the construction of tracks, foundations and substation. The emerging structures of the turbines and the presence of the tall cranes used in their construction, will form the most notable influence on the character of this LCU, as they will appear at variance with the predominantly rural character of the baseline context. From the northern and eastern parts of the LCU, while ground level construction works will be screened by intervening landform, the emerging proposed turbines and cranes will be visible above the ridgeline, giving rise to a notable change in character.

Significance of effect

6.12.43 During the construction and operational phases, the effect of the Proposed Development on the North Eday LCU of the Moorland Hills LCT will be **significant**. This assessment relates to the close proximity of the Proposed Development to this LCU. Although the character influence from the northern and eastern parts of the LCU, will not be as emphatic, in terms of levels and extents, as it will from the western part, the presence of the proposed turbines behind the enclosing western ridgeline will still have a notable effect.

Significance of cumulative effect

6.12.44 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant.**

Moorland Hills LCT: Rousay LCU (314c)

Baseline

6.12.45 The Rousay LCU of this LCT forms the hilly headland on the north-east corner of Rousay. It covers a small area of land and is adjoined to the western side of the Rousay LCU of the Low Island Pastures LCT. The shoreline is mostly rocky with indents where sandy bays occur. The landform rises from sea level to a high point of 107 m AOD, with the north-western and northern slopes rising steepest from a rocky shoreline and the other slopes rising more gently from sandy bays or adjoining coastal edges. While farm fields extend onto the shallower lower slopes, and fence lines cut across the uplands, this LCU is characterised by rough pasture. Faraclett Farm and its access track are the only developments close to the edge of this LCU. There are, however, numerous archaeological remains across the hill and a footpath encircles the upper slopes and summit. Parking is provided at the end of the minor road and the footpath is popular with visitors to the island.

6.12.46 In contrast to the neighbouring Low Island Pastures LCT, which lies to the immediate east, the elevated landform of the Moorland Hills LCT, opens up the influences and associations that act on the character of this LCU. Most notably, there is an association with the wider LCU of the Moorland Hills LCT, which covers most of the island. In particular, the close range Kierfea Hill (235 m AOD) presents an upland context to the lower set headland of Faraclett Head. There is also a connection across to Egilsay, although this island is notably lower and flatter. Connections also occur with the larger islands of Westray to the north and Eday to the east, as well as the smaller island of Faray, set to the fore of the northern part of Eday. The more distant location of these islands does, however, reduce their influence on the contextual character of the Rousay LCU, compared to the closer range landscapes.

Sensitivity

6.12.47 The value of this LCU is medium. This LCU is not covered by any landscape designations which would otherwise denote a special landscape value.

6.12.48 The susceptibility of this LCU to the effects of the Proposed Development is medium-high. While there is an open outlook towards Faray, to the north-east, from this LCU, the closer and stronger

associations of this LCU with the surrounding landscapes, reduces its association with the more distant islands, including Faray. The character of this LCU is, however, predominantly rural, with few influences from large-scale developments other than the single turbines visible on Rousay and this adds to its susceptibility to the Proposed Development.

6.12.49 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.50 During the operational phase, the magnitude of change will be **medium-low**. The ZTVs in Figure 6.7a and 6.10, show theoretical visibility covering much of the LCU, with the exception of the south-west facing slopes which are screened by the landform of Faraclett Head. The closest proposed turbine will be approximately 8.3 km from the closest edge of the LCU, such that the proposed turbines will appear to be of a moderate scale. All six will be readily visible, seen set on a distant island, the pronounced vertical, moving structures in contrast with the low-lying, horizontal landform of the islands and sea, which will add complexity to the simplicity of the context.

6.12.51 There are, however, a number of factors that prevent the magnitude of change from being rated higher than medium-low. The most notable is the association this LCU holds with its surrounding landscapes, especially the rising landform of Kierfea Hill to the south-west and the wider extent of the Moorland Hills LCT across Rousay. There is also an influence from the nearby island of Egilsay and the holms to the east and south-east. While it is through comparison with these closer range landscapes, that the influence of the Proposed Development will be reduced, the elevation of the landform, does also mean that a more distant influence comes from these middle range islands.

6.12.52 The presence of the single turbine on Kingarly Hill and other small-scale turbines on Rousay, will ensure that the proposed turbines do not appear as new or unfamiliar features. Despite being smaller, the closer range of the Kingarly turbine, at approximately 2.6 km, will mean that by comparison the proposed turbines will appear smaller. They will be seen as a relatively compact group within a much wider context of islands and sea, where other distant turbines are also visible.

6.12.53 During the construction phase, the magnitude of change will be **medium-low**. The ground level construction works will not be readily evident from this LCU owing to the separation distance. While the structures of the emerging turbines and the tall cranes used in their construction, will be readily visible, these will be seen as distant elements with a limited influence on this LCU, owing to its closer range and closer association with surrounding landscapes.

Significance of effect

6.12.54 During the construction and operational phases, the effect of the Proposed Development on this LCU will be **not significant**. This assessment reflects the separation distance between the LCU and the Proposed Development, as well as the stronger influence of the surrounding landscapes which form the immediate context to this LCU.

Significance of cumulative effect

6.12.55 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant.**

Ridgeline Island Landscapes LCT (297)

Baseline

6.12.56 The Ridgeline Island Landscapes LCT is very similar to the Inclined Coastal Pastures LCT, with the main difference being that the former lacks the backdrop of the hinterland evident in the latter. This LCT is associated with Orkney's long narrow islands, which have a single central ridgeline along their length, and although Shapinsay is broader, the distinct ridgeline is still evident. A key characteristic of this LCT is the way in which the land use patterns have been determined by the geometry of the ridgeline, for example with the alignment of roads following the ridgeline and creating spurs perpendicularly and field patterns fitting in with the recti-linear geometry. Furthermore, the slope of the landform is fairly consistent, such that the land falls evenly from the ridgeline to the coast.

Ridgeline Island Landscapes LCT: Westray LCU (297a)

Viewpoint 4 is representative of views from this LCU.

Baseline

6.12.57 The Westray LCU of the Ridgeline Island Landscapes LCT, is the most extensive LCU to occur on the island of Westray, covering almost all of the long, narrow, south-easterly spur. The landform is relatively low and gently undulating, ranging mostly between 10 m and 30 m, with a general fall from the central ridgeline to the coastal edges. Low cliffs line much of the coastline, with rocky headlands projecting out into the sea, and rocky or sandy bays forming recessed enclosure. Typical of type, the B9066 forms a central spine down the ridgeline, from which minor roads and access tracks extend in a perpendicular or parallel direction, emphasising the rectilinear pattern of the fields. Farming is the predominant land use, with fields of improved pasture or arable covering the peninsula. Settlement is generally dispersed, albeit with some small clusters along roadsides and occasional larger farmsteads. While most development is small in scale and rural in character, the operational Newark turbine is located on the east coast of this peninsula and the Westray Development Trust / Gallowhill turbines have an influence from the Undulating Island Pasture LCT to the north-west.

6.12.58 The character of the Westray LCU is drawn primarily from its own landscape. Despite being a long and narrow peninsula, there is enough breadth to engender a sense of containment. The gentle undulations of the landform mean that the surrounding landscape often forms the context, and associations with the other parts of Westray or the neighbouring islands are not so strong. The exception to this occurs along the more elevated parts of the ridgeline and southern part of the LCU where stronger associations with surrounding landscapes occur. The orientation of the southern extent of the LCU towards Faray, ensures a stronger association is formed here.

Sensitivity

6.12.59 The value of the Westray LCU is medium. There are no national or regional landscape designations which would otherwise denote a special landscape value.

6.12.60 The susceptibility of this LCU to the effects of the Proposed Development is medium-high in the southern part, medium in the central part, and low in the northern part. This variation in susceptibility reflects the variation in association between the Westray LCU and the island of Faray where the Proposed Development will be located. From the southern part of the LCU, the landscape opens up towards the south-east, where Faray is located, making this part more susceptible. From the central part of the LCU, there is no close association with Faray, with the surrounding islands forming more of a background feature to the immediate landscape. This association weakens further in the northern part as the separation distance from Faray increases and the closer range landscapes of central and northern Westray, as well as Papa Westray, influence the context more readily.

6.12.61 The combination of the value of this LCU and its susceptibility to the Proposed Development results in a **medium-high** sensitivity in the southern part, **medium** in the central part and **medium-low** in the northern part.

Magnitude of change

6.12.62 During the operational phase, the magnitude of change will vary across this LCU with the closer range southern part being subject to a **medium-high** magnitude of change and the other remaining parts being subject to a **medium,** or **low** magnitude of change. The ZTVs in Figures 6.7a and 6.10 show almost continuous theoretical visibility extending across the southern part of the LCU and into the central part, where it becomes increasingly patchy towards the northern part of the LCU. From the southern coastline of the LCU, all six of the proposed turbines will be seen to their full extents. At a range of approximately 3 km to 5 km between this southern part of the LCU and the closest turbine, the proposed turbines will be seen as large scale structures, their vertical scale and modern appearance at variance with the low lying island landscape and predominantly rural character. The effect would, however, be moderated by the separation distance from this southern coast, and the presence of the ferry terminal, settlement and roads in this southern part of the island.

Furthermore, the small number of turbines and their containment on the island, means that they occupy a small part of the much wider context, that has an influence on the character of this LCU.

6.12.63 From the central part of the LCU, the magnitude of change will reduce to **medium**. The greater separation distance from the Proposed Development, at a range of approximately 5 km to 7 km, will mean that the proposed turbines will reduce in scale and occupy a smaller proportion of the wider context. As described above, the weaker association between this central part of the LCU and Faray, would moderate the influence that the Proposed Development would have on this part of the LCU, especially as the more immediate landscapes will have a comparatively stronger influence. As the Newark single turbine, located in this central part of the LCU, and the Westray Development Trust / Gallowhill turbines to the north-west, establish wind turbines as part of the baseline landscape character, the effect of the Proposed Development would be moderated, as they would not be seen as a new or unfamiliar feature, however they would also be seen as further wind farm development occurring in a different part of the wider context.

6.12.64 In the northern part of the LCU, theoretical visibility is shown to be patchier as the intervening landform serves to screen visibility of the proposed turbines. This reflects the changing nature of the influence, whereby the immediate landscape has an even stronger influence, in the context of which the Proposed Development would appear as more of a distant and background feature. There is also an existing influence form the Westray Development Trust / Gallowhill turbines, which although smaller in number and scale, presents a closer range example of this type of development, that will moderate the influence of the Proposed Development.

6.12.65 During the construction phase, the magnitude of change will vary across this LCU as described in respect of the operational phase above. While the separation distance, combined with the intervening landform would mean that many of the ground level construction works will not be readily visible from the central and northern parts of this LCU, the emerging structures of the turbines and the tall cranes used in their construction will be visible, albeit not a defining feature. From the southern part of the LCU, ground level works will be visible in combination with upper level works and their influence on landscape character will be accentuated by the openness of the intervening water and the exposed nature of both the Westray and Faray coastlines.

Significance of effect

6.12.66 During the construction and operational phases, the effect of the Proposed Development on the Westray LCU of the Ridgeline Island Landscapes LCT will be **significant** across the southern part out to approximately 7 km from the closest turbine and not significant across the central and northern parts beyond approximately 7 km. This assessment reflects the close association between the southern part of the LCU and Faray, where the Proposed Development would be located and the comparatively weaker association from other parts of the LCU.

Significance of cumulative effect

6.12.67 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant.**

Undulating Island Pastures LCT (299)

Baseline

6.12.68 The Undulating Island Pastures LCT is characterised by low hills rising to approximately 90 m AOD, with an undulating and variable landform of ridges and depressions, but without any distinct landform features. The gently sloping land falls towards coastal edges, characterised by bay coastlines, but which lack the degree of enclosure that defines the Enclosed Bays LCT. The principal land use is farming and the landcover comprises medium to large fields of improved pasture enclosed by fences and occasionally drystone dykes. It is a relatively open and exposed LCT with few trees or shrubs. Views typically extend out from the more elevated parts, over the surrounding landscape or out towards the sea. Farmsteads are randomly dispersed across this landscape, with occasional other nucleated or isolated settlement.

Undulating Island Pasture LCT: Sanday LCU (299a)

Viewpoint 6 is representative of views from this LCU.

Baseline

6.12.69 The Sanday LCU of the Undulating Island Pasture LCT covers most of the south-western spur of the island, extending from Broughton in the north, to Spur Ness in the south. Those parts of this peninsula which are not included in this LCU, are identified as part of the Coast with Sand LCT, occurring at Bay of Stove in the south, Doun Helzie in the south-east and Backaskaill Bay in the north. While the west coast is rocky and more exposed, the east coast is sandier and more sheltered. The peninsula is approximately 1.1 km at its narrowest, increasing to 2.6 km at its widest. The landform generally rises from both coastal edges to form a central ridgeline that follows the north-east to south-west alignment of the peninsula, this alignment changing to north-south in the southern-most section. High points are typically between 45 m and 65 m AOD and while slopes are mostly moderate, steep hill sides occasionally occur.

6.12.70 The land is farmed and small to medium sized fields are set out in a rectilinear pattern, perpendicular and parallel to the B9070, which forms an almost central dissection through the peninsula. There are no nucleated settlements, only dispersed farmsteads, crofts and other rural properties. Other developments include the five operational turbines of Spurness Point Wind Farm and the masts on The Wart (65 m AOD). The association of the west coast is west towards Eday, and north-west towards the Calf of Eday and The North Sound, while the association of the east coast is south-east across Sanday Sound. In the central part of the peninsula, the character is more closely related to the immediate landscape, albeit with wider connections from the higher ground, but less so from the lower ground.

Sensitivity

6.12.71 The value of this LCU is medium. There are no national or regional landscape designations which would otherwise denote a special landscape value.

6.12.72 The susceptibility of the LCU to the Proposed Development is medium. Faray is situated to the west of Eday, such that from Sanday, Faray is always seen to the rear of Eday. The extent to which the island is visible, is dependent on the level to which the intervening landform of Eday screens it. The separation of Faray from Sanday, owing to intervening Eday, reduces the association between these two islands. Furthermore, the central and northern parts of the Sanday LCU are orientated north-west across the sea, rather than towards Faray. The southern part is, however, orientated west towards Eday, although the susceptibility is moderated by the presence of Spurness Point Wind Farm in the southern part of this LCU. This LCU is characterised by a relatively broad and simple coastal landscape without any remarkable landform features and this also moderates its susceptibility to the Proposed Development.

6.12.73 The combination of the value of the Sanday LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium** sensitivity.

Magnitude of change

6.12.74 During the operational phase, the magnitude of change will be **medium-low**. The ZTVs in Figure 6.7a and 6.10, show almost continuous visibility of all six turbines across the western and central parts of this LCU, while there is no visibility shown along the eastern side of the LCU. The Proposed Development will be located a minimum distance of approximately 6.6 km from the closest western boundary of this LCU and 10.1 km from the furthest, such that they will appear as moderate scaled structures, especially in contrast to the closer range turbines of Spurness Point Wind Farm. The proposed turbines will be seen to variable extents depending on the extent of screening from the intervening landform on Eday. Typically, the landform of Faray will not be readily visible, such that the proposed turbines will appear to be set on the western side of Eday, with the lower parts of the turbines screened by the Moorland Hills LCT of Eday.

6.12.75 The effect of the Proposed Development on the Sanday LCU will be moderated by a combination of the following factors. Firstly, the separation distance between the LCU and the Proposed Development, combined with the appearance that they are set on the west coast of Eday rather

than Faray, will moderate the perceived scale of the turbines. Secondly, the relatively small number of turbines and their contained layout, will mean they will occupy only a small proportion of the wider landscape and seascape context. Thirdly, the presence of Spurness Point Wind Farm in this LCU ensures that this type of development is an established part of the baseline character, and although the Spurness Point Wind Farm turbines are smaller, their closer range means that they will present a favourable comparison that will reduce the perceived scale of the proposed turbines. Fourthly, although Sanday and Eday are predominantly rural in character, the extent of human influence through farming and settlement, means that remoteness or wildness do not form part of the baseline character of this LCU or surrounding landscapes.

6.12.76 During the construction phase, the magnitude of change will be **medium-low**. Ground level construction works will not be readily evident from this LCU owing to the extent of the intervening landform, combined with their separation distance from this LCU. While the structures of the emerging turbines and the tall cranes used in their construction, will be visible, their effect on the LCU will be moderated for the same reasons as set out above.

Significance of effect

6.12.77 During the construction and operational phases, the effect of the Proposed Development on the Sanday LCU of the Undulating Island Pastures LCT will be **not significant**. This finding relates chiefly to the separation of Sanday from Faray by the intervening island of Eday, the closer range influences on character from Sanday and Eday and the existing influence from Spurness Point Wind Farm in this LCU.

Significance of cumulative effect

6.12.78 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

Undulating Island Pasture LCT: Westray LCU (299b)

Viewpoint 5 is representative of views from this LCU.

Baseline

6.12.79 The Westray LCU of the Undulating Island Pastures is located in the central part of the island, extending from Gallow Hill in the north, to Ness of Tuquoy in the south, and to the rocky coastline in the west. This LCU comprises variety owing to the inclusion of the rocky and exposed western coastal edge, the sandy and sheltered Bay of Tuquoy and the gently undulating landform of the hinterlands. The landform generally rises from the south coast, towards the more upland landscapes to the north. The land is farmed for arable and livestock, with small to medium sized fields set out in a rectilinear pattern, perpendicular and parallel to the B9067. There are no nucleated settlements, only dispersed farmsteads, crofts and other rural properties. Other developments include the single turbines of the Westray Development Trust and Gallowhill Wind Farm.

6.12.80 It is within this local context that Fitty Hill (169 m AOD) and the rocky coastline to the west, the deep Bay of Tuquoy to the south, and the rolling farmland between, forms the intrinsic character of the LCU. In contrast, the middle and distant range landscapes set the wider context. The principal association of the west coast is west across the Westray Firth to Rousay, while the association of the south coast is south-east across the south-west peninsula of Westray to Faray. In the hinterland of the LCU, the character is more closely related to the immediate landscape, albeit with wider connections from the higher ground, but less so from the lower ground.

Sensitivity

6.12.81 The value of this LCU is medium. There are no national or regional landscape designations which would otherwise denote a special landscape value.

6.12.82 The susceptibility of the LCU to the Proposed Development is medium. The character of this LCU is drawn primarily from the landscape of the LCU and other surrounding LCUs on Westray. Although the small scale of the farm fields presents a small-scale landscape pattern, the vast skies and broad seascapes, presents a larger and simpler context, within which there is capacity for wind turbines.

Faray is situated to the south-east of Westray, such that Faray is seen as relatively distant island, partly or fully obscured by the southern part of Westray and forming part of the wider context. These factors reduce the association between this LCU and the site. Furthermore, while the Bay and Ness of Tuquoy are orientated towards the south-east, the other parts of the LCU are orientated in different directions and this limits any close association from the wider LCU.

6.12.83 The combination of the value of the Westray LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium** sensitivity.

Magnitude of change

6.12.84 During the operational phase, the magnitude of change in character will be **medium-low**. The ZTVs in Figures 6.7a and 6.10, show continuous visibility of all six turbines across the LCU, with the exception of substantial patches of no visibility along the western coast and in central parts and northern parts of this LCU. The Proposed Development will be located a minimum distance of approximately 9 km from the closest southern boundary of this LCU and 12.8 km from the furthest, such that the proposed turbines will appear as moderately scaled structures. The proposed turbines will be seen to variable extents depending on the extent of screening from the intervening landform on Westray. Typically, the landform of Faray will not be readily visible, such that the proposed turbines will appear to be set on the southern coast of Westray, with the lower parts of the turbines screened.

6.12.85 The effect of the Proposed Development on the Westray LCU will be moderated principally by the separation distance between the LCU and the Proposed Development which will moderate the perceived scale of the turbines. Also, the relatively small number of turbines and their contained layout, will mean they will occupy only a small proportion of the wider landscape and seascape context. While the Proposed Development will add a notable external influence to the character of this LCU, this effect will be moderated by the presence of the Westray Development Trust / Gallowhill turbines which ensures that this type of development is an established part of the baseline character. Although these operational turbines are smaller, their closer range means that they will present a favourable comparison that will reduce the perceived scale of the proposed turbines.

6.12.86 During the construction phase, the magnitude of change will be **medium-low**. Ground level construction works will not be readily evident from this LCU owing to the extent of the intervening landform, combined with their separation distance from this LCU. While the structures of the emerging turbines and the tall cranes used in their construction, will be visible, their effect on the LCU will be moderated for the same reasons as set out above.

Significance of effect

6.12.87 During the construction and operational phases, the effect of the Proposed Development on the Westray LCU of the Undulating Island Pastures LCT will be **not significant**. This finding relates chiefly to the separation distance between this LCU and the Proposed Development, the closer range influences on character from Westray, and the existing influence from operational wind turbines in this LCU.

Significance of cumulative effect

6.12.88 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be low or negligible and the cumulative effect will be **not significant.**

Whaleback Islands LCT (296)

Baseline

6.12.89 In the Orkney archipelago, this LCT occurs across nine small, sparsely populated, or uninhabited islands, including Gairsay, Egilsay and Faray. The Whaleback Islands LCT is characterised by smooth convex landform, which forms a dome shape over these roughly oval shaped islands. The landform is low-lying, with heights ranging between 20 m and 50 m AOD, and while mostly convex, there are also local undulations, terraces and depressions. There is an absence of trees, and the farmland,

which covers most of these islands, consists of fields of improved pasture, with arable in the more fertile and sheltered patches. There are also areas of rough grasses, heather moorlands and peat bogs, where the land remains uncultivated. The coastal edge comprises shingle beaches and low rock platforms, with occasional low cliffs forming a more distinctive feature. On islands where settlement occurs, it typically comprises occasional large farmsteads and scattered crofts accessed by a limited network of minor roads and tracks.

Whaleback Islands LCT: Faray LCU (296a)

Baseline

6.12.90 The site is located on the island of Faray, a small island set to the west of the island of Eday and south-east of the island of Westray. Faray is a narrow whale-back island, with a distinct north to south alignment. It measures only 3 km in length and less than 1 km at its widest section. Holm of Faray lies to the immediate north, separated by the narrow Lavey Sound and measuring only 1.5 km in length. The landform of the island gently rounds to a high point of 32 m, south of the centre and a high point of 31 m, north of the centre, with a gentle dip between.

6.12.91 The coastline of Faray is mostly rocky with only small bays in the north-east and south-west with sandy shores. The rocky shoreline and skerries form a notable edge around the island. While the coastline is relatively low, there are many small caves and geos cutting into the cliff edge, and a small arch on the north-west coast.

6.12.92 Despite the island being uninhabited by people since 1947, it continues to be inhabited by sheep. Fields of semi-improved pasture cover the island, with sheep grazing ensuring a low and homogenous landcover. The remnants of human occupation are evident in the single road extending down the spine of the island, and the ruined cottages and empty crofts which sit either side. These ruins and the old stone walls, although small and low, afford some enclosure and shelter to the livestock on this open and exposed island.

Sensitivity

6.12.1 The value of this LCU is medium. There are no national or regional landscape designations covering the island which would otherwise denote a special landscape value.

6.12.2 The susceptibility of this LCU to the effects of the Proposed Development is high. Faray is the site for the Proposed Development and, therefore, would be highly susceptible to the direct and indirect effects on the undeveloped character of this LCU.

6.12.3 The combination of the value of this LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.4 The magnitude of change during the operational phase will be **high**. All six proposed turbines and all associated infrastructure will be located on the island, such that there will be direct and indirect effects on the landscape character of the LCU. The six proposed turbines will appear at variance with the character of the island owing to the tall vertical form of the structures and the movement of their blades. The presence of the access roads, substation compound and met mast will also appear at variance with the predominantly rural character of the island. While built development is present on the island. in the form of old croft houses, these are small-scale, rural and disused. In contrast, the proposed turbines will be large-scale, modern and moving.

6.12.5 The magnitude of change during the construction phase will be **high**. The location of the six proposed turbines and associated infrastructure on the island means that the construction works will have direct and indirect effects on the landscape character of the LCU. The baseline character of the LCU will be altered by the presence and activity of the tall cranes and other plant used in the construction of the tall turbines, tracks, met mast, substation new extended slipway and landing jetty. There will also be a borrow pit, temporary construction compound and site offices.

Significance of effect

6.12.6 The effect of the Proposed Development on the Faray LCU will be **significant** during both the construction and operational phases. This assessment relates chiefly to the location of the Proposed Development on this small LCU, which will ensure it becomes the defining feature in respect of landscape character.

Significance of cumulative effect

6.12.7 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the effect will be **not significant.**

Whaleback Islands LCT: Egilsay LCU (296b)

Baseline

6.12.8 The Whaleback Islands LCT covers the whole of Egilsay. This is a small island, measuring approximately 5 km north to south, and 2 km west to east. It lies approximately 1.5 km to 2 km east of the eastern coast of Rousay, separated by Rousay Sound, and approximately 6.7 km south-west of Faray, separated by the Westray Sound. Egilsay is an inhabited island, albeit with a sparse and dispersed pattern of settlement, connected by a small number of minor roads and tracks. It is connected to Orkney mainland by a regular ferry service, which departs from Tingwall, and often travelling via Rousay and Wyre. Visitor attractions on the island include the C12th Norse, St Magnus Church and Manse Loch Nature Reserve.

6.12.9 The oval shape of the island, combined with its dome-shaped landform, makes Egilsay typical of the Whaleback Islands type. Albeit slightly steeper on the western side, the landform rises from both the western and eastern sides, to form a distinct north to south ridgeline through the island, with a high point of 35 m AOD in the south. The shape of the landform means the long western side forms a strong association with the eastern side of close-range Rousay, while the long eastern side forms a slightly weaker association with the western side of middle-range Eday. From the ridgeline, connections are made with more distant islands to the north and south, and it is only from the shorter, north-east facing slopes and coastline that a clear association with Faray is made.

Sensitivity

6.12.10 The value of the Egilsay LCU is medium. There are no national or regional landscape designations covering the island, which would otherwise denote a special landscape value.

6.12.11 The susceptibility of the Egilsay LCU to the effects of the Proposed Development is medium. The character of Egilsay is largely derived from the unique landform of the island itself, as well as the close-range influence from Rousay. Both these islands are settled and farmed and the human influence on Rousay is emphasised by the presence of the operational Kingarly Hill turbine and other smaller-scale turbines along the eastern side of the island. Although these are relatively small in scale, they, nonetheless, increase the influence of human artefacts on the landscape character context of Egilsay.

6.12.12 The combination of the value of the Egilsay LCU and its susceptibility to the effects of the Proposed Development results in an overall **medium** sensitivity.

Magnitude of change

6.12.13 During the operational phase, the magnitude of change on the Egilsay LCU will be **medium**. The ZTV shows that visibility of the Proposed Development will occur across the northern, eastern and central parts of the island but not the western parts. The Proposed Development will be seen at a minimum distance of 7 km, such that the turbines will be readily visible and be seen as medium scale elements. While other wind turbines already have an influence on this LCU, the proposed turbines will form a more substantial group of larger turbines, that will appear at variance with the largely undeveloped, and strongly horizontal context of seascape and islands.

6.12.14 Those factors which moderate the magnitude of change include the closer range influence of the coasts of Rousay and Eday, with Rousay especially setting the local context to the island. Although the turbines on Rousay are relatively small in size, their closer proximity will ensure they appear

larger in scale than the more distant proposed turbines. They also establish turbines as an existing influence on the landscape character of the Egilsay LCU. It is also in contrast to the closer-range islands, that the proposed turbines on the more distant island of Faray will have a comparatively weaker influence on the landscape character of this LCU, occurring as a back-ground, rather than an immediate feature. Most notable, however, is the small number of turbines and their containment within a small proportion of a much wider context of sea and islands.

6.12.15 During the construction phase, the magnitude of change will be **medium**. The ground level construction works will not be so readily evident owing to the separation distance between Egilsay LCU and the Proposed Development. The presence and activity of the tall cranes and the emergence of the tall turbines, they will be used to construct, will be readily visible. The magnitude of change will, however, be moderated owing to the same reasons cited above; namely the separation distance between the Egilsay LCU and the Proposed Development, the close range influence from other islands and the human artefacts, including wind turbines, located there, and the small proportion of the much wider context that the construction of the turbines will occupy.

Significance of effect

6.12.16 During the construction and operational phase, the effect of the Proposed Development on the Egilsay LCU of the Whaleback Islands LCT will be **not significant**. While the Proposed Development will have an influence, it will not be of a sufficient magnitude to redefine the landscape character of this LCU, largely owing to its closer association with Rousay.

Significance of cumulative effect

6.12.17 The limited influence of consented and application wind farms on this LCU means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant.**

Residual Effects on Coastal Character Areas

6.12.18 In addition to the assessment of effects on landscape character, this LVIA also includes the assessment of effects on coastal character. This makes reference to Orkney and Caithness Coastal Character Assessment, which has been produced by Land Use Consultants with the involvement of NatureScot, OIC, The Highland Council and Marine Scotland. This report describes the entire coastline of Orkney and North Caithness by breaking it down into Regional Coastal Character Areas (RCCA) and then further into Local Coastal Character Areas (LCCA).

6.12.19 The RCCAs and LCCAs are shown on Figure 6.7b, and those which are especially relevant to this assessment include the following:

- RCCA 3 Sanday West;
- RCCA 5 Eday: LCCA 5c Red Head to Greenan Nev / LCCA 5d Fersness Bay / LCCA Faray / LCCA Holm of Faray;
- RCCA 8 Westray North and East;
- RCCA 10 Rousay North: LCCA 10b Saviskaill Bay;
- RCCA 11 Rousay South: LCCA 11d Point of Avelshay to Scock Ness; and
- RCCA 12 Egilsay and Wyre.

6.12.20 The assessment below considers the potential impact of the Proposed Development on these RCCAs with reference to their constituent LLCAs, where these have been defined.

RCCA 3 Sanday West

Baseline

6.12.21 This RCCA includes the north and west coasts of Sanday as well as much of the southern peninsula extending from Backaskaill Bay in the south, through Spur Ness, to Whitemill Bay at the island's northern tip. Sanday West is rockier than Sanday East, with low cliffs set upon a shoreline comprising

wave cut platforms. The coastline is characterised by distinctive headlands, long sections of coastal cliffs, and occasional small bays of sand or shingle. This relatively low-lying and elongated island is exposed to the maritime influences of the North Sound, apart from along the Spur Ness coast in the south, where a sense of shelter is derived from neighbouring Eday to the west, and Stronsay to the south-east. Spur Ness to Bea Loch forms a long finger of land, characterised by a ridge which rises to 65 m AOD at The Wart and 50 m AOD at the Gump of Spurness with Spurness Point Wind Farm to the south of this. Generally, views from this RCCA are out across the open North Sound, apart from the coastline at Spur Ness which is orientated west towards Eday.

6.12.22 In the absence of detailed LCCA citations, this assessment is based on the Sanday West RCCA, supplemented with findings from site work carried out on Sanday. The section of most relevance to this assessment is the southern part of the RCCA, where the western coastline of the Spur Ness peninsula occurs. Although separated from Faray by Eday, this section of coastline is orientated west towards Eday and Faray, with a minimum distance of approximately 6.5 km between Sanday West RCCA and Faray. In comparison, the section of the coastline to the north of this is orientated north-west towards the North Sound with very limited association with Faray.

6.12.23 Between Strangtaing in the north and Spur Ness in the south, the coastline follows a north-south alignment with a broad convex curve, apart from where the more sheltered rocky bay of Loth in the south occurs, where the ferry terminal is situated. The coastline comprises low rocky cliffs with narrow beaches of boulders in sections. The hinterland is farmed, with small to medium sized fields set out in a rectilinear pattern, perpendicular and parallel to the B9070. There are no nucleated settlements, only dispersed farmsteads, crofts and other rural properties. Other developments in this hinterland with an influence on the adjacent coastal character, include the five turbines of operational Spurness Point Wind Farm and the masts on The Wart (65 m AOD).

Sensitivity

6.12.24 The value of this RCCA is medium. There are no national or regional landscape designations which would otherwise denote a special landscape value.

6.12.25 The susceptibility of the RCCA to the Proposed Development is medium in the southern part between Strangquoy Taing and Spur Ness, and medium to low or low in all remaining parts. Faray is situated to the west of Eday, such that from Sanday, Faray is always seen to the rear of Eday. The extent to which the island is visible, is dependent on the level to which the intervening landform of Eday screens it. The separation of Faray from Sanday, owing to intervening Eday, reduces the association between these two islands. Furthermore, the central and northern parts of the Sanday West RCCA are orientated north-west across the North Sound, rather than towards Faray. The southern part is, however, orientated west towards Eday, although the susceptibility is moderated by the presence of operational Spurness Point Wind Farm close to this southern part.

6.12.26 The combination of the value of the Sanday West RCCA and its susceptibility to the effects of the Proposed Development results in an overall **medium** sensitivity in the southern part and **medium-low** in all remaining parts.

Magnitude of change

6.12.27 During the operational phase, the magnitude of change will be **medium-low** or **low**. The ZTVs in Figures 6.7b and 6.10, show almost continuous visibility of all six turbines across the western coastline of the Sanday West RCCA. The Proposed Development will be located a minimum distance of approximately 6.6 km from the closest western boundary of this RCCA and 19.2 km from the furthest, such that the proposed turbines will appear as moderate to small scaled structures, especially in contrast to the closer range turbines at Spurness Point Wind Farm. The proposed turbines will be seen to variable extents depending on the extent of screening from the intervening landform on Eday. Typically, the landform of Faray will not be readily visible, such that the proposed turbines will appear to be set on the western side of Eday, with the lower parts of the turbines screened.

6.12.28 The effect of the Proposed Development on the Sanday West RCCA will be moderated by a combination of the following factors. Firstly, the separation distance between the RCCA and the Proposed Development, combined with the appearance that they are set on the west coast of Eday

rather than Faray, will moderate the perceived scale of the turbines. The low-lying nature of the coastline means that the intervening hills on Eday will notably reduce the extent to which the proposed turbines will be visible. Secondly, the relatively small number of turbines and their contained layout, will mean they will occupy only a small proportion of the wider landscape and seascape context. Thirdly, the presence of Spurness Point Wind Farm close to this RCCA ensures that this type of development is an established part of the baseline character, and although the Spurness Point Wind Farm turbines are smaller, their closer range means that they will present a favourable comparison that will reduce the perceived scale of the proposed turbines. The Proposed Development will, however, add to the sense of wind farm development affecting the context on both sides of this coastal landscape.

6.12.29 During the construction phase, the magnitude of change will be **medium-low**. Ground level construction works will not be readily evident from this RCCA owing to the low-lying nature of the coastline, the extent of the intervening landform, and the separation distance between this RCCA and the ground level construction works. While the structures of the emerging turbines and the tall cranes used in their construction, will be visible, their effect on the RCCA will be moderated for the same reasons as set out above.

Significance of effect

6.12.30 During the construction and operational phases, the effect of the Proposed Development on the Sanday West RCCA will be **not significant**. This finding relates chiefly to the separation of Sanday from Faray by the intervening island of Eday, the closer range influences on coastal character from Sanday and Eday, and the existing influence from Spurness Point Wind Farm close to this RCCA.

Significance of cumulative effect

6.12.31 The limited influence of consented and application wind farms on this RCCA means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

RCCA 5 Eday

Baseline

6.12.32 This RCCA includes the coastlines of Eday, Calf of Eday, Faray and Holm of Faray. Eday is narrow in places and elongated, measuring approximately 13 km north to south and 4.5 km east to west at its widest points. It comprises two areas of elevated moorland connected by a narrow low-lying strip of land approximately 500 m wide. Its coastline is strongly indented. Calf of Eday is a small island to the north-east. The RCCA's coast is a mixture of exposed cliffs, low rocky foreshore, and sweeping shingle and sandy beaches. The hinterland is smoothly contoured, open farmland, transitioning to moorland on higher ground. Scattered settlement is concentrated at Southside and along the Calf Sound. Generally, views focus on neighbouring isles with panoramic views from cliffs at Red Head in the north of the island.

6.12.33 Parts of RCCA 5 Eday have been subdivided into LCCAs. Those of relevance to this assessment include LCCA 5c Red Head to Greenan Nev and 5d Fersness Bay LCCA. The detailed citations for these LCCAs have been used in the following assessments. Although there are no LCCA citations provided for Faray and the Holm of Faray, their importance to the assessment means that they have been considered as LCCAs, with the RCCA description supplemented through information gathered during site work on Faray.

RCCA 5 Eday: LCCA 5c Red Head to Greenan Nev

Baseline

6.12.34 This LCCA extends from Red Head, at the northern tip of Eday, down to Greenan Nev, which is the promontory on the west coast, just north of the Bay of Newark. This LCCA can be further subdivided into two distinct sections, with the northern part extending from Red Head to Broad Ebb, and the southern part extending from Broad Ebb to Greenan Nev. The northern part is characterised by rugged high cliffs, from which the hinterland of open and smooth moorland rises up to the high point of Noup Hill (57 m AOD). There are no roads or settlement in the hinterland and human

influences are limited to old post and wire fencing and peat cutting. The cliffs form a relatively straight, north-west facing coastal edge and are exposed to high winds and strong waves. Views from Red Head are drawn northwards across the limitless expanse of the North Sea, while to the west, the presence of Westray forms some containment. The character of this northern part of the LCCA is remote, exposed and often bleak.

6.12.35 In contrast the southern part of the LCCA is characterised by the settled and cultivated hinterland. The coastline is indented between Broad Ebb and Greenan Nev, with low sea cliffs interspersed with shingle and pebble beaches. It is set against the Sound of Faray and its orientation, west-north-west means that its outlook is towards Faray and the Holm of Faray. The presence of these islands, combined with the presence of Westray north-west and Rousay further south-west, present a much greater sense of containment and lesser sense of remoteness. Human influences are evident with the landscape modified by farm fields of pasture and arable, and dispersed settlement accessed by the minor road and tracks. This coastal strip is backed by the darker and less modified landscape of the open moorlands.

Sensitivity

6.12.36 The value of the Red Head to Greenan Nev LCCA is medium. This LCCA is not covered by any national or regional landscape designations which would otherwise denote a special value.

6.12.37 The susceptibility of the Red Head to Greenan Nev LCCA to the effects of the Proposed Development is medium in the northern part of the LCCA and high in the southern part. This variation reflects the variable strength of association between this LCCA and Faray, with the northern part orientated north-west over the open sea and the southern part orientated west directly towards Faray. While settlement and farming in the southern part ensures human influences form an integral part of the baseline character, these developments and modifications are relatively small in scale and rural in character. While there are no prominent wind farms visible from this coastline, wind turbines are evident as single domestic turbines on Eday, and commercial turbines on Westray and Rousay, although only visible in clear conditions.

6.12.38 The combination of the value of this LCCA and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity in the southern part of this LCCA and **medium** sensitivity in the northern part.

Magnitude of change

6.12.39 During the operational phase, the magnitude of change on this LCCA will be **medium** or **medium-low** or **no change** in the northern part and **high** in the southern part. The ZTVs in Figure 6.7b and 6.10, show that theoretical visibility of the Proposed Development will be continuous across the southern part of this LCCA, with visibility extending around Broad Ebb, but then no or low levels of visibility occurring along the remainder of the northern part of the coastline. The orientation of the southern part of the LCCA towards Faray, combined with the minimum distance to the proposed turbines ranging from 1.5 km, will ensure that the proposed turbines will have a notable effect on the coastal character of this southern part. These tall vertical structures will contrast with the low horizontal landform and the movement of the blades will add a dynamic feature into a relatively stable context.

6.12.40 The lower magnitude of change in the northern part of the LCCA reflects the increase in the separation distance, as well as the weaker association with Faray, whereby the coastlines do not directly face each other and the stronger influence comes from the outlook over the open sea. The ZTV shows visibility to extend over Broad Ebb onto Corbie Ness and although this section of coastline is not orientated towards the site, the relative proximity at approximately 2.7 km to 4.1 km means there will still be a medium magnitude of change, largely owing to the contrast these large vertical structures will present within such a low-lying context. Beyond Corbie Ness, the ZTV shows either no, or low levels of visibility and when combined with the greater separation distance and weaker association with the site, the influence from the Proposed Development will be notably reduced.

6.12.41 During the construction phase, the magnitude of change on this LCCA will be **high** across the southern part of the LCCA, **medium** between Broad Ebb and Corbie Ness and **medium-low** or **no change** across the remaining northern part. Ground level construction works on the eastern part of

Faray will be visible from the southern part of this LCCA but will be largely screened by intervening landform from the northern part. It will, however, be the presence of the tall cranes and the six emerging turbines that will have the greatest influence on coastal character. They will be seen set on the opposing coastal edge, appearing more exposed than they might otherwise owing to the openness of the intervening water and the foreshortening effect that this is likely to have. From the northern part, the turbines and cranes will not be visible, while between Broad Ebb and Crosbie Ness, the extent of visibility will be variable, albeit with upper parts of the structures visible.

Significance of effect

6.12.42 The effect of the Proposed Development on the Red Head to Greenan Nev LCCA will be **significant** across the southern part of the LCCA, and the northern part between Broad Ebb and Corbie Ness, during both the construction and operational phases. The influence of the large-scale turbines, set on the opposing side of the Sound of Faray, will have a notable influence on the character of this coastal landscape. The effect on the northern part of the LCCA, between Corbie Ness and Red Head will be **not significant** as there will either be no visibility or lower levels of visibility will occur from a more distant coastline, where the predominant orientation of the landform is north-eastwards.

Significance of cumulative effect

6.12.43 The limited influence of consented and application wind farms on this LCCA means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant.**

RCCA 5 Eday: LCCA 5d Fersness Bay

Viewpoint 3 is representative of the character of this LCCA.

Baseline

6.12.44 The Fersness Bay LCCA covers a large concave section of coastline, extending from the headland of Greenan Nev in the north, to the headland of Fersness in the south-west. The northern part of the LCCA is characterised by narrow beaches of shingle and pebble between low and rocky shorelines, while the southern part is characterised by broad, sandy beaches backed by large, grass-covered dunes. The hinterland comprises gently rising landform, with fields of pasture or rough grazing. Settlement is limited to dispersed farmsteads accessed by minor roads and tracks. Despite these human influences, including the airfield behind Sands of Doomy, there is a sense of peace and tranquillity in these coastal landscapes.

6.12.45 The coastline forms a wide sweep from the north-east, through the east and south, to the south-west. Thus, the orientation of the different sections of coastline shifts. From Greenan Nev, the coastline faces south-west, where the narrow shingle and pebble beach at the Bay of Newark occurs. The coastline then forms a straight and rocky edge along the base of Stennie Hill, that faces due west. From Doomy headland, the broad sandy beaches of Mussetter and Doomy, sweep round to face north-west and north, with the headland at Fersness enclosing the bay by wrapping the landform around to face north-east and then east. While the orientation of these coastlines vary, the proximity of Faray means that it is almost a constant focus and a key influence in terms of coastal character.

6.12.46 The low-lying and open nature of this LCCA, means that it is exposed to external influences from the surrounding landscapes and seascapes. These influences are mostly natural, with the immediate enclosure of the rocky headlands, to the west and east, and broader enclosure of the moorland hills, to the south and north-east. There is also a strong association with Faray, owing to the principal aspect of this LCCA being orientated in towards where this island sits. In terms of human influences, there are a few isolated properties scattered along the minor road to the south and evident across the wider landscape. There is also Eday's 'London Airfield' to the immediate east, although comprising only a small building and low-lying tarmacked strip, this forms a relatively discreet feature in the landscape.

Sensitivity

6.12.47 The value of this LCCA is medium. This LCCA is not covered by any national or regional landscape designations which would otherwise denote a special value.

6.12.48 The susceptibility of this LCCA to the effects of the Proposed Development is medium-high. This LCCA has a strong intrinsic character relating to the broad, white sandy beaches and the rocky coastline, which encloses the bay on either side. This LCCA is also highly influenced by the outlook across the bay which is orientated in towards Faray.

6.12.49 The combination of the value of this LCCA and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.50 During the operational phase, the magnitude of change on this LCCA would be **medium-high**. The ZTVs in Figures 6.7b and 6.10 show theoretical visibility of all six turbines to be practically continuous across the LCCA and the openness of the LCCA means that actual visibility will reflect theoretical visibility. The LCCA will be located a minimum distance of approximately 1.5 km between the closest turbine and closest LCCA edge, extending to a maximum distance of 3.1 km to the furthest LCCA edge.

6.12.51 The high part of the rating relates to the close association between this LCCA and Faray, owing to the orientation of the coastline in towards the island, and the openness of this coastal edge, which means that it would be exposed to the influence of the Proposed Development. The minimum separation distance of 1.5 km means that the six turbines would appear as large-scale vertical structures at variance with the strongly horizontal emphasis of the low islands and surrounding seascape. The movement of the blades would introduce a dynamic feature that will add to their prominence. Although small scale and distant turbines are visible from this LCCA, the modern and human-made appearance of the proposed turbines will appear at variance with the rural character of the coastline.

6.12.52 The medium part of the rating relates to the fact that the Proposed Development will form an external influence with indirect effects on the character of this LCCA. It will be seen set on a separate island and will not directly affect the intrinsic character of the sands and surrounding coastal edge. The relatively small number of turbines would also mean that the Proposed Development will be seen as a compact and well-contained group, occupying a small part of the wider landscape context, albeit of a notable vertical scale.

6.12.53 During the construction phase, the magnitude of change on this LCCA would be **medium-high**. The close proximity of this LCCA to Faray means that many of the ground level works at the southern end of the island will be visible, including track, the new extended slipway and the landing jetty construction. The construction of all the tall turbines, and the tall cranes used in this process, will be readily visible and will appear at variance with the baseline character of the island. While the Proposed Development will form a prominent influence on the landscape character of the Fersness LCCA, the magnitude of change is prevented from being rated high owing to the relatively contained layout of the Proposed Development amidst a wider landscape and seascape context.

Significance of effect

6.12.54 During the construction and operational phases, the effect of the Proposed Development on the Fersness LCCA will be **significant**. This finding relates to the close association between this LCCA and Faray, where the Proposed Development would be located.

Significance of cumulative effect

6.12.55 The limited influence of consented and application wind farms on this LCCA means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

RCCA 5 Eday: LCCA Faray

Baseline

6.12.56 The site is located on the island of Faray, a small island set to the west of the island of Eday and south-east of the island of Westray. Faray is a narrow whale-back island, with a distinct north to south alignment. It measures only 3 km in length and less than 1 km at its widest section. The Holm of Faray lies to the immediate north, separated by the narrow Lavey Sound and measuring only 1.5 km in length. The landform of the island gently rounds to a high point of 32 m, south of the centre and a high point of 31 m, north of the centre, with a gentle dip between.

6.12.57 The coastline of Faray is mostly rocky with only small bays in the north-east and south-west with sandy shores. The rocky shoreline and skerries form a notable edge around the island. While the coastline is relatively low, there are many small caves and geos cutting into the cliff edge, and a small arch on the north-west coast. The small size and narrow shape of the island means that it is strongly influenced by the marine environment, with shorelines often exposed to high winds and waves.

6.12.58 Despite the island being uninhabited by people since 1947, it continues to be inhabited by sheep. Fields of semi-improved pasture cover the island, with sheep grazing ensuring a low and homogenous landcover. The remnants of human occupation are evident in the single road extending down the spine of the island, and the ruined cottages and empty crofts which sit either side. These ruins and the old stone walls, although small and low, afford some enclosure and shelter to the livestock on this open and exposed island.

Sensitivity

6.12.59 The value of this LCCA is medium. There are no national or regional landscape designations covering the island which would otherwise denote a special landscape value.

6.12.60 The susceptibility of this LCCA to the effects of the Proposed Development is high. Faray is the site for the Proposed Development and, therefore, coastal character would be highly susceptible to the direct and indirect effects on this LCCA.

6.12.61 The combination of the value of this LCCA and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.62 The magnitude of change during the operational phase will be **high**. All six proposed turbines and all associated infrastructure will be located on the island, close to the coast, such that there will be direct and indirect effects on the coastal character of the LCCA. The six proposed turbines will appear at variance with the character of the island's coastline owing to the tall vertical form of the structures and the movement of their blades. The presence of the access roads, substation compound and met mast will also appear at variance with the predominantly rural character of the island. The location of the new extended slipway and landing jetty on the southern coast will give rise to direct effects on coastal character. While built development is present on the island, in the form of old croft houses, these are small-scale, rural and disused.

6.12.63 The magnitude of change during the construction phase will be **high**. The location of the six proposed turbines and associated infrastructure on the island means that the construction works will have direct and indirect effects on the landscape character of the LCCA. The baseline character of the LCCA will be altered by the presence and activity of the tall cranes and other plant used in the construction of the tall turbines, tracks, met mast, substation new extended slipway and landing jetty. There will also be borrow pits, temporary construction compounds and site offices near to the coast.

Significance of effect

6.12.64 The effect of the Proposed Development on the Faray LCCA will be **significant** during both the construction and operational phases. This assessment relates chiefly to the location of the Proposed Development on this small island which will ensure it becomes the defining feature in respect of its surrounding coastal character.

Significance of cumulative effect

6.12.65 The limited influence of consented and application wind farms on this LCCA means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant.**

RCCA 5 Eday: Holm of Faray LCCA 5f

Baseline

6.12.66 Holm of Faray LCCA is situated to the immediate north of Faray Whaleback Island LCU, where the site of the Proposed Development is located. This small island measures approximately 1.5 km in length and 0.5 km in width and is separated from Faray by Lavey Sound and less than 100 m. Its similar north to south alignment and close proximity to Faray, means that it appears almost as a continuation to the landform of this Whaleback Island. The Holm of Faray is typical of its type, presenting low and smoothly rounded landform, surrounded by a rocky shoreline and low cliffs, with numerous geos, a cave and an arch occurring. While the pastoral land cover is grazed by sheep, there is no recent evidence of past occupation, only occasional fence lines.

6.12.67 Being such a small island, much of Holm of Faray's coastal character is drawn from its wider surroundings, and as it is the narrow southern end of the Holm of Faray that abuts the northern coast of Faray, the Holm of Faray forms associations with the wider context through its longer western and eastern coastlines, as well as shorter northern coast. Across the Rapness Sound, the western side of the Holm of Faray forms an association with the southern peninsula of Westray, and across the Sound of Faray, the eastern side forms an association with the northern end of Eday, both at ranges of approximately 2 km. At approximately 0.5 km, the northern end of the Holm of Faray comes closer to the southern tip of Wether Ness on Westray.

Sensitivity

6.12.68 The value of this LCCA is medium. This LCCA is not covered by any national or regional landscape designations which would otherwise denote a special value.

6.12.69 The susceptibility of this LCCA to the effects of the Proposed Development is high. The Holm of Faray LCCA is located especially close to Faray, where the Proposed Development would be located. The LCCA will, therefore, be especially susceptible to the effects of the Proposed Development. Despite the other associations which this LCCA has with other surrounding seascapes and islands, the close proximity and low-lying nature of the coastline means that it will be readily susceptible to the changes in character that will arise as a result of the Proposed Development.

6.12.70 The combination of the value of this LCCA and its susceptibility to the effects of the Proposed Development results in an overall **medium-high** sensitivity.

Magnitude of change

6.12.71 During the operational phase, the magnitude of change will be **high** across the LCCA. The ZTV in Figure 6.7 shows theoretical visibility to be continuous around this LCCA and the openness of the coast means that actual visibility will be similar in extent. The proposed turbines will be seen at especially close ranges between approximately 0.9 km from the closest LCCA coast to the closest turbine and approximately 2.2 km from the furthest LCCA coast.

6.12.72 While the Proposed Development will not be located on the Holm of Faray, it will have a notable visual influence on its coastal character owing to the close association of the Holm of Faray LCU with the Faray Whaleback Island LCU, as these islands form an almost continuous landform feature, with only a short separation formed by Lavey Sound. The six turbines will form the most influential part of the Proposed Development owing to their large scale and vertical form, relative to the low-lying island landscapes. Furthermore, these modern structures, will appear in contrast to the rural and semi-natural character of these coastlines.

6.12.73 During the construction phase, the magnitude of change will be **high**. This LCCA is located a minimum distance of approximately 0.9 km from the closest turbine. This means that the construction of the turbines and the presence of the tall cranes will be a highly prominent feature, seen clearly across Lavey Sound. Many of the ground level construction processes and components,

such as construction of the access tracks, will not form such a readily apparent feature owing to their location beyond the rising landform of the northern part of Faray. The incomplete appearance of the turbines and the periodic activity of the cranes will create an influence on this LCCA which will be at variance with the rural character of the baseline landscape.

Significance of effect

6.12.74 The effect of the Proposed Development on the Holm of Faray LCCA will be **significant** during the construction and operational phases. The close proximity of Holm of Faray LCCA to Faray will heighten the influence that the Proposed Development will have on the coastal character of this small island.

Significance of cumulative effect

6.12.75 The limited influence of consented and application wind farms on this LCCA means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

RCCA 8 Westray North and East

Viewpoint 4 is representative of this RCCA.

Baseline

6.12.76 The RCCA comprises the northern, eastern and southern coastlines of Westray, from Noup Head in the north-west, to Point of Huro on the south-west tip. Between these larger, elongated headlands lie a succession of small, characteristic headlands and bays. A sense of enclosure is derived from the small bays, and the easterly coast facing onto Papa Westray across the Papa Sound. The coastline consists of broad platforms of rock, low cliffs in the north, and narrow sand or shingle beaches in the bays. Dunes and links grassland lie behind, with rough grassland at exposed headlands. Stone dykes often separate the agricultural hinterland from the coast. The main settlement of Pierowall lies on the Bay of Pierowall's natural harbour with the imposing landmark of Noltland Castle behind. Long panoramic views are afforded by a relatively flat landform.

6.12.77 In the absence of detailed LCCA citations, this assessment is based on the Westray North and East RCCA, supplemented with findings from site work carried out on Westray. The section of most relevance is the southern coastline, as it has the closest association with Faray. In comparison, the east coast is orientated north-east across the North Sound with intervening landform, including low coastal hills in the south, that limit the association between this coastline and Faray.

6.12.78 The southern coast of Westray is characterised by the splayed landform, with the elongated western peninsula extending in a south-westerly direction from Sands of Woo to Point of Huro, and the shorter eastern peninsula extending in a south-easterly directions from Sands of Woo to Weather Ness. These two spurs form almost a right angle, with their landform enclosing the waters of Rapness Sound. The south-westerly spur is characterised by its rocky coastline of low, wave-cut platforms, with a few small sandy beaches interspersed. While the predominant orientation is south-east, the coastline curves in and out between minor promontories. The hinterland rises gently to form a series of small, rounded hills, which are enclosed by a geometric pattern of small fields and used as pasture. Farmsteads occur intermittently along this more sheltered south-east facing coast. The main human influence along this coastline, however, is the Rapness Ferry Terminal, which comprises a large concrete pier and platform.

6.12.79 The south-easterly spur is formed by the rocky headland of Weather Ness. Here, the land rises more steeply from the shoreline, to form enclosure to the northern side of Rapness Sound and form a more prominent coastal feature. The shoreline comprises a narrower band of wave cut platforms, albeit extending around Weather Ness point. Fields of pasture and rough grazing cover the slopes of the hinterland and while roads and settlement do not extend onto this exposed headland, a track leads out to the point. A small quarry sits on this coastal edge, creating an exposed and steep quarry face.

Sensitivity

6.12.80 The value of the Westray North and East RCCA is medium. There are no national or regional landscape designations which would otherwise denote a special landscape value.

6.12.81 The susceptibility of this RCCA to the effects of the Proposed Development is medium-high on the southern coast, medium-low on the eastern coast, and low on the northern coast. This variation in susceptibility reflects the variation in association between the Westray RCCA and the island of Faray, where the Proposed Development would be located. From the southern coast of the RCCA, the landscape opens up towards the south-east, where Faray is located, making this coast more susceptible. From the eastern coast of the RCCA, there is only limited association with Faray, with the coastal landscape orientated north-east towards the North Sound and Papa Westray. This association weakens further on the northern coast as the separation distance from Faray increases and the closer range coasts and seascapes influence the context more readily.

6.12.82 The combination of the value of this RCCA and its susceptibility to the Proposed Development results in a **medium-high** sensitivity on the southern coast, **medium** on the eastern coast and **medium-low** on the northern coast.

Magnitude of change

6.12.83 During the operational phase, the magnitude of change will vary across this RCCA with the closer range southern coast being subject to a **medium-high** magnitude of change and the other remaining parts being subject to a **medium-low,** or **low** magnitude of change. The ZTVs in Figures 6.7 and 6.10 show almost continuous theoretical visibility extending across the southern coast of the RCCA. From here, all six of the proposed turbines would be seen to their full extents. At a range of approximately 3 km to 4 km between this southern part of the RCCA and the closest turbine, the proposed turbines will be seen as large scale structures, their vertical scale and modern appearance at variance with the low lying island landscape and its predominantly rural character. The effect would, however, be moderated by the separation distance from this southern coast, and the presence of the ferry terminal, settlement and roads in this southern part of the island. Furthermore, the small number of turbines and their containment on the island, means that they occupy a small part of the much wider context, that has an influence on the coastal character of this RCCA.

6.12.84 From the eastern coast of the RCCA, the magnitude of change will reduce to medium-low. The greater separation distance from the Proposed Development, with visibility shown at a range of approximately 6 km to 18 km, will mean that the proposed turbines will reduce in scale and occupy a smaller proportion of the wider coastal context. Furthermore, the intervening landform will reduce the extent to which the proposed turbines will be visible. As described above, the weaker association between this eastern coast and Faray, would moderate the influence that the Proposed Development would have on coastal character, especially as the opposing Papa Westray coastline will have a comparatively stronger influence. As the Newark single turbine establishes wind turbines as part of the baseline character, its presence would moderate the effect of the proposed turbines, as they would not be seen as a new or unfamiliar feature.

6.12.85 On the northern coast of the RCCA, theoretical visibility is shown to be patchier as the intervening landform serves to screen visibility of the proposed turbines. This reflects the changing nature of the influence, whereby the immediate landscape has an even stronger influence, in the context of which the Proposed Development would appear as more of a distant and background feature, at a minimum distance of 16 km. There is also an existing influence from the Westray Development Trust / Gallowhill turbines, which although smaller in number and scale, presents a closer range example of this type of development, that will moderate the influence of the Proposed Development.

6.12.86 During the construction phase, the magnitude of change will vary across this RCCA as described in respect of the operational phase above. While the separation distance, combined with the intervening landform would mean that many of the ground level construction works would not be readily visible from the eastern and northern coastlines, the emerging structures of the turbines and the tall cranes used in their construction will be intermittently visible, albeit not a defining feature. From the southern coast, ground level works will be visible in combination with upper level works

and their influence on landscape character will be accentuated by the openness of the intervening water and the exposed nature of both the Westray and Faray coastlines.

Significance of effect

6.12.87 During the construction and operational phases, the effect of the Proposed Development on the Westray North and East RCCA will be **significant** on the southern coast and **not significant** on the northern and eastern coasts. This assessment reflects the close association between the southern coast of the RCCA and Faray, where the Proposed Development would be located and the comparatively weaker association from other coasts in the RCCA.

Significance of cumulative effect

6.12.88 The limited influence of consented and application wind farms on this RCCA means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

RCCA 10 Rousay North

Baseline

6.12.89 This RCCA occurs on Rousay's north coast between Scabra Head in the west to Faraclett Head in the east. The exposed north coast faces onto the open Atlantic with some shelter provided in the broad Saviskaill Bay. The gently curving coast includes numerous, sheer-sided, layered, sandstone cliffs up to 50 m in height, with erosional features of geos, blowholes, caves and arches. Behind the cliff edge lies rough grazing and moorland on smooth hills. The coast and hinterland are largely undeveloped with only scattered settlement around the Loch of Wasbister. The north-west coast, between Scabra Head and Saviskaill Head, is most rugged, natural and inaccessible. At Faraclett Head a circular coastal path is relatively well-used. The open Atlantic dominates broad panoramic views from the coast while focal points to the north include the Westray cliffs.

6.12.1 RCCA 10 Rousay North has been subdivided into two LCCAs; 10a Scabra Head to Saviskaill Head; and 10b Saviskaill Bay. LCCA 10b is of relevance to this study as it includes Faraclett Head which is closest to Faray and from which views in this north-easterly direction open up. LCCA 10a is more distant from Faray and its coastline is orientated in the opposite direction, thus limiting any close association. Furthermore, the ZTVs in Figures 6.7b and 6.10, show visibility to be very limited from this LCCA. For these reasons LCCA 10a is not assessed in detail.

RCCA 10 Rousay North: LCCA 10b Saviskaill Bay

Baseline

6.12.2 The Faraclett coastline of this LCCA wraps round the hilly headland on the north-east corner of Rousay. On the western side, high cliffs rise to over 50 m and then steeply rising grassland reaches a high point of 107 m AOD. These cliffs form well-defined enclosure to the eastern side of Saviskaill Bay. On the northern side of Faraclett, long wave cut platforms extend out into the sea and a lower coastal shelf wraps around the north-east, albeit with the landform rising higher behind. To the south of this, North Sand comprises a small beach of boulders and forms the separation between the impounded Lock of Scockness and the sea.

6.12.3 While farm fields extend onto the shallower, lower slopes, and fence lines cut across the uplands, the hinterland is characterised by rough pasture. Faraclett Farm and its access track are the only developments close to the edge of the coast. There are numerous archaeological remains across the hill and a footpath encircles the upper slopes and summit. Parking is provided at the end of the minor road and the footpath is popular with visitors to the island.

6.12.4 In contrast to the neighbouring Low Island Pastures LCT, which lies to the immediate east, the elevated landform of the Moorland Hills LCT, opens up the influences and associations that act on the character of this LCCA. Most notably, there is an association with the wider LCU of the Moorland Hills LCT, which covers most of the island. In particular, the close range Kierfea Hill (235 m AOD) presents an upland context to the lower set headland of Faraclett Head. There is also a connection across to Egilsay, although this island is notably lower and flatter. Visual connections also occur with the larger islands of Westray to the north and Eday to the east, as well as the smaller island of Faray,

set to the fore of the northern part of Eday. The more distant locations of these islands do, however, reduce their influence on the contextual character of the Rousay LCCA.

Sensitivity

6.12.5 The value of this LCCA is medium. This LCCA is not covered by any landscape designations which would otherwise denote a special landscape value.

6.12.6 The susceptibility of this LCCA to the effects of the Proposed Development is medium. While there is an open outlook towards Faray, to the north-east, from this LCCA, the intrinsic character of this coast, combined with its closer and stronger associations with the surrounding seascapes and coastal landscapes of Egilsay to the east and Westray to the north, reduces its association with the smaller and more distant islands, including Faray to the north-east.

6.12.7 The combination of the value of this LCCA and its susceptibility to the effects of the Proposed Development results in an overall **medium** sensitivity.

Magnitude of change

6.12.8 During the operational phase, the magnitude of change will be **medium-low**. The ZTVs in Figures 6.7b and 6.10, show theoretical visibility extending across the northern and eastern coastlines of Faraclett Head and the eastern coastline of Saviskaill Head but being screened from the eastern and central coastlines of Saviskaill Bay by the landform of Faraclett Head. The closest proposed turbine will be approximately 8.3 km from the closest edge at Faraclett Head and 12.9 km from Saviskaill Head, such that the proposed turbines will appear to be of a moderate scale. Where visibility occurs, all six will be readily visible, seen set on a distant island, the pronounced vertical structures in contrast with the low-lying horizontal landform of the islands and sea.

6.12.9 There are, however, a number of factors that prevent the magnitude of change from being rated medium. The most notable is the intrinsic character of the coastline, which strongly defines this northern part of Rousay. There is also the association between the coast and its hinterland, especially the rising landform of Kierfea Hill and the wider extent of the Moorland Hills LCT across Rousay. There is also an influence from the nearby island of Egilsay and the holms to the east and south-east and the dramatic western cliffs of Westray to the north. While it is through comparison with these closer range landscapes, that the influence of the Proposed Development will be reduced, the openness and exposure of the coastline, does also mean that a more distant influence comes from the middle range islands to the north-east, including Faray.

6.12.10 During the construction phase, the magnitude of change will be **medium-low**. The ground level construction works will not be readily evident from this LCCA owing to the separation distance. While the structures of the emerging turbines and the tall cranes used in their construction, will be readily visible, these will be seen as distant elements with a limited influence on this LCCA, owing to its closer range and closer association with surrounding landscapes and seascapes.

Significance of effect

6.12.11 During the construction and operational phases, the effect of the Proposed Development on this LCCA will be **not significant**. This assessment reflects the separation distance between the LCCA and the Proposed Development, as well as the stronger influence of the surrounding landscapes and seascapes which form the immediate context to this LCCA.

Significance of cumulative effect

6.12.12 The limited influence of consented and application wind farms on this LCCA means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

RCCA 11 Rousay South

Baseline

6.12.13 This RCCA includes the south coast of Rousay, from Knee of Scabra in the west to Scock Ness in the east and includes the island of Eynhallow. It faces the sheltered and generally calm waters of surrounding sounds of Eynhallow, Wyre and Rousay. The generally convex coastline becomes less

regular to the west and is low and rocky with only a few bays and small shingle beaches. Its narrow foreshore rises to a pastoral hinterland with a distinctive, terraced form to the hillside and steep, moorland hills behind. Parallel to the coast and with scattered settlement nearby, the B9064 allows a panorama of numerous surrounding islands and seas, and of the Mainland in the south-west.

6.12.14 RCCA 11 Rousay South has been subdivided into four LCCAs; 11a Eynhallow; 11b Scabra Head to Tratland; 11c Tratland to Point of Avelshay; and 11d Point of Avelshay to Scock Ness. LCCA 11d is of relevance to this study as it includes Scock Ness which is closest to Faray and from which views in this north-easterly direction open up. The other LCCAs are located around the south or west of the island where the ZTV in Figures 6.7 and 6.10 show there to be no visibility. For this reason, LCCA 11a, 11b and 11c are not assessed in detail.

RCCA 11 Rousay South: LCCA 11d Point of Avelshay to Scock Ness

Baseline

6.12.15 A narrow and rocky foreshore extends from Point of Avelshay to Noustiger Bay. This coastline faces east across the narrow, sheltered and calm waters of Rousay Sound, to form a strong relationship with the opposing coastline of Egilsay. North of Noustiger Bay the coastline becomes more varied, as the coastline indents into the Bay of Ham, which is enclosed further east by the low promontory of Scock Ness, with its long, rocky taings. The Holm of Scockness is set south-east from Scock Ness headland and, although small, it almost blocks the channel between the north-east corner of Rousay and north-west corner of Egilsay.

6.12.16 The hinterland comprises a narrow coastal strip of improved pasture and arable crops set in a tight geometry of fields and backed by rising moorland. Settlement is typically small in scale and dispersed, and the character of the landscape is rural, although there is an influence from the Kingarly turbine. The low-lying nature of this coastline, combined with the close-range enclosure from surrounding islands, means that views are typically contained within the local context. The exception occurs around the north-east coast of Scock Ness, where views open up across the sea, albeit with Westray to the north, referenced as the key feature in the citation.

Sensitivity

6.12.17 The value of this LCCA is medium. This LCCA is not covered by any landscape designations which would otherwise denote a special landscape value.

6.12.18 The susceptibility of this LCCA to the effects of the Proposed Development is medium. While there is an open outlook towards Faray, to the north-east, from Scock Ness, the closer and stronger associations of this LCCA with the surrounding landscapes, reduces its association with the more distant islands, including Faray.

6.12.19 The combination of the value of this LCCA and its susceptibility to the effects of the Proposed Development results in an overall **medium** sensitivity.

Magnitude of change

6.12.20 During the operational phase, the magnitude of change will be **medium-low**. The ZTVs in Figures 6.7b and 6.10 show theoretical visibility covering much of the LCCA, with the exception of the south-facing section around the Bay of Ham. The closest proposed turbine will be approximately 7.9 km from the closest edge of the LCCA and 11.7 km from the furthest edge, such that the proposed turbines will appear to be of a moderate scale. All six will be readily visible, seen set on a distant island, their pronounced vertical structures in contrast with the low-lying horizontal landform of the islands and sea.

6.12.21 There are, however, a number of factors that prevent the magnitude of change from being rated medium. The most notable is the association this LCCA holds with the close range and opposing coastline of Egilsay, at a minimum of approximately 1.3 km to the east, as well as the small Holm of Scockness. Not only will these islands continue to form the principal external influence on the character of the LCCA but between Bay of Ham and Point of Avelshay, they will partly screen the Proposed Development, such that typically blades and tips will be seen behind the intervening landform.

6.12.22 The presence of the single turbine on Kingarly Hill and other small-scale turbines on Rousay, will ensure that the proposed turbines do not appear as new or unfamiliar features. Despite being smaller, the closer range of the Kingarly turbine, set on the rising hill slopes to the coastline, will mean that, by comparison, the proposed turbines will appear smaller. They will be seen as a relatively compact group within a much wider context of islands and sea, where other distant turbines are also visible.

6.12.23 During the construction phase, the magnitude of change will be **medium-low**. The ground level construction works will not be evident from this LCCA owing to the separation distance, the low-lying nature of the LCCA and the intervening landform of adjacent islands. While the structures of the emerging turbines and the tall cranes used in their construction, will be readily visible, these will be seen as distant elements with a limited influence on this LCCA, owing to its closer range and closer association with surrounding landscapes.

Significance of effect

6.12.24 During the construction and operational phases, the effect of the Proposed Development on this LCCA will be **not significant**. This assessment reflects the separation distance between the LCCA and the Proposed Development, as well as the stronger influence of the surrounding landscapes which from the immediate context to this LCCA.

Significance of cumulative effect

6.12.25 The limited influence of consented and application wind farms on this RCCA means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant**.

RCCA 12 Egilsay and Wyre

Baseline

6.12.26 This RCCA covers the islands of Egilsay and Wyre, which lie to the east and south of Rousay respectively. These small, teardrop shaped islands face onto the relatively sheltered seas of Rousay Sound and Wyre Sound, forming smooth, elongated mounds with central ridge lines. Both islands have low, rocky coasts and occasional, small beaches of shingle and sand. The larger Egilsay has white sands on its east coast. The hinterlands are characterised by improved pasture and rough grazing, and settlement is scattered within higher ground, away from the coast. A key landmark is St Magnus Church's round tower on Egilsay. Surrounding views are of Rousay's high hills to the north and west, and of a panorama of enclosed sea and islands to the east and south.

6.12.1 In the absence of detailed LCCA citations, this assessment is based on the Egilsay and Wyre RCCA, supplemented with findings from site work carried out on Egilsay. The section of most relevance is the northern coastline, as it has the closest association with Faray. In comparison, the east coast is orientated east towards the southern part of Eday and the west coast is orientated west towards Rousay. Wyre is not especially relevant to this assessment owing to its greater separation distance from the Proposed Development and the intervening presence of Egilsay.

6.12.2 Egilsay is a small island, measuring approximately 5 km north to south, and 2 km west to east. It lies approximately 1.5 km to 2 km east of the eastern coast of Rousay, separated by Rousay Sound, and approximately 6.7 km south-west of Faray, separated by the Westray Sound. Egilsay is an inhabited island, albeit with a sparse and dispersed pattern of settlement, connected by a small number of minor roads and tracks. The coastal edge is low and rocky with the foreshore formed of wave cut rocks. On the north coast, these rocks form reefs extending out into the sea almost far enough to reach Kiri Holm. The west coast is separated from the east coast of Rousay by the narrow waters of Rousay Sound, such that there is a sense of containment. The ferry pier is the only development along the shoreline. The east coast also experiences a sense of containment, albeit from the more distant west coast of Eday. In the RCCA citation, the high hills of Rousay are described as a 'constant presence' while the 'panorama of islands' to the east and south are referenced in respect of views to Gairsay and Eday, but with no reference to Faray as a key feature.

Sensitivity

6.12.3 The value of the RCCA is medium. There are no national or regional landscape designations covering the island, which would otherwise denote a special landscape value.

6.12.4 The susceptibility of the northern coast of the RCCA to the effects of the Proposed Development is medium, while the susceptibility of the east coast is medium-low and the susceptibility of the west coast is low. The character of the RCCA is largely derived from the coast and hinterland of the island itself, as well as the close-range influence from Rousay. Both these islands are settled and farmed and the human influence on coastal character from Rousay is emphasised by the presence of domestic scale turbines along the eastern side of the island. Although these are relatively small in scale, they, nonetheless, increase the influence of human artefacts on the landscape character of the Egilsay coast.

6.12.5 The combination of the value of the Egilsay RCCA and its susceptibility to the effects of the Proposed Development results in an overall **medium** sensitivity.

Magnitude of change

6.12.6 During the operational phase, the magnitude of change on this RCCA will be **medium**. The ZTV shows that visibility of the Proposed Development will occur across the northern and eastern coasts of the island but not the western coast. The Proposed Development will be seen at a minimum distance of approximately 7 km, such that the turbines will be readily visible and be seen as moderate scale elements. While other wind turbines already have an influence on parts of this RCCA, the proposed turbines will form a more substantial group of larger turbines, that will appear at variance with the largely undeveloped, and strongly horizontal, context of sea and islands.

6.12.7 Those factors which moderate the magnitude of change include the closer range influence of the coasts of Rousay and Eday, with Rousay especially setting the local context to the island. Although the turbines on Rousay are relatively small in size, their closer proximity will ensure they appear larger in scale than the more distant proposed turbines. They also establish turbines as an existing influence on the landscape character of the Egilsay RCCA. It is also in contrast to the closer-range islands, that the proposed turbines on the more distant island of Faray will have a comparatively weaker influence on the coastal character of this RCCA, occurring as a back-ground, rather than an immediate feature. Most notably, however, is the small number of turbines and their containment within a small proportion of a much wider context of sea and islands.

6.12.8 During the construction phase, the magnitude of change will be **medium**. The ground level construction works will not be so readily evident owing to the separation distance between Egilsay RCCA and the Proposed Development. The presence and activity of the tall cranes and the emergence of the tall turbines will be readily visible. The magnitude of change will, however, be moderated owing to the same reasons cited above; namely the separation distance between the Egilsay RCCA and the Proposed Development, the close range influence from other islands and the human artefacts, including wind turbines, located there, and the small proportion of the much wider context that the construction of the turbines will occupy.

Significance of effect

6.12.9 During the construction and operational phase, the effect of the Proposed Development on the Egilsay RCCA will be **not significant**. While the Proposed Development will have an influence, it will not be of a sufficient magnitude to redefine the landscape character of this RCCA, largely owing to its closer association with Rousay.

Significance of cumulative effect

6.12.10 The limited influence of consented and application wind farms on this RCCA means that the cumulative magnitude of change will be **low** or **negligible** and the cumulative effect will be **not significant.**

6.13 Residual Effects on Visual Receptors

Assessment of Effects on Views

6.13.1 The first stage in the Assessment of Effects on Views comprises an evaluation of the effects at each of the representative viewpoints. This is carried out on site, using wirelines and photomontages to inform the assessment. The viewpoint locations are shown in conjunction with the ZTV in Figures 6.5a, 6.5b, 6.5c and 6.10. The viewpoints are illustrated in Figures 6.19 to 6.29 where a photograph of each view is accompanied by a computer-generated cumulative wireline and a photomontage.

6.13.2 In the wirelines, the Proposed Development turbines are shown in red, operational wind farms are shown in black, under construction wind farms are shown in purple and consented wind farms are shown in green.

6.13.3 The Proposed Development is assessed in respect of the baseline context comprising all operational and under construction wind farms. The cumulative assessment then considers the Proposed Development in respect of a cumulative context comprising the consented and application stage wind farms in addition to the operational and under construction wind farms.

Viewpoint 1: Guith, Eday

Baseline

6.13.4 This viewpoint is located on the western coast of Eday, in the northern part of the island. It is located at a high point on the minor road which connects Guith in the south with Linkataing in the north. This single-track road accesses the rural properties and farms along this coastal edge. The view is orientated west across the Sound of Faray to the island of Faray. The viewpoint is located a minimum distance of 1.9 km from the Proposed Development. The viewpoint is representative of the views of road-users and residents in this rural landscape.

6.13.5 This coastal edge is typical of the Inclined Coastal Pasture LCT, which occurs extensively across the island and is characterised by a farmed and settled landscape, comprising small and enclosed fields of improved and semi-improved pasture, and dispersed farmsteads and other dwellings. While the modification of this landscape through farming is readily evident, human influence is relatively light and the character is predominantly rural. To the east, enclosure is afforded by the rising landform of the Moorland Hills LCT, while to the west, the land falls gradually towards the shoreline.

6.13.6 The fall of the landform, from east to west, means that the coastal edge of Eday, between Guith and Linkataing is orientated west towards Faray, and that views are naturally drawn in this westerly direction. Faray forms the focus of the view and is characterised by its long and narrow form, which aligns north-south in parallel with this northern part of the Eday coastline. Its shallow, whaleback landform is pronounced by the tight covering of the grazed grasslands and the coastal edge is trimmed with low cliffs and rocky shores. The derelict crofts are set intermittently along the low ridgeline, presenting evidence of historic settlement. While Faray forms the focus, Holm of Faray and Westray are close and clearly visible to the north-west, and Rousay and Egilsay more distant to the south-west, these islands forming the wider context. While operational wind turbines are visible in the wider view, their small scale coupled with their separation distance means that they have a limited influence on the character of this view.

Sensitivity

6.13.7 The value of this view is medium. There are no formal viewpoints and no national or regional landscape designations which would otherwise denote a special value.

6.13.8 The susceptibility of road-users and residents in this area, to the effects of the Proposed Development, will be medium-high. Many of the properties are orientated south and not west, and the north to south alignment of the road means that views of road-users to Faray occur at an oblique angle. Despite the absence of direct views, the openness of this coastal edge, the proximity of the Proposed Development and the long term nature of the views of residents especially, means that views will be notably affected. The susceptibility is prevented from being rated high by the settled and cultivated character of this coastal landscape, as well as visibility of operational wind turbines within the wider context, all of which denote the baseline human influences evident in this view.

6.13.9 The combination of the value of the view and the susceptibility of the visual receptors to the Proposed Development gives rise to an overall **medium-high** sensitivity.

Magnitude of change

6.13.10 During operation, the magnitude of change will be **high**. The wireline in Figure 6.19e and photomontage in Figure 6.19f show that all six turbines will be visible, with the three on the east of the ridgeline seen to their full extents, and the three on the west of the ridgeline seen with only the base of the towers screened. At a minimum distance of 1.9 km to the closest turbine, they will be seen as close-range structures and with some infrastructure also readily visible, including tracks, crane pads and the permanent met mast.

6.13.11 The Proposed Development will change the character of this view by introducing large scale and dynamic vertical structures onto this island landscape. There will be daytime lighting on the hubs, which will be readily visible, albeit low in intensity during good visibility. Although seen in the context of the operational turbines in the wider context, the larger scale and closer range of the proposed turbines will make them appear especially prominent, particularly in relation to the scale of the abandoned buildings on the island. While they will not be seen in direct views from most dwellings, they will be readily visible from garden grounds, access tracks and in oblique angles from the minor road. In these situations, they will form the focus of the views of residents and road-users.

6.13.12 During construction, the magnitude of change will also be **high**. From this close-range and slightly elevated viewpoint, many of the ground level construction activities will be readily visible, including the construction of the tracks, crane pads, slipway, landing jetty and small borrow pit on the eastern side of the island. The most notable feature will, however, be the presence of the emerging tall turbines and tall cranes, which will draw the attention of road-users and residents and form a new focus in their views.

Significance of effect

6.13.13 The effect of the Proposed Development on road-users and residents between Guith and Linkataing will be **significant** during both the construction and operational phases. The close range, vertical scale and dynamic nature of the proposed turbines will make them a focus in views from this coastal landscape.

Significance of cumulative effect

6.13.14 The cumulative effect on the views of road-users and residents will be **not significant**. While the solus effect of the Proposed Development will give rise to a significant effect, as assessed above, the influence of the more distant application turbines on the cumulative situation is so limited that in conjunction with the Proposed Development the cumulative magnitude of change will be **medium-low** and the cumulative effect will be **not significant**. The cumulative context comprises the operational turbines plus the six turbines of application stage Orkney's Community Wind Farm Project – Quanterness at 26.2 km to the south and the two turbines of application stage Hammars Hill at 22.5 km to the south-west. The combination of the small number of turbines, their distance from the viewpoint and the limited number and scale of other operational wind farms, limits their potential for a significant cumulative effect to occur.

Viewpoint 2: Vinquoy Hill, Eday

Baseline

6.13.15 This viewpoint is located at the chambered cairn close to the summit of Vinquoy Hill, which at 76 m AOD is the highest point in the north of the island of Eday. This low and discreet hill forms part of the linear ridge, which is aligned north-south, with land falling gently away to the western coastal edge and falling more steeply to the eastern coastal edge. The Heritage Trail footpath, runs the length of the ridge, extending from Mill Loch in the south, to Red Head at the northern tip of the island. This path passes by a number of archaeological features, including chambered cairns and standing stones. The viewpoint is representative of the views of walkers on this path and across the wider Moorland Hills LCT, which covers the rural uplands in this northern part of the island.

6.13.16 The views from this ridgeline are panoramic in all directions, extending north-east to North Ronaldsay, east to Sanday, south-east to Stronsay, south across Eday, south-west to the Mainland of Orkney and Rousay, west to Faray and north-west to Westray. This array of islands presents much visual interest in all directions. The view is characterised by these rural island landscapes with their typically small scale and rural developments and land uses. These islands are small and open such that they form close connections across the intervening waters, to neighbouring islands. Wind turbines do form part of the baseline character, albeit their typically small scale and / or distant location means that their influence is limited.

Sensitivity

6.13.17 The value of this view is high. While this viewpoint is not covered by any national or regional designations, Vinquoy Hill is marked as a formal viewpoint on OS maps, and this denotes a special interest and value.

6.13.18 The susceptibility of walkers in this area is medium-high. Walkers will have a heightened awareness of their surroundings and part of their enjoyment will relate to the experience of the views. The elevated nature of the viewpoint, the openness of the landscape and the small-scale and rural character of development on Eday, all contribute to the susceptibility of walkers. The rating is, however, prevented from being assessed high owing to the existing human influences of settlement and cultivation on the island including farmsteads, transmission lines, telecoms masts and roads, as well as the presence of operational turbines in the wider context.

6.13.19 The combination of the value of the view and the susceptibility of the visual receptors to the Proposed Development gives rise to an overall **high** sensitivity.

Magnitude of change

6.13.20 During operation, the magnitude of change on the views of walkers will be **medium-high**. The wireline in Figure 6.20f and photomontage in Figure 6.20g show visibility will comprise all six turbines, seen practically to their full extents. With a minimum distance of 3.0 km to the closest turbine, they will be seen as close-range, large-scale, and dynamic vertical structures with daytime lighting on their hubs. They will be seen at variance with the character of the farmed and settled landscape where the viewpoint is located and the markedly horizontal, farmed landscape where the proposed turbines will be located. Access tracks, crane pads, slipway, landing jetty, borrow pit and the met mast will also be readily visible, adding to the influence that the Proposed Development will have on this view. The proposed turbines and associated infrastructure will form a new focus in the views of walkers.

6.13.21 The main factor which moderates the magnitude of change rating and prevents it from being rated high is the presence of existing human influences, most notably the five turbines at Spurness Point, as well as Sandy Banks on Eday and Kingarly Hill on Rousay. The addition of the Proposed Development will give rise to a cumulative effect, most notably in respect of Spurness Point, and while the location of the Proposed Development in the opposite direction to Spurness Point will increase the spread of wind farm development in this view, the relatively compact nature of Spurness Point combined with its separation from the viewpoint, moderates this effect. Although smaller in scale and more distant, the presence of these turbines ensures that the Proposed Development will not appear as a new or unfamiliar feature in this view, and that there will be some association between the Proposed Development and development visible in the baseline view. The Proposed Development will also be seen in the context of a landscape that has been modified by farming and settlement, albeit small in scale and rural in character.

6.13.22 During construction, the magnitude of change on the views of walkers will be **high**. The presence of tall cranes and emerging tall turbines on this exposed island will form a notable feature. Furthermore, the openness of the landscape will mean that the construction plant and ground level construction works will be visible from the upland landscape, adding to the overall extent of development visible.

Significance of effect

6.13.23 The effect of the Proposed Development on walkers in the northern part of Eday will be **significant** during both the construction and operational phases. Despite the existing influence of wind farm development on the surrounding islands, the closer-range and larger scale of the proposed turbines will make them the focus in the views of walkers in this upland area.

Significance of cumulative effect

6.13.24 The cumulative effect on the views of walkers will be **not significant**. While the solus effect of the Proposed Development will give rise to a significant effect, as assessed above, the influence of the more distant consented and application turbines on the cumulative situation is so limited that in conjunction with the Proposed Development the cumulative magnitude of change will be **medium-low** and the cumulative effect will be **not significant**. The cumulative context comprises the operational and under construction wind farms plus two of the four consented Costa Head turbines at 26.6 km to the south-west, the six, application stage, Orkney's Community Wind Farm Project – Quanterness turbines at 27.7 km to the south, and the two, application stage, Hammars Hill turbines at 23.9 km to the south-west. The combination of the small number of turbines and their distance from the viewpoint limits their influence on the cumulative context. While there is a cumulative effect with closer range operational Spurness Point, the cumulative interactions are moderated by the relatively compact nature of this wind farm, which means that it occupies only a small proportion of a much wider context.

Viewpoint 3: Sands of Mussetter, Eday

Baseline

6.13.25 This viewpoint is located on the western coast of the island of Eday. It is situated on the elevated outcrop which separates the Sands of Mussetter to the west and the Sands of Doomy to the east. The landform is orientated north-north-west across Fersness Bay to the small whaleback island of Faray. The sands are enclosed by the low and rocky coastlines which wrap around the bay to the west and the east. While a minor road sits parallel to the coastline, there is only one inhabited property in this coastal hinterland, and only a few dispersed properties further along the coast to the west. Eday's 'London Airport' occupies the level land to the east of Sands of Doomy. The view is representative of the views of walkers on the beach, as well as the small number of road-users and residents in this rural area.

6.13.26 The sands differ, in that the Sands of Mussetter are backed by boulder clay cliffs and comprise a shingle beach, while the Sands of Doomy are backed by dunes covered in marram grass and comprise a white sand beach. The separation of the sands from the minor road and the absence of settlement, adds to the sense of remoteness and tranquillity. While the airfield, to the east of Sands of Doomy, presents a more modern land use, its very infrequent use and relatively discreet presence limits its influence. Operational turbines are typically distant and small-scale, with the exception of Spurness Point Wind Farm, located 5.4 km to the east and with all five turbines visible, and also the single Sandy Banks turbine, located 1.9 km to the south, albeit partly screened by the intervening moorland hills.

6.13.27 Faray is framed within the bay, making it the focus in views from the surrounding landform, which defines the bay. The separation distance of approximately 2.5 km between the viewpoint and the Point of Scarabar, combined with its low elevation, means that the island appears relatively small and flat. Furthermore, the north-south alignment of the island means that in these views from the south, it is seen at its shorter width, rather than longer length, and this adds to a more condensed impression of its size. While Faray forms the focus in these views, the islands of Westray and Rousay form the wider visible context to the north-west and south-west, respectively.

Sensitivity

6.13.28 The value of this view is medium. There are no formal viewpoints which would otherwise denote a special value, and this viewpoint is not covered by any national or regional landscape designations.

6.13.29 The susceptibility of walkers, road-users and residents in this area is medium-high. The views of those few residents living in this area, are varied in terms of the principal orientation of their

properties and the predominant east-west alignment of the minor road, and this means that there are very few visual receptors with a direct outlook towards Faray. The openness of this coastal landscape, combined with the prominence of Faray as the focus, means that despite the indirect nature of the views, residents and road-users will still be notably susceptible. Walkers will be especially susceptible owing to the natural draw of views in this area towards Faray, although their susceptibility will be moderated somewhat by the existing presence and influence of the Spurness Point and Sandy Banks turbines. Visual receptors in this landscape will have an awareness of the scenic qualities of the surrounding landscapes and seascapes and this will add to their susceptibility.

6.13.30 The combination of the value of the view and the susceptibility of walkers, road-users and residents to the Proposed Development gives rise to an overall **medium-high** sensitivity.

Magnitude of change

6.13.31 During operation, the magnitude of change on the views of walkers, road-users and residents will be **medium-high**. The wireline in Figure 6.21e and photomontage in Figure 6.21f, show that all six of the turbines will be visible practically to their full extents, with the closest turbine at approximately 3.1 km from the viewpoint. From this rural southern aspect, the Proposed Development will introduce six large-scale and dynamic structures that will appear especially large in scale compared to the island landscape of Faray. Their pronounced vertical form will be accentuated by the pronounced horizontal form of the island and surrounding seascape. The modern appearance of these structures and the dynamic motion of their blades mean they will appear at variance with the rural character, although some smaller single turbines do form part of the wider baseline view. The slipway and landing jetty will be visible on the southern end of the island, along with the permanent mast and substation compound.

6.13.32 The magnitude of change is prevented from being assessed as high owing to the existing human influences evident from this viewpoint, including the operational turbines at Spurness Point on Sanday and the single turbine at Sandy Banks, which mean that the Proposed Development will not form a new or unfamiliar feature. It also reflects the settled and farmed context within which the viewpoint is located, with a slightly more urban influence also occurring in respect of the presence of the airfield and distant masts. Furthermore, the relatively small number of six turbines ensures that the group appears well-contained on this island landscape which is part of a relatively large scale and simple landscape and seascape context.

6.13.33 During construction the magnitude of change will be **medium-high**. The construction of the turbines will form the most readily visible feature of the Proposed Development, owing to the gradually increasing height of the emerging turbines and the presence and activity associated with the tall cranes used in their construction. Ground level works on the south of Faray will also be visible, with access tracks, crane pads, sub-station, slipway, landing jetty and the met mast, adding to the overall variance from the baseline character.

Significance of effect

6.13.34 The effect of the Proposed Development on the views of walkers, road-users and residents in this area will be **significant** during construction and operation. This assessment relates to the full extents of visibility that will be experienced at a relatively close range, which means the Proposed Development will form a new and defining focus in views from this area.

Significance of cumulative effect

6.13.35 The cumulative effect on the views of walkers, residents and road-users will be **not significant**. While the solus effect of the Proposed Development will give rise to a significant effect, as assessed above, the addition of other consented and application wind farms will not be readily visible from this viewpoint, and this means that in respect of this cumulative context, there will be a **negligible** cumulative magnitude of change.

Viewpoint 4: Westray Ferry Terminal

Baseline

6.13.36 This viewpoint is located close to Westray Ferry Terminal on the southern coastline of the island of Westray. The pier extends from the rocky coastline sheltered by the Point of Huro to the west and Weather Ness to the north. The view looks south-south-east, across Rapness Sound to the island of Faray, where the Proposed Development would be located, while the view south-east looks across Weatherness Sound to the closer range Holm of Faray. The view is representative of the views of ferry passengers who would be arriving from, or departing to, either Kirkwall on the Mainland of Orkney, Papa Westray, or Pierowall on Westray. It is also representative of the views of residents and road-users in this rural, southern part of Westray, known as Rapness.

6.13.37 Rapness is characterised by a settled and cultivated landscape, albeit with a strong association with the surrounding sea and islands. While development is typically small in scale and rural in character, there are also some larger developments including the Westray Ferry Terminal and parking for trailers next to the Sand of Woo, as well as a disused quarry to the east. While there are some operational turbines visible in the view, their small-scale and distant location limits their influence.

6.13.38 Views from this southern, coastal edge focus on the small and close-range Holm of Faray and island of Faray, with the larger island of Eday readily visible behind. The Holm of Faray and Faray are characterised by a coastal edge of low cliffs and rocky shoreline and hinterland of rounded landform with grassland covering. They are relatively low and discreet, sitting to the fore of the moorland hills of Eday. Collectively these islands form a prominent cluster that defines the views from the southern part of Westray.

Sensitivity

6.13.39 The value of this view is medium. There are no formal viewpoints, nor any national or regional landscape designations which would otherwise denote a special value.

6.13.40 The susceptibility of residents in this southern part of Westray is high. The principal outlook of properties along this coastal edge is south-south-east across Rapness Sound, in the direction of the site. For residents, their views will be long-term and this adds to their susceptibility. For walkers, open views towards the site are experienced from the minor road to the Point of Huro and from the footpath to Weather Ness and their susceptibility is medium-high. The susceptibility of road-users is, however, medium. This is because their views are channelled along the alignment of the road which is mostly oblique to the direction of the site. Walkers will typically be more aware of their surroundings and part of their experience will be the enjoyment of the open coastal views.

6.13.41 The combination of the value of the view and the susceptibility of residents and walkers, to the Proposed Development gives rise to an overall **medium-high** sensitivity, while the sensitivity of road-users is rated as **medium**.

Magnitude of change

6.13.42 During operation, the magnitude of change to the views of walkers, road-users and residents will be **medium-high**. The viewpoint will be located a minimum distance of 3.68 km from the closest turbine. As the wireline in Figure 6.22e and photomontage in Figure 6.22f show, all six of the proposed turbines will be visible, with all of Turbines 1, 2 and 3 seen to almost their full extents. While Turbines 3, 5 and 6 appear evenly spaced on the southern part of Faray, Turbines 1, 2 and 4 appear more tightly bunched on the northern part. The turbines will have daytime lighting on their hubs, albeit low intensity during good visibility.

6.13.43 As the photomontage in Figure 6.22f shows, the proposed turbines will appear as tall and dynamic structures. Their prominence will be accentuated by the contrast between their strong vertical form amidst the strong horizontal form of the low islands and surrounding sea, as well as the movement of their blades seen against the static landform. While the single turbine at Sandy Banks is visible in the baseline view, the Proposed Development will have a much more notable influence on the character of Rapness, owing to the larger scale of the proposed turbines and their greater variance with the baseline rural character. The magnitude of change is, however, prevented from being assessed as high, owing to the human influences which do currently exist, such as the Westray Ferry

Terminal and the nearby quarry, which mean that views are currently not without the influence of other man made developments.

6.13.44 During construction, the magnitude of change will also be **medium-high**. This assessment reflects the extent to which the site and many of the construction processes will be visible from this southern part of Westray. While the emerging turbines and the tall cranes used to construct them will form the most notable visual influence, the construction of the access tracks and closest crane pad will also be visible and will contribute to the magnitude of change.

Significance of effect

6.13.45 The effect of the Proposed Development on the views of walkers, road-users and residents in this southern part of Westray will be **significant**. This takes into account the proximity of the Proposed Development to the southern coast of Westray, the close association between the coast and Faray and the very limited influence of operational wind farms or turbines on viewers in this area.

Significance of cumulative effect

6.13.46 The cumulative effect on the views of walkers, residents and road-users will be **not significant**. While the solus effect of the Proposed Development will give rise to a significant effect, as assessed above, the addition of other consented and application wind farms will not be readily visible from this viewpoint, and this means in respect of the cumulative context, there will be **negligible** cumulative magnitude of change.

Viewpoint 5: Ness of Tuquoy, Westray

Baseline

6.13.47 This viewpoint is located on the Ness of Tuquoy on the south-western coast of the island of Westray. It is a rocky headland that forms the western enclosure to the Bay of Tuquoy, including the sheltered and sandy, south-east facing beach. At Ness of Tuquoy there is provision for visitor parking and an informal path around the rocky headland. While there is very little settlement along this coastal edge, the coastal hinterland is farmed and settled with some large farmsteads, dispersed rural properties, small scale turbines and minor roads evident. This viewpoint is representative of the views of walkers along the coastal edge, as well as residents and road-users with views across the coast from the hinterland.

6.13.48 While views from around the Bay of Tuquoy are largely introverted by the enclosing landform, from the Ness of Tuquoy they open up with visibility extending south to Rousay and south-east to Eday. Faray is located behind the peninsula that extends south-west to the Point of Huro and is therefore screened by the intervening landform. While Faray is low-lying, the moorland hills of Eday form a modest backdrop. In contrast, the higher moorland hills of Rousay appear more imposing, despite their longer range. While development in the view is predominantly small in scale and rural in character, operational turbines are visible, with Newark turbine at 3.8 km to the east, Westray Development turbine at 3.8 km to the north, and the Gallowhill turbine at 3.5 km to the north.

6.13.49 The landform wraps around the Bay of Tuquoy and extends south-east along the Rapness peninsula, such that these close-range, coastal edges largely define the character of this area. A patchwork of small fields containing arable crops or improved pasture encroach towards the coastal edge, where a thin band of coastal grasses line the rocky shoreline. Letto Sands forms a greater depth of sandy beach and forms the focus to the bay. Recessed from the coastal edge, roads and dispersed properties encircle the bay, with views predominantly drawn seawards. In contrast to the detail of the surrounding coastline, the other islands appear distinctly distant and lack a close association with this part of Westray.

Sensitivity

6.13.50 The value of the view is medium. There are no formal viewpoints in this area and no national or regional landscape designations, which would otherwise denote a special value.

6.13.51 The susceptibility of visual receptors in this western part of Westray to the effects of the Proposed Development is medium-high. The views from the Ness of Tuquoy and Bay of Tuquoy are largely characterised by the surrounding coastlines. This reduces the influence from the other islands,

which largely occur as background features. Residents are typically inset from the coastal edge and are typically orientated south rather than south-east towards the site. Roads are also inset with orientation either north-south or east-west, again with few direct views and with views being typically transitory. It is the views of walkers which will be most susceptible to the Proposed Development, with more open views occurring from the coastline and a heightened awareness of their surroundings forming part of the walking experience.

6.13.52 The combination of the value of the view and the susceptibility of the visual receptors to the Proposed Development gives rise to a **medium-high** sensitivity.

Magnitude of change

6.13.53 During operation, the magnitude of change on walkers, residents and road-users in this western part of Westray will be **medium**. The wireline in Figure 6.23f and photomontage in Figure 6.23g show that all six turbines will be visible, with the closest turbine at approximately 9.0 km. They will all be visible to practically their full height, albeit with the lower parts of the turbines partly concealed by intervening landform. They will be seen set behind the south-westerly peninsula of Rapness, but as Faray is not clearly visible as a separate island, they could appear to be located on Rapness, rather than Faray.

6.13.54 Those factors which will moderate the effects of the Proposed Development on visual receptors in this area include the small number of proposed turbines, their relatively compact layout, and their separation distance from this area, all of which combine to ensure they occupy only a small proportion of the wider view. While the vertical extent of these large turbines is more notable, their perceived scale is moderated by their association with the closer range landform of Rapness, upon which they appear to be located. Furthermore, views in this area are typically drawn in towards the focal feature of the bay, and, therefore, the location of the Proposed Development on the periphery of the enclosing landform, reduces their prominence.

6.13.55 Despite the small number of turbines, in the context of the Orkney Isles and the rural character of Westray, the Proposed Development will be seen as a moderate scale development. While the turbines will be seen in a sector of the view where there is very limited influence from operational turbines, they will not be seen as new or unfamiliar features as operational turbines are evident across Westray, visible as small scale features in other sectors of the view. The magnitude of change will also be moderated by the extent to which this western part of Westray has been modified by agricultural land uses and dispersed settlement, with human influence including a series of abandoned vehicles around the northern edge of the bay.

6.13.56 During construction, the magnitude of change on walkers, residents and road-users in this western part of Westray will be **medium-low**. Seen at a minimum distance of 9 km, and with intervening landform screening ground level works, it will be the presence of emerging turbines and activity of the tall cranes that will form the visible component of the construction phase. While they will form a readily visible feature from this coastal area, the magnitude of change will be moderated by the small proportion of the wider view they will occupy and the baseline influence from the operational turbines on Westray, despite their relatively small scale.

Significance of effect

6.13.57 During both construction and operation, the effect of the Proposed Development on the views of visual receptors in this western part of Westray will be **significant**. This finding relates to the open views from this coastline towards the Proposed Development.

Significance of cumulative effect

6.13.58 The cumulative effect on the views of walkers, residents and road-users will be **not significant** largely owing to the limited influence of the additional consented and application wind farms. Costa Head will be visible as two of the four consented turbines at a distance of 20.3 km to the south-west, and one of the application stage Orkney's Community Wind Farm Project – Quanterness turbines at 29.6 km to the south-east. The low levels of visibility combined with the limited influence of other operational turbines will mean that the cumulative magnitude of change will be **low**.

Viewpoint 6: Spur Ness, Sanday

Baseline

6.13.59 This viewpoint is located at Spur Ness, on the southern tip of Sanday, the island to the east and north-east of Eday and north of Stronsay. Sanday's only ferry terminal is located at Spur Ness, with ferries connecting to Kirkwall on the Mainland of Orkney, with the integrated service also connecting to Eday and Stronsay. From this southerly point, the B9070 passes along the long, narrow, south-western peninsula of the island to connect with the confluence of other roads in the central part of the island. Settlement is sparse in this southern part of Sanday, with farmsteads and isolated properties set towards the more sheltered eastern coast. This viewpoint is representative of the views of ferry passengers and road-users in this southern part of the island. The viewpoint is located on the elevated section of the B9070 as it ascends northwards from the coastline. It has been selected to avoid the view to the Proposed Development being screened by the ferry or the ferry terminal. The elevation also ensures that the proposed turbines are seen to slightly fuller extents. The viewpoint does, however, feature one of the Spurness Point turbines within the close range, which is unavoidable in this southerly section of the B9070.

6.13.60 From this viewpoint, the rising landform towards the north prevents wider views across Sanday, such that Spur Ness is the only part of the island visible. Views are, therefore, drawn west, across Eday Sound to Eday, and south, across Spurness Sound to Stronsay, with rocky holms present within the inshore waters. The eastern coast of Eday is set parallel to the western coast of Spur Ness, and with a separation of only 2 km to 3 km, these opposing coastlines form a close association. Eday is characterised by a rocky shoreline with a hinterland which is low and narrow behind the Bay of London, whilst rising to the north and south where low moorland hills occur.

6.13.61 Faray, which lies further north-west, is not visible from this viewpoint, owing to the intervening landform of Stennie Hill (66 m AOD). Settlement is sparse and dispersed along this eastern side of Eday, and while the dark hues of the moorland heather cover the upper parts of the low hills, the landscape is predominantly enclosed to form fields of pasture and arable. While Stronsay is visible to the south, its association with Sanday is weaker owing to the greater separation distance and absence of opposing coasts. Spur Ness is largely characterised by the presence and movement of the five Spurness Point operational turbines which are located on this southern tip of the island.

Sensitivity

6.13.62 The value of the view is medium. There are no formal viewpoints in this area and no national or regional landscape designations which would otherwise denote a special value.

6.13.63 The susceptibility of ferry passengers and road-users who experience views in this area is medium. These people are transient and the key factor influencing the susceptibility of visual receptors in this area is the existing presence of the five operational Spurness Point turbines. These establish wind farm development as a close range and established part of the baseline views and while this reduces the susceptibility of visual receptors to the presence of wind turbines, it can also heighten their susceptibility to the addition of further wind farm developments. The susceptibility of ferry passengers and road-users is moderated by the transitory nature of their views, as well as the oblique angle at which the site is situated relative to the direction of their routes. The openness of the seascape and landscape does, however, mean that they still experience largely uninterrupted views west towards Eday and, for ferry passengers especially, these views will be longer in duration.

6.13.64 The combination of the value of the view and the susceptibility of the visual receptors to the Proposed Development gives rise to an overall **medium** sensitivity.

Magnitude of change

6.13.65 During the operational phase, the magnitude of change will be **medium**. The wireline in Figure 6.24f shows that all six of the turbines will be visible to varying degrees, owing to the screening effect of the intervening landform. The two central turbines will be seen as blades, while the two turbines on either side of the intervening hill will be seen to below the hub. They will form a prominent feature owing to their perceived position on the opposing island, the movement of their blades, the openness of the landscape and the fore-shortening effect of the seascape.

6.13.66 The magnitude of change will, however, be most notably moderated by the existing influence of the operational Spurness Point turbines, which, because of their close proximity, will establish a scale comparison which will reduce the perceived scale of the proposed turbines, despite their larger size. Furthermore, the proposed turbines will not cause such variance from the baseline view, as the operational turbines already present a notable influence. In respect of the Spurness Point turbines, the addition of the Proposed Development will give rise to a cumulative effect, as it will be seen to spread wind farm development onto a new island and into a new sector of the view. This effect will, however, be moderated by the combination of the separation distance and the partial concealment by intervening landform. The proposed turbines will have the same daytime lighting as the Spurness Point turbines.

6.13.67 Although six turbines is a relatively small number, in the context of the Orkney Isles where wind farms typically comprise less than six turbines and single turbines are a more common feature, the Proposed Development will still have an impact, despite its compact and evenly spaced layout. In terms of vertical scale, perceptions will be moderated by the appearance of the proposed turbines being located on Eday, despite being located on more distant range Faray at 7.43 km, and the partial screening by intervening landform will further reduce their prominence. Comparison with the low scale of the Eday landform will, however, ensure the turbines still appear large in scale.

6.13.68 During the construction phase, the magnitude of change will be **medium**. The screening effect of the landform on Eday means that all ground level construction works will be concealed. The key features will, therefore, be the emerging turbines and the tall cranes used in their construction, seen rising above the ridgeline of Stennie Hill. The magnitude of change on ferry passengers and road-users will, however, be moderated by the exiting presence of the Spurness Point turbines which will ensure the construction of the proposed turbines will not present such a notable variance in the baseline character.

Significance of effect

6.13.69 The effect of the Proposed Development on ferry passengers and road-users in Spur Ness will be **not significant** during the construction and operational phases. Despite the close association between this coastline and westward looking views towards the site, the existing influence of the operational Spurness Point turbines and the partial screening of the proposed turbines by the intervening landform ensures that the Proposed Development will not redefine the character of views from this area.

Significance of cumulative effect

6.13.70 The cumulative effect on the views of ferry passengers and road-users will be **not significant** largely owing to the limited influence of other consented and application wind farms. Application stage Orkney's Community Wind Farm Project – Quanterness Wind Farm will be visible as a distant feature at 27.1 km to the south-west. The low levels of visibility combined with the limited influence of other operational turbines will mean that the cumulative magnitude of change will be **low**.

Viewpoint 7: Burness, Sanday

Baseline

6.13.71 This viewpoint is located on the minor road which connects the B9068 with Whale Point in Burness, on the north-west coast of Sanday. It is located at the bend in the road to the west of the B9068 junction and west of Howland Farm. The viewpoint is representative of the views of road-users in this area, as well as the views of residents who live in dispersed dwellings across this rural landscape. The viewpoint lies approximately 14.8 km to the north-east of the Proposed Development.

6.13.72 The view is characterised by the close-range surrounding farmland, with its low cover of improved pasture and arable crops, set in fenced fields with landform falling gently towards the coastal edge. This landscape forms part of the Low Island Pastures LCT, characterised by its low-lying, open and relatively flat landform, which is exposed to the vast skies and changeable weather. Settlement is typically sparse and dispersed, comprising farmsteads and other residential properties.

6.13.73 From this western coast of Burness, views are drawn over the North Sound to the Calf of Eday and the island of Eday. The red cliffs fringe the low moorland hills in this northern part of the island and

wrap around the coastal basin of Carrick, while the low rounded holm of the Calf of Eday sits to the fore. While single turbines of a domestic scale are visible across this north-western part of Sanday, there are no larger turbines or wind farms visible and human influences are limited to the wide-spread modification of the landscape for farming and rural settlement.

Sensitivity

6.13.74 The value of this view is medium. There are no formal viewpoints in this area and no national or regional designations which would otherwise denote a special value.

6.13.75 The susceptibility of residents in this area is medium-high. While the houses and the roads are separated from the site by the North Sound, the Calf of Eday and the island of Eday, the principal orientation of the houses is south-east. Although Faray is not directly visible owing to the screening effect of the intervening landform of Eday, the site is set in this sector of the view. The views of residents will be experienced over the long term and this adds to their susceptibility. The roads do not align towards the site such that views of road-users are typically oblique toward the site and this makes their susceptibility medium, despite the openness of the landscape and the seascape, which means almost all road sections are uninterrupted.

6.13.76 The combination of the value of the view and the susceptibility of the visual receptors to the Proposed Development gives rise to an overall **medium-high** sensitivity for residents and **medium** for road-users.

Magnitude of change

6.13.77 During the operational phase, the magnitude of change will be **medium-low**. The Proposed Development will be located 14.75 km to the south-west of the viewpoint, appearing to be set on the island of Eday, albeit in reality set on the more distant island of Faray. The wireline in Figure 6.26d shows that all six turbines will be visible, albeit with all six towers concealed by the intervening landform. Five of the turbines will be seen with their hubs and blades, while the remaining one will be seen only as blades appearing and disappearing on the skyline. They will be seen evenly spaced behind the ridgeline and cliff tops, to the right of Stennie Hill (66 m).

6.13.78 Despite the orientation of this north-west coastline and associated properties towards the site, and the eye-catching feature that the movement of the blades will create in clear conditions, there are a number of factors which will moderate the magnitude of change. Firstly, there is the separation distance of 14.8 km and the appearance of the turbines being located on Eday, which combine to make the proposed turbines appear relatively small in scale. Secondly, there is the extent to which the turbines are screened by intervening landform which means they will be seen to approximately half their full vertical extent. Thirdly, there is the association of the turbines with a relatively low-lying part of the Eday ridgeline, along which there are more prominent hills. They will also be seen to occupy a small proportion of a much wider views and the simplicity and scale of the outlook means that the Proposed Development will be able to be accommodated within this view. Fourthly, small-scale turbines are a common feature across the island of Sanday, and whilst not comparable to the scale of the proposed turbines, do nonetheless, establish turbines as a feature of the baseline character.

6.13.79 During the construction phase, the magnitude of change will also be **medium-low**. The extent to which the site is concealed by the intervening landform means that the ground level works will not be visible and only the construction of the upper parts of the proposed turbines will be visible. The most notable features will be the structures of the emerging turbines and the tall cranes required for their construction. The limited extent to which these higher-level construction works will be visible combined with the separation distance of 14.8 km from which they will be seen, will notably moderate the magnitude of change.

Significance of effect

6.13.80 The effect of the Proposed Development on views of residents and road-users in the Burness area of Sanday will be **not significant** during both the construction and operational phases. This finding relates principally to the distance from which the Proposed Development will be visible and the

extent to which it will be screened by intervening landform, despite the orientation of the coastal edge in the general direction of the site.

Significance of the cumulative effect

6.13.81 The cumulative effect on the views of residents and road-users will be **not significant**, owing to the fact that there will be no visibility of other consented or application wind farms, which means that there will be **no change** to the cumulative situation.

Viewpoint 8: John's Hill, Stronsay

Baseline

6.13.82 The viewpoint is located on the low summit of John's Hill (48 m AOD) in the north of the island of Stronsay. This is a formal viewpoint marked on O.S. maps. It is signed from the B9062, where road-side parking is provided, and from which, a fenced path leads to the low summit where an interpretation board is located. It is representative of the views of visitors to the viewpoint, as well as road-users on the B9062 and rural residents in the local area. The viewpoint is located approximately 12.6 km to the south-east of the site, with the view looking north-west across Eday Sound towards the west coast of the island of Eday.

6.13.83 Stronsay comprises a 'main body' in the south, with a spur to Rothiesholm Head in the west, where the single Stronsay Development Trust turbine is located, and a long narrower spur to the north-west, where John's Hill is located. Along this north-western spur, the landform falls either south-west or north-east from the central ridgeline to the respective coastlines, such that there is no strong association between these parts of the island and the islands to the north-west, including Eday and Faray. It is only at the very northern part of the island, where the landform becomes orientated towards the north-west, that an association with these islands is formed. While Faray is screened by the intervening landform of Eday, the eastern coast of Eday is readily visible, as well as the southern part of Sanday, with the five operational turbines at Spurness Point forming a notable feature.

6.13.84 Stronsay is a low-lying island with John's Hill at 48m forming one of the few high points. It is also one of the more fertile islands, which is made evident by the extent of arable farm fields covering much of the island. While the character of the island is typically small in scale and rural in character, the simplicity of the landform, the broad sweep of the horizons and the vast scale of the skies and seascapes presents a more expansive aspect to this context. There is also a number of small-scale turbines dispersed across the island.

Sensitivity

6.13.85 The value of the view from John's Hill is high owing to its recognition as a formal viewpoint, and despite the absence of any national or regional landscape designations.

6.13.86 The susceptibility of the visual receptors to the effects of the Proposed Development is medium-high. Although a small hill, John's Hill is recognised as a viewpoint and there is an openness of aspect, especially from the west through to the north-east. With the site located to the north-west, is sits within this open aspect. Visitors to this point will have a heightened awareness of their surroundings that will be accentuated by the interpretation board which highlights local features. The susceptibility of visual receptors is most notably moderated by the existing human influences which are already evident in this view. As well as the extensive modification of the landscape through agricultural practices and dispersed settlement, there is also an influence from small-scale, domestic turbines as well as larger commercial wind farms, most notably Spurness Point, readily evident on the southern tip of Sanday and the Stronsay Development Trust turbine on the south of this island.

6.13.87 The combination of the value of the view and the susceptibility of the visual receptors to the Proposed Development gives rise to an overall **medium-high** sensitivity.

Magnitude of change

6.13.88 During the operational phase, the magnitude of change will be **medium-low**. The wireline in Figure 6.26e shows that all six of the proposed turbines will be readily visible. The blades, hubs and towers will be visible, albeit with the towers screened to variable extents by the intervening landform of

Eday. Although the proposed turbines will be set on the more distant island of Faray, they will appear to be set on Eday, located between the rising landform of Vinquoy Hill to the north and Ward Hill to the south. They will be seen a minimum distance of 12.6 km from the viewpoint, such that they will be seen as medium scale features in views from the north of Stronsay. The openness of the foreground landscape and middleground seascape, creates a simple and uninterrupted outlook which increases the relative prominence of the proposed turbines.

6.13.89 The magnitude of change is prevented from being rated medium or medium-high owing to a combination of the separation distance between the viewpoint and the Proposed Development, the influence of the other island landscapes and seascapes in the view, and the existing influence of operational wind turbines evident in the view.

6.13.90 The separation distance of 12.6 km to the closest turbine means that the six turbines will occupy a small proportion of the wider view and appear as a relatively compact and well-contained group. As all sectors of the view are equally interesting and attractive, as illustrated by the interpretation board at this formal viewpoint, the Proposed Development will not be associated with an especially important sector of the view. Furthermore, the perceived association of the Proposed Development with closer range Eday, will mean the scale of the turbines will be referenced against the closer range hills on Eday, thus making the turbines appear comparatively smaller than they might otherwise appear. The proposed turbines will also appear comparable in scale to the turbines at Spurness Point on the southern tip of Sanday, which will help to moderate the effect of their actual larger size. The Proposed Development will add to the sense of an accumulation of wind farm development within this wider area, however the similar scale of the cluster of turbines and their separation from those on Spurness Point ensures that wind farms do not become the key characteristic of the view, which remains largely defined by the island and seascape setting.

6.13.91 During the construction phase, the magnitude of change will be **medium-low**. The separation distance combined with the screening effect of the intervening landform of Eday, will mean that ground level works will not be visible from the north of Stronsay. Higher level works, comprising the construction of the proposed turbines using tall cranes, will be visible. While the emerging turbines will be taller than the existing turbines at Spurness Point, the magnitude of change will be moderated by their greater separation distance of 12.6 km, which will make them appear comparable in scale. Furthermore, they will be seen in a sector of the view where wind farm development is already evident.

Significance of effect

6.13.92 The effect of the Proposed Development on visual receptors in this northern part of Stronsay will be **not significant**. This assessment relates to a combination of the separation distance between the viewpoint and the Proposed Development, the relatively small proportion of the view the Proposed Development will occupy amidst the much wider panorama, and the existing influence of the operational Spurness Point Wind Farm.

Significance of cumulative effect

6.13.93 The cumulative effect on the views of residents and road-users will be **not significant**. The influence of the more distant consented and application turbines on the cumulative situation is so limited that in conjunction with the Proposed Development the cumulative magnitude of change will be **low** and the cumulative effect will be not significant. The cumulative context comprises the addition of the six, application stage, Orkney's Community Wind Farm Project – Quanterness turbines at 25.7 km to the south, and the two, application stage, Hammars Hill turbines at 26.5 km to the west. The combination of the small number of turbines, their distance from the viewpoint and the limited number and scale of other operational wind farms, limits the potential for a significant cumulative effect to occur.

Viewpoint 9: Kierfea Hill, Rousay

Baseline

6.13.94 This viewpoint is located on the summit of Kierfea Hill on the eastern side of the island of Rousay. The ZTV in Figure 6.5b shows theoretical visibility to extend across this eastern side, which is closest

to the Proposed Development, set a minimum distance of 11.3 km to the north-east. At 235 m AOD, Kierfea Hill is the highest point on the island and its location in the north-east means that it is the closest hill to the Proposed Development. The viewpoint is representative of the views of walkers, as well as road-users on the nearby B9064 and residents in this rural area. The viewpoint is accessed from the B9064 which climbs steeply across the eastern flank of the hill, leaving only a short off-road climb to the top. Kierfea Hill was chosen as the viewpoint as it is representative of the formal viewpoint on the B9064 as well as presenting the widest panoramic outlook available, that also ensures all cumulative developments are visible.

6.13.95 The view is orientated north-east towards the small island of Faray, which is the site for the Proposed Development. Faray sits to the fore of Eday, located a minimum distance of 11 km from the viewpoint and characterised by its long and low landform. The view northwards, features the island of Westray, located a minimum distance of 9.5 km from the viewpoint. This island is characterised by the high, rocky cliffs on the western coast and the long peninsula extending south-east. The view eastwards, features the island of Eday, located a minimum distance of 10 km from the viewpoint and characterised by Vinquoy Hill to the north and Ward Hill to the south, with low landform between and bright white sands tracing sections of the western coastline. To the south-east, Egilsay is located a minimum distance of 4 km from the viewpoint and is characterised by its low whaleback landform. From the south through to the north-west, the view looks over the hinterland and northern coast of Rousay, which is characterised largely by upland moorland.

6.13.96 All the islands are characterised by the low landcover associated with sheep farming, with the differentiation between improved, semi-improved and rough grazing evident in the changing colour of the landscape, from bright green, to faded green, to brown. While this patchwork is visible on the more distant islands, the detailed features of the enclosures and farm buildings are more readily evident on closer range Egilsay. Small scale settlement is also visible, typically comprising isolated and dispersed dwellings set in exposed landscapes devoid of tree cover.

6.13.97 The view from Kierfea Hill is open and expansive in all directions. While there is no principal focus, the main draw for viewers is typically across the surrounding seascape to the islands of Westray, Eday and Faray, with the islands of Rousay and Egilsay forming more of the immediate context. Wind turbines stand out as a prominent form of development, across both the surrounding landscape of Rousay and the more distant landscapes of the surrounding islands. The closest turbine is Kingarly Hill at 2.8 km to the south, while the five turbines of Hammars Hill and six turbines of Burgar Hill are readily visible, both at approximately 10 km to the south-west. To the north, more distant turbines are visible on Westray, while to the north-east, the five Spurness Point turbines and single Sandy Banks turbine are clearly visible despite their distance.

Sensitivity

6.13.98 The value of the view is high. While the viewpoint is located on Kierfea Hill, it is also representative of the formal viewpoint on the B9064, and this denotes a recognised value. Kierfea Hill presents the widest panoramic outlook available and ensures all cumulative developments are visible.

6.13.99 The susceptibility of walkers, road-users and residents in the north-east of Rousay is medium-high. The elevated nature of this north-eastern part of the island makes it attractive to walkers and opens up expansive views of which Faray occupies a part. Part of the walking experience is the appreciation of the surrounding context and this raises the susceptibility of this group. For residents, their views are longer term and where their views are towards the north-east, their susceptibility will be heightened. For road-users, the B9064 follows an elevated route over the eastern flank of Kierfea Hill, which opens up expansive views to the north-east and this raises their susceptibility, despite the more transitory nature of their views. The presence and influence of operational wind turbines on Rousay moderates the susceptibility of visual receptors as these present close-range examples of this type of development, albeit occurring as single turbines rather than wind farms.

6.13.100 The combination of the value of the view and the susceptibility of the viewers leads to a **medium-high** rating for sensitivity.

Magnitude of change

6.13.101 During operation, the magnitude of change will be **medium**. The wireline in Figure 6.27f shows that all six turbines will be visible to practically their full extents. They will be seen from 11.3 km on Kierfea Hill. The proposed turbines will be seen set along the low landform of Faray, with Eday wrapping around its northern and southern extents. While the separation distance will moderate their scale to some extent, comparison with the low-lying landform of the islands will reference their relatively large scale. The openness and simplicity of the seascape also means that there will be a fore-shortening effect, whereby the proposed turbines may appear closer than they actually are and the presence of the smaller scale single turbine on Eday will serve to accentuate the larger scale of the proposed turbines.

The tall, vertical, moving and man-made form of the turbines will appear in contrast to the rural scene where there are few development features and where the combination of seascape and landscape is markedly horizontal. The magnitude of change is prevented from being rated high or medium-high owing principally to the existing influence of operational turbines, both across Rousay and the surrounding islands. The larger number and larger scale of the proposed turbines will, nonetheless, be evident. They will be seen from an island which is settled and cultivated, and this denotes the widespread human influence across these islands, albeit with development typically being small in scale and rural in character. The Proposed Development will be seen as a relatively compact group of turbines, and from this distance of 11.3 km, they will be seen to occupy only a small proportion of a much wider view in which there is wide-spread scenic interest. While views are naturally drawn towards the islands, the relative low-lying nature of the landform means that there are no landmark features that might otherwise add to the prominence of the Proposed Development, with the closer range and more upland landform of Rousay forming more of a defining feature. The simplicity and expansiveness of the view presents a context which has capacity to accommodate the Proposed Development. During construction, the magnitude of change will be **medium**. While ground level works will possibly be too small scale to be visible from this distance, the emerging turbines and the tall cranes used in their construction will be readily visible and in contrast to the baseline character. The magnitude of change will not be higher than medium owing to the relatively small number of turbines being constructed and the existing human influences experienced along this coast, as described above.

Significance of effect

6.13.102 The effect of the Proposed Development on the views of walkers, road-users and residents in this north-eastern part of Rousay will be **significant** during the construction and operational phases. Despite the separation distance between this area and the Proposed Development, the existing influence from operational turbines and the small proportion of the wider view that the proposed turbines will occupy, they will nonetheless form a defining feature.

Significance of cumulative effect

6.13.103 The cumulative effect on the views of walkers, residents and road-users will be **not significant**. The influence of the more distant consented and application turbines on the cumulative situation is so limited that in conjunction with the Proposed Development the cumulative magnitude of change will be **low** and the cumulative effect will be not significant. The cumulative context comprises the addition of the four consented Costa Head turbines at 11.8 km to the west, two of the six application stage Orkney's Community Wind Farm Project – Quanterness turbines at 18.1 km to the south, and the two application stage Hammars Hill turbines at 10.4 km to the south-west. The combination of the small number of turbines, their distance from the viewpoint and the limited number and scale of other operational wind farms, limits the potential for a significant cumulative effect to occur.

Viewpoint 10: Hatston, Kirkwall

Baseline

6.13.104 This viewpoint is taken from Grainshore Road next to Hatston Industrial Estate on the north-western side of Kirkwall. This viewpoint is representative of the views from the Kirkwall area on the Mainland of Orkney and this viewpoint was selected as it presents an uninterrupted view across the Wide Firth, northwards to where the site is located. Hatston is a place name that refers to the farm and

cluster of residential properties located to the north of the A965, as well as the industrial estate set along the coastal edge. The viewpoint is located close to where the A965 meets the western junction into the Hatston Industrial Estate. It has been selected to represent the views of road-users in this area and through Hatston Industrial Estate, as well as residents at Hatston Farm and the adjacent residential development and residents of Kirkwall who experience views over the Wide Firth. It is also representative of people on boats crossing the Wide Firth. The view looks north towards the site.

6.13.105 The Wide Firth is largely contained by surrounding landform. Western Mainland wraps around the west and north-west of the firth, while the whaleback landform of Gairsay and the higher hills of Rousay can be seen to the north and north-west. The mainland also wraps around to the east and Shapinsay forms a relatively low and large island feature to the north-east, with more distant Eday seen beyond. Faray is so distant and low-lying that it is barely perceptible from this range, appearing as part of the short section of open horizon in this northern sector.

6.13.106 While the character of Kirkwall and Hatston is defined by the extent of urban development, views over the Wide Firth present a simpler scene comprising more rural landscapes within a seascape setting. While it is evident that these landscapes are farmed and lightly settled, there is also evidence of wind farm development with the single turbine at Crowness Business Park forming an especially close range feature, and then Hammars Hill wind farm seen on the moorland hills of Western Mainland at 10.8km to the north.

Sensitivity

6.13.107 The value of this view is medium. There are no formal viewpoints and this viewpoint is not covered by any national or regional designations which would otherwise denote a special value.

6.13.108 The susceptibility of residents in this area is medium-high, while the susceptibility of road-users is medium. The principal outlook from Kirkwall and Hatston is north across the Wide Firth, which is where the site is located. Many of the residential properties are orientated in this direction and from the more elevated properties especially, open views will be experienced by residents potentially over long periods of time. In contrast, Grainshore Road and the A965 follow the coastline, such that the orientation is principally west-east, such that the views of road-users towards the site are not direct and typically oblique. These views are also transitory and, therefore, experienced over short periods of time.

6.13.109 The combination of the value of the view and the susceptibility of the visual receptors to the Proposed Development gives rise to an overall **medium-high** sensitivity for residents and **medium** sensitivity for road-users.

Magnitude of change

6.13.110 During operation, the magnitude of change on the views of road-users and residents will be **medium-low**. The wireline in Figure 6.28e and photomontage in Figure 6.28f show visibility will comprise all six turbines, albeit seen at a distance of 25 km. Although set on Faray, the small and low-lying extent of this island means that it may not be readily discernible in this view, such that the six turbines will appear to be set along the open horizon, as if an offshore, rather than onshore wind farm.

6.13.111 The magnitude of change will be moderated by the distant location of the wind farm which will ensure that the proposed turbines will be seen as small-scale structures. They will be seen to occupy only a small proportion of a much wider view. Furthermore, this wider view comprises existing wind turbines and wind farms, which will not only avoid the Proposed Development from appearing as a new or unfamiliar feature but will also avoid the proposed turbines from appearing large in scale, as closer range examples will appear larger.

6.13.112 The magnitude of change is, however, prevented from being rated low, as it will be seen to introduce a further wind farm development into a new sector of the view, and in a position at the centre of the main northerly views from this northern coastal edge, where it will occupy what appears to be a short section of open horizon. While this will draw attention to the Proposed Development, it will

not redefine these views, largely because of the extent of existing human influences in the view and the much wider landscape and seascape context characterising the view.

6.13.113 During construction, the magnitude of change on the views of road-users and residents will be **medium-low**. From this distant range of 25 km, while ground level construction works will not be visible, the presence of tall cranes and emerging tall turbines will be visible, albeit seen as a distant and small-scale feature. While this will form a focus in views from Hatston and Kirkwall, it will not redefine the character if these views owing to the extent of existing human influences, including other closer range wind farm developments and single turbines.

Significance of effect

6.13.114 The effect of the Proposed Development on residents and road-users in the Hatston and Kirkwall area will be **not significant** during both the construction and operational phases. The distant location of the Proposed Development from this area will ensure that it forms a distant and small scale feature, occupying only a small proportion of a wider view, in which human influences already have a notable effect.

Significance of cumulative effect

6.13.115 The cumulative effect on the views of road-users and residents in the Hatston area will be **not significant**. The application stage wind farm with the most notable influence on the cumulative situation will be Orkney's Community Wind Farm Project – Quanterness, located only 1.2 km to the west. Application stage Hammars Hill Extension will also be visible at 10.8 km to the north-west, seen along the same ridgeline as the five operational Hammars Hill turbines. It is in this context that the introduction of the Proposed Development will give rise to only a **medium-low** cumulative magnitude of change. The addition of the Proposed Development would not reach the threshold of significant cumulative effects as its more distant location means that by comparison the turbines will appear much smaller in scale.

Viewpoint 11: Westray Ferry

Baseline

6.13.116 This viewpoint is located on the Kirkwall to Westray ferry, at a point where it crosses the Westray Firth, approximately 7 km from the ferry terminal at Rapness on Westray, and approximately 24 km from the ferry terminal at Kirkwall. The viewpoint is representative of the views of passengers on the Westray or Papa Westray ferry and will be similar to views obtained by passengers on the North Ronaldsay ferry, which passes through Faray Sound, on the eastern side of Faray. The ferry takes one hour and twenty-five minutes, with four crossings per day, except Sunday, when there are only two crossings.

6.13.1 Views from the ferry are characterised by the combination of the surrounding seascape and surrounding islands. Despite the openness of the sea, islands can be seen in almost every sector of the view, presenting some sense of containment and limiting the extent of open horizons. The open and expansive views that can be experienced from the ferries is one of the key attractions to travellers and especially visitors to the islands. Views from the ferry to the Northern Isles are made especially interesting by the number of different islands that are passed on both sides and their relatively close proximity, which means that features on the islands are readily visible in clear conditions.

6.13.2 From the ferry viewpoint, Faray is the closest of the islands and is characterised by its gently dome-shaped landform, fringed by a rocky shoreline and low cliffs. Despite its uninhabited state, human influences are still evident, with derelict houses visible along the central ridgeline and sheep grazing the semi-improved pasture. The character is rural and the lack of modern or large scale development adds to the sense of remoteness.

6.13.3 Wind farm development is evident in wider views from the ferry, albeit never close in range or large in scale. From the viewpoint, the closest turbines are Sandy Banks, visible on Eday to the east at 3.6 km, Spurness Point, visible beyond Eday to the east at 8.5 km and Kingarly Hill, visible on Rousay to the south-west at 9.5 km. Hammars Hill and Burgar Hill Wind Farms area also visible as distant

features on the Mainland of Orkney and Gallowhill and Westray Development Trust single turbines are visible on Westray to the north-west.

Sensitivity

6.13.4 The value of the view is medium. There are no formal viewpoints and the Wide Firth is not covered by any national or regional scenic designations.

6.13.5 The susceptibility of passengers on the ferry is medium-high. This relates to the experience of passengers, many of whom will have a heightened awareness of their surroundings owing to the openness and availability of panoramic views from the ferry, particularly when travelling north and away from the more developed Mainland of Orkney. While the arrival into Orkney will be important for many passengers, their susceptibility may be moderated by the unremarkable nature of the relatively flat surrounding landscapes and the existing influence of developments on the Mainland of Orkney.

6.13.6 The combination of the value of the view and the susceptibility of viewers leads to an overall **medium to high** rating for sensitivity.

Magnitude of change

6.13.7 During operation, the magnitude of change will be **high**. The wireline in Figure 6.28e shows that all six turbines will be visible almost to their full extents. They will be seen at a distance of 2.1 km from this viewpoint to the south-west of the island but the ferry route will come within 1 km of the closest turbine slightly further north. The exposed nature of Faray in views from Westray Firth, the strong vertical form of the proposed turbines in contrast with the strong, horizontal form of the island and surrounding seascape, the movement of the large blades and presence of daytime lighting on turbine hubs ensures that the Proposed Development will form a prominent feature. The openness and simplicity of the seascape mean that there will be a foreshortening effect whereby the proposed turbines may appear closer than they actually are and associated infrastructure, such as met mast, access tracks, crane pads, slipway and landing jetty will add to the extent of visible development.

6.13.8 During construction, the magnitude of change will be **high**. This reflects the visual draw that the presence of the emerging turbines and the tall cranes used in their construction will have on ferry passengers. The prominence of the site will be accentuated by the openness of the water and clear views of the turbines, and construction of access tracks, crane pads, landing jetty, slipway and borrow pit will be apparent from the closer range sections of the ferry route.

Significance of effect

6.13.9 The effect of the Proposed Development on the views of ferry passengers will be **significant** during the construction and operational phases. This assessment relates chiefly to the prominence of the Proposed Development site in views from Westray Firth, which will ensure that the Proposed Development will form a focal feature.

Significance of cumulative effect

6.13.10 The cumulative effect on the views of passengers on ferries across Westray Firth will be **not significant**. While the solus effect of the Proposed Development will give rise to a significant effect, as assessed above, the influence of application stage Hammars Hill at 18.1 km to the south-west and application stage Orkney's Community Wind Farm Project – Quanterness at 22.3 km to the south, along with the influence of the operational turbines, will be sufficiently limited that they will not contribute towards a significant cumulative effect at this location. The addition of the Proposed Development to the cumulative situation will give rise to a **low** cumulative magnitude of change and the effect will be not significant.

Principal Visual Receptors

6.13.11 The second part of the assessment of effects on views is the assessment of the effects that the Proposed Development will have on the views from principal visual receptors. The principal visual receptors considered in the assessment include people in settlements and on route corridors,

including roads, walking routes and national cycle routes, all of which are shown in Figure 6.4, and shown in conjunction with the ZTV in Figure 6.9.

6.13.12 The principal visual receptors assessed in detail have been selected as they have potential to undergo significant effects as a result of the Proposed Development. Not all principal visual receptors are relevant to the assessment, as not all have the potential to undergo a significant effect, and that is why a preliminary assessment to identify the most important and sensitive receptors has been carried out. This has involved the use of ZTVs and wirelines to indicate the extents, level and nature of theoretical visibility and site work to determine the extents, level and nature of actual visibility. This process has identified the people associated with the following principal visual receptors as requiring detailed assessment;

- Northern Isles Ferries;
- B9066, Westray;
- B9063, Eday;
- ED1 Eday Heritage Walk;
- ED5 Newark;
- ED6 Sands of Mussetter;
- W8 Castle o' Burrian and the Bay of Tafts; and
- R6. Faraclett Head.

Northern Isles Ferries

Viewpoints 4, 10 and 11 are representative of the views of ferry passengers.

Baseline

6.13.13 The Proposed Development has the potential to give rise to significant effects on the views of ferry passengers travelling between the Mainland of Orkney and the Northern Isles of Westray, Papa Westray and North Ronaldsay. Ferries from the Mainland of Orkney to the Northern Isles pass northwards through Wide Firth, which is largely enclosed by the Mainland wrapping around the west and east, Shapinsay to the north-east and Gairsay to the north. At the point between the north-west tip of Shapinsay and Gairsay, the ferry routes diverge, with ferries travelling to Eday, Sanday, Stronsay, and further on to the Shetland Isles, bearing north-east, while ferries to Westray, Papa Westray and North Ronaldsay continue to bear in a northerly direction. This point is approximately 15 km from the Proposed Development. The Westray and Papa Westray ferries pass Faray on its western side, while the North Ronaldsay ferry passes on the eastern side through the narrow Sound of Faray. Both routes come within 1 km of the Proposed Development.

6.13.14 The open and expansive views that can be experienced from the ferries is one of the attractions to travellers and especially visitors to the islands. Views from the ferries to the Northern Isles are made especially interesting by the number of different islands that are passed on both sides and their relatively close proximity, which means that features on the islands are readily visible in clear conditions. Their presence also means that there is some sense of containment and limit to the extent of open horizons. The Northern Isles are all relatively small islands with relatively low-lying landform. They are characterised by rural farming, mostly livestock grazing, but also some arable, and settlement is typically sparse and dispersed, often following the historic pattern of the crofts.

6.13.15 In passing north from the Wide Firth, the whaleback island of Gairsay is close to the west of the ferry route and the ridgeline island of Shapinsay is close to the east. While the waters open up towards the east, the small islands of Wyre and Egilsay present some containment to the west, especially with the more pronounced uplands of Rousay forming a notable backdrop. The island of Eday then forms a feature to the east, with the small island of Faray set in views directly to the north.

6.13.16 In passing south from the North Sound, the Westray and Papa Westray ferries run alongside the eastern coast of Westray, while the North Ronaldsay ferry runs alongside the western coast of

Sanday. The North Sound forms an expanse of open water and the passage south comes to a narrowing of the waters, whereby the eastern coast of Westray and northern coast of Eday form a funnel. In the centre of this funnel lies the Holm of Faray and Faray, this arrangement accentuating their prominence in the views of ferry passengers.

6.13.17 Wind farm development is evident in wider views from the ferry, albeit never close in range or large in scale. From the ferry route, Hammars Hill is the most visible wind farm on the Western Mainland, with Burgar Hill partly screened by the intervening ridgeline. The single turbines of Kingarly Hill on Rousay and Sandy Banks on Eday, are also readily visible despite their relatively small scale. Closer to Faray, Spurness Point Wind Farm can be seen set behind Eday and the cluster comprising Gallowhill / Westray Development Trust turbines can be seen on Westray.

Sensitivity

6.13.18 The value of the views from the ferry routes is medium. There are no formal viewpoints and the sea is not covered by any national or regional scenic designations which would otherwise denote a special value.

6.13.19 The susceptibility of passengers on the ferry is medium-high. This relates to the experience of passengers, many of whom will have a heightened awareness of their surroundings owing to the openness and availability of panoramic views from the ferry. While views are transitory, the moderate speed of the ferry and the openness of the seascapes and island landscapes means that views can be experienced for a substantial period of time.

6.13.20 The combination of the value of the view and the susceptibility of viewers leads to an overall **medium-high** rating for sensitivity.

Magnitude of change

6.13.21 During the operational phase, the magnitude of change on ferry passengers on the Westray, Papa Westray and Ronaldsay ferries range from **high** at the closest points to Faray to **medium-low** or **low** at the furthest points. The ZTV in Figure 6.9 shows that all six of the turbines will be theoretically visible along the full length of these ferry routes. The ferry terminal at Kirkwall is located approximately 26 km from the Proposed Development, while the Westray ferry terminal is located approximately at 4 km, the Papa Westray ferry terminal at approximately 13 km and the North Ronaldsay ferry terminal at approximately 27 km.

6.13.22 The magnitude of change will be **medium**, **medium-high** or **high** for ferry passengers within a distance of approximately 12 km to the south and within approximately 8 km to the north-west, on the Papa Westray route and approximately 7 km to the north-east, on the North Ronaldsay route.

6.13.23 At 12 km to the south, the ferry routes for Westray, Papa Westray and North Ronaldsay, have passed through the channel formed by the north-west tip of Shapinsay to the east and Gairsay to the west. In this area to the north of Shapinsay and Gairsay, views extend across the more open waters to Eday and Faray, the positions of which align with the northerly direction of the ferry routes. This raises their prominence in views of ferry passengers and will raise the prominence of the proposed turbines which are to be located on Faray. To the south of this 12 km extent, the views of ferry passengers are focussed more on the adjacent coastlines of Shapinsay and Gairsay and the magnitude of change here will be **medium-low**, possibly reducing to **low** with a greater separation distance and more urban influences, closer to Kirkwall.

6.13.24 On the Papa Westray ferry route to the north-west of Faray, **medium**, **medium-high** or **high** magnitudes of change will occur out to a range of approximately 8 km from the Proposed Development. While the alignment of the ferry route is south-east and the Proposed Development will be located to the south, clear views will still be experienced, and the proposed turbines will form a notable feature. Beyond the 8 km extent, the magnitude of change will drop to **medium-low** or **low**, as the south-east spur of Westray starts to form an intervening feature that reduces the prominence of Faray and the proposed turbines. The closer range island of Papa Westray also starts to take over as more of a focus, along with the rocky cliff line of eastern Westray.

6.13.25 On the North Ronaldsay ferry route to the north-east of Faray, **medium**, **medium-high** or **high** magnitudes of change will occur out to a range of approximately 7 km from the Proposed

Development. While the alignment of the ferry route is south-west towards the Proposed Development, the intervening landform of the northern part of Eday will start to partly screen the full extents of the proposed turbines, thus reducing their prominence in the views of ferry passengers. Beyond the 7 km extent, the magnitude of change will drop to **medium-low** or **low**, as the northern coast of Eday starts to form an intervening feature that reduces the prominence of Faray and the proposed turbines.

6.13.26 During the construction phase, the magnitude of change will follow the same range of ratings set out above, in respect of the operational phase. The key features will be the emerging turbines and the tall cranes used in their construction, which will be visible over a considerable length of the ferry routes. Although only at its full scale towards the end of the construction phase, the Proposed Development will, nonetheless, form an eye-catching feature in the views of north-bound and south-bound ferry passengers, owing to the incomplete appearance of the turbines and the associated construction activities. The construction of the access tracks, crane pads, slipway, landing jetty and borrow pit will be especially visible where the ferries pass close to Faray.

Significance of effect

6.13.27 The effect of the Proposed Development on the views of ferry passengers on the Westray, Papa Westray and North Ronaldsay ferries, will be **significant** during the construction and operational phases, out to a radius of approximately 12 km to the south and approximately 8 km to the north-west, on the Papa Westray route, and 7 km to the north-east, on the North Ronaldsay route. This finding relates principally to the openness of the seascape, the exposed nature of Faray, the proximity of the ferry routes to Faray, and the relatively limited influence from other wind farm developments and turbines.

Significance of cumulative effect

6.13.28 The cumulative effect on the views of ferry passengers on the Westray, Papa Westray and North Ronaldsay ferries will be not significant**.** This finding relates to the limited influence of other operational and proposed wind farms, which are relatively small in scale and distant in location. The more notable wind farm developments are Hammars Hill which is set along the ridgeline of the moorland hills on Western Mainland and Spurness Point which is on Sanday but seen set behind Eday. There are also more single and small groups of turbines seen set on Westray, Rousay, Eday and Shapinsay. The additional application wind farms that are to be considered in the cumulative assessment include the two Hammars Hill extension turbines and the six Orkney's Community Wind Farm Project – Quanterness turbines. The separation distance of these application stage wind farms from the Proposed Development of 24 km and 20 km respectively, means that where inter-visibility occurs, the wind farms will not be seen in close proximity. This means the cumulative magnitude of change will be **medium-low** and the cumulative effect will be **not significant**.

B9066

Baseline

6.13.29 The B9066 is the main road on Westray, linking Gill Pier near Pierowall, in the north of the island with Rapness Pier in the south of the island. Apart from where it wraps around the Bay of Pierowall, the road is routed along the central spine of the south-eastern spur of the island, following a predominantly north-west to south-east alignment. The relatively low-lying and gently undulating landform has meant that the road has evolved in long straight sections without interruptions from obstructive landform features. The openness of the landscape also means that views from the road are without interruptions, with views extending to the surrounding islands from the upper sections, albeit more contained by surrounding landform in the lower sections.

6.13.30 The influences along this route relate predominantly to the agricultural land uses and dispersed settlement. The exception occurs in the northern part, which passes through the nucleated settlement of Pierowall, where development encloses the road and the outlook is very much focussed on Pierowall Bay. While settlement continues along the B9066 to the south of Pierowall, it becomes gradually more sparse with fewer clusters and more dispersed patterns emerging. The B9066 forms the central spine, from which minor roads and tracks are drawn perpendicularly towards the coastal edges, and also in parallel to form a rectilinear pattern across the landscape.

This is further accentuated by the rectilinear pattern of the fields, which are mostly enclosed by post and wire fencing but also occasional stone dykes. The fields mostly comprise improved pasture for livestock grazing, but also some arable. Farmsteads with large sheds occur intermittently across this farmed landscape. While the coastal edges of Westray comprise some dramatic coastal cliffs, especially on the north-eastern side, only glimpsed views of these can be seen from the road. In addition to the small-scale and rural developments, there is a single turbine at Newark, three turbines at Gallowhill / Westray Development Trust and more distant turbines visible on Sanday, Eday and Rousay.

Sensitivity

6.13.31 The value of the views from the B9066 are medium. There are no formal viewpoints and this route is not covered by any national or regional landscape designations, which would otherwise denote a special value.

6.13.32 The susceptibility of road-users on the B9066 between Gill Pier and Rapness Pier is medium or medium-high. While the transitory nature of road-users would typically moderate their susceptibility, in respect of the southern section of the B9066, its alignment south-east towards the site raises susceptibility, as road-users would be experiencing views directly towards the Proposed Development. In the northern section of the B9066, where this visual connection does not occur and where there is a more notable influence from the operational turbines at Gallowhill / Westray Development Trust, the susceptibility is medium.

6.13.33 The combination of the value of the view and the susceptibility of road-users on the A9066 gives rise to a **medium-high** sensitivity for road-users in the southern section and a medium sensitivity for road-users in the northern section.

Magnitude of change

6.13.34 During operation, the magnitude of change on the views of south-bound road-users between Einor and Rapness will be **medium** or **medium-high**, while on the views of south-bound road-users between Pierowall and Einor and all north-bound road-users, the magnitude of change will be **medium-low** or **no change.** The ZTV in Figure 6.9 shows that theoretical visibility along the southern section of the B9066 will be continuous and the openness of the landscape means that actual visibility would broadly match these extents. In the central and northern sections, visibility becomes more intermittent as the undulations of the landform mean that visibility is screened from the north-west facing slopes.

6.13.35 Between Einor and Rapness, the B6099 aligns directly towards the Proposed Development and this will accentuate its prominence in views of south-bound road-users, leading to **medium** and **medium-high** magnitudes of change. This section of road lies between 4 km and 7.5 km from the Proposed Development. At Dean there is a cluster of properties which forms a brief and uncharacteristic enclosure along the road. It is in the section north of this cluster that the alignment of south-bound road-users is to the south-south-east rather than the south-east, such that it is not directly aligned to the Proposed Development. This factor, combined with the greater separation distance from, and weaker association with the southern coast, and the closer association with not only the surrounding hinterland, but also coastal views to the north and south, reduces the magnitude of change to **medium**. In the northern section, beyond Einor, visibility becomes increasingly intermittent. The smaller scale of the turbines, experienced by road-users from this greater distance, further reduces the magnitude of change to **medium-low**, with **no change** occurring in those sections where there is no visibility.

6.13.36 During the construction phase, the magnitude of change will follow the same range of ratings set out above, in respect of the operational phase. The key features will be the emerging turbines and the tall cranes used in their construction, which will be visible over a considerable length of the B9066, albeit with the extents of visibility typically decreasing with distance and intervening landform increasingly screens the proposed turbines. It is the alignment of the southern section of the B9066, towards the site that will accentuate the presence of the emerging turbines and tall cranes and make them an eye-catching feature in the views of south-bound road-users.

Significance of effect

6.13.37 The effect of the Proposed Development on the views of road-users on the B9066 between Pierowall and Rapness will be **significant** during construction and operation for south-bound road-users over the 3.8 km southern section and **not significant** for north-bound road-users in the southern section and all road-users in the northern section. This assessment relates to the alignment of the southern section of the B9066 towards the Proposed Development which will make it an especially prominent feature in the views of south-bound road-users out to a distance of approximately 7.5 km from the Proposed Development.

Significance of cumulative effect

6.13.38 The cumulative effect on the views of road-users on the B9066 will be **not significant**. This finding relates to the limited influence of other operational and proposed wind farms, which are relatively small in scale and / or distant in location. The more notable wind farm developments include the three Gallowhill / Westray Development Trust turbines, which are located less than 1 km from the northern section of the B9066 and the single Newark turbine, which is located less than 1 km from the southern section. Closer to the southern end of the B9066, the five Spurness Point turbines are visible, set behind the intervening landform of Eday. This means the cumulative magnitude of change will be **low** and the cumulative effect will be **not significant**.

B9063

Baseline

6.13.39 Eday is a long and relatively narrow island with a predominant north-south orientation. On Eday, the main road is the B9063, which runs almost the length of the island, from Calfsound in the north, to Backaland in the south where the Bay of Backaland ferry terminal is situated. The B9063 is located on the eastern side of the island, with views typically drawn east towards Sanday, although also with views west from the narrow central section and more elevated parts to the north. The B9063 cuts a section through the variety of different landscape character types that occur on the island.

6.13.40 The northern end is located in the Coastal Basin LCT of the Bay of Carrick, which has a strong association with the Calf of Eday, to the immediate north across Calf Sound. Settlement occurs along this coastal edge, set within a fine patchwork of small farm fields. The road rises to the south, as it passes into the Moorland Hills LCT, dipping down at Loch Bomo, before rising up between Hill of Calfsound and Hill of Bomo and then descending down into the Enclosed Bay LCT with Mill Bay to the east and Mill Loch to the west. Settlement is clustered and dispersed along this section of road and there is a sense of enclosure from the surrounding landform, including the ridgeline of the Moorland Hills LCT to the west. The partial enclosure continues as the road passes between Stennie Hill and Mill Hill, before descending down into the Inclined Coastal Pasture LCT, which covers the narrowest and lowest part of the island, and from where, views open out to the west and east. The B9063 then ascends up and along the eastern flank of the Moorland Hills LCT which cover the central part of southern Eday. The road remains on the eastern side of these hills, passing in and out of the parallel Inclined Coastal Pasture LCT, before turning east down towards the Low Island Pastures LCT where it terminates at the ferry terminal.

6.13.41 The influences along this route relate predominantly to the agricultural land uses and dispersed settlement. The lower-lying areas are more modified by cultivation and settlement, with clusters of settlement and patchworks of small fields of arable and pasture. Where the road passes over higher ground, there is less settlement and less enclosure, with rough grasslands and moorlands used for hill sheep farming. The B9063 forms the central spine, from which minor roads and tracks are drawn perpendicularly towards the coastal edges. In the northern section, views of the eastern coastal edge typically open up where the road passes close to low-lying bays, in the central section where beaches occur on either side and along the southern section where the road traverses the lower hill slopes. Views are predominantly drawn east towards Sanday, with the west coast only visible from the low-lying section in the centre of the islands. In addition to the small-scale and rural developments evident on Eday, there is a single turbine at Sandy Banks and five turbines at Spurness Point on Sanday.

Sensitivity

6.13.42 The value of the views from the B9063 is medium. There are no formal viewpoints and this route is not covered by any national or regional landscape designations, which would otherwise denote a special value.

6.13.43 The susceptibility of road-users on the B9063 between Calfsound and Backaland is medium. The transitory nature of road-users and the relatively short length of the road mean that views are only experienced over relatively short periods of time. While many local trips will be shorter than the full length, many visitors come to the island and travel the full length either by car or bicycle. The road runs north-south, which is perpendicular to the direction towards the Proposed Development and, therefore, there will be no direct views, which might otherwise have increased the susceptibility of road-users. While there are many small scale turbines visible from the B9063, the larger scale Spurness Point Wind Farm is visible from sections of the road, set across the Eday Sound, on the southern tip of Sanday.

6.13.44 The combination of the value of the view and the susceptibility of road-users on the A9066 gives rise to a **medium** sensitivity.

Magnitude of change

6.13.45 During operation, the magnitude of change on the views of road-users between Calfsound and Stennie Hill will be **medium**, between Stennie Hill and just south of the Newbigging minor road junction will be **medium-high**, while south of this, the magnitude of change will be **low** or **no change**. The ZTV in Figure 6.9 shows that theoretical visibility along the northern section of the B9066 will be almost continuous, with the exception of small patches of no visibility occurring at Calfsound, Loch of Bomo, Mill Bay, and east of Stennie Hill. The openness of the landscape means that actual visibility would broadly match the extent of theoretical visibility shown. In the southern section, there are only a few small patches of visibility as the Moorland Hills LCT starts to intervene and gradually prevent visibility from occurring over the remaining section.

6.13.46 Between Calfsound and Stennie Hill, the proposed turbines will be mostly seen set behind the western ridgeline of the island. In the low-lying central section between Stennie Hill and just south of the Newbigging minor road junction, the proposed turbines will be visible at a distance of approximately 3.2 km to 4.4 km, seen across the Sands of Doomy and without the interruption of intermediate landform. The distance between road-users on the northern section of the B9063 and the closest turbine, will be 3.6 km at the closest point and 4.4 km at the furthest point, showing that the distance will remain fairly constant. While the extent to which the proposed turbines are visible will vary depending on the extent to which the intervening landform will screen them, they will mostly be seen as moving blades, set behind the western ridgeline. While these will form large scale and dynamic features at variance with the rural landscapes of Eday, the magnitude of change will be moderated by the north-south alignment of the road, which will mean they will be seen between an oblique and perpendicular angle to the forward direction of road-users. While there will be some variability along this northern section of the road, especially in patches where no visibility occurs, the magnitude of change will be **medium-high** in the lower-lying central section and **medium** in the other remaining parts.

6.13.47 The magnitude of change on the views of road-users on the southern section of the B9063, from just south of the Newbigging minor road junction, will be **low** where some small patches of visibility occur and then **no change** for the remainder of the route, where the ZTV shows there to be no theoretical visibility. From this southern section of the B9063, the emphasis shifts, with a closer association forming with the eastern coastal edge, as well as the opposing western coastal edge of Sanday.

6.13.48 During the construction phase, the magnitude of change will follow the same range of ratings set out above, in respect of the operational phase. The key features will be the emerging turbines and the tall cranes used in their construction, which will be visible over a considerable length of the B9066, albeit with the extents of visibility typically decreasing with distance and intervening landform increasingly screening the proposed turbines. It is the alignment of the southern section

of the B9066, towards the site that will accentuate the presence of the emerging turbines and tall cranes and make them an eye-catching feature in the views of south-bound road-users.

Significance of effect

6.13.49 The effect of the Proposed Development on the views of road-users on the B9063 between Calfsound and just south of the Newbigging minor road junction will be **significant** during construction and operation for road-users and not significant for road-users in the southern section south of the Newbigging minor road junction. This assessment relates to the proximity of the proposed turbines and the feature they will form, seen set behind the western ridgeline of Eday, despite these views being experienced at an oblique angle to the direction of the road.

Significance of cumulative effect

6.13.50 The cumulative effect on the views of road-users on the B9063 will be **not significant**. This finding relates to the limited influence of other operational and proposed wind farms, which are relatively small in scale and / or distant in location. The more notable operational wind farm developments include the five Spurness Point turbines, which are located a minimum of approximately 4 km from the central section. The additional consented and application stage wind farms are not readily visible from this road. This means the cumulative magnitude of change will be **low** and the cumulative effect will be not significant.

ED1 Eday Heritage Walk

Baseline

6.13.51 Eday Heritage Walk provides access into the moorland hills in the north of the island. It has been designed to connect sites of archaeological interest, mostly cairns and chambered cairns, a number of which occur across these hills. ED1 connects the junction between the B9063 and the Linkataing minor road, where the central cluster of properties, including the island's Post Office and shop are situated, with Red Head, which is the most northern tip of the island. The path starts off on the minor road, heading west past Mill Loch, before turning north onto a sign-posted path into the moorland hills. The path passes a number of cairns and chambered cairns, before climbing up a steep south-east facing slope to get onto the central ridgeline where Vinquoy Hill (Viewpoint 2 at 76 m AOD) forms the high point. The path then passes onto the eastern side of the ridgeline as it dips down into a valley, before rising again onto Noup Hill (57 m AOD). From here, the path continues along the ridgeline to the end point of Red Head (70 m AOD).

6.13.52 The experience of walkers along ED1 varies with the changing context. The first section of the path is within a settled landscape where roads and properties occur. There is a sense of containment in this landscape, as the low hills surround the central feature of Mill Loch, forming an enclosed basin. The hills to the north are more open and exposed. They comprise moorland land cover used for hill sheep farming, and there are no settlements or roads, although these features are readily evident in the neighbouring landscapes. Views from the ridgeline are expansive, drawn mostly to the surrounding islands of Sanday, Faray and Westray, but also with views out to Rousay. As the path passes further north, the character becomes increasingly remote as human influences become less evident. The path runs along a coastal headland, surrounded by high cliffs and rocky shorelines, with strong maritime influences occurring. From here, the views of walkers are drawn across the open and featureless expanse of North Sound.

6.13.53 Spurness Point Wind Farm is visible from notable sections of the path at a distance of approximately 3.5 km to 5.5 km to the closest turbine. It will be seen set on the southern tip of Sanday, in a direction to the south-east of the path. While other operational wind turbines are visible on Westray and Rousay, as well as smaller scale single turbines on Eday, their separation distance and smaller scale means they have a limited influence on the cumulative context.

Sensitivity

6.13.54 The value of the view is medium. There are no formal viewpoints in this area and no national or regional landscape designations that would otherwise denote a special scenic value.

6.13.55 The susceptibility of walkers to the changes arising as a result of the Proposed Development is medium-high. The susceptibility of walkers relates to their awareness of their surroundings and appreciation of the views. Walkers travel at a slower pace than road-users and therefore, experience views for a longer duration. They are also able to experience the wider extents of views more fully and focus on specific features more than transitory road-users might. The views of walkers are not, however, long term and this prevents susceptibility from being rated as high.

6.13.56 The combination of the value of the view and the susceptibility of walkers to the Proposed Development gives rise to an overall **medium-high** sensitivity.

Magnitude of change

6.13.57 During the operational phase, the magnitude of change on the views of walkers on ED1 will be **medium-high** along the section either side of Vinquoy Hill, **medium** from Noup Hill to Red Head and **medium** from the B9063 junction to the Stone of Setter, with **no change** occurring in the remaining sections. The ZTV in Figure 6.9 shows that visibility along ED1 is intermittent with the sections along the ridgeline showing visibility of all six of the turbines, while sections to the east of the ridgeline showing no or more limited visibility owing to the screening effect of the intervening landform. Where visibility does occur, the proposed turbines will be seen within the range of 3.1 km to 5.1 km, such that they will appear as large-scale structures, at variance with the relatively small scale of the island of Faray and the western coastal edge of Eday. Their prominence will be accentuated by the movement of the blades, which will form an eye-catching feature in the views of walkers. Daytime lighting will also be visible on the turbine hubs, albeit low intensity during good visibility.

6.13.58 Walkers on the path will experience a cumulative effect owing to the interactions between the Proposed Development and the operational wind farm at Spurness Point. While the presence of Spurness Point, prevents the Proposed Development from appearing as a new or unfamiliar feature, it's addition, at close-range on the western side of the island, will extend the influence of wind farm development, which is currently concentrated at close range on the eastern side, and this will add to the magnitude of change.

6.13.59 The section with the highest levels of visibility occurs across Vinquoy Hill, from where all six turbines will be seen to their full extents. In the low-lying section around Mill Loch, the extent of visibility will be notably reduced by the intervening hills to the west. This will mean that the Proposed Development will be seen as blades moving behind the western ridgeline. Despite the full extent of the proposed turbines not being visible, the blades will still form a prominent feature and, at a range of approximately 3.1 km to 3.4 km, will appear as large scale components relative to the scale of the hills. Where visibility occurs between Noup Hill and Red Head, the magnitude of change will also be medium, as the full extent of the turbines will be partly screened by the intervening landform of Muckle Hill of Linkataing and Vinquoy Hill. Furthermore, the association between this coastal headland and Faray is weaker than it is from Vinquoy Hill, as a closer association with the open seascape prevails.

6.13.60 During the construction phase, the magnitude of change will be **medium-high, medium** or **no change**, with the same distribution of these ratings as defined for the operational phase above. The key features will be the emerging turbines and the tall cranes used in their construction, which will be fully visible from Vinquoy Hill and only partly visible from the sections alongside Mill Loch and out to Red Head, where intervening landform will screen the lower parts of these structures. Ground level works including the construction of access tracks, crane pads, slipway, landing jetty, borrow pit and substation will also be readily visible from Vinquoy Hill and will add to the overall extent of visible construction on the island, but will not be readily visible from other sections. The construction works will form a focal attraction in the views of walkers on ED1 owing to the close range and incomplete appearance of the turbines and associated construction activities.

Significance of effect

6.13.61 The effect of the Proposed Development on the views of walkers on ED1, will be **significant** during the construction and operational phases. ED1 covers parts of the higher ridgelines in the north of Eday, from which walkers will experience clear views towards the Proposed Development. This will

present a notable variation from the baseline character and will form a new defining feature in their views.

Significance of cumulative effect

6.13.62 The cumulative effect on the views of walkers on ED1 will be **not significant**. This finding relates to the limited influence of other operational and proposed wind farms, which are relatively small in scale and / or distant in location. The more notable operational wind farm developments include the five Spurness Point turbines, which are located on Sanday at a minimum of approximately 3.5 km to the south-east and the single turbine at Sandy Banks on Eday, at a minimum of approximately 5.5 km to the south. The additional consented and application stage wind farms are not readily visible from this path. This means the cumulative magnitude of change will be **low** and the cumulative effect will be not significant.

Core Path ED5 Newark

Baseline

6.13.63 Core Path ED5 connects the B9063, just south of Stennie Hill, with the section of coastline between Bay of Doomy and Bay of Newark. From the B9063, the path extends west then south-west along the edges of farm fields of rough pasture, to meet the western coastal edge of Eday, at the Bay of Doomy. From here, the path turns north to follow the north-south alignment of the coast, with the path routed on top of the cliffs. The path terminates where it meets the Bay of Newark close to the small settlement of Guith. This is a short walk with the coastal section measuring just over 1 km.

6.13.64 From this western edge of Eday, views look out across Fersness Bay, where the small island of Faray is situated, which at a minimum distance of 2.2 km from the Bay of Newark, forms a focal feature in the views of walkers. While there is rural development in Guith to the north, there is no development along ED5 and the character of the views are largely defined by the rising moorland slopes to the east and the rocky cliff line to the west. In terms of other wind farm developments, Spurness Point on Sanday, is visible at relatively close range from the southern slopes of Stennie Hill, with some limited visibility also of Sandy Banks over the moorland hills to the south.

Sensitivity

6.13.65 The value of the views from the route is medium. There are no formal viewpoints in this area and no national or regional landscape designations that would otherwise denote a special scenic value.

6.13.66 The susceptibility of walkers to the changes arising as a result of the Proposed Development is medium-high. The susceptibility of walkers relates to their awareness of their surroundings and appreciation of the views. Walkers travel at a slower pace than road-users and therefore, experience views for a longer duration. They are also able to experience the wider extents of views more fully and focus on specific features more than transitory road-users might. The views of walkers are not, however, long term and this prevents susceptibility from being rated as high.

6.13.67 The combination of the value of the view and the susceptibility of walkers to the Proposed Development gives rise to an overall **medium-high** sensitivity.

Magnitude of change

6.13.68 During the operational phase, the magnitude of change on the views of walkers on ED5 will be **high** along the coastal section between Bay of Doomy and Bay of Newark and **medium-high** along the hinterland section south of Stennie Hill. The ZTV in Figure 6.9 shows that all six of the turbines will be theoretically visible along the full length of ED5. The proposed turbines will be seen within the range of 2.2 km to 3.2 km, such that they will appear as large-scale structures, at variance with the relatively small scale of the island of Faray and the western coastal edge of Eday. Their prominence will be accentuated by the movement of the blades, which will form an eye-catching feature in the views of walkers. Daytime lighting will also be visible on the turbine hubs, albeit low intensity during good visibility.

6.13.69 In the hinterland section the medium-high magnitude of change reflects the baseline influence from Spurness Point Wind Farm which is situated a minimum distance of approximately 4 km to the east. The presence of these five operational turbines will moderate the effect of the Proposed

Development as this type of development already forms an established part of the baseline character. However, the addition of the Proposed Development would also give rise to a sequential cumulative effect with Spurness Point Wind Farm as it would introduce a further wind farm development, such that wind farms would be a prominent feature in the views towards the islands in both an easterly and a westerly direction from parts of the route.

6.13.70 During the construction phase, the magnitude of change will be **high** and **medium-high**. While the key features will be the emerging turbines and the tall cranes used in their construction, ground level works including the construction of access tracks, crane pads, slipway, landing jetty, borrow pit and substation will also be readily visible and will add to the overall extent of visible construction on the island. The site will be visible from ED5 and will form a focal attraction in the views of walkers owing to the close range and incomplete appearance of the turbines and associated construction activities.

Significance of effect

6.13.71 The effect of the Proposed Development on the views of walkers on ED5, will be **significant** during the construction and operational phases. ED5 comes in close proximity to Faray and walkers will experience close-range views of the Proposed Development, that will present a notable variation from the baseline character and will form a new defining feature in their views.

Significance of cumulative effect

6.13.72 The cumulative effect on the views of walkers on ED5 will be **not significant**. This finding relates to the limited influence of other operational and proposed wind farms, which are relatively small in scale and / or distant in location. The more notable operational wind farm developments include the five Spurness Point turbines, which are located a minimum of approximately 4 km to the east of the hinterland section. The additional consented and application stage wind farms are not readily visible from this path. This means the cumulative magnitude of change will be **low** and the cumulative effect will be not significant.

Core Path ED6 Mussetter

Baseline

6.13.73 Core Path ED6 provides access along the Sands of Doomy and Sands of Mussetter on the southern and south-eastern sides of Fersness Bay. The landform is orientated north-north-west across Fersness Bay to the small whaleback island of Faray. The sands are enclosed by the low and rocky coastlines, which wrap around the bay to the west and the east. The sands differ, in that the Sands of Mussetter are backed by boulder clay cliffs and comprise a shingle beach, while the Sands of Doomy are backed by dunes covered in marram grass and comprise a white sand beach. The separation of the sands from the minor road and the absence of settlement, adds to the sense of remoteness and tranquillity. While the airfield, to the east of Sands of Doomy, presents a more modern land use, its very infrequent use and relatively discreet presence limits its influence. Operational turbines are typically distant and small-scale, with the exception of Spurness Wind Farm, located approximately 5 km to the east, and also the single Sandy Banks turbine, located approximately 2 km to the south, albeit partly screened by the intervening moorland hills.

6.13.74 Faray is framed within the bay, making it the focus in views of walkers on the beaches. The separation distance of approximately 2.5 km to 3.0 km, combined with its low elevation, means that the island appears relatively small and flat. Furthermore, the north-south alignment of the island means that in these views from the south, it is seen at its shorter width, rather than longer length, and this adds to a more condensed impression of its size. While Faray forms the focus in these views, the islands of Westray and Rousay form the wider visible context to the north-west and south-west, respectively.

Sensitivity

6.13.75 The value of the views from the route is medium. There are no formal viewpoints in this area and no national or regional landscape designations that would otherwise denote a special scenic value.

6.13.76 The susceptibility of walkers to the changes arising as a result of the Proposed Development is medium-high. The susceptibility of walkers relates to their awareness of their surroundings and appreciation of the views. Walkers travel at a slower pace than road-users and therefore, experience views for a longer duration. They are also able to experience the wider extents of views more fully and focus on specific features more than transitory road-users might. The views of walkers are not, however, long term and this prevents susceptibility from being rated as high.

6.13.77 The combination of the value of the view and the susceptibility of walkers to the Proposed Development gives rise to an overall **medium-high** sensitivity.

Magnitude of change

6.13.78 During the operational phase, the magnitude of change on the views of walkers on ED6 will be **medium-high**. The ZTV in Figure 6.9 shows that all six of the turbines will be theoretically visible along the full length of ED6. The proposed turbines will be seen within the range of 2.5 km to 3.0 km, such that they will appear as large-scale structures, at variance with the relatively small scale of the island of Faray and the coastal edge around Fersness Bay. Their prominence will be accentuated by the movement of the blades, which will form an eye-catching feature in the views of walkers. Daytime lighting will also be visible on the turbine hubs, albeit low intensity during good visibility. The addition of the Proposed Development would also give rise to a sequential cumulative effect with Spurness Point Wind Farm as it would introduce a further wind farm development, such that wind farms would be a prominent feature in the views towards the islands in both an easterly and a westerly direction from the eastern part of the path.

6.13.79 During the construction phase, the magnitude of change will be **medium-high**. While the key features will be the emerging turbines and the tall cranes used in their construction, ground level works including the construction of access tracks, crane pads, slipway, landing jetty, borrow pit and substation will also be readily visible and will add to the overall extent of visible construction on the island. The site will be visible from ED6 and will form a focal attraction in the views of walkers owing to the close range and incomplete appearance of the turbines and associated construction activities.

Significance of effect

6.13.80 The effect of the Proposed Development on the views of walkers on ED6, will be **significant** during the construction and operational phases. ED6 comes within close proximity to Faray and walkers will experience close-range views of the Proposed Development, that will present a notable variation from the baseline character and will form a new defining feature in their views.

Significance of cumulative effect

6.13.81 The cumulative effect on the views of walkers on ED5 will be **not significant**. This finding relates to the limited influence of other operational and proposed wind farms, which are relatively small in scale and / or distant in location. The additional consented and application stage wind farms are not readily visible from this path. This means the cumulative magnitude of change will be **low** and the cumulative effect will be not significant.

Core Path W8 Castle o' Burrian and the Bay of Tafts

Baseline

6.13.82 Core Path W8 is located in the southern part of Westray. It comprises a number of different sections that connect the west and east coast. On the east coast, there is a section that follows the high cliffs from Rack Wick past Castle o' Burrian, which is a squat sea stack, popular for viewing puffins and other coastal features such as Stanger Head, south to Geo of Rustling Stones. From here the path turns south-west to follow a track through the geometric pattern of farm fields, passing over the B9066 to meet the west coast on the southern side of the Bay of Tafts. From here the path follows the Links around the bay, but instead of extending around the Twiness headland, it extends back onto the B9066 and follows this route before connecting back onto the west coast, where the path extends north-west along the sandy shoreline.

6.13.83 The sections of W8 that occur on the west and east coasts are characterised by the distinct and dramatic coastal features. The focus of walkers in these sections will most likely be on the immediate

coastal scenery. In those sections which pass over the hinterland to connect the coasts, there is not so much scenic interest as the farmland is typical of much of the farmland that occurs across the Orkney Islands. In those sections, it is likely that the focus of walkers will extend from the immediate farmland to the coastal edges and beyond. From this part of Westray, views open up to the south and extend from across the Rapness Sound to the Holm of Faray, Faray and Eday.

Sensitivity

6.13.84 The value of the views from the route is medium. There are no formal viewpoints in this area and no national or regional landscape designations that would otherwise denote a special scenic value.

6.13.85 The susceptibility of walkers to the changes arising as a result of the Proposed Development is medium-high. The susceptibility of walkers relates to their awareness of their surroundings and appreciation of the views. Walkers travel at a slower pace than road-users and therefore, experience views for a longer duration. They are also able to experience the wider extents of views more fully and focus on specific features more than transitory road-users might. The views of walkers are not, however, long term and this prevents susceptibility from being rated as high.

6.13.86 The combination of the value of the view and the susceptibility of walkers to the Proposed Development gives rise to an overall **medium-high** sensitivity.

Magnitude of change

6.13.87 During the operational phase, the magnitude of change on the views of walkers on W8 will be **medium-high** along the central sections, and **medium-low** on the east and west coast sections. The ZTV in Figure 6.9 shows that all six of the turbines will be theoretically visible along almost all of the central sections of W8. It also shows that visibility on the east coast section will be intermittent, with patches around Castle o' Burrian and Stanger Head showing no visibility. This limited visibility relates to this coastline facing north and north-west, while the Proposed Development lies to the south-east, with small hills occurring in the intervening area. Visibility on the east coast is also limited owing to the Bay of Tafts being separated from Rapness Sound and Faray by the intervening landform of the south-western peninsula of Westray and then the coastline to the north of this being further separated by the Twinness headland.

6.13.88 Where visibility occurs across the central section, the proposed turbines will be seen between a range of approximately 4.5 km to 5.9 km from the closest turbine. The scale of the proposed turbines relative to the scale of the islands of Faray and Eday, will raise the prominence of the Proposed Development and make it a focal feature in the views of walkers in these central sections. On the east and west coasts, there is a stronger association with the intrinsic character of the immediate coastal scenery and a weaker association with the more distant islands to the south-east. This factor, in combination with the more limited extent to which the proposed turbines will be visible, owing to intervening landform, will limit their influence on the views of walkers.

6.13.89 The more notable operational turbines include the single Newark turbine, which is located a minimum of approximately 1.4 km to the north of Castle o' Burrian and the Gallowhill / Westray Development Trust turbines approximately 7.1 km to the north-west. While these developments ensure that wind turbines from part of the baseline character, their small scale limits the potential for a cumulative effect to arise, and in contrast, the Proposed Development will appear notably larger in terms of scale and number of turbines.

6.13.90 During the construction phase, the magnitude of change will be **medium-high** in the central section and **medium-low** on the west and east coasts. The key features will be the emerging turbines and the tall cranes used in their construction, and these will be visible from the central sections of W8. The extent of intervening landform between the west and east coast sections and the site of the Proposed Development will reduce the extent to which the emerging turbines and construction cranes will be visible, thus limiting their influence on the views of walkers. While ground level works will typically be screened by intervening landform from most of W8, some visibility may arise from the more elevated central sections and this will add to the overall extent of visible construction on the island.

Significance of effect

6.13.91 The effect of the Proposed Development on the views of walkers on the central sections of W8, will be **significant** during the construction and operational phases. The central sections of W8 are open to the south, such that the views of walkers will be changed by the presence and movement of the tall turbines set out on Faray. The effect of the Proposed Development on the views of walkers on the east and west coast sections of W8, will be not significant during the construction and operational phases. Visibility from these sections is much more limited and will not significantly affect the views of walkers.

Significance of cumulative effect

6.13.92 The cumulative effect on the views of walkers on R6 will be **not significant**. This finding relates to the limited influence of other operational and proposed wind farms, which are relatively small in scale and / or distant in location. The more notable operational turbines include the single Newark turbine, which is located a minimum of approximately 1.4 km to the north of Castle o' Burrian and the Gallowhill / Westray Development Trust turbines approximately 7.1 km to the north-west. The additional consented and application stage wind farms are not readily visible from this path. This means the cumulative magnitude of change will be **low** and the cumulative effect will be not significant.

Core Path R6 Faraclett Head

Baseline

6.13.93 Core Path R6 forms a circular path around Faraclett Head on Rousay. Faraclett Head is a small area of moorland hills, which sits in the north-east corner of Rousay. It rises up from cliffs on the west and a rocky shoreline on the north and east, to a high point of 107 m. The start and finish of R6 is just south of Faraclett Farm, where provision for parking is made. The path climbs up the gentler south-east facing slope in a north-westerly direction towards the summit, before passing along the ridge towards the north-east and then looping round through the east and south to arrive back at the starting point. The walk is approximately 3 km in length and passes close by the archaeological remains of a cairn and chambered cairn.

6.13.94 From this north-eastern corner of Rousay, views extend north across the Westray Firth to Westray, north-east to Faray and Eday and east to Eday. These islands all appear relatively small and low-lying with little visible development other than relatively small scale, close-range single turbines and more distant wind farms visible from the summit. On Rousay, Faraclett Head is characterised by the open and undeveloped moorland which covers this small coastal hill. Settlement is, however, evident at Faraclett Farm and along the coastline to the south.

Sensitivity

6.13.95 The value of the views from the route is medium. There are no formal viewpoints in this area and no national or regional landscape designations that would otherwise denote a special scenic value.

6.13.96 The susceptibility of walkers to the changes arising as a result of the Proposed Development is medium-high. The susceptibility of walkers relates to their awareness of their surroundings and appreciation of the views. Walkers travel at a slower pace than road-users and therefore, experience views for a longer duration. They are also able to experience the wider extents of views more fully and focus on specific features more than transitory road-users might. The views of walkers are not, however, long term and this prevents susceptibility from being rated as high. Furthermore, the susceptibility of walkers on Faraclett Head is moderated slightly by the presence of Kingarly Hill turbine and other more distant turbines on Westray and Eday.

6.13.97 The combination of the value of the view and the susceptibility of walkers to the Proposed Development gives rise to an overall **medium-high** sensitivity.

Magnitude of change

6.13.98 During the operational phase, the magnitude of change on the views of walkers on R6 will be **medium**. The ZTV in Figure 6.9 shows that all six of the turbines will be theoretically visible along the northern, eastern and southern sections with a gap in visibility occurring around the western

section. The proposed turbines will be seen within the range of approximately 8.8 km to 9.9 km to the closest turbine, such that they will appear as moderate scale structures, occupying only a small proportion of a much wider view. They will, nonetheless, form a focal feature from R6 owing to the openness of this coastline towards the north-east, the contrast between the scale of the turbines and the scale of the island landscapes of Faray and Eday behind, and the scale of the turbines relative to other wind farms visible in the baseline view. The more notable operational turbines include the single Kingarly Hill turbine, which is located on Rousay a minimum of approximately 3 km to the south of R6, and Sandy Banks, which is located on Eday, a minimum of approximately 10 km to the east. Their prominence will be accentuated by the movement of the blades, which will form an eye-catching feature in the views of walkers.

6.13.99 During the construction phase, the magnitude of change will be **medium**. The separation distance of approximately 9 km means that the smaller scale, ground level construction works will not be readily visible and it will mostly be the emerging turbines and the tall cranes used in their construction, that will give rise to a visual effect. These structures will be visible from R6 and will form a focal attraction in the views of walkers owing to their scale relative to the scale of Faray and Eday, as well as relative to other operational turbines in views from this path.

Significance of effect

6.13.100 The effect of the Proposed Development on the views of walkers on R6, will be **significant** during the construction and operational phases. Views from R6 open up towards the north-east and it is in this context that the Proposed Development will form a notable addition to the views of walkers.

Significance of cumulative effect

6.13.101 The cumulative effect on the views of walkers on R6 will be **not significant.** This finding relates to the limited influence of other operational and proposed wind farms, which are relatively small in scale and / or distant in location. The more notable operational turbines include the single Kingarly Hill turbine, and Sandy Banks, which is located on Eday. Additional consented and application stage wind farms are not readily visible from this path owing to the intervening landform of the moorland hills on Rousay. This means the cumulative magnitude of change will be **low** and the cumulative effect will be not significant.

6.14 Summary

6.14.1 The assessment of landscape and visual effects has been carried out to identify the significant effects that are likely to arise as a result of the Proposed Development. It has considered the effects on landscape and visual receptors, as well as the cumulative effect of the Proposed Development in addition to other wind farm developments. The process involved identifying those receptors with potential to be significantly affected and assessing the potential impacts that the construction and operation of the Proposed Development will give rise to. The significance of the effects has been assessed through combining the sensitivity of each receptor with a prediction of the magnitude of change that will occur as a result of the Proposed Development.

6.14.2 The Proposed Development comprises the construction of the six proposed turbines, each 149.9m to blade tip, and associated infrastructure, including access tracks, crane hardstandings, underground cabling, possible external transformers, on-site substation and maintenance building, temporary construction compounds, possible borrow pits, permanent meteorological mast, a new extended slipway and a landing jetty. The proposed turbines will not be lit with visible night-time lighting but will be lit with daytime aviation lighting. The site layout is shown in Figure 2.1.

6.14.3 The site is situated on the island of Faray in the Northern Isles of the Orkney Islands. Faray is a small uninhabited whale-back island, set to the west of the island of Eday and the south-east of the island of Westray. The island is used for sheep farming and comprises open fields of improved pasture. There is no development on the island other than the abandoned cottages of the former crofters and the temporary lidar associated with the Proposed Development.

6.14.4 There are relatively few operational wind farms in the study area. The most notable is Spurness Point Wind Farm which comprises five turbines set on the southern tip of the island of Sanday. There

are also medium and small scale turbines on Eday, Rousay and Westray, with a small group of two turbines also on Westray.

6.14.5 The study area for the Proposed Development covers a radius of 40 km and within this area, those receptors with the potential to be significantly affected have been assessed in detail. This has included one landscape element, 14 Landscape Character Units, nine Regional Coastal Character Areas or Local Coastal Character Areas, 11 viewpoints and eight principal visual receptors. Photomontages have been prepared for all 11 viewpoints. The figures also include a wireline of the Proposed Development on its own and wirelines with all other cumulative developments. These visualisations have helped assist in the assessment process. Figures 6.1 to 6.18 show plans of the study area, landscape receptors, visual receptors and ZTVs of the Development on its own and in combination with other cumulative wind farms, while Figures 6.19 to 6.29 show the photographs, wirelines and photomontages from the representative viewpoints.

6.14.6 In respect of the physical effects on landscape elements, the assessment found that the direct effect on the agricultural land as a result of the construction of the Proposed Development will be not significant. The losses will comprise only a small proportion of a much wider landscape resource, with improved pasture occurring in abundance across the Orkney Islands. Furthermore, improved pasture will be relatively easy to re-establish either post-construction or post-decommissioning, depending on the short or long term use of the area.

6.14.7 In respect of effects on landscape character, the assessment found there will be significant effects within a 6 km to 7 km radius of the Proposed Development, with significant effects occurring wholly in respect of five of the LCUs, and partly in respect of a further four LCUs. These LCUs are either close to the site or occur around the Westray Firth from where a strong association arises with the island of Faray, where the Proposed Development will be located. All LCUs beyond this radius will undergo not significant effects.

6.14.8 In terms of coastal character, the assessment found there will be significant effects within a 4 km to 5 km radius of the Proposed Development, with significant effects occurring wholly in respect of three of the RCCAs/LCCAs and partly in respect of a further two RCCAs/LCCAs. These RCCAs/LCCAs are either close to the site or occur around the Westray Firth from where a strong association arises with the island of Faray, where the Proposed Development will be located. All RCCAs/LCCAs beyond this radius will undergo not significant effects.

6.14.9 In respect of landscape designations, the assessment found that there will be no significant effects in respect of national and regional landscape designations within the study area. This finding relates principally to the fact that there are no regionally designated landscapes on the Orkney Islands and that the closest nationally designated landscapes are Balfour Castle GDL, at a minimum distance of approximately 19 km, and West Mainland and Hoy NSA, at a minimum distance of approximately 29 km, with very limited extents and levels of visibility occurring from both these designated areas.

6.14.10 In respect of effects on visual amenity, of the 11 viewpoints assessed, the assessment found that seven will be significantly affected during the construction and operational phases of the Proposed Development. These viewpoints are all located within an approximate 12 km radius of the Proposed Development. The viewpoints will mostly be affected owing to either their close proximity to the construction works and operation of the Proposed Development, or their greater sensitivity. All viewpoints beyond this 12 km range will not be significantly affected as a result of the Proposed Development, owing largely to their greater separation distance, as well as the wider natural and human influences which define their contextual character.

6.14.11 In terms of the principal visual receptors assessed, the assessment found there will be significant effects within a 12 km radius of the Proposed Development, with significant effects occurring wholly in respect of five of the PVRs, and partly in respect of a further three PVRs. It was found that there would be significant effects on ferry passengers travelling between the Mainland of Orkney and the Northern Isles of Westray, Papa Westray and North Ronaldsay out to approximately 12 km south, 8 km north-west and 7 km north-east. There would also be significant effects on road-users of the B9066 on Westray over an approximate 2.5 km section from the south-coast out to 7 km and on road-users of the B9063 on Eday over an approximate 5.3 km section from the north-coast out to 4.5 km. In respect of Core Paths, there would be significant effects on the three close range paths

on Eday, and the closest paths on Westray and Rousay. The remainder of these routes, and all other routes, will not be significantly affected during both the construction and operational phases. There will be no significant effects on settlements. There will, however, be significant effects on local residents, with these effects being covered by the representative viewpoints.

6.14.12 The most relevant wind farms to the cumulative assessment are operational and these form part of the baseline situation. The assessment of the Proposed Development in addition to the cumulative situation is covered by the main assessment as this takes into account all the operational wind farms, including Spurness Point Wind Farm and the single turbines at Sandy Banks on Eday, Kingarly Hill on Rousay and Newark on Westray. The cumulative assessment considers the effects of the Proposed Development in addition to consented (but not yet built) and application stage wind farms, the most relevant to this assessment being consented Costa Head Wind Farm, application stage Orkney's Community Wind Farm Project – Quanterness and application stage Hammars Hill extension.

6.14.13 There will be no significant cumulative effects largely owing to the relatively small scale of the cumulative wind farms, both in terms of the number of turbines and their size, and / or their distance from the Proposed Development, which prevents wind farms becoming the prevailing characteristic of landscape character or visual amenity. This assessment applies to both consideration of the cumulative effects of the Proposed Development in conjunction and in combination with the other cumulative wind farms.

6.14.14 The RVAA in Appendix 6.2 has considered the impact of the Proposed Development on the visual amenity of residents within a 2 km radius. There are five properties on the west coast of Eday which lie between 1.64 km and 2.01 km from the nearest proposed turbine. While all five of these properties will undergo a medium-high magnitude of change and a significant effect, none will reach the Residential Visual Amenity Threshold which would otherwise indicate that the effects could potentially be overbearing.

6.14.15 In summary, the Proposed Development will give rise to significant effects on landscape and coastal character during the construction and operation of the Proposed Development, albeit contained within the localised extent of approximately 6 km to 7 km. It will give rise to significant effects on visual amenity out to approximately 12 km during the construction and operation of the Proposed Development. While landscape and visual receptors beyond these ranges may be affected by the influence of the Proposed Development, these effects will not be significant. There will be no significant cumulative effects.

6.14.16 All effects during the construction of the Development will be short-term and reversible and all effects during the operation of the Development will be long-term and reversible. All effects will be adverse in nature.

Table 6.8: Summary of Residual Significant Effects

Receptor	Sensitivity	Construction - magnitude of change	Construction- significance of effect	Operation - magnitude of change	Operation - significance of effect	Cumulative magnitude of change / effect
Agricultural Land	Medium to low	Medium	Not significant	N/A	N/A	N/A
Coast with Sand LCT Mussetter LCU	Medium-high	Medium-high	Significant	Medium-high	Significant	Low or negligible Not significant
Holms LCT Holm of Faray LCU	Medium-high	High	Significant	High	Significant	Low or negligible Not significant
Holms LCT Rusk Holm LCU	Medium-high	High	Significant	High	Significant	Low or negligible Not significant
Inclined Coastal Pastures LCT Central Eday LCU	Medium-high – northern and central parts Medium-low – southern part	High – northern part Medium-high – central part Low – southern part	Significant – northern and central parts Not significant – southern part	High – northern part Medium-high – central part Low – southern part	Significant – northern and central parts Not significant – southern part	Low or negligible Not significant

Receptor	Sensitivity	Construction - magnitude of change	Construction- significance of effect	Operation - magnitude of change	Operation - significance of effect	Cumulative magnitude of change / effect
Inclined Coastal Pastures LCT Fersness LCU	Medium-high – northern part Medium – remaining parts	Medium to high – northern and central parts No change – southern part	Significant – northern and central parts Not significant – southern parts	Medium to high – northern and central parts No change – southern part	Significant – northern and central parts Not significant – southern parts	Low or negligible Not significant
Moorland Hills LCT South Eday LCU	Medium-high	Medium-high – northern part Medium – southern part	Significant	Medium-high – northern part Medium – southern part	Significant	Low or negligible Not significant
Moorland Hills LCT North Eday LCU	Medium-high – western part Medium – northern and eastern parts	Medium-high – western part Medium – northern and eastern parts	Significant	Medium-high – western part Medium – northern and eastern parts	Significant	Low or negligible Not significant
Moorland Hills LCT: North-east Rousay LCU	Medium-high	Medium-low	Not significant	Medium-low	Not significant	Low or negligible Not significant
Ridgeline Island Landscapes LCT Westray LCU	Medium-high – southern part Medium – central part	Medium-high – southern part Medium-low or low – northern part	Significant – southern part Not significant – northern part	Medium-high – southern part Medium-low or low – northern part	Significant – southern part Not significant – northern part	Low or negligible Not significant

Receptor	Sensitivity	Construction - magnitude of change	Construction- significance of effect	Operation - magnitude of change	Operation - significance of effect	Cumulative magnitude of change / effect
	Medium-low – northern part					
Undulating Island Pastures LCT: Sanday LCU	Medium	Medium-low	Not significant	Medium to low	Not significant	Low or negligible Not significant
Undulating Island Pastures LCT: Westray LCU	Medium	Medium-low	Not significant	Medium to low	Not significant	Low or negligible Not significant
Whaleback Islands LCT: Faray LCU	Medium-high	High	Significant	High	Significant	Low or negligible Not significant
Whaleback Islands LCT: Egilsay LCU	Medium	Medium	Not significant	Medium	Not significant	Low or negligible Not significant
RCCA 3 Sanday West	Medium – southern section Medium-low – remaining sections	Medium-low	Not significant	Medium-low	Not significant	Low Not significant

Receptor	Sensitivity	Construction - magnitude of change	Construction- significance of effect	Operation - magnitude of change	Operation - significance of effect	Cumulative magnitude of change / effect
RCCA 5 Eday: LCCA 5c Red Head to Greenan Nev	Medium-high – southern section Medium – northern section	High – southern section Medium – central section Medium-low / no change – northern section	Significant – southern and central section Not significant – northern section	High – southern section Medium – central section Medium-low / no change – northern section	Significant – southern and central section Not significant – northern section	Low Not significant
RCCA 5 Eday: LCCA 5d Fersness Bay	Medium-high	Medium-high	Significant	Medium-high	Significant	Low Not significant
RCCA 5 Eday: LCCA 5e Faray	Medium-high	High	Significant	High	Significant	Low Not significant
RCCA 5 Eday: LCCA 5f Holm of Faray	Medium-high	High	Significant	High	Significant	Low Not significant
RCCA 8 Westray North and East	Medium-high – southern coast Medium – eastern coast Low – northern coast	Medium-high – southern coast Medium-low – eastern coast Low – northern coast	Significant – southern coast Not significant – eastern and northern coasts	Medium-high – southern coast Medium-low – eastern coast Low – northern coast	Significant – southern coast Not significant – eastern and northern coasts	Low Not significant

Receptor	Sensitivity	Construction - magnitude of change	Construction- significance of effect	Operation - magnitude of change	Operation - significance of effect	Cumulative magnitude of change / effect
RCCA 10 Rousay North: LCCA 10b Saviskaill Bay	Medium	Medium-low	Not significant	Medium-low	Not significant	Low Not significant
RCCA 11 Rousay South: LCCA 11d Point of Avelshay to Scock Ness	Medium	Medium-low	Not significant	Medium-low	Not significant	Low Not significant
RCCA 12 Egilsay and Wyre	Medium	Medium	Not significant	Medium	Not significant	Low Not significant
Viewpoint 1: Guith, Eday	Medium-high	High	Significant	High	Significant	Medium-low Not significant
Viewpoint 2: Vinquoy Hill, Eday	High	Medium-high	Significant	Medium-high	Significant	Medium-low Not significant
Viewpoint 3: Sands of Mussetter, Eday	Medium-high	Medium-high	Significant	Medium to high	Significant	Negligible Not significant

Receptor	Sensitivity	Construction - magnitude of change	Construction- significance of effect	Operation - magnitude of change	Operation - significance of effect	Cumulative magnitude of change / effect
Viewpoint 4: Westray Ferry Terminal, Westray	Medium-high – residents and walkers Medium – road-users	Medium-high	Significant	Medium-high	Significant	Negligible Not significant
Viewpoint 5: Ness of Tuquoy, Westray	Medium-high – walkers and visitors Medium – road-users	Medium	Significant	Medium	Significant	Low Not significant
Viewpoint 6: Spur Ness, Sanday;	Medium	Medium	Not significant	Medium	Not significant	Low Not significant
Viewpoint 7: North Bay, Sanday	Medium-high – residents Medium – road-users	Medium-low	Not significant	Medium-low	Not significant	Negligible Not significant
Viewpoint 8: John's Hill, North Stronsay	Medium-high	Medium-low	Not significant	Medium-low	Not significant	Low Not significant
Viewpoint 9: Kierfea Hill, East Rousay	Medium-high	Medium	Significant	Medium	Significant	Low Not significant
Viewpoint 10: Hatston, Kirkwall	Medium-high – residents	Medium-low	Not significant	Medium-low	Not significant	Medium-low Not significant

Receptor	Sensitivity	Construction - magnitude of change	Construction- significance of effect	Operation - magnitude of change	Operation - significance of effect	Cumulative magnitude of change / effect
	Medium – road-users					
Viewpoint 11: Westray Ferry	Medium-high	High	Significant	Medium-high	Significant	Low Not significant
Northern Isles Ferries	Medium-high	High / medium-high / medium – out to 12 km south, 8 km north-west and 7 km north-east Medium-low / low – all remaining sections	Significant – out to 12 km south, 8 km north-west and 7 km north-east Not significant – all remaining sections	High / medium-high / medium – out to 12 km south, 8 km north-west and 7 km north-east Medium-low / low – all remaining sections	Significant – out to 12 km south, 8 km north-west and 7 km north-east Not significant – all remaining sections	Medium-low Not significant
B9066, Westray	Medium-high – southern section Medium - northern section	Medium-high / medium – out to 7.5 km north-west Medium-low / no change – beyond 7.5 km north-west	Significant – out to 7.5 km north-west Not significant – beyond 7.5 km north-west	Medium-high / medium – out to 7.5 km north-west Medium-low / no change – beyond 7.5 km north-west	Significant – out to 7.5 km north-west Not significant – beyond 7.5 km north-west	Low Not significant
B9063, Eday	Medium	Medium-high - central section Medium – northern section	Significant – northern and central sections Not significant – southern section	Medium-high - central section Medium – northern section	Significant – northern and central sections Not significant – southern section	Low Not significant

Receptor	Sensitivity	Construction - magnitude of change	Construction- significance of effect	Operation - magnitude of change	Operation - significance of effect	Cumulative magnitude of change / effect
		Low / no change – southern section		Low / no change – southern section		
ED1 Eday Heritage Walk	Medium-high	Medium-high – western section Medium – northern and eastern sections	Significant	Medium-high – western section Medium – northern and eastern sections	Significant	Low Not significant
ED5 Newark	Medium-high	High – coastal section Medium-high – hinterland section	Significant	High – coastal section Medium-high – hinterland section	Significant	Low Not significant
ED6 Sands of Mussetter	Medium-high	Medium to high	Significant	Medium to high	Significant	Low Not significant
W8 Castle o' Burrian and the Bay of Tafts; and	Medium-high – central sections Medium – eastern and western sections	Medium-high – central sections Medium-low – eastern and western sections	Significant – central sections Not significant – eastern and western sections	Medium-high – central sections Medium-low – eastern and western sections	Significant – central sections Not significant – eastern and western sections	Low Not significant
R6 Faraclett Head	Medium-high	Medium	Significant	Medium	Significant	Low Not significant

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