



National
Qualifications
2019

2019 Geography
Advanced Higher
Finalised Marking Instructions

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General marking principles for Advanced Higher Geography

This information is provided to help you understand the general principles you must apply when marking candidate responses to questions in this paper. These principles must be read in conjunction with the detailed marking instructions, which identify the key features required in candidate responses.

- (a) Marks for each candidate response must **always** be assigned in line with these general marking principles and the detailed marking instructions for this assessment.
- (b) Marking should always be positive, that is marks should be awarded for what is correct and not deducted for errors or omissions.
- (c) If a specific candidate response does not seem to be covered by either the principles or detailed marking instructions, and you are uncertain how to assess it, you must seek guidance from your team leader.
- (d) Use the full range of marks available for each question.
- (e) The detailed marking instructions are not an exhaustive list. Other relevant points should be credited.
- (f) For credit to be given, points must relate to the question asked.

Marking principles for each question type

There are a range of types of question which could be asked within this question paper. For each, the following provides an overview of marking principles, and an example for each.

Explain ...

Questions which ask candidates to explain or suggest reasons for the cause or impact of something, or require them to refer to causal connections and relationships: candidates must do more than describe to gain credit here.

Where candidates are provided with sources, they should make use of these and refer to them within their answer for **full marks**.

Where candidates provide a purely descriptive answer, or one where development is limited, no more than half of the total marks should be awarded for the question.

Analyse ...

Analysis involves identifying parts, the relationship between them, and their relationships with the whole. It can also involve drawing out and relating implications.

An analysis mark should be awarded where a candidate uses their knowledge and understanding/a source, to identify relevant components (For example of an idea, theory, argument, etc) and clearly show at least one of the following

- links between different components
- links between component(s) and the whole
- links between component(s) and related concepts
- similarities and contradictions
- consistency and inconsistency
- different views/interpretations
- possible consequences/implications
- the relative importance of components
- understanding of underlying order or structure.

Where candidates are asked to analyse they should identify parts of a topic or issue and refer to the interrelationships between, or impacts of, various factors. For example in a question requiring candidates to analyse the different impacts of flooding on land use, the response should consider the effects of the immediate area and also, where appropriate, other areas. Analysis should be supported by evidence where relevant.

Evaluate ...

Where candidates are asked to evaluate, they should be making a judgement of the success, failure, or impact of something based on criteria. Candidates would be expected to briefly describe the technique/methodology being evaluated before offering an evidenced conclusion.

Discuss/comment on ...

These questions are looking for candidates to explore ideas about a project, or the impact of a change. Candidates will be expected to consider different views on an issue/argument. There should be a range of impacts or ideas within the answer.

Draw to scale ...

Draw to scale involves drawing a shape/route to the correct size using the given scale of the map.

Marking instructions for each question

| Question | | | General marking instructions for this type of question | Max mark | Specific marking instructions for this question |
|----------|-----|------|--|----------|--|
| 1. | (a) | (i) | 1 mark for size. 2 marks for site. | 3 | The size should be 1.0 cm x 0.8 cm. The site for example 420842 – area adjacent to New Mersey Retail Park. A suitable site would include good accessibility (1) and suitable relief (flat, low-lying land). (1) |
| | | (ii) | Candidates should make reference to both advantages and disadvantages. Maximum of 5 marks for either. Good use of map reading skills and should not consist of simple lists. Marks should not be given for reverse points. | 8 | Advantages <ul style="list-style-type: none"> • good access – A561 with roundabout connects directly to the CBD, with bus and rail stations (1) and other A road connections to nearby motorways, for example, M62 giving access from places such as Manchester (1) • land is brownfield with no large buildings that would require demolition and services such as water, power and sewage will be in place (1) • approximately 1.5 km from Hunts Cross station at 432853 and Liverpool South station at GR 408848 (1) • the hotel at 414838 could provide accommodation (1) • the retail park would provide somewhere for concert goers to access services for example food & drink, toilets etc (1) • there is no housing directly beside the site as it is found in a mainly industrialised area – less potential disruption to residents – more likely to achieve full planning consent (1) • LJL Airport is within walking distance – this may encourage people from the whole of the UK as well as further afield to make use of the new venue (1) • the land is flat and is 25 metres above mean sea level – little chance of flooding (1) and will not require levelling of site, thereby reducing construction costs (1). Any other valid point. |

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|----------|--|--|--|----------|--|
| | | | | | <p>Disadvantages</p> <ul style="list-style-type: none"> • there is no train station on the site and some people might consider 1.5 km to be too far to walk which could put pressure on roads and parking (1) • the site is restricted by the road and railway line and so offers limited opportunity for expansion or increasing car parking space (1) • the railway sidings would need to be removed which could be expensive (1) • distance from the CBD (approx. 10 km) would add time/cost to the journey to the venue. (1) <p>Any other valid point.</p> |

| Question | | | General marking instructions for this type of question | Max mark | Specific marking instructions for this question |
|----------|--|-------|---|----------|--|
| | | (iii) | <p>Candidates could make reference to social, economic and/or environmental impact.</p> <p>Marks should not be given for repeat points from previous parts of the question.</p> | 3 | <p>Impacts</p> <ul style="list-style-type: none"> • it could stimulate economic development (multiplier effect) of this area of the city (1) and increase job opportunities for potential employees from nearby suburban areas for example (1) • problems with localised congestion and the impact this may have on the retail park and surrounding industrial areas. (1) The airport would already cause higher volumes of traffic and the road infrastructure, for example A561 may not cope (1) • the environmental quality of the surrounding area may improve as a result of local government grants/incentives (1) • it could contribute to the ongoing redevelopment and regeneration of Liverpool (text box info) (1) • the retail park could see benefits of increased trade/investment. (1) <p>Any other valid point.</p> |

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|----------|-----|--|--|----------|---|
| | (b) | | <p>Maximum of 4 marks for any one land use.</p> <p>This question should allow candidates to make good use of the map extract.</p> <p>There is no requirement to mention both physical and human factors but a good answer is likely to include both.</p> <p>Candidates should use map evidence to support their answer.</p> | 6 | <p>Allerton Golf Course GR4186</p> <ul style="list-style-type: none"> the gently sloping land – this will provide an element of challenge and interest to golfers as most holes/fairways will be on a gradient (1) areas of woodland or scenic attributes for example Allerton Tower on perimeter and in a variety of locations on the site make the environment more pleasant for the golfers. (1) The trees could provide an element of shelter (1) the course is accessible via the B5171 and A562 (1) and has a nearby potential market as it is surrounded by a large residential area. (1) <p>Wavertree Technology Park (GR 3890)</p> <ul style="list-style-type: none"> a large area of gently sloping land which is easy for building large single storey units (1) and will reduce construction costs (1) close to the university at GR360900 for sharing of facilities and expertise (1) brownfield sites grants and initiatives may be available (1) good access by way of railway stations and A class roads which link directly to motorways (1) close to large urban area for workforce. (1) <p>National Trail (GR338904 south east to GR360868)</p> <ul style="list-style-type: none"> the footpath follows the river bank going past redeveloped dock areas and past the marina. The views would be pleasant (1) and it is likely that there will be services such as shops and restaurants along the route that people can access (1). This section of route would be used by tourists visiting other attractions in the area (1) the path follows flat land where and is therefore accessible to a range of users (1) as part of the Trans Pennine Trail this provides an alternative urban section (1). <p>Any other valid point (for example accessible from CBD; availability of car parks.</p> |

| Question | | | General marking instructions for this type of question | Max mark | Specific marking instructions for this question |
|----------|-----|--|--|----------|---|
| 2. | (a) | | <p>Marks should be awarded for an explanation of the use of flow lines.</p> <p>No marks should be given for the advantages/disadvantages/effectiveness of a flow line diagram.</p> | 4 | <ul style="list-style-type: none"> • flow-line maps/diagrams are used for showing movements (or flows) of data through a system (1) • the technique would involve drawing lines on a map along the roads, showing the direction of flow (1) and drawing lines on the map that are proportional in width to the number of cyclists using the road (1) • a suitable scale would need to be decided upon, for example 1mm thickness: 10 cyclists (1) • the 'nose' of the flow-line would point towards the destination of the cyclist (1) • data could be categorised into groups for example 0–50, 51–100, 101–150 (1) and the width of the flow lines could be colour coded (1) • avoid flow lines overlapping causing diagram to become overcrowded/difficult to interpret (1) • use of a base map, such as that shown in Diagram 2 on which to draw flow lines. (1) <p>Any other valid point.</p> |

| Question | | | General marking instructions for this type of question | Max mark | Specific marking instructions for this question |
|----------|-----|--|---|----------|---|
| | (b) | | <p>Marks should be awarded for discussion of appropriate gathering techniques.</p> <p>No marks for stating a technique.</p> <p>Maximum of 3 marks for any one gathering technique.</p> <p>Candidates should discuss 3 techniques to achieve full marks.</p> <p>Maximum of 5 marks for 2 techniques.</p> | 6 | <ul style="list-style-type: none"> the level of noise could be gathered using a decibel meter/an app on a smart phone to identify routes where expenditure for the future planning of Liverpool's regeneration programme is to be prioritised (1) Noise levels could be measured on different days/times/seasons to allow the planners to identify if noise is an issue all the time or if there are peak times (1) cyclists and pedestrians could be interviewed to gather first-hand information that is not available elsewhere. (1) The questions could allow the perceptions of the level of noise or pollution to be gathered (1) and compared with actual values (1) Environmental Quality Surveys could be carried out in different locations to identify the areas which are the worst (1) and therefore need most action and expenditure from the programme (1) the census could be used to gather secondary data about car ownership (1) this would allow the programme to target areas where car ownership is highest to encourage people to walk or cycle rather than use their car (1) a traffic count of all types of traffic could be carried out. This would need to be done at the same time at all the data collection points to allow data to be compared. (1) It would need to be done on different days, at different times of day and different times of year to identify when issues occur. (1) <p>Any other valid point.</p> |

| Question | | | General marking instructions for this type of question | Max mark | Specific marking instructions for this question |
|----------|-----|--|--|----------|--|
| 3. | (a) | | Candidates should refer to the wind data and patterns seen on the polar graph . | 4 | <ul style="list-style-type: none"> the prevailing wind blows from the west for more than 1250 hours each year (1) the predominant wind directions are between range WNW and SW (1) the predominant wind speeds (in hours per year) are >12 and >19 km/h (1) winds over 61 km/h are less frequent, (1) and are experienced from all directions (1) the proportion of each category of wind speed is fairly consistent from all directions. (1) <p>Any other valid point.</p> |
| | (b) | | Candidates should refer to both the polar graph and the table. | 5 | <ul style="list-style-type: none"> the polar graph shows direction whereas the table does not (1) polar graphs allow additional information that, may be relevant, to be added, (1) for example 125 hours of wind >38 km/h per year blows from WNW (1) the table more effectively shows the wind speed data since visually it is easier/quicker to identify difference in wind speed per month and over a year (1) Towards the middle of the polar graph it becomes more difficult to read the scale accurately (1) monthly and seasonal variation in wind speed is shown on the table (1) with the strongest winds >61 km being in the winter (1) the data on the table is per month and does not include variations within a day (1) the polar graph shows hours per year giving a more accurate total of the amount of wind at each speed. (1) <p>Any other valid point.</p> |

| Question | | | General marking instructions for this type of question | Max mark | Specific marking instructions for this question |
|----------|-----|--|--|----------|--|
| | (c) | | Candidates should make use of the Supplementary Items and the atlas to discuss the suitability of the location of the wind farm. | 6 | <ul style="list-style-type: none"> the location map/atlas that the area that is exposed and open to the prevailing wind SW direction (1) the location coupled with the height of the turbines will also mean that there will be very few obstacles to prevent the wind reaching the farm (1) the wind farm is off shore and this will have reduced disruption when being built (1) and reduced maintenance costs (1) the farm is relatively close to shore and therefore the water will be relatively shallow (1) and it is a short distance for underwater cables to be laid (1) being offshore, the wind farm will be more expensive to build (1) and will make maintenance visits more difficult to manage compared with onshore wind farm(1), but it may also create less of a visual impact with less potential to cause rural land use conflict (1). <p>Any other valid point.</p> |
| | (d) | | Candidates should only mention concerns and any benefits should not be credited. | 5 | <ul style="list-style-type: none"> visual pollution would be a concern with an extension of the wind farm which has disrupted the view from the North Wirral coast (1) or could even block the view towards Wales from the northern coastline of the bay (1) organisations that use the bay may also be concerned about navigation in the sea for example ferry operators or Yacht clubs (1) an extension of the offshore wind farm may also lead to an increase in noise pollution for residents that live near the coast as the number of turbines would be in excess of 57 (1) concerns could be raised by RSPB on the effect that the turbines may have on seabird deaths in the area (1), or from conservation groups that the marine habitat may be affected with the construction of the turbines on the seabed (1) could affect flight paths to and from John Lennon Airport, as they are so tall (1) pollutants, for example lubricants, could get into the sea water and be harmful to the marine environment (1). <p>Any other valid point.</p> |

[END OF MARKING INSTRUCTIONS]