

Environmental Impact Assessment

Sandy Knowe Wind Farm Extension

Chapter 14: Schedule of Mitigation and
Residual Effects

ERG UK Holding Ltd



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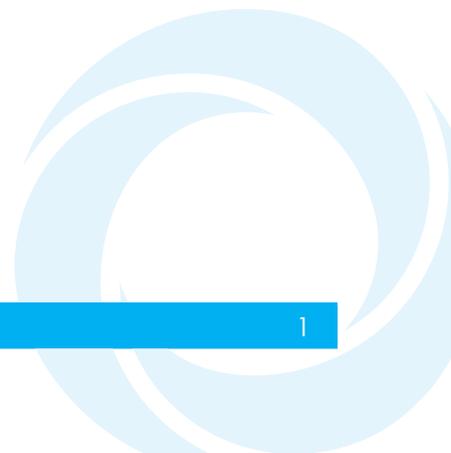
None.

Glossary of Terms

Term	Definition
The Applicant	ERG UK Holding Limited
The Agent	Atmos Consulting Limited
Environmental Impact Assessment	Environmental Impact Assessment (EIA) is a means of carrying out, in a systematic way, an assessment of the likely significant environmental effects from a development
Environmental Impact Assessment Regulations	The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (EIA Regulations)
Environmental Impact Assessment Report	A document reporting the findings of the EIA and produced in accordance with the EIA Regulations
The Proposed Development	The Sandy Knowe Wind Farm Extension
The Proposed Development Footprint	The area within which the Proposed Development will be located
The Proposed Development Site	The full application boundary including Sandy Knowe Wind Farm and Sandy Knowe Wind Farm Extension

List of Abbreviations

Abbreviation	Description
CEMP	Construction Environment Management Plan
CMRA	Coal Mining Risk Assessment
DIA	Drainage Impact Assessment
DMP	Drainage Management Plan
DWS	Drinking Water Standards
ECoW	Ecological/Environmental Clerk of Works
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
ECU	Energy Consents Unit
GWDTE	Groundwater Dependent Terrestrial Ecosystem
PSRHA	Peat Slide Risk Hazard Assessment
PPP	Pollution Prevention Plan
PWS	Private Water Supply
SEPA	Scottish Environment Protection Agency



14 Schedule of Mitigation and Residual Effects

14.1 Introduction

This Chapter of the EIA Report provides a summary of the key conclusions of the EIA including:

- The mitigation measures identified through the assessments as being required to address particular effects; and
- The residual effects – the effects of the Proposed Development that are predicted to remain, following implementation of the proposed mitigation.

Under Schedule 4, Part 7 of the EIA Regulations, an EIA Report is required to include “A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements”.

The mitigation measures included in the EIA for the Proposed Development fall into the following categories:

- Embedded mitigation, incorporated into the design of the Proposed Development, such as the use of existing infrastructure where possible. All embedded mitigation measures are detailed within Chapter 3: Description of Development; and
- Additional mitigation measures, including monitoring and enhancement, identified as a result of the EIA, e.g., topic specific management plans such as a Habitat or Peat Management Plan.

The additional mitigation measures that have been identified are presented in the relevant technical chapters of the EIA Report (Chapters 5 to 13) and are summarised in the Schedule of Mitigation below.

14.2 Schedule of Mitigation

A Schedule of Mitigation, proposed to address potential significant adverse effects arising from the Proposed Development is provided in Table 14-1.

Table 14-1: Schedule of Mitigation

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
SM1	Chapter 6: Ecology Chapter 8 Hydrology, Hydrogeology and Soils	6.9 8.6.13	Appointment of ECoW ensuring the requirements of the CEMP, DMP, PMP and HMRP are implemented, undertake regular site inspections. Pay particular attention to water management and pollution control, works on peat and GWDTE. Carry out monitoring and reporting.	Construction	To ensure that activities remain compliant with legislation, planning conditions and good practice.
SM2	Chapter 6: Ecology	6.9	Pre-construction survey for badger, otter and red squirrel will be undertaken. The survey will be undertaken by a suitably qualified ecologist. The results will inform the need to amend the CEMP to include further mitigation with regards to protected species in respect of working practices or to consult with NatureScot, if required.	Construction	For the protection of protected species
SM3	Chapter 6: Ecology	6.9	In the event that a protected species is discovered in the Proposed Development Footprint, all work in that area would stop immediately and the ECoW would be contacted. Increased buffer areas may be required in these locations. Details of the local police Wildlife Crime Officer, NatureScot Area Officer and Scottish Society for the Prevention of Cruelty to Animals (SSPCA) relevant Officer would be held in the site emergency procedure documents.	Construction	For the protection of protected species
SM4	Chapter 6: Ecology	6.9	Re-instatement of habitats - best practice techniques for vegetation and habitat reinstatement will be adopted and implemented on areas subject to disturbance during construction as soon as is practicable. The methodology used for reinstatement will be agreed with Dumfries and Galloway Council and implemented by measures outlined in detail within the Peat Management Plan (see Chapter 8: Hydrology, Hydrogeology and Soils, Habitat Management Plan (Appendix 6.8) and CEMP.	Construction	

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
SM5	Chapter 6: Ecology	6.9	Post construction electrofishing surveys will be undertaken at years 1 and 3.	Operation	To confirm fish population status during the early operational period.
SM6	Chapter 6: Ecology	6.14	Floating roads will be used on peat 2m depth of more, wherever possible	Construction	To minimise impacts on the deepest areas of peat on site
SM7	Chapter 6: Ecology	6.14	An HMP will be prepared in advance of works	Construction / Operation	To implement habitat reinstatement and enhancement measures for sensitive habitats and identified protected species
SM8	Chapter 6: Ecology	6.14	Pre-construction surveys will be undertaken up to 200m from infrastructure . The survey will be undertaken by a suitably qualified ecologist	Operation	To ensure protected species are not adversely affected and to adjust mitigation measures, if required
SM9	Chapter 6: Ecology	6.14	A site speed limit of 15 mph will be observed	Construction / Operation	To reduce the chances of collision with construction and operational vehicles
SM10	Chapter 6: Ecology	6.14	At the end of each working day, holes and trenches will be covered or planks/ramps used to ensure any animal which falls in can escape	Construction	To ensure no animals are killed by becoming trapped in construction works
SM11	Chapter 6: Ecology	6.14	Works will be conducted during daylight hours, wherever possible	Construction / Operation	To reduce disturbance around dawn/dusk when animals may be more active

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
SM12	Chapter 6: Ecology	6.14	Where possible machinery will be operated, and materials and equipment storage will occur within the permanent footprint of the site	Construction / Operation	To reduce temporary habitat loss/damage
SM13	Chapter 6: Ecology	6.14	Both the borrow pit and the construction compound will be subject to habitat reinstatement	Construction / Operation	To reduce the damage/loss of habitat on the Proposed Development
SM14	Chapter 7: Ornithology	7.4.2	Before construction commences, species management plans (SMP) will be developed for Hen harrier and Black grouse in particular and a generic 'birds' plan which will identify the measures to be put in place to ensure birds will be protected during construction. These management plans, to be agreed with NatureScot, would include a monitoring regime prior to and during construction to ensure breeding attempts within distances in which disturbance would occur (Ruddock, 2007) would be detected and protection, identified within the SMP but based upon buffering breeding attempts in line with the disturbance distances in Ruddock, put in place.	Construction	To ensure protected species are not adversely affected and to adjust mitigation measures, if required
SM15	Chapter 7: Ornithology	7.4.2	An ECoW will be appointed who will oversee the on-site monitoring and ensure compliance with the SMP.	Construction	To ensure that activities remain compliant with legislation, planning conditions and good practice.
SM16	Chapter 7: Ornithology	7.4.2	No work would be undertaken within the disturbance zone of any breeding Schedule 1 species while the nest remains active and until an ECoW has cleared it as no longer being active.	Construction	To ensure protected species are not adversely affected
SM17	Chapter 7: Ornithology	7.4.2	Prior to construction commencing (and depending upon when it starts), pre-construction breeding bird surveys will be carried out to determine the current situation with respect to Black grouse leks, as well as sensitive bird species, particularly raptors and waders at	Construction	To ensure protected species are not adversely affected and to adjust mitigation

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
			the time of construction and to further inform the SMP.		measures, if required
SM18	Chapter 7: Ornithology	7.4.2	No removal of ground vegetation will occur within the period mid-March - August (inclusive). If vegetation removal is required then it would be searched by an experienced ecologist.	Construction	To ensure protected species are not adversely affected and to adjust mitigation measures, if required
SM19	Chapter 7: Ornithology	7.4.2	With respect to the Black grouse leks, mitigation will involve weekly monitoring to search for leks between mid March – mid May to establish lek locations and suitable buffering. However, on the construction area for turbines T29 and T30 no works will commence in this area before 08:30 between mid March – mid May.	Construction	To avoid disturbance to any birds which may be lekking in these areas
SM20	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	Contractors to explicitly include for mitigation in their cost tenders.	Construction	To ensure that mitigation during construction is funded and correctly implemented.
SM21	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	All infrastructure and drainage to be positioned a minimum of 50m from watercourses.	Construction	To protect watercourses from sediment pollution and flow disturbance.
SM22	Chapter 6: Ecology Chapter 8 Hydrology, Hydrogeology and Soils	6.9 8.6.13	Micositing allowance of up to 100m to allow for movement of infrastructure away from sensitive receptors. Any variation of between 50 metres and 100 metres shall only be permitted following prior written approval of the ECU as consenting authority (in consultation with the Dumfries and Galloway Council, MOD, NATS, Glasgow Prestwick Airport and where relevant SEPA and / or NatureScot)	Construction	To allow for movement of infrastructure away from sensitive receptors. To further minimise potentially steep watercourse crossings, disturbance of deep peat and moderately groundwater dependent GWDTE.

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
SM23	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	All three watercourse crossings to be bottomless arch designed based on best practice guidelines	Construction	To avoid adverse impact on the flow, bottom, banks and ecology of the Polhote Burn watercourse.
SM24	Chapter 6: Ecology Chapter 8 Hydrology, Hydrogeology and Soils	6.9 8.6.13	Develop and implement Construction Environment Management Plan (CEMP) pre-construction. Particular emphasis on environmental roles and responsibilities, dewatering, excavation and storage of materials. To include Emergency Response Plan and refer to supporting and associated plans.	Construction	To ensure good practice and mitigation as required during construction to maintain compliance with legal and planning conditions, best practice and the integrity of sensitive environmental receptors.
SM25	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	Pollution Prevention Plan	Construction	To ensure good practice and mitigation as required during construction to maintain compliance with legal and, planning conditions, best practice and the integrity of sensitive environmental receptors.
SM26	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	Drainage Impact Assessment	Construction	The DIA will inform the temporary and permanent drainage design

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
SM27	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	Develop and implement a Drainage Management Plan (DMP) with detailed methods for the collection and treatment of all surface water runoff.	Construction	To provide drainage mitigation for high risk areas such as watercourses and peat instability and geological SSSI.
SM28	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	Water Quality Monitoring Plan (WQMP) to address surface and ground water quality and protection and include measures for different rainfall and flow conditions.	Construction	To record the existing water condition and ensure no deterioration to water quality during construction.
SM29	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	Peat Management Plan (PMP) for peat excavation and reinstatement requirements. To include in site restoration of temporary works on peat and to use consented Borrow Pit for peat reinstatement.	Construction	To ensure that, after avoidance and minimisation, residual peat is beneficially used for reinstatement and carbon sequestration.
SM30	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	Maintenance of groundwater supply to GWDTE and to peat reinstatement - included in the Habitat Management Plan (HMP).	Construction	To manage mitigation for peat and GWDTE.
SM31	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	Fencing and signage for gorges of the Geological SSSI.	Construction	To avoid any incursion or accidental damage to the SSSI.
SM32	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	GWDTE Mitigation comprising: installation of permeable layers in track bases, cross drains under track at regular intervals and groundwater discharge infiltration trenches.	Construction	To maintain the natural pre-existing shallow groundwater flow paths supporting the GWDTE or to replicate these as

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
					close to the infrastructure areas as possible, and up gradient of the GWDTE.
SM33	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	Legacy Coal Mining Site Investigation comprising: Site investigations to confirm the absence of shallow mine workings below T29 and T30. watching brief for unrecorded mine entries during soil stripping at T29 and T30, and ground gas monitoring on the (non-peat) soils and bedrock adjacent to T30.	Construction	To reduce the risk to development associated with mining hazards.
SM34	Chapter 8 Hydrology, Hydrogeology and Soils	8.6.13	In the unlikely event that either mine workings or mine gas are encountered, - Stabilisation of shallow mine workings, typically drilling and grouting. - Relocation of turbines / roads to avoid mine entries, and thereby avoid requirement to treat and cap the mine entry. - Ground gas protection measures in turbine foundations.	Construction	To reduce risk to development associated with mining hazards
SM35	Chapter 9 – Transport and Access	9.6	Implementation of a Construction Traffic Management Plan (CTMP) to identify and implement measures to reduce the number of construction vehicles as well as considering ways to reduce or avoid the impact of vehicles through construction programming / routeing and identification of an individual with responsibilities for managing transport and access effects.	Construction	To ensure good practice methods are implemented during construction
SM36	Chapter 9 – Transport and Access	9.6	Immediately upon commencement, all deliveries, operatives and visitors to The Proposed Development Site would report to the security gate. This would be communicated to all early works contractors at their pre-start meeting	Construction	To minimise the effects of transport and traffic during the construction phase.
SM37	Chapter 9 – Transport and Access	9.6	The main contractor would develop a logistics plan highlighting the access point for the project, loading bay, pedestrian / vehicular segregation, welfare, storage, security and material handling that would be enforced following full site establishment	Construction	To minimise the effects of transport and traffic during the construction phase.

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
SM38	Chapter 9 – Transport and Access	9.6	Approved haul routes would be identified to The Proposed Development Site and protocols put in place to ensure that HGVs adhere to these routes	Construction	To minimise the effects of transport and traffic during the construction phase.
SM39	Chapter 9 – Transport and Access	9.6	All contractors would be provided with a site induction pack containing information on delivery routes and any restrictions on routes	Construction	To minimise the effects of transport and traffic during the construction phase.
SM40	Chapter 9 – Transport and Access	9.6	Temporary construction site signage would be erected along the identified construction traffic routes to warn people of construction activities and associated construction vehicles	Construction	To minimise the effects of transport and traffic during the construction phase.
SM41	Chapter 9 – Transport and Access	9.6	A construction traffic speed limit (for example, 20 mph) would be imposed through sensitive areas (along the C125N for example)	Construction	To minimise the effects of transport and traffic during the construction phase.
SM42	Chapter 9 – Transport and Access	9.6	The construction material 'lay down' areas would allow for a staggered delivery schedule throughout the day, avoiding peak and unsociable hours (i.e. before 6 am and after 10 pm)	Construction	To minimise the effects of transport and traffic during the construction phase.
SM43	Chapter 9 – Transport and Access	9.6	An integral part of the progress meetings held with all trade contractors is the delivery schedule pro-forma. All contractors would be required to give details of proposed timing of material deliveries to the Site. At this stage, they would be given a specific area for delivery	Construction	To minimise the effects of transport and traffic during the construction phase.
SM44	Chapter 9 – Transport and Access	9.6	The CTMP and the control measures therein would be included within all trade contractor tender enquiries to ensure early understanding and acceptance / compliance with the rules that would be enforced on this project	Construction	To minimise the effects of transport and traffic during the construction phase.
SM45	Chapter 9 –	9.6	Under no circumstances would HGVs be allowed to lay-up in	Construction	To minimise the effects

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
	Transport and Access		surrounding roads. All personnel in the team would be in contact with each other and with Site management, who in turn would have mobile and telephone contact with the subcontractors		of transport and traffic during the construction phase.
SM46	Chapter 9 – Transport and Access	9.6	Roads would be maintained in a clean and safe condition	Construction	To minimise the effects of transport and traffic during the construction phase.
SM47	Chapter 9 – Transport and Access	9.6	A wheel washing facility would be installed on-site during the construction period in order to reduce mud and debris being deposited onto the local road network.	Construction	To minimise the effects of transport and traffic during the construction phase.
SM48	Cultural Heritage	10.7	<p>A buffer zone of up to 10m with fencing will be put in place in order to mitigate any inadvertent damage which may result from construction movement around Asset 20. A watching brief will be undertaken on any ground-breaking works required within this buffer zone. If significant archaeological remains were encountered consideration will be given to micrositing infrastructure or, where this is not possible, further works such as excavation and post-excavation analyses.</p> <p>A watching brief would be undertaken on any ground-breaking works required within this buffer zone. This will allow for recording of any features affected by the ground works and the preservation of any remains encountered by record.</p>	Construction	Asset 20 is located 150m to the east of Turbine 27 and within 20m of the proposed infrastructure and has the potential of being affected by construction works due to its proximity
SM49	Noise - construction scoped out of assessment	n/a	Noise will be controlled by restricting works to standard working hours and exclude Sundays, unless specifically agreed otherwise.	Construction	To safeguard the noise amenity of local residents
SM50	Noise - construction scoped out of	n/a	Consultation with the local authorities will be undertaken along with providing information to residents on intended activity and timeframes.	Construction	To safeguard the noise amenity of local residents

ID	EIA Discipline / Chapter	Section	Mitigation measure	Phase	Reason
	assessment				
SM51	Noise – construction scoped out of assessment	n/a	<p>The construction and decommissioning works on-site will be carried out in accordance with:</p> <ul style="list-style-type: none"> • Relevant EU Directives and UK Statutory Instruments that limit noise emissions from a variety of construction plant; • The guidance set out in PAN1/2011 and BS 5228: 2009; and • Section 61 of the Control of Pollution Act 1974 and Section 80 of the Environmental Protection Act. 	Construction/Decommissioning	To safeguard the noise amenity of local residents
SM52	Chapter 11: Noise	11.6	A noise curtailment regime would specify which turbines would be required to run in which noise-reduced modes for given wind speeds and directions. Where the noise limits cannot be met using this approach it is possible to specify that one or more of the turbines be shut down for certain wind speed and direction sectors.	Operation	To safeguard the noise amenity of local residents in accordance with ETSU-R-97. To ensure that noise limits are not exceeded.
SM53	Chapter 13: Other Considerations (Aviation)	13.6.1	The Applicant already has agreed mitigation in place with NATS and GPA for Sandy Knowe Wind Farm. The approach to the Proposed Development will be to enhance any existing mitigation to encompass the Proposed Development turbines where appropriate.	Operation	In the interests of aviation safety
SM54	Chapter 13: Other Considerations (Aviation)	13.6.1 and Table 13-1	<p>Proposed Development turbines will be fitted with 25 candela omni-directional red lighting or infrared lighting with an optimised flash pattern of 60 flashes per minute of 200ms to 500ms duration at the highest practicable point</p> <p>The Applicant already has agreed mitigation in place with MOD for Sandy Knowe Wind Farm. The approach to the Proposed Development will be to enhance any existing mitigation to encompass the Proposed Development turbines where appropriate.</p>	Operation	In the interests of aviation safety

14.3 Residual Effects

The residual effects of the Proposed Development following the implementation of embedded and additional mitigation are assessed within each technical chapter of this EIA Report (Chapters 5 to 13).

No significant adverse residual effects are predicted within the following areas:

- Ecology (Chapter 6)
- Ornithology (Chapter 7)
- Hydrology, Geology and Soils (Chapter 8)
- Transport and Access (Chapter 9)
- Cultural Heritage (Chapter 10)
- Noise (Chapter 11); and
- Aviation, telecommunication and Shadow Flicker (Chapter 13).

There are potential minor or negligible beneficial effects in relation to the development, construction and operation phases of the Proposed Development, both in employment and GVA terms in the context of local and national economies.

In the context of the cumulative sites (specifically Sandy Knowe Wind Farm), there are potential beneficial effects in relation to the operation phase of the Proposed Development, both in employment and GVA terms in the context of local and national economies.

A limited number of significant residual effects are predicted in relation to the landscape and visual assessment only (Chapter 5). These are summarised in table 14-2.

Table 14-2: Summary of significant residual effects

Receptor	L VIA Residual Effect	Cumulative Residual Effect
Construction Effects on Landscape Receptors		
The Proposed Development Site	Significant (Major)	Not significant
Operational Effects on Landscape Receptors		
The Proposed Development Site	Significant (Moderate)	Not significant
Upland River Valleys - Ayrshire	Not significant (Minor)	Not significant
Upper Dale LCT – Dumfries & Galloway	Significant (Moderate) for the site and area of the LCT to the north and west of Sandy Knowe Wind Farm, within approximately 3km. Not Significant (Minor) for wider areas.	Not significant
Southern Uplands with Forest LCT – Dumfries & Galloway	Significant (Moderate) for the Proposed Development Site, Not Significant (Minor) for wider areas of the LCT, in the units to the north and south of Niithsdale.	Not significant
Southern Uplands SLA	The Proposed Development will not significantly affect the integrity of the designation	Additional cumulative effects not judged to affect the overall integrity of the SLA designation

Receptor	LVIA Residual Effect	Cumulative Residual Effect
Operational effects on Visual Receptors		
Viewpoint 1: A76 at Cairn Bridge	Significant (Moderate)	Not significant
Viewpoint 2: Libry Moor Footpath	Significant (Moderate)	Not significant
Viewpoint 3: The Knowe	Significant (Moderate)	Not significant
Viewpoint 4: Lagrae	Minor (not significant)	Not significant
Viewpoint 5: St Connel's Church	Significant (Moderate)	Not significant
Viewpoint 6: Kirkconnel	Minor (not significant)	Not significant
Viewpoint 7: Kirkland Hill	Significant (Moderate)	In terms of total cumulative effects, these are considered to be significant. However, this would be the case without the Proposed Development in place.
Viewpoint 8; Sanquhar	Minor (not significant)	Not significant
Viewpoint 9: Southern Upland Way, north-east approach to Sanquhar	Minor (not significant)	Not significant
Viewpoint 10: Crawick Artland	Minor (not significant)	Not significant
Viewpoint 11: East Mount Lowthera	Minor (not significant)	In terms of total cumulative effects, these are considered to be significant. However, this would be the case without the Proposed Development in place.
Viewpoint 12: Blackcraig Hill	Minor (not significant)	In terms of total cumulative effects, these are considered to be significant. However, this would be the case without the Proposed Development in place.
Viewpoint 13: New Cumncok	Minor (not significant)	Not significant
Viewpoint 14: Ochiltree	Minor (not significant)	Not significant
Viewpoint 15: Cairn Table	Minor (not significant)	In terms of total cumulative effects, these are considered to be significant. However, this would be the case without the Proposed Development in place.
Viewpoint 16: SUW, east of Cloud Hill	Minor (not significant)	Not significant
Viewpoint 17: Rear of Lochside Hotel	Minor (not significant)	Not significant
Kirkconnel and Kelloholm	Minor (not significant)	Not significant
New Cumnock, Pathhead and Mansfield	Minor (not significant)	Not significant
Sanquhar and Mennock	Minor (not significant)	Not significant
A76	Significant (Moderate) as road users pass the site and from a short section approximately 1km to the west. Not significant elsewhere.	Not significant

Receptor	LVIA Residual Effect	Cumulative Residual Effect
Southern Upland Way	Minor (not significant)	In terms of total cumulative effects, and due to the number of wind farms seen in multiple viewing directions the potential for significant total effects, from certain open upland sections of the SUW, is acknowledged.
Core Paths and Rights of Way within 5km	Significant (Moderate) from open sections of the Core Path Network to the north of Kirkconnel and within 5km.	Not significant

14.4 Conclusions

As detailed in Chapter 3 of this EIA Report: Description of Development, the Proposed Development will comprise up to six wind turbines (three turbines up to a maximum 125m tip height and three turbines up to a maximum of 149.9m tip height) and associated infrastructure including battery storage, hardstandings, cabling and access roads. The wind turbines have an indicative output of 21.6MW and the battery storage will have an indicative capacity of 28.4MW.

The only significant adverse effects established through the EIA and reported in this EIAR relate to a small number of landscape and visual effects. These are generally limited to locations within relatively close proximity to the Proposed Development or higher sensitivity views from the northern side of Nithsdale.

In general terms the Proposed Development reads as a small extension to Sandy Knowe Wind Farm. The proposed turbine size has been selected to reflect the height of the turbines in Sandy Knowe Wind Farm. The greater offset of the three larger turbines from more sensitive lower lying receptors in Nithsdale, to the north, helps to mask the increased height of these turbines.

14.5 References

Scottish Government (2017). The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017. Available at: <http://www.legislation.gov.uk/ssi/2017/101/contents/made> [Accessed 20/12/2021]