

Technical Appendix 4.5: Cumulative Assessment

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1.1 Introduction

- 1.1.1. This Technical Appendix (TA) of **Chapter 4 Landscape and Visual, (EIAR Volume 2)** identifies and assesses the cumulative effects on landscape receptors within the 20 km Study Area and visual receptors within the 25 km Study Area, as a result of the Proposed Development described in **Chapter 2: Development Description (EIAR Volume 2)**.
- 1.1.2. This TA should be read in conjunction with the following:
 - **Volume 2: Main Report;**
 - Chapter 4: Landscape and Visual;
 - **Volume 3a: Figures (Figures 4.1 to 4.17);**
 - **Volume 3b: Visualisations (Figures 4.18.1 to 4.36.6;**
 - **Volume 4: Technical Appendices:**
 - TA 4.1: Landscape and Visual Impact Assessment (LVIA) Methodology;
 - TA 4.2: Operational and Under-Construction Sites within 25 km;
 - TA 4.3: Landscape Assessment;
 - TA 4.4: Visual Assessment;
 - TA 4.6: Aviation Lighting Assessment;
 - TA 4.7: Implications on Designated Landscapes; and
 - TA 4.8: Residential Visual Amenity Assessment.

1.2 Scope of Cumulative Assessment

- 1.1.3. A cut-off date of the **6th of March 2026** was applied to all operational, under-construction, consented and application wind farm sites located within 25 km of the Proposed Development. This enables suitable time to undertake assessments and create figures and visualisations prior to submission of the Environmental Impact Assessment Report (EIAR).
- 1.1.4. Cumulative effects are assessed following the methodology set out in **Technical Appendix 4.1 (EIAR Volume 4)**. It should be noted that:
 - Taking a precautionary approach, the sensitivity of receptors for the cumulative assessment is taken to be the same as that identified in the LVIA;
 - Judgements regarding the magnitude of change, include consideration of all information in the LVIA as well as changes to the relationship between wind farms in the cumulative baseline;
 - The LVIA has considered existing wind farms to be part of the baseline conditions (i.e. operational and under-construction developments);
 - The cumulative assessment considers two different scenarios:
 - **Consented Scenario:** the addition of the Proposed Development in the context of operational, under construction and consented wind farms, i.e. a likely future scenario;
 - **In-Planning Scenario:** the addition of the Proposed Development in the context of operational, under construction, consented, undetermined planning applications and wind farm developments currently at appeal, i.e. a less certain future scenario;
- 1.1.5. Scoping developments are not considered in this assessment due to the insufficient information available to undertake an assessment.
 - The cumulative assessment considers additional effects as a result of the Proposed Development to the Consented and In-planning Scenarios. Combined cumulative effects of the Proposed

Development are set out in the LVIA chapter and discuss the cumulative effects of all of the wind farms within the wider landscape.

- 1.1.6. The list of existing wind farms has been set out in **Technical Appendix 4.2 (EIAR Volume 4)** and are shown on **Figure 4.12a and b (EIAR Volume 3a)**.
- 1.1.7. The consented, and in-planning wind farms considered in the cumulative assessment are listed in Table 4.5.1, note distances are from the outermost turbines). Scoping sites are listed for context.

Table 4.5.1: Consented and In-Planning Sites within 25 km		
Site	Details	Distance and Direction from the nearest proposed turbine (km)
Consented		
51. Auldton Farm	1 turbine at 61 m to tip	21.1, northwest
52. Auldtonheights	1 turbine at 67 m to tip	19.0, northwest
53. Bankend Rig III	10 turbines at 250 m to tip	23.1, northwest
54. Birkhill Mill	2 turbines at 99.9m to tip	17.7, northwest
55. Broken Cross Surface Mine	2 turbines at 55.7 m to tip	17.2, north
56. Cloud Hill	11 turbines at 180 m to tip	15.9, southwest
57. Cora Farm	1 turbine at 77 m to tip	20.3, north
58. Glenkerie Extension	6 turbines at 100 m to tip	16.3, northeast
59. Glenmuckloch	8 turbines at 149.9 m to tip	14.6, southwest
60. Hare Craig	8 turbines at 230 m to tip	17.7, northwest
61. Kennoxhead Wind Farm Extension	14 turbines at 180 m to tip	11.4, northwest
62. Kennoxhead Phase 2 (Penbreck)	8 turbines at 220 m to tip	12.4, northwest
63. Lethans Extension	10 turbines at 251 m to tip	13.1, west
64. Lethans WF (2019)	22 turbines at 200 m to tip	14.8, west
65. Lion Hill	4 turbines at 126.5 m to tip	9.0, southeast
66. Lorg	10 turbines at 200 m to tip	23.9, southwest
67. Muirhouse Farm	1 turbine at 51 m to tip	23.8, northwest
68. Sandy Knowe Extension	6 turbines at 149.9 m to tip	17.0, southwest
69. South Priorhill	1 turbine at 110.9 m to tip	23.8, northwest
In-planning		
70. Oliver Forest	7 turbines at 200 m to tip	14.9, east
71. Appin	9 turbines at 200 m to tip	23.5, southwest
72. Bodinglee	35 turbines at 250 m to tip	8.7, northwest
73. Broken Cross Energy Project (T8)	1 turbine at 149.9 m to tip	18.3, northwest
74. Daer	17 turbines at 180 m to tip	11.7, southeast
75. Euchanhead	21 turbines at 230 m to tip	20.8, southwest
76. Glenmuckloch Hill	8 turbines at 149.9 m to tip	14.6, west
77. Grayside	15 turbines at 200 m to tip	9.6, northeast

Table 4.5.1: Consented and In-Planning Sites within 25 km		
Site	Details	Distance and Direction from the nearest proposed turbine (km)
78. Hagshaw Energy Cluster - Western Expansion_Area A_Phase 1	18 turbines at 230 m to tip	23.0, northwest
79. Hare Hill Repowering (Phase 1)	15 turbines at 180 m to tip	20.2, southwest
80. Hare Hill Repowering (Phase 2)	8 turbines at 200 m to tip	20.9, southeast
81. Harestanes South	8 turbines at 150 m to tip	26.0, south
82. Harestanes West	12 turbines at 220 m to tip	24.0, southeast
83. Hawkwood Hill	5 turbines at 220 m to tip	26.1, northwest
84. Herds Hill	3 turbines at 149 m to tip	15.6, southwest
85. M74 West	22 turbines at 200 m to tip	5.9, north
86. Rivox	29 turbines at 230 m to tip	12.5, southeast
87. Rowancraig	6 turbines at 180 m to tip	15.0, southwest
100. Scoop Hill	60 turbines at 250 m to tip.	27.0, southeast
Scoping Sites		
88. Airds Hill	8 turbines at 250 m to tip	22.1, west
89. Blackwood WF	7 turbines at 200 m to tip	20.7, west
90. Brae	3 turbines at 200 m to tip	19.6, north
91. Clyde South	9 turbines at 180 m to tip	8.0, southeast
92. Dalfad	14 turbines at 200 m to tip	23.4, west
93. Glensalloch	15 turbines at 220 m to tip	3.9, southwest
94. Hagshaw Energy Cluster – Western Expansion Area B Phase 2	20 turbines at 220 m to tip	18.7, northwest
95. Hagshaw Energy Cluster – Western Expansion Area C Phase 2	12 turbines at 230 m to tip	21.7, northwest
96. Hagshaw Hill Phase 3	8 turbines at 200 m to tip	12.9, northwest
97. Kinnelhead	26 turbines at 250 m to tip	15.9, south
98. Watchman	16 turbines at 240 m to tip	9.4, south
99. West Andershaw	11 turbines at 250 m to tip	6.2, northwest

1.3 Development Patterns and Scope of Assessment

Existing Scenario

- 1.1.8. **Figure 4.6 (EIAR Volume 3a)** identifies operational and currently under-construction wind farms.
- 1.1.9. The pattern of existing wind farm development within the 25 km Study Area is one of clusters to the east and west of the M74 Motorway / A74 (M) motorway, and further west of Nithsdale. Existing wind farms range in turbine tip height between 46.1 – 200 m, comprising varying wind turbine models and life cycles.
- 1.1.10. Clyde Wind Farm (9) and Clyde Extension (10) cover the largest geographical area occupying part of the northern side of the Southern Uplands. Turbines forming part of these two developments are at

various elevations on rounded hill tops and visible from a lower lying area between Glasgow and Abington although not in their entirety due to intervening landform.

- 1.1.11. Harestanes (24) and Minnygap (35) Wind Farms are located on the western side of the A74 (M) road southwest of Beattock. Both of these developments are located on the southeastern side of Queensberry Hill (697 m AOD) and generally follow a grid like layout based on the topography of the hillside.
- 1.1.12. Elsewhere, wind farms are smaller in number of turbines, forming small and large clusters of development to the northeast of Clyde Wind Farm Extension (10), such as Glenkerie (18) which is a standalone development. To the west of Clyde Wind Farm (9) are Andershaw (1) and Middle Muir (34) which appear as one single development, and further west, Kennoxhead (28) which is also a standalone development.
- 1.1.13. In the northwest, there are several different clusters of wind farms which are located on the western side of the M74 Motorway. This includes Bankend Rig (5), Cumberhead (11), Dalquahandy (12), Douglas West (13), Dungeval (14), Galawhistle (16), Hagshaw Hill Phase 2 (20), Hagshaw Hill Repowering (21), Kype Muir (29), Kype Muir Extension (30), and Nutberry (38).
- 1.1.14. To the north of Happendon Services, there are several smaller single turbines on either side of the M74 Motorway including Auchren Farm (3), Broken Cross Energy Project (7), Easterton Wind Cluster (15), JJ’s Farm (27), and southwest of Kirkmuirhill Auchrobert (4), Garrelwood Farm (17), High Waterhead Farm (26), Ladehead Farm (31), Low Whiteside Farm (32), Lower Waterhead Farm (33), North Brackenridge (37), and Woodlands Farm (44/45), all located west of the M74 Motorway.
- 1.1.15. In the southwest of the 25 km Study Area, there are wind farms both forming clusters and standalone developments such as Hare Hill (22), Hare Hill Extension (23), Sandy Knowe (39), Sanquhar (40), Whiteside (43), and Twenty Shilling Hill (42).
- 1.1.16. To the northwest of Clyde Wind Farm Extension, the under-construction development of Priestgill (48) is located, and Whitelaw Brae (50) further to the east forming separate developments. Other developments currently under-construction include Cumberhead West (46) and Douglas West (47) to the northwest which further reinforce the current cluster of Cumberhead (11), Dalquahandy (12), Douglas West (13), Galawhistle (16), and Hagshaw Hill Phase 2 (20).

Cumulative Scenarios

- 1.3.1 **Figure 4.12 (EIAR Volume 3a)** identifies operational, under-construction, consented, and in-planning wind farms within 25 km of the Site. Sites currently at scoping stage are shown for context only.

Consented Scenario

- 1.1.17. In the Consented Scenario, i.e. with both operational/under construction and consented wind farms included in the baseline, there would be a further concentration of turbines around existing wind farm sites. The exception to this would be Glenmuckloch (59) and Lethans Wind Farm (64), which occupies an area to the southwest between Kennoxhead and Sandy Knowe and contributes to an emerging larger concentration of turbines to the west and northwest than currently experienced with only one operational wind turbine, Glenmuckloch Energy Park (19), being present. The closest consented developments to the Site would be Lion Hill Wind Farm (65), Kennoxhead (61) and Kennoxhead Phase 2 (Penbreck) (62), 11.5 km to the northwest appearing as part of Clyde Wind Farm (9) and Kennoxhead Wind Farm (28) respectively.

In-Planning Scenario

- 1.1.18. The In-Planning Scenario, i.e. with operational/under-construction, consented and in-planning sites in the baseline, would lead to a further concentration of turbines. This would include smaller developments within the motorway corridor such as Broken Cross Energy Project (T8) (73), Muirhouse

Farm (67) and South Priorhill (69). The M74 West (85) and Bodinglee (72) would be located along the motorway corridor on either side to the northwest of Abington. Other in-planning developments would be located further to the east Grayside (77), and west Glenmuckloch Hill (76), Hagshaw Energy Cluster - Western Expansion Area A Phase 1 (78), Hawkwood Hill (83), all located next to operational and under-construction developments. There would also be a further intensification of turbines on the western side of Nithsdale infilling gaps between the operational and under-constructions sites. West of the A74 (M) road, Daer (74) and Rivox (86) would be located between Clyde (9) and Harestanes (24) and Minnygap (35) Wind Farms.

- 1.1.19. There would be a marked increase in turbine heights reflecting larger turbines and a revised planning system with applications regularly being submitted with tip heights between 150 - 250 m. Due to this, there would be a noticeable difference in turbine heights between the two scenarios which will evolve over time as existing sites come to the end of their operating lives and are repowered or decommissioned.

Scoping Developments

- 1.1.20. Similar to the in-planning scenario, sites currently at scoping stage are planned adjacent to operational, under-construction, consented and in-planning clusters in the northwest, southeast, and southwest of the 25 km Study Area further reinforcing the number of turbines present, and in most cases potentially leading to the clusters each appearing as one large wind farm with some repowering occurring. Scoping stage sites are not assessed in this cumulative assessment due to their highly speculative nature and are therefore scoped out of detailed consideration but are shown for context.

1.4 Cumulative Effects

- 1.1.21. The following provides a cumulative assessment of landscape character within 20 km and visual amenity within 25 km, based on the landscape and visual receptors assessed in the LVIA.

Cumulative Assessment on Selected Landscape Character Types

Table 4.5.1: Cumulative Assessment – Landscape Character			
LCT	LVIA Findings (Existing Scenario)	Consented Scenario	In-Planning Scenario
177. Southern Uplands - Dumfries & Galloway: Wanlockhead Unit	The Proposed Development would not be located within this unit of the LCT and effects would be indirect. The main effect upon the LCT would be from views of turbines from elevated areas looking beyond the LCT. It is predicted the effect on the character of the Wanlockhead Unit of LCT 177 Southern Uplands – Dumfries & Galloway is judged to be significant (Moderate) for a localised area within 5 km to the southwest,	No consented developments would be located within this LCT. There would be additional consented wind farms located relatively close to this LCT, including Glenmuckloch (59), Lethans Extension (63), and Lethans Windfarm (2019) (64) approximately 13.1 km to the west, and Cloud Hill (56), Lorg (66), Sandy Knowe Extension (68) to the southwest on the western side of Nithsdale, approximately 15.9 km from the nearest turbine. As such, the Proposed Development would be introduced into a wind farm wind farm landscape, therefore slightly reducing the sensitivity of the LCT. The effect would remain as significant (Moderate) for a localised area within 5 km to the southwest, reducing to not	No in-planning developments would be located within this LCT. There would be additional in-planning wind farms located relatively close to this LCT, including Glenmuckloch Hill (76), approximately 14.6 km to the west, and Euachanhead (75), Hare Hill Repowering phase 1 (79), Hare Hill Repowering Phase 2 (80), Herds Hill (84) and Rowancraig (87) to the southwest on the western side of Nithsdale, approximately 14.9 km from the nearest turbine. Similar to the consented baseline scenario, there would be an intensification of wind turbines viewed from beyond the LCT, most notably to the southwest of Nithsdale which would result in a slight reduction in sensitivity. The effect would remain as significant (Moderate) for a localised area within 5 km to the

Table 4.5.1: Cumulative Assessment – Landscape Character			
LCT	LVIA Findings (Existing Scenario)	Consented Scenario	In-Planning Scenario
	thereafter, reducing to not significant (Negligible) .	significant levels (Minor) and (Negligible) .	southwest, reducing to not significant levels (Minor) and (Negligible) .
207. Upland River Valley - Glasgow & Clyde Valley: Duneaton Water Unit	The size and scale of the change to the character of the Duneaton Water would cover a large geographical area including the valley floor and sides of the unit affecting the skyline of the valley in views to the south. The effect on character is judged as significant (Major) or (Moderate) .	No consented developments would be located within this LCT. As such, the Proposed Development would be introduced into a wind farm context that is very similar to the existing scenario, and the findings of effect would not change from significant (Major) or (Moderate) .	The M74 West (85) is partially located within this LCT northeast of Crawfordjohn. Bodinglee (72) Wind Farm is located relatively close to the northeast of the LCT. No other in-planning sites are close to the LCT. The Proposed Development would be introduced into a wind farm context that would include a baseline where wind turbines would be more visible reducing slightly the sensitivity of the LCT the findings of effect would not change from significant (Major) or (Moderate) .
209. Upland Glen - Glasgow & Clyde Valley	It is predicted the effect on the character of this LCT is judged to be significant (Moderate) for a localised area within 5 km to the southwest, thereafter, reducing to not significant (Negligible) .	No consented developments would be located within this LCT. As such, the Proposed Development would be introduced into a wind farm context that is very similar to the existing scenario, and the findings of effect would not change from significant (Moderate) for a localised area within 5 km to the southwest, reducing to not significant (Negligible) .	No in-planning developments would be located within this LCT. As such, the Proposed Development would be introduced into a wind farm context that is very similar to the existing scenario, and the findings of effect would not change from significant (Moderate) for a localised area within 5 km to the southwest, reducing to not significant (Negligible) ..
217 Southern Uplands – Glasgow & Clyde Valley	This LCT would host the Proposed Development. The introduction of the Proposed Development within this LCT would give rise to a significant (Major) effect for approximately 3-5 km, and not significant (Minor) and (Negligible) effects elsewhere.	Lion Hill Wind Farm (65) would be located within this LCT extending turbines to the south of Clyde Wind Farm (9) and therefore seen as part of the same development due to proximity and turbine scale. The effect would remain as significant (Major) for an area of the LCT approximately within 5 km, reducing to not significant levels (Minor) and (Negligible) thereafter.	The in-planning baseline scenario would include Grayside (77) approximately 9.5 km to the northeast, Daer (74) and part of Rivox (86) Wind Farms approximately 11.7 km to the southeast of the nearest turbine. The addition of the Proposed Development to this baseline would result in turbines extending westwards from the existing Clyde (9), the consented Lion Hill (65) Wind Farms. In this context, the likely effect attributable to the Proposed Development on the character of the LCT would be slightly less than predicted in the LVIA, but with no change to the significant (Major) effect for the part of the LCT that hosts the Proposed Development.

Cumulative Effects on Selected Visual Receptors

- 1.1.22. The effects on settlements within 10 km Study Area, sequential experiences along routes through the 25 km Study Area, and hill tops that may be affected by cumulative relationships in each scenario are set out in Table 4.5.2 and supported by viewpoint visualisations shown in **EIAR Volume 3b**.

Table 4.5.2: Cumulative Route Assessment			
Visual Receptor	LVIA Findings (Existing Scenario)	Consented Scenario	In-Planning Scenario
Settlements within 10 km			
Abington	A significant (Moderate) effect is predicted for a limited number of properties. For the majority of the village, a not significant (Negligible) effect is predicted.	No consented developments are visible from the village and effects would remain the same.	The addition of in-planning developments would result in the M74 West (85) project would be visible to the northwest from a limited number of properties. The addition of the Proposed Development to this baseline would result in further turbines being partially visible from the village to the southwest. However, successive views of both developments are unlikely due to screening by landform and vegetation in the village. The effect identified in the LVIA would remain the same.
Crawford	A significant (Moderate) effect is predicted for a limited number of properties. For the majority of the village, a not significant (Minor) and (Negligible) effect is predicted.	No consented developments are visible from the settlement and effects would remain the same.	No in-planning developments would be visible from the settlement and effects would remain the same as that identified in the LVIA.
Crawfordjohn	A not significant (Minor) effect is predicted for a limited number of properties. For the majority of the village, a not significant (Negligible) and is predicted.	No consented developments are visible from the village and effects would remain the same.	The addition of in-planning developments would result in the M74 West (85) project would be partially visible to the east from a limited number of properties. The addition of the Proposed Development to this baseline would result in further turbines being partially visible to the south although intervening landform and forestry would reduce views. Successive effects of both developments would be limited and effects would remain the same as that identified in the LVIA.
Elvanfoot	A significant (Major) effect is predicted for a limited number of properties. For the majority of the village, a not significant (Minor) and (Negligible) effect is predicted.	No consented developments are visible from the village due to screening by landform, therefore effects would remain the same.	No in-planning developments would be visible from the village and effects would remain the same as that identified in the LVIA.
Leadhills	A significant (Major) effect is predicted for the south of the village, reducing to significant (Moderate) effect in the north.	No consented developments are predicted to be visible from the village and effects would remain the same.	No in-planning developments would be visible from the village and effects would remain the same as that identified in the LVIA.

Table 4.5.2: Cumulative Route Assessment			
Visual Receptor	LVIA Findings (Existing Scenario)	Consented Scenario	In-Planning Scenario
Wanlockhead	A not significant (Minor) effect is predicted for a limited number of properties on the eastern periphery of the village. For the majority of the village, a not significant (Negligible) and is predicted.	No consented developments are visible from the village, and the effects would remain the same.	No in-planning developments are visible from the village, and the effects would remain the same as identified in the LVIA
Roads and Railway Lines			
M74 Motorway / A74 (M) road	A significant (Moderate) effect between 6.9 - 10 km, reducing to not significant (Minor) and (Negligible) for the majority of the road.	The addition of consented developments would result in an intensification of turbines between Kirkmuirhill and Happendon where Auldtonheights (52), Birkhill Mill (54), and Broken Cross Surface Mine (55), located close to the road next to operational wind turbines. The remaining consented developments would be located further to the west, next to existing operational wind farms and to the east, although landform would screen views towards these developments. The addition of the Proposed Development would increase the number of turbines viewed to the west of Abington and sequential views although these would be similar to visibility already obtained from the road and no change to the effects identified would occur.	The addition of in-planning developments would result in sequential views of the M74 West (85) and Bodinglee (72) wind farms to the northwest of Abington, which would increase views of turbines close to the M74 motorway. The addition of the Proposed Development to this would result in further views of turbines extending west from Clyde Wind Farm (9). There would be combined views when travelling southbound from Kirkmuirhill and Abington, and northbound between Crawford and Abington with the Proposed Development gradually becoming more prominent with proximity. Successive views are also possible when travelling between Abington and the M74 West and Bodinglee developments. The addition of Bodinglee and M74 West developments would reduce the sensitivity but not to a degree where the potential effect identified in the LVIA would change. Sequential effects would remain similar to those identified in the LVIA.
A73 road	A significant (Moderate) effect is predicted between 6.9 - 10 km, reducing to not significant (Minor) and (Negligible) for the majority of the road.	The addition of consented developments would be at a distance from the road, and no cumulative effects are anticipated with the Proposed Development.	The addition of in-planning developments would result in some partial views of Bodinglee (72) and M74 West (85) from the road although landform would reduce visibility. The addition of the Proposed Development to this baseline would also be viewed from the same section of road but be more prominent within 10 km. Views of the three developments would mainly be seen when travelling southbound and would be successive and combined on approaching the roundabout with the A702 road. Landform screening would reduce visibility of the in-planning developments, and the effects would remain similar to those identified in the LVIA.

Table 4.5.2: Cumulative Route Assessment			
Visual Receptor	LVIA Findings (Existing Scenario)	Consented Scenario	In-Planning Scenario
A702 road	A significant (Moderate) effect is predicted between Bower of Mandel to Abington, reducing to not significant (Minor) and (Negligible) for the majority of the road.	The addition of consented developments would result in brief views of Lion Hill (65) which would be viewed alongside Clyde Wind Farm (9) perceived as the same development. This would not be seen at the same time as the Proposed Development due to intervening landform and is not judged to alter the effect identified in the LVIA.	The addition of in-planning developments would result in M74 West (85) and Bodinglee (72) being partially visible from this road to the east northeast of Abington. Views of the three developments would mainly be seen when travelling southbound and would be successive and combined on approaching Abington. Landform screening would reduce visibility of the in-planning developments, and the effects would remain similar to those identified in the LVIA.
B797 road	A significant (Major) effect is predicted for sections of the road between Abington and Lettershaws, and between Wanlockhead and Leadhills, reducing to significant (Moderate) in between. South of Wanlockhead where not visible, a not significant (Negligible) effect would occur.	No consented developments would be visible from this road due to intervening landform, and the effects would remain the same.	No in-planning developments would be near the road, and effects would remain the same as identified in the LVIA.
B740 road	Not significant (minor) effects are predicted between the junction with the B7078 road and Netherhill and not significant (Negligible) thereafter. judged to occur	No consented developments would be visible from this road due to intervening landform, and the effects would remain the same.	The addition of in-planning developments would result in the M74 West (85) being visibly closer to where the road joins the B7078 road. The Proposed Development would introduce turbines to the south of this road and be partially seen sequentially with the M74 West with the two developments being viewed successively between Crawfordjohn and the B7078 road but would not give rise to an increase in effect.
B7040 road	A significant (Major) effect is predicted for this road.	No consented developments would be visible from this road due to intervening landform and the effects would remain the same.	No in-planning developments would be visible from this road due to intervening landform and the effects would remain the same.
B7078 Road / NCR 74	A significant (Moderate) effect is predicted south of Happendon Services to Beattock Summit, reducing to not significant (Minor) and (Negligible) for the majority of the road and NCR.	No consented developments would be close to this road and the effects would remain the same.	The addition of in-planning developments would result in sequential views of the M74 West (85) and Bodinglee (72) Wind Farms to the northwest of Abington, which would increase views of turbines close to the road and NCR. The addition of the Proposed Development to this would result in further views of turbines extending west from Clyde Wind Farm (9). There would be combined views when travelling southbound from

Table 4.5.2: Cumulative Route Assessment			
Visual Receptor	LVIA Findings (Existing Scenario)	Consented Scenario	In-Planning Scenario
			Kirkmuirhill and Abington, and northbound between Crawford and Abington with the Proposed Development gradually becoming more prominent with proximity. Successive views are also possible when travelling between Abington and the M74 West and Bodinglee developments. The addition of Bodinglee and M74 West developments would reduce the sensitivity but not to a degree where the effect judged in the LVIA would change. Sequential effects would remain similar to that already identified in the LVIA.
West Coast Mainline	A not significant (Minor) effect is predicted for sections of the railway line between Abington and Crawford, and not significant (Negligible) elsewhere.	No consented developments would be visible from the railway line and the effects would remain the same.	The addition of in-planning developments would result in M74 West (85) and Bodinglee (72) being partially visible from the railway line to the east northeast of Abington with partial to full screening occurring from railway embankments and intervening landform. Views of the three developments would mainly be seen when travelling southbound and would be successive and combined on approaching the Abington. Landform screening would reduce visibility of the in-planning developments, and the effects would remain similar to that already identified in the LVIA.
Long Distance Walking Routes			
Southern Upland Way (SUW)	Significant (Major) effects are predicted for sections of the SUW at Glengaber Hill and between Hitteril Hill and Beld Knowe, and not significant (Minor) and (Negligible) elsewhere.	The addition of the consented developments would result in Lion Hill (65) being visible to the north close to the SUW appearing as part of Clyde Wind Farm (9). Further consented developments would be seen on the west of Nithsdale in the form of Sanquhar Phase 2 (49), Cloud Hill (56), and Lorg (66) which would all reinforce operational schemes. The addition of the Proposed Development to this baseline would be similar to that assessed in the LVIA with Lion Hill providing slightly more turbines than already viewed at Clyde and an intensification of turbines west of Nithsdale. However effects would remain the same.	The addition of in-planning developments would result in close views from SUW of Daer (74) and Rivox (86) and west of Nithsdale where Herds Hill (84), Rowancraig (87), Appin (71) and Eucharhead (75) would be viewed alongside operational, sites currently under construction and consented schemes. The addition of the Proposed Development would result in wind turbines extending west from Clyde (9) and northwest to in-planning windfarms. This would form a prominent feature within views from a longer part of the SUW. As a consequence, there would be an increase in effect to significant (Major) and (Moderate) reducing beyond to not significant (Minor) and (Negligible) effect.
Scottish Hill Tracks			
56: Coulter to Crawford	A significant (Moderate) effect west of Camps	No consented developments are located close to this SHT.	The addition of in-planning developments would result in close views of Grayside (77) which would

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Visual Receptor	LVIA Findings (Existing Scenario)	Consented Scenario	In-Planning Scenario
	Reservoir, reducing to not significant (Minor) and (Negligible) elsewhere.		be viewed sequentially with the Proposed Development. There would be a slight reduction in the sensitivity as a result of the nearby wind farm but would not alter the significant (Moderate) effect west of Camps Reservoir predicted in the LVIA, reducing to not significant (Minor) and (Negligible) elsewhere
57: Robertson to Douglas	A not significant (Minor) effect is predicted.	No consented developments are located close to this SHT with Douglas West Extension (47) and Hare Craig (60) being located further to the northwest beyond operational wind farms. The LVIA effect would remain as not significant (Minor) .	The addition of in-planning developments would result in close views of Bodinglee (72) and M74 West (85) which are located in the western side of the footpath. The addition of the Proposed Development would result in further turbines to the southwest already assessed in the LVIA as not significant. The M74 West and Bodinglee would be more prominent in views from the footpath, however effects would remain the same as identified in the LVIA as not significant (Minor) ..
58. Douglas to Wanlockhead	A significant (Major) effect is judged for the majority of this SHT, with short sections receiving a not significant (Negligible) effect.	No consented developments are located close to this SHT, the nearest being Kennoxhead Wind Farm Extension 1 (61) and 2 (62) to the west.	The addition of in-planning development would result in sequential views of the M74 West (85) and Bodinglee (72) Wind Farms to the northwest of Abington, which would increase views of turbines close to the SHT. The addition of the Proposed Development to this would result in further views of turbines extending west from Clyde Wind Farm (9) closer to the SHT. There would be combined views when travelling southwards from Douglas to approximately 5 km from the proposed turbines becoming more prominent with proximity. Successive views are also possible when travelling northwards. The addition of the Bodinglee and M74 West developments would reduce the sensitivity but not to a degree where the effect would change judged in the LVIA. Sequential effects would remain similar to the LVIA of significant (Major) for the majority of this SHT, with short sections receiving a not significant (Negligible) effect. to that already identified in the LVIA.
59: Muirkirk to Wanlockhead	A significant (Major) effect is predicted from short sections of this route, reducing to not significant (Negligible) overall.	This SHT would obtain close views of Glenmuckloch (59), Kennoxhead Extension 1 (61) and (62), Lethans Extension (63) and Lethans Wind Farm (2019) (64) westwards. The addition of the Proposed Development would result in	The addition of in-planning developments would result in views of Glenmuckloch Hill (76) which would be viewed within the context of the consented scenario, and the overall effect would remain as set out in the LVIA of significant (Major) from short sections of this route, reducing

Table 4.5.2: Cumulative Route Assessment

Visual Receptor	LVIA Findings (Existing Scenario)	Consented Scenario	In-Planning Scenario
		further turbines extending westwards and more prominent, as judged in the LVIA of significant (Major) from short sections of this route, reducing to not significant (Negligible) overall.	to not significant (Negligible) overall.
61/61a: Wanlockhead to Sanquhar	A significant (Major) effect is predicted from short sections of this route, reducing to not significant (Negligible) overall.	No consented developments are located close to this SHT.	No in-planning developments are located close to this SHT.
62: Wanlockhead to Enterkinfoot by the Enterkin Pass	A significant (Major) effect is predicted between Wanlockhead and Threehope Hill, reducing to not significant (Negligible) thereafter.	No consented developments are located close to this SHT, no change in effect.	No in-planning developments are located close to this SHT, no change in effect.
Core Paths within 5 km	A total of 19 core paths were identified as receiving a significant (Major) effect.	No consented developments are located close to Core Paths within 5 km of the proposed turbines, no change in effect..	The M74 West (85) and Bodinglee (72) developments would be visible to the northeast, and partial views of Daer (74) and Rivox (86) developments to the southeast. Due to their proximity to the proposed turbines, the Proposed Development would form the main effect for the Core Paths as identified in the LVIA as significant (Major) effect for 19 Core Paths.
Hill Tops			
Hill Tops to the North	Not significant (Minor) effect is predicted for the northern group of hills as a result of distance and presence of other wind farms.	The inclusion of consented developments would cause limited change to the existing view. Lion Hill (65) would be viewed beyond Clyde Wind Farm appearing as part of the same development. The addition of the Proposed Development to this scenario would result the proposed turbines being seen as extending to the west of Clyde Wind Farm and partially infilling a gap between Clyde and Andershaw/Middle Muir. However there would be a noticeable gap between the developments such that the Proposed Development would continue to be viewed as a different wind farm and would not alter the effect predicted in the LVIA of Not significant (Minor) effect for the northern group of hills as a result of distance and presence of other wind farms.	The inclusion of the in-planning developments would result in further developments in the foreground such as M74 West (85), Bodinglee (72) and Grayside but would not alter the view obtained of the Proposed Development which would form a distant feature beyond Clyde Wind Farm and would not alter the effect judged in the LVIA of Not significant (Minor) for the northern group of hills as a result of distance and presence of other wind farms..

Table 4.5.2: Cumulative Route Assessment			
Visual Receptor	LVIA Findings (Existing Scenario)	Consented Scenario	In-Planning Scenario
Hill Tops to the Northeast, East and Southeast	A significant (Major) and (Moderate) effect would occur within 10 km, reducing to not significant (Minor) and (Negligible) thereafter.	The inclusion of consented developments would result in Glenkerie Extension (58) being seen in conjunction with Glenkerie (18) operational development. The remaining consented developments are located further away from this group of hills, and Lion Hill (65) would be viewed alongside Clyde Wind Farm (9). It is not predicted that this would result in an alteration of the effects identified in the LVIA of significant (Major) and (Moderate) effect within 10 km, reducing to not significant (Minor) and (Negligible) thereafter.	The inclusion of in-planning developments would result in further development around Clyde Wind Farm, including Grayside (77), Daer (74) and Rivox (86) Wind Farms, which would be seen extending to the south of Clyde (9) and a gap filling between Clyde and Harestanes. The addition of the Proposed Development would be viewed within this context with the proposed turbines being viewed behind Clyde Wind Farm and effects predicted to remain the same as identified in the LVIA of significant (Major) and (Moderate) effect within 10 km, reducing to not significant (Minor) and (Negligible) thereafter. .
Hills to the South	A significant (Major) effects are predicted within 6 km, reducing to significant (Moderate) within 10 km and not significant (Minor) and (Negligible) levels thereafter.	The inclusion of consented developments would result in wind farms located further away from this group of hills. Lion Hill (65) would be viewed along with the Clyde Wind Farm (9). The addition of the Proposed Development to this baseline would result turbines being viewed beyond and to the west of Clyde Wind Farm and would not alter the effects identified in the LVIA of significant (Major) effects within 6 km, reducing to significant (Moderate) within 10 km and not significant (Minor) and (Negligible) levels thereafter. .	The inclusion of in-planning developments would result in Daer (74) and Rivox (86) Wind Farms being viewed to the south of Clyde Farm in the foreground. The addition of the Proposed Development to this scenario would result in wind turbines viewed beyond to the west of Clyde Wind Farm (9) but would be viewed from a limited area where combined visibility would occur and would not alter the effect judged in the LVIA as of significant (Major) effects within 6 km, reducing to significant (Moderate) within 10 km and not significant (Minor) and (Negligible) levels thereafter..
Hill to the West	A significant (Major) effects are predicted within 10 km, reducing to significant (Moderate) within 15 km and not significant (Minor) and (Negligible) thereafter.	The inclusion of consented developments would be broadly similar to what is observed from the hills in the LVIA due to being located further away, and there would be no change to the effects assessed previously of significant (Major) effects are predicted within 10 km, reducing to significant (Moderate) within 15 km and not significant (Minor) and (Negligible) levels thereafter..	The inclusion of in-planning developments would result in further wind farms to the east in the form of Daer (74) and Rivox (86). The Proposed Development would result in turbines coming westwards from these developments and views would be dominated by the various wind farms alongside Clyde (9)and would not alter the effect predicted in the LVIA of significant (Major) effects are predicted within 10 km, reducing to significant (Moderate) within 15 km and not significant (Minor) and (Negligible) levels thereafter...

1.5 Summary of Assessment of Additional Cumulative Effects

1.5.1 As identified in Tables 4.5.1 and 4.5.2 and shown on **Figure 4.12a-b (EIAR Volume 3a)** there are wind energy proposals that would increase development in the wider landscape through the enlargement of existing turbine groups and introduction of new turbine groups. Proposals for larger

numbers of turbines tend to be along the M74 corridor and to the west in the 25 km Study Area to the west of Nithsdale.

1.5.2 In the Consented Scenario, Lion Hill (65) and further away developments on the west side of Nithsdale would not alter the pattern of development around Clyde (9). The introduction of the Proposed Development to the Consented Scenario would have similar effects to those identified for the Existing Scenario assessed in the LVIA (i.e. no change in findings of effect). In the In-Planning Scenario, Daer (72) and Rivox (86) would result in a new cluster of turbines between Clyde and Harestanes (24) Wind Farms occupying the southeast of the Site. The addition of the Proposed Development to this baseline would result in an intensification of wind turbines in views from the southern and western hills, and SUW where a ‘wind farm landscape’ would be perceived. Therefore, cumulative effects are most likely to occur in an area between Clyde Wind Farm in the east, Harestanes Wind Farm in the south, the M74 West (85) and Bodinglee (72) in the north. In addition, there would be sequential views on several of the roads and footpaths assessed. However, this is not deemed to result in additional cumulative effects due in part to the limited visibility of the Proposed Development and existing context where operational and under-construction developments are visible.

References

NatureScot (2020) Guidance - Assessing the cumulative landscape and visual impact of onshore wind energy developments. Available online from: <https://www.nature.scot/doc/guidance-assessing-cumulative-landscape-and-visual-impact-onshore-wind-energy-developments> [Accessed 7th April 2026]