

Watchman Energy Park

Environmental Impact Assessment Report

Volume 1: Non-Technical Summary

February 2026



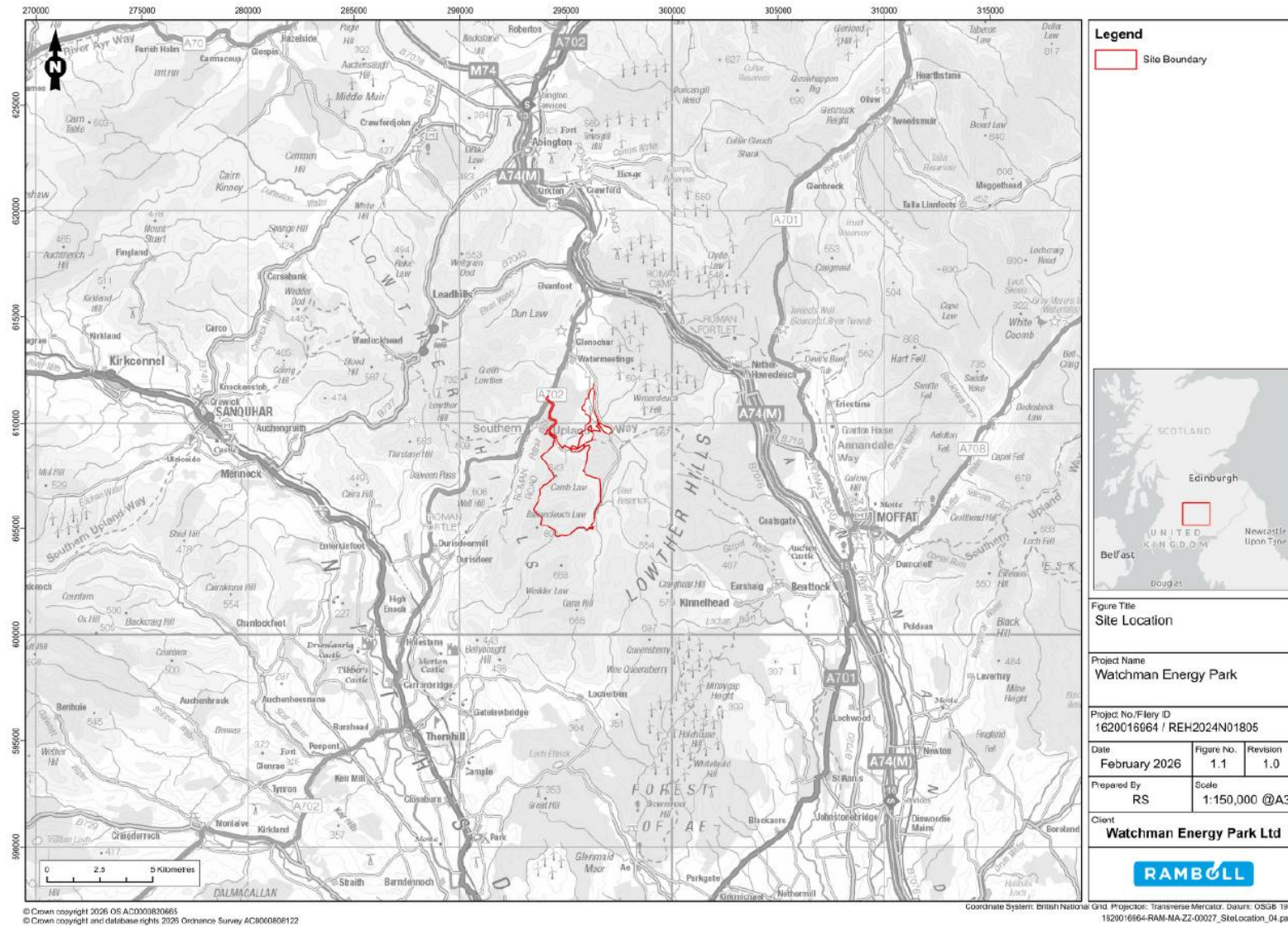
1. Non-Technical Summary

1.1 Introduction

Overview

- 1.1.1 This document forms the Non-Technical Summary (NTS) of the Environmental Impact Assessment (EIA) Report (EIAR) for the proposed Watchman Energy Park (the 'Proposed Development') which is located approximately 10 km south of Crawford and 12 km to the west of Moffat in South Lanarkshire, Scotland.
- 1.1.2 The Proposed Development comprises an onshore wind farm with up to 13 wind turbines with a maximum blade tip height of up to 240 m with a total generating capacity greater than 50 MW, as well as a battery energy storage system (BESS) of approximately 50 MW storage capacity, both supported by ancillary infrastructure. The location of the Site and the Site Boundary is outlined in Figure 1.
- 1.1.3 The EIAR accompanies an application by Watchman Energy Park Limited (hereafter referred to as 'the Applicant') to the Scottish Ministers for consent under Section 36 of the Electricity Act 1989 and deemed planning permission under Section 57 of the Town and Country Planning (Scotland) Act 1997. The EIAR provides the environmental information that Scottish Ministers must take into account when considering a decision to grant consent under the Electricity Act and directing that planning permission be deemed granted.
- 1.1.4 The EIAR comprises the following five volumes:
- Volume 1: Non-Technical Summary (NTS);
 - Volume 2: Main Report;
 - Volume 3a: Figures;
 - Volume 3b: Visualisations;
 - Volume 4: Technical Appendices; and
 - Volume 5: Confidential Appendices.
- 1.1.5 The EIAR documents the EIA process that has influenced the design of the project and reports on any predicted likely significant effects of the Proposed Development. Where it has been possible to do so through the design process and/or through commitments made as part of the Proposed Development, the EIAR sets out how these effects have been reduced or mitigated.
- 1.1.6 Additional documentation that has been submitted with the Section 36 application for consent, that do not form part of the EIAR, includes:
- Cover letter;
 - Planning Statement;
 - Pre-Application Consultation Report;
 - Community Benefit Statement;
 - Design Statement; and
 - Maximising Socio-Economic Benefits Report.

Figure 1 Site Location



Legend

- Site Boundary

Figure Title
Site Location

Project Name
Watchman Energy Park

Project No./Flery ID
1620016664 / REH2024N01805

| | | |
|------------------------------|--------------------------|------------------------|
| Date February 2026 | Figure No. 1.1 | Revision 1.0 |
|------------------------------|--------------------------|------------------------|

| | |
|--------------------------|-------------------------------|
| Prepared By RS | Scale 1:150,000 @A3 |
|--------------------------|-------------------------------|

Client
Watchman Energy Park Ltd

RAMBOLL

© Crown copyright 2026 OS AC0000830665
© Crown copyright and database rights 2025 Ordnance Survey AC0000808122

Coordinate System: British National Grid. Projection: Transverse Mercator. Datum: OSGB 1936. 1620016664-RAM-NA-ZZ-00027_SiteLocation_04.page

Purpose of the Non-Technical Summary

1.1.7 The purpose of the NTS is to:

- Summarise the content and main findings of the EIAR in a clear and concise manner to assist the public in the understanding of the design of the Proposed Development;
- Provide a description of the reasonable alternatives, which are relevant to the development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;
- Set out what the predicted likely significant environmental effects of the Proposed Development would be; and
- Set out any mitigation measures proposed to reduce these effects. For a complete understanding of the Proposed Development the NTS should be read alongside the EIAR.

EIA Process

1.1.8 EIA is the process undertaken to present a clear and impartial assessment of the potential environmental effects (both beneficial and adverse) of a proposed development and the potential mitigation measures to avoid, reduce, and offset likely significant adverse effects.

1.1.9 The EIA process adopted for the Proposed Development has followed best practice guidelines as set out by the Institute of Sustainability and Environmental Professionals' Quality Mark Scheme¹. The EIAR has been prepared in accordance with the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (the 'EIA Regulations')².

Copies of the EIAR

1.1.10 Paper copies of this NTS and the other volumes of the EIAR will be made available to view at the following publicly accessible location: Crawford Hall, 100 Carlisle Road, Crawford, Biggar, Scotland, ML12 6TW.

1.1.11 Printed copies of this NTS and USB sticks containing the full EIAR will also be available to take away from the above location, while stocks last.

1.1.12 The EIAR, including all figures, technical appendices and accompanying documents are available to view and download on the project website³ free of charge.

1.1.13 The application documents will also be available via the Scottish Government Energy Consents Unit (ECU) portal⁴ under application reference ECU00006030 and on South Lanarkshire Council (SLC) planning portal⁵.

1.1.14 The Applicant will work closely with the Scottish Government's ECU to ensure all relevant statutory consultees receive a physical copy of this EIAR upon request.

1.1.15 In the interests of sustainability and the drive towards Net Zero carbon emissions, reference to the paperless (project website/ECU and SLC online planning portals/USB) version is strongly recommended.

¹ <https://www.isepglobal.org/corporate-programmes/eia-quality-mark/>

² <https://www.legislation.gov.uk/ssi/2017/101/contents>

³ <https://www.renewcopower.com/portfolio/united-kingdom/uk-projects/watchman-energy-park/>

⁴ <https://www.energyconsents.scot/Default.aspx>

⁵ <https://publicaccess.southlanarkshire.gov.uk/online-applications/>

- 1.1.16 For anyone who has difficulty accessing the documentation online, a USB copy will be made available free of charge by contacting the Project Team:
- By Email: watchman@renewcopower.com
 - By Phone: 0141 3196144
 - By post: Watchman Energy Park, Renewco Power, 12 Alva Street, Edinburgh EH2 4QG
- 1.1.17 Hardcopies of the EIAR can be printed for purchase on request from the Project Team (details above) at a charge of £2,000 for a hardcopy and £15 on USB storage device. Copies of a short Non-Technical Summary are available free of charge.

Commenting on the Application

- 1.1.18 The EIAR has been published in accordance with Part 5 of the EIA Regulations and Regulation 4 of the Electricity (Applications for Consent) Regulations 1990 (as amended)⁶. It has been advertised on the project website³ and in the following newspapers upon submission of the application:
- Edinburgh Gazette;
 - A national newspaper for one week (The Herald);
 - The Carlisle & Lanark Gazette for two successive weeks; and
 - The Carlisle and Lanark Advertiser for two successive weeks.
- 1.1.19 The advertisement provides details of the date by when representations should be made. The Scottish Government invites formal representations on the Proposed Development, which will be taken into account before any decision is reached on the application.
- 1.1.20 Any representations on the application may be submitted via www.energyconsents.scot, using the relevant Project Name and/or ECU reference number (ECU00006030). Please note that you must be in possession of a working email address to submit a representation virtually.
- 1.1.21 Representations can also be submitted by post to Scottish Government, Energy Consents Unit, 4th Floor, 5 Atlantic Quay, 150 Broomielaw, Glasgow, G2 8LU, identifying the Proposed Development and specifying the grounds for representation. Written representations should be dated, clearly stating the name (in block capitals) and include a full return postal address of those making representations.

1.2 Consultation on the Scope of the EIA

Scoping

- 1.2.1 The Applicant submitted a request for a Scoping Opinion to Scottish Ministers in November 2024, under the provisions of Regulation 12 of the EIA Regulations. This request was accompanied by a Scoping Report, prepared by the Applicant, which set out a summary of the Proposed Development; identified the likely significant environmental effects, and summarised the proposed scope of the EIA. The Scoping Report forms **Technical Appendix 1.4 of EIAR Volume 4**.
- 1.2.2 A Scoping Opinion was received from the ECU in March 2025. The contents of this and other consultation responses received are summarised in **Technical Appendix 1.2 of EIAR Volume 4**, along with a list of all bodies consulted during the scoping exercise.

⁶ <https://www.legislation.gov.uk/uksi/1990/455/contents/made>

- 1.2.3 The scoping process sought to allow the EIAR to focus on the main areas of interest raised by various consultees, with agreement with consultees that impacts which are not likely to result in significant effects could be scoped out of further assessment.

Public Consultation

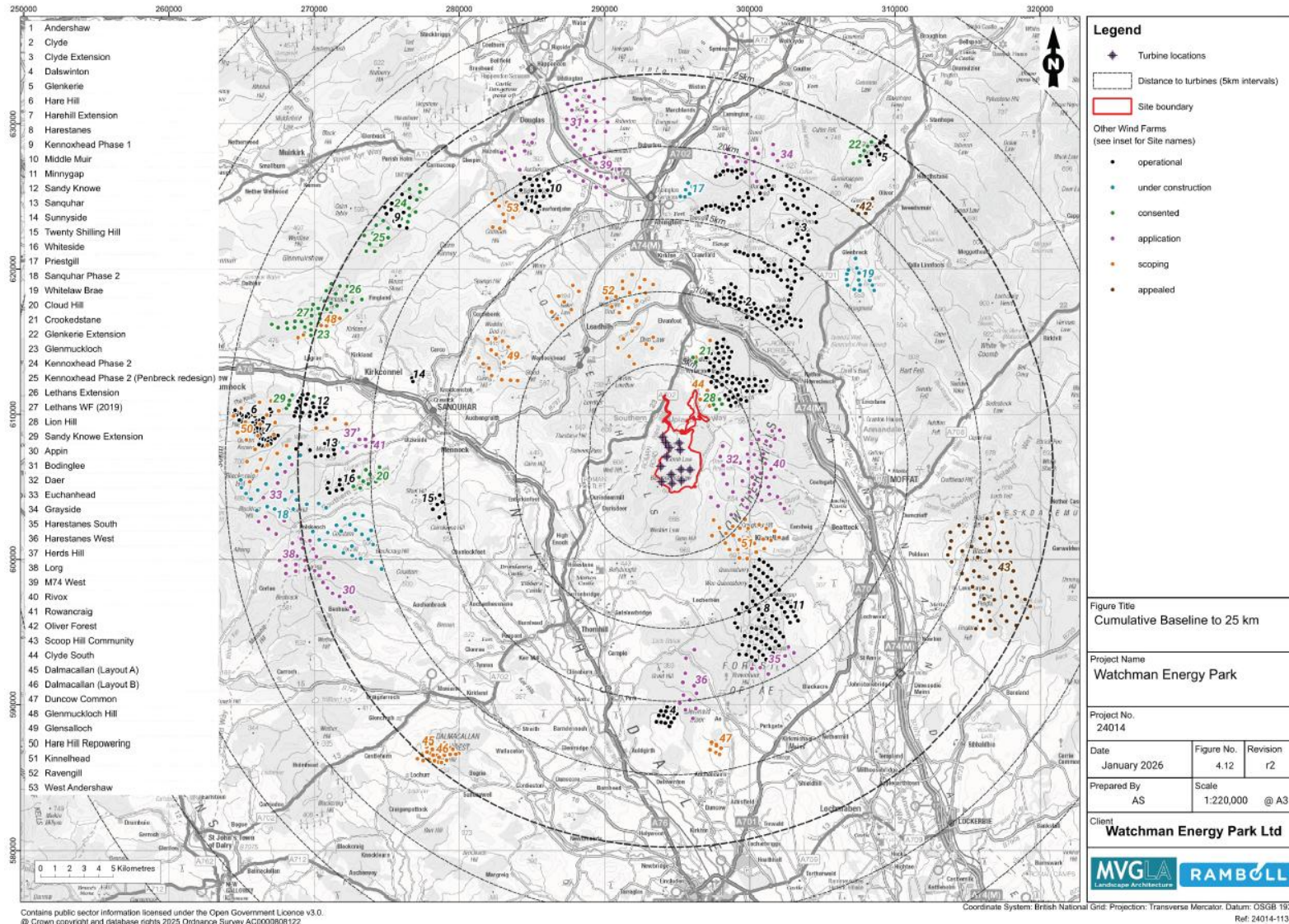
- 1.2.4 In addition to seeking a Scoping Opinion, the Applicant conducted public exhibitions to seek the views of the local community, as follows:
- 03 December 2024, 14:00 to 17:00, Crawford Bowling Club (Dunalastair Road, ML12 6TT);
 - 03 December 2024, 18:30 to 20:30, Crawford Primary School (Carlisle Road, ML12 6TP); and
 - 12 May 2025, 15:00 to 19:00, Crawford Hall (100 Carlisle Road, ML12 6TW).
- 1.2.5 A summary of the representations received during the public exhibitions and associated consultation periods is provided in the **Pre-Application Consultation Report**, which accompanies the application.

1.3 The Proposed Development

Site Location and Context

- 1.3.1 The Site covers an area of approximately 1,089 hectares (ha) and is located approximately 10 km south of Crawford and 12 km west of Moffat, in South Lanarkshire, Scotland. The Site is located between the valley of the Daer Water and commercial forestry to the north, Daer Reservoir and commercial forestry to the east, open moorland of the Southern Uplands to the south, and further open moorland with the A702 road beyond to the west.
- 1.3.2 The majority of the Site consists of upland moorland used for livestock grazing with areas of commercial forestry in the northwest and smaller areas of broadleaf woodland in the northeast. The Site is intersected by an approximate 2 km section of the Southern Upland Way (SUW). The landscape of the Site is typical of the wider Southern Uplands area, consisting of a series of undulating rounded hills.
- 1.3.3 The surrounding area is sparsely populated and settlements are largely confined to the surrounding valleys. There is a single uninhabited residential property within the Site, with other residential properties in close proximity located along the A702 road and the minor road (Daer Water road) leading to the Daer Reservoir.
- 1.3.4 There is one Scheduled Monument within the Site: Smithwood, Bastle House, with a further 34 Scheduled Monuments located within 10 km of the Site. There are 30 non-designated heritage assets located within the Site, and all of these are considered to be of local/regional importance.
- 1.3.5 Immediately to the south of the Site is the Shiel Dod Site of Special Scientific Interest (SSSI), which is designated for blanket bog. Whilst no construction activities or development would occur within the SSSI, certain areas may be used for some measures for biodiversity management and enhancement.
- 1.3.6 Wind farms are an existing feature of the surrounding landscape within this part of southern Scotland and there are several windfarms within the surrounding landscape of the Site (Figure 2) including Clyde and Clyde Extension (operational) to the northeast, Daer and Rivox Wind Farms (both at application stage) to the east, and Harestanes and Minnygap (operational) to the southeast.

Figure 2 Cumulative Schemes in relation to the Proposed Development

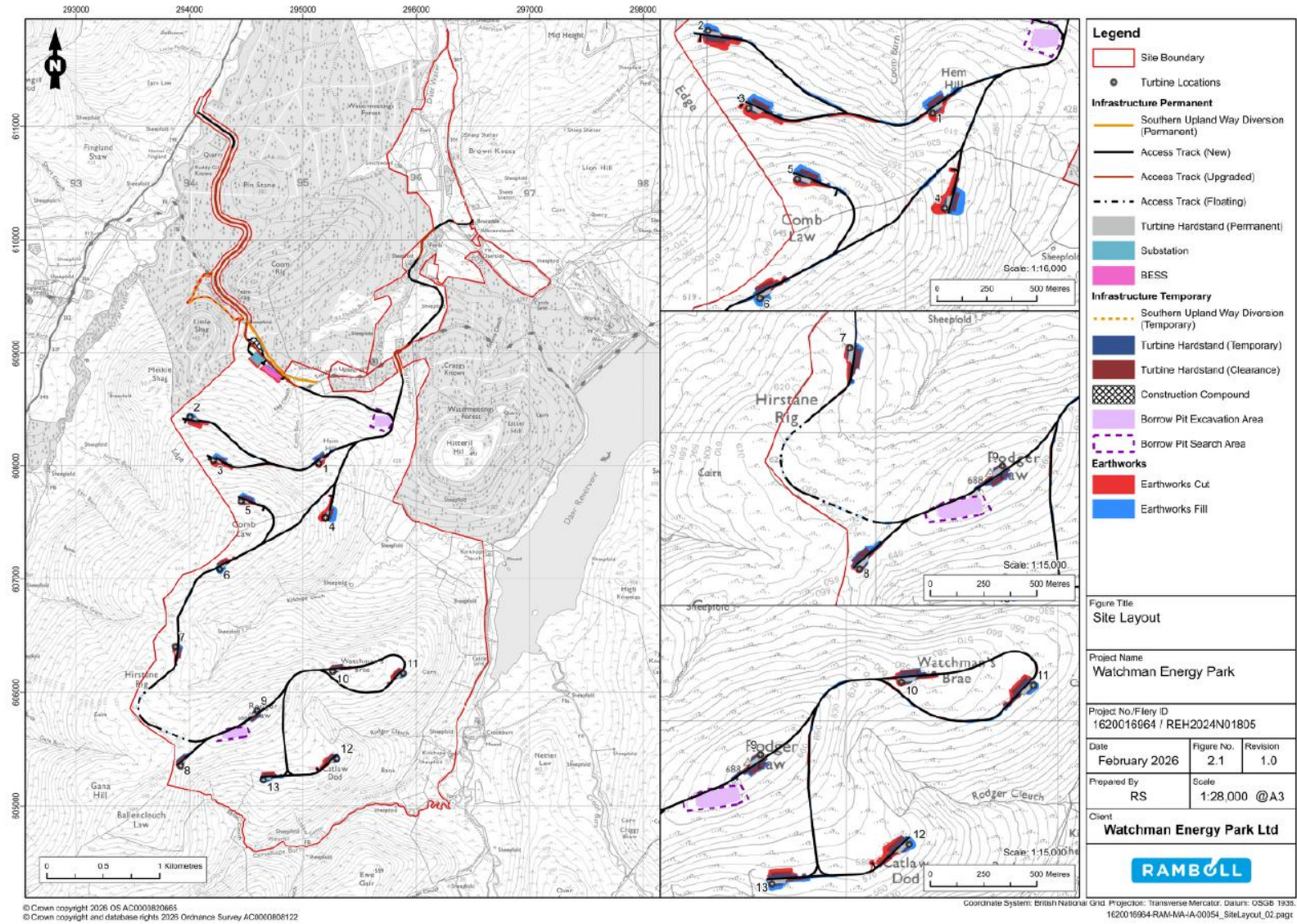


Description of the Proposed Development

- 1.3.7 The layout of the Proposed Development is shown on Figure 3 and would comprise a Renewable Energy Park inclusive of wind turbines and a BESS with the following key components:
- Up to 13 wind turbines with a maximum tip height up to 240 m and with a combined generation capacity of greater than 50 MW;
 - Permanent turbine foundations and associated permanent and temporary crane hardstanding at each turbine location;
 - Two site accesses for use during construction and operation; the Western Access from the A702 and the Eastern Access from the Daer water road (road to Daer Reservoir) to enter the Site at Wintercleugh, with both access points designed to accommodate abnormal indivisible loads (AILs) required for turbine component delivery;
 - Series of new, or upgraded, on-site access tracks with associated watercourse crossings and turning heads;
 - Underground power cables within the Site, generally laid in trenches alongside access tracks, connecting the turbines to the on-site substation;
 - On-site Substation Compound inclusive of substation and control building;
 - On-site BESS Compound to accommodate a BESS of approximately 50 MW capacity⁷ and the associated switch and control room; and
 - Temporary Construction Compound and laydown areas.
- 1.3.8 In addition, the following ancillary works would be required, including:
- Extraction of rock from two borrow pits within the Site;
 - Temporary on-site concrete batching plant located within the Temporary Construction Compound;
 - Temporary anemometer masts for three to six months during the construction period for calibration purposes;
 - Habitat management and enhancement areas; and
 - Permanent diversion to a short section (approximately 880 m) of the SUW at the point where the Western Access route enters the main development area of the Site.
- 1.3.9 A temporary diversion during construction would be put in place for the part of the SUW and this would follow an established diversion route used during forestry operations and is formed of an existing track alignment.
- 1.3.10 The locations of the proposed turbines and other infrastructure would be subject to 'micrositing' which allows for minor changes in turbine or infrastructure locations to respond to possible variations in ground conditions across the Site, which would only be confirmed following detailed site investigation work carried out prior to construction. This process also provides scope for further mitigation of localised potential environmental effects through the avoidance of sensitive features, where required. It is anticipated that the micrositing distance of 100 m would form a condition accompanying any consent. Any repositioning would be carried out under the supervision of an Ecological Clerk of Works (ECoW) and an appropriately experienced and qualified engineer with the objective to avoid environmentally constrained areas.

⁷ Approximate capacity of the BESS within the BESS Compound based on current technology.

Figure 3 Proposed Development Layout



- 1.3.11 The wind turbines would be fitted with lighting to comply with aviation regulations. In order to mitigate the nighttime visual impact of the Proposed Development on non-aviation receptors, a reduced lighting scheme has been designed and, separate from the planning process, submitted for approval by the Civil Aviation Authority (CAA). The reduced lighting scheme proposes 2000 candela (cd) steady red lights on the nacelle of seven of the 13 turbines and no mid-tower lighting. Furthermore, infra-red lighting (not visible to the naked eye) is proposed on all turbines in response to the Ministry of Defence (MoD) requirement for this type of lighting on turbines in low flying areas.
- 1.3.12 It is expected that the Proposed Development would connect to the Elvanfoot Substation⁸, approximately 8.5 km north of the on-site substation. The grid connection would be the responsibility of the transmission licence holder (Scottish Power Energy Networks (SPEN)) and this would be subject to a separate assessment and consenting process. As such the details of the grid connection route are unknown at this stage and this is not considered within the EIAR.

Construction Activities

- 1.3.13 The construction of the Proposed Development would take approximately 18 months.
- 1.3.14 The typical construction hours of work would be Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. No works, with the exception of turbine delivery, the completion of turbine erection and commissioning of emergency works, would take place outside of these hours. Other such out-of-hours works would be subject to prior agreement with SLC.
- 1.3.15 The requirement for out-of-hours work could arise, for example, from delivery and unloading of abnormal loads or health and safety requirements, or to ensure optimal use is made of fair-weather windows for the erection of turbine blades and the erection and dismantling of cranes.
- 1.3.16 A Traffic Management Plan (TMP) would be approved by SLC in consultation with Transport Scotland. This would address the scheduling, routing and overall management of abnormal loads movements along with the programming and management of all other heavy goods vehicle (HGV) movements.
- 1.3.17 A Construction Environmental Management Plan (CEMP) would be implemented during construction to avoid, reduce or control associated adverse environmental effects. An Outline CEMP is provided in **Technical Appendix 2.1 of EIAR Volume 4**. A detailed CEMP would be agreed with SLC in consultation with relevant statutory consultees prior to construction commencing and this would, as a minimum, include the following measures:
- Construction methodologies;
 - Control of contamination / pollution prevention measures;
 - Peat slide, erosion and compaction management;
 - Drainage management and SuDS;
 - Water quality monitoring;
 - Management of construction traffic;
 - Control of noise;
 - Control of dust and other emissions to air; and
 - Public liaison provision.

⁸ This is based on the current grid connection agreement held by the project and may change under ongoing grid reforms.

Operational Management and Maintenance

- 1.3.18 The expected operational life of the Proposed Development is 40 years from the date of commissioning.
- 1.3.19 Wind turbines and wind energy projects are designed to operate largely unattended, with operational monitoring often undertaken remotely with regular monthly or weekly maintenance on-site and emergency works as required. Each turbine at the Proposed Development would be fitted with an automatic system designed to supervise and control a number of parameters to ensure proper performance (e.g., start-up, shut-down, rotor direction, blade angles etc.) and to monitor condition (e.g., generator temperature).
- 1.3.20 The control system would automatically shut the turbine down should the need arise. Sometimes the turbines would re-start automatically (if the shut-down had been for high winds, or if the grid voltage had fluctuated out of range), but other shutdowns (e.g., generator over temperature) would require on-site investigation and manual restart.
- 1.3.21 During regular operations, the BESS compound and on-site substation would require only occasional visits for routine maintenance, safety inspections, and performance testing carried out by specialist technicians. Both facilities would otherwise predominantly be operated remotely, with automated monitoring systems alerting engineers should intervention be necessary.

Operational use of Natural Resources, Residues and Emissions

- 1.3.22 In line with the EIA Regulations, the EIAR has considered the potential for residues and emissions (such as water; air; soil and subsoil; noise and vibration; light; heat and radiation; and waste) associated with the construction and operation of the Proposed Development.
- 1.3.23 With the implementation of the CEMP, no significant residues or emissions have been identified during the construction phase.
- 1.3.24 The EIAR provides further information on the likely emissions of light and noise from the Proposed Development. Under current regulations, an agreed scheme of aviation lighting would be required. Wind turbines emit noise; however, the emissions would be managed in accordance with acceptable noise limits to avoid likely significant effects.
- 1.3.25 The expected carbon payback time of the Proposed Development is 0.9 years. This is the period for which a wind farm needs to be in operation before it has avoided as much carbon dioxide as was released in its lifecycle (i.e. accounting for construction, operation and decommissioning) as determined using the Scottish Government Carbon Calculator⁹.

Decommissioning

- 1.3.26 At the end of the Proposed Development's operational lifespan, a decision would be made as to whether to refurbish, replace or remove the wind turbines, with relevant consent applications required for refurbishment or replacement of turbines if these options were chosen.
- 1.3.27 If a decision were to be taken to decommission (i.e., remove) the Proposed Development, this would entail the removal of all the turbine components, the BESS and on-site substation. Access tracks and underground cables would, subject to further appraisal of the best environmental option and regulations in place at the time of decommissioning, be left in place, partially removed or fully removed. It is assumed that the foundations of the turbines, BESS compound and on-site substation compound would be removed to a depth of 0.5 m below

⁹ <https://www.gov.scot/publications/carbon-calculator-for-wind-farms-on-scottish-peatlands-factsheet/>

ground level (exact depth to be confirmed at point of decommissioning) before being covered in topsoil to avoid environmental effects from full removal.

- 1.3.28 A Decommissioning Environmental Management Plan (DEMP) would set out environmental protection measures and restoration principles which would be implemented by the Contractor appointed to undertake the decommissioning works. This Plan would be submitted to SLC for approval in consultation with other relevant consultees as appropriate prior to the commencement of decommissioning activities.

1.4 Design Evolution and Alternatives

Site Selection and Considerations

- 1.4.1 In 2022, the Applicant identified the Site, and the wider area which includes the nearby sites of the proposed M74 West, Ravengill and Clyde South projects, as suitable for renewable energy development.
- 1.4.2 The Site was identified as suitable for wind farm development for the following reasons:
- The Site is situated amongst a cluster of operational, proposed and consented wind farms, including the operational Clyde Wind Farm to the northeast, and as such there is similar development existing and proposed in the area;
 - The Site has a good anticipated wind resource;
 - The Site is considered able to accommodate a renewable energy development whilst avoiding significant direct effects on areas designated for nature conservation;
 - The Site has good proximity to the public road network, with scope to deliver suitable access to the Site for both construction traffic and AIL whilst avoiding potential for impacts on local road users; and
 - The Site has good access to the electricity transmission network and a grid connection to the Elvanfoot Substation that can be achieved in a reasonable timeframe⁸.

Alternatives

Design Evolution and Alternative Layouts

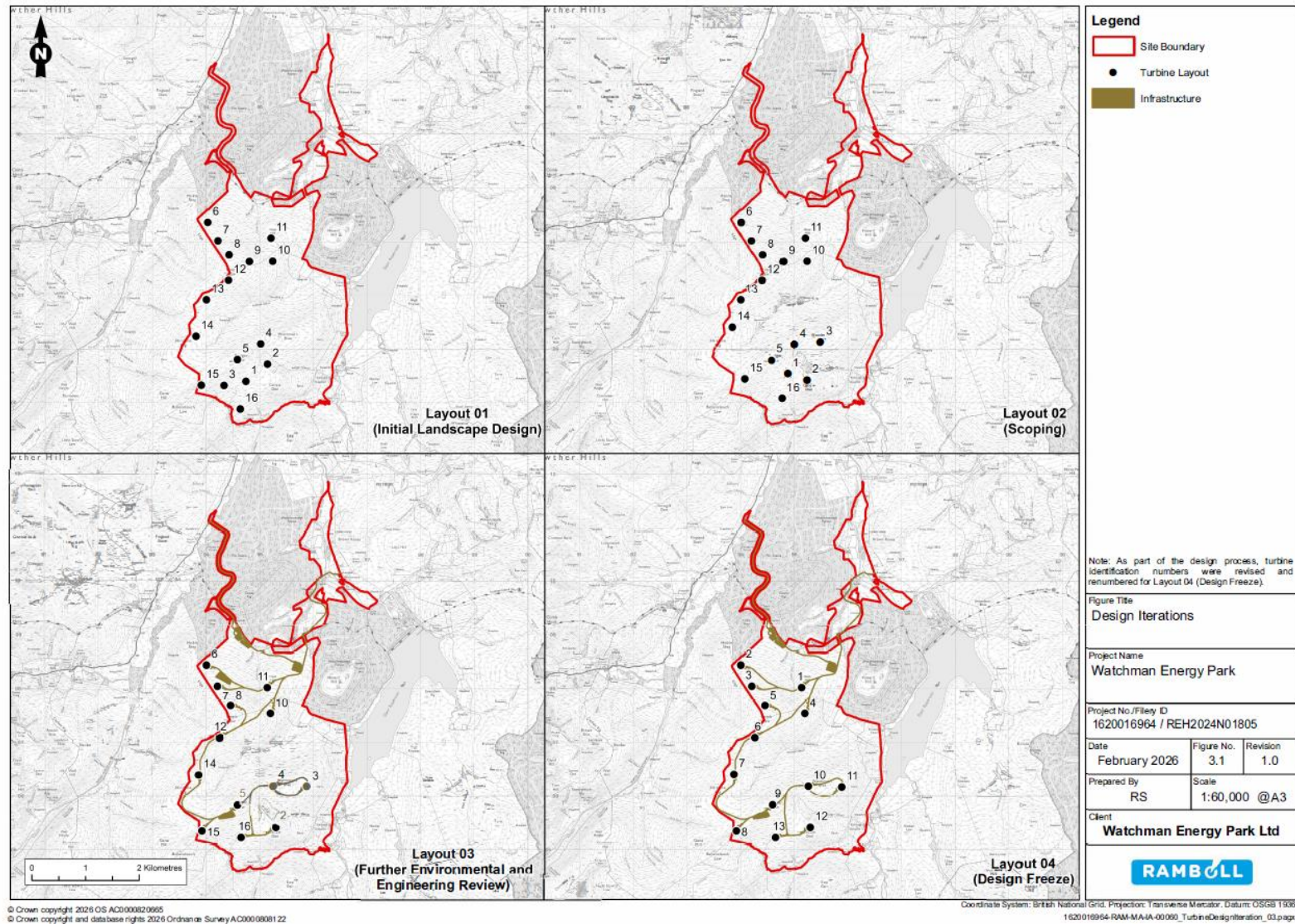
- 1.4.3 **Figure 4** summarises the design evolution of the wind turbine layout from Layout 01 (Initial Landscape Design) to Layout 04 (Design Freeze).
- 1.4.4 Layout 01 (Initial Landscape Design) was the original turbine layout based on consideration of landscape capacity only, in conjunction with landownership constraints.
- 1.4.5 Following this, the design process was iterative, with the design evolving as environmental constraints were identified through a series of desk-based studies and site surveys, as well as from feedback received from consultees.
- 1.4.6 Layout 04 (Design Freeze) forms the conclusion of the design process and represents the Proposed Development layout for the Section 36 consent. This layout was taken forward because it:
- Responds to the character of the Site and wider landscape, which demands following ridgelines precisely as they are narrow, and the Site does not feature any plateau like areas as such the turbines are located along the ridges;
 - Provides sufficient spacing between turbines to maximise the potential wind resource;
 - Incorporates suitable buffers for relevant protected species (e.g., bats and water vole), birds and watercourses, and minimises the number of watercourse crossings that are required;

- Incorporates a suitable buffer from the boundary of the Shiel Dod SSSI, located to the south of the Site Boundary – this also includes consideration of suitable watercourse buffers and minimising watercourse crossings for those watercourses hydrologically connected to the SSSI;
- Minimises habitat loss of Annex I habitats (e.g., blanket bog and wet modified bog) and minimises construction on peat depths greater than (>) 1 m, where feasible;
- Avoids direct impacts on designated and non-designated cultural heritage assets;
- Considers the proximity of turbines to noise sensitive receptors (NSRs) in relation to the Total and Site-Specific Noise Limits and the feasibility of using mode management to achieve these limits where turbine relocation is not feasible; and
- Locates the substation and BESS to the west of the Site to minimise the distance for the grid connection to Elvanfoot as far as practicable, while identifying an easily accessed, suitably visually screened and relatively level area to minimise earthworks required.

1.4.7 Layout 04 (Design Freeze) includes the following two access points to the Site:

- Western Access – from the A702 and through Watermeetings Forest; and
- Eastern Access – from the Daer Water road (road to Daer Reservoir) to enter the Site at Wintercleugh.

Figure 4 Design Layout Iteration



1.5 Potential Significant Environmental Effects

Introduction

- 1.5.1 The following environmental topics have been considered as part of the EIAR:
- Landscape and Visual Amenity;
 - Cultural Heritage;
 - Ecology;
 - Ornithology;
 - Hydrology, Hydrogeology, Geology and Soils;
 - Traffic and Transport;
 - Noise;
 - Aviation; and
 - Shadow Flicker.
- 1.5.2 The conclusions of the EIA are that potential likely significant effects were identified for a number of topics, however for the majority of these, the application of mitigation would reduce these effects to a non-significant level. The only exception to this is for certain effects on Landscape and Visual Amenity and Cultural Heritage receptors, where some significant operational residual effects would remain.

Landscape and Visual Amenity

- 1.5.3 **Chapter 4: Landscape and Visual Amenity (EIAR Volume 2)** considers the potentially significant effects of the Proposed Development in relation to the landscape and the visual and residential amenity of the local environment.
- 1.5.4 Desk-based studies, including Zone of Theoretical Visibility (ZTV) mapping, and field survey work were carried out to establish the current landscape and visual baseline context of the Site and area to which it relates, and to identify key sensitive receptors and representative viewpoints for assessment based on those likely to be affected by views of the Proposed Development.
- 1.5.5 The Site is located across two Landscape Character Types (LCTs) as defined by NatureScot as units of landscape with consistency of character. The majority of the Site, including all 13 turbines, is located within Southern Uplands – Glasgow & Clyde Valley (LCT 217), characterised by an extensive, large-scale upland landscape with strong but smooth glacier carved relief. Small sections in the northeast and northwest of the Site are within Upland Glen – Glasgow & Clyde Valley (LCT 209), recognised by steep, craggy valley slopes transitioning from moorland vegetation to rough grasslands and pastures. Immediately beyond LCT 217, is the Southern Uplands - Dumfries & Galloway (LCT177) characterised by expansive moorlands, rolling hills, and upland plateaus typical of the southern part of Dumfries and Galloway.
- 1.5.6 The Site is located within the Leadhills and Lowther Hills Special Landscape Area (SLA), a local landscape designation designated by SLC.
- 1.5.7 The M74 Motorway, A74 (M), A701, A702, A76 roads, as well as National Cycle Route (NCR) 74 are within visual range of the Site. A section of the SUW footpath is located within the Site, with a series of other recreational routes, including core paths, within visual range of the Site. The Site is located within a predominantly upland landscape that is popular as a hill walking area, and from many of the hill summits there are extensive views across the

Southern Uplands including summits in the Scottish Borders, South Lanarkshire, East Ayrshire and Dumfries and Galloway.

- 1.5.8 The assessment identified potential significant residual effects as a result of the Proposed Development for the Site during construction and decommissioning. These effects were considered to be short-term, temporary and reversible and be related to construction/decommissioning activities such as site clearance, the extraction of stone from on-site borrow pits, the construction of tracks, hardstandings, the temporary construction compound and laydown areas and crane works associated with erecting turbines.
- 1.5.9 The assessment also identified potential significant (localised) residual effects during operation of the Proposed Development for the landscape (in terms of physical changes to the landscape fabric or individual elements of the landscape within the Site), in relation to landscape character (in terms of degradation of key characteristics of relevant LCTs) and the potential for visual changes to existing views as experienced by people in the surrounding area. Significant effects were also predicted for the Leadhills and Lowther Hills SLA in relation to reducing the 'sense of emptiness' in the southern half of the SLA as identified in the special qualities. No other SLA special qualities, cultural artefacts, extensive moorland etc are impacted upon and whilst there is some loss of the sense of emptiness in the southern half of the SLA, this is not considered to substantively affect the integrity of the SLA designation.
- 1.5.10 The change to views experiences from the A74(M)/NCR74, A702, SUW, three core paths¹⁰, two Scottish hill tracks¹¹ and select hills to the south and west of the Proposed Development are assessed as significant. Effects in relation to the change to views largely reduces for respective receptors based on distance due to the effect of screening from landform and forestry/woodland, as well as the relative distance from the proposed turbines. The most pronounced effects would be from areas within or adjoining the Site, with significant effects extending to within 10 km of the Site.
- 1.5.11 The assessment of the effects of aviation lighting on non-aviation receptors concluded that there would be significant effects from the SUW, three core paths, two Scottish hill tracks and select hills to the south and west, as well as residential properties within 2.5 km of the Proposed Development. It should be noted that the potential effect on these receptors would be an extension of the overall effects into hours of darkness affecting a small number of people.
- 1.5.12 A residential visual amenity assessment (RVAA), set out within **Technical Appendix 4.7 of EIAR Volume 4**, considered change to visual amenity at 13 groups of properties which were classified by their location, setting, outlook and screening (15 properties in total). Overall, it was judged that the RVAA threshold, whereby visual effects become so overbearing and detrimental that the property would on balance cease to be an attractive place to live, would not be reached at any of the groups of properties considered.
- 1.5.13 From a cumulative perspective there would be no increase to effects assessed in the LVIA in relation to landscape character and changes to views from visual receptors, with the exception of the Southern Uplands – Glasgow & Clyde Valley (LCT 217), which would experience an increase in effects due to the proposed Daer and Rivox wind farms located to the east of the Site.

¹⁰ Core paths include CL/3558/1 Southern Upland Way, Portrail Water-Coom Rig, CL/5692/1 Watermeetings – Coom Rig and ROYS/444/1 Sweetshaw Brae.

¹¹ SHT62 Wanlockhead to Enterkinfoot by the Enterkin Pass and SHT63/63a/63b Daer Reservoir to Durisdeer/64/64a/64b: Daer Reservoir to Thornhill

Cultural Heritage

- 1.5.14 **Chapter 5: Cultural Heritage (EIAR Volume 2)** considered the likely significant environmental effects arising from the construction, operation, and decommissioning of the Proposed Development on cultural heritage (historic environment sites and features, archaeological remains, and built heritage).
- 1.5.15 The assessment was informed by desk-based assessment and field surveys to establish the cultural heritage baseline within the Site Boundary and within the wider landscape (generally referred to as 10 km from the Site Boundary). The assessment has been informed by scoping response provided by Historic Environment Scotland (HES) and further consultation undertaken with HES.
- 1.5.16 A Scheduled Monument, the Smithwood Bastle House, and 30 non-designated heritage assets of varying heritage value (local/regional) are located within the Site. The non-designated heritage assets comprise of prehistoric, roman, medieval and modern sites and features. The Site is considered to have a moderate potential for previously undiscovered buried archaeological remains to survive. The layout of the Proposed Development has been designed to avoid, as far as possible, direct effects on the identified heritage assets within the Site.
- 1.5.17 Within 10 km of the Site there are 34 Scheduled Monuments, two Inventory Garden and Designed Landscapes (GDL), 57 Listed Buildings (three Category A, 37 Category B and 17 Category C) and four Conservation Areas. One Category A-Listed Building (Drumlanrig Castle) lies just beyond 10 km from the Site and is considered to have a setting that is sensitive to change. Of these, 42 designated heritage assets (20 Scheduled Monuments, 1 GDL, 1 A Listed, 17 B listed and 2 C Listed Buildings, and 1 Conservation Area) are considered to have theoretical visibility of the Proposed Development.
- 1.5.18 A number of non-designated heritage assets recognised to be of national importance¹² are located within 10 km of the Site and of these, 15 are predicted to have visibility of the Proposed Development.
- 1.5.19 Following the application of mitigation, including construction works being undertaken in line with measures detailed in the CEMP, the appointment of an Archaeological Clerk or Work (ACoW) and implementation of appropriate stand-off buffers and markers from heritage assets, along with watching briefs and a programme of archaeological works, where required, the assessment identified no significant residual effects during construction or decommissioning.
- 1.5.20 Potential operational effects on settings of designated heritage assets (and those non-designated assets considered to be of national importance) was assessed, with one impact of Moderate significance (Significant in EIA terms) identified on the setting of the Smithwood Bastle House (SM5647), which is located within the Site.
- 1.5.21 No mitigation is possible to offset the setting impact on this asset. However, as the experience, appreciation and understanding of the bastle house is mainly informed by views to the northeast of the asset and the Proposed Development is located to the southwest, it is considered that the key setting aspects of the Scheduled Monument and their capacity to inform and convey cultural significance, would be adequately retained such that the integrity of the setting would not be significantly compromised.

¹² Non-designated assets can be of national importance, although they don't hold statutory protection. They are considered to possess heritage significance meriting consideration in planning decisions but have not yet been formally designated (e.g. listed or scheduled).

- 1.5.22 There are no predicted significant cumulative impacts during construction or operation on heritage assets within the Site and within 10 km of the Proposed Development.

Ecology

- 1.5.23 **Chapter 6: Ecology (EIAR Volume 2)** presents the assessment of the likely significant environmental effects as a result of the Proposed Development in relation to Important Ecological Features (IEFs) and the species that rely on them, some of which are afforded statutory protection.
- 1.5.24 Shiel Dod Site of Special Scientific Interest (SSSI), designated for its assemblage of upland vegetation communities, representative of the Southern Uplands, lies immediately south of the Site Boundary. The latest assessed condition of the SSSI was 'favourable maintained' as of 6 October 2009. The most important habitats included within the upland assemblage are: blanket bog; subalpine dry dwarf-shrub heath; and calcareous types of spring-head, rill and flush.
- 1.5.25 There are no Local Nature Conservation Sites (LNCS) within 5 km of the Site.
- 1.5.26 There are several stands of ancient woodland within 5 km of the Site; most lie to the west of the Site, and one to the north. The majority of ancient woodland within 5 km of the Site are categorised as Long-Established (of plantation origin), with a few small patches categorised as Ancient (of semi-natural origin). There is no ancient woodland within 4 km of the Site.
- 1.5.27 A search of the NBN Atlas Scotland covering a 5 km buffer from the Site in the past 15 years (i.e., from 2010 onwards) identified records of the following protected or notable species:
- adder;
 - brown hare;
 - common lizard;
 - common pipistrelle;
 - mountain hare;
 - natterer's bat;
 - red squirrel;
 - grey squirrel;
 - soprano pipistrelle;
 - water vole; and
 - signal crayfish.
- 1.5.28 The Site predominantly supports a mixture of marshy grassland, unimproved acid grassland, wet dwarf shrub heath and blanket bog. Other habitat types distributed across the Site include wet modified bog, acid neutral flush, acid dry dwarf shrub heath, improved and semi-improved grassland, broad-leaved plantation woodland and coniferous plantation woodland.
- 1.5.29 The Proposed Development would result in direct habitat loss due to the construction of infrastructure, such as tracks, turbines, hardstandings, laydown areas, compounds, borrow pits, substation and BESS. Much of this infrastructure would be permanent, however the construction compound, temporary crane hardstandings and borrow pits would be restored at the end of construction.
- 1.5.30 In addition to habitat reinstatement following the completion of construction works, the Proposed Development would also provide for the delivery of long-term beneficial biodiversity enhancement measures, implemented through the Biodiversity Enhancement and

Management Plan (BEMP). The BEMP aims to significantly enhance biodiversity at the Proposed Development, including in areas away from operational infrastructure, by protecting, restoring, and enhancing blanket bog, peatland, upland habitats, and creating native broadleaved woodland and riparian corridors, as well as grassland for waders. An Outline BEMP is provided in **Technical Appendix 6.7 of EIAR Volume 4**.

- 1.5.31 Following the application of mitigation, including construction works being undertaken in line with measures detailed in the CEMP, the appointment of an ECoW, implementation of a Species Protection Plan (SPP) and inclusion of biosecurity measures to ensure no spread or release of signal crayfish, along with reduced turbine rotation speed whilst idling to reduce collision risk for bats (April – October), the assessment identified no significant construction or operational residual effects or cumulative effects on IEFs.
- 1.5.32 Pre-construction surveys would be undertaken to check for any new protected species or features near construction works, and operational phase monitoring of habitats and species would be undertaken as part of the BEMP. An integrated water quality and fish population monitoring programme would also be implemented pre-construction, during construction, and post-construction on relevant watercourses.

Ornithology

- 1.5.33 **Chapter 7: Ornithology (EIAR Volume 2)** considers the potential for significant effects upon important ornithological features (IOF) associated with the construction, operation and decommissioning of the Proposed Development, relating to disturbance during construction, operational displacement which could impact on breeding success, productivity and/or survival rates of IOFs, and collision risk mortality.
- 1.5.34 Baseline conditions to inform the design and assessment of the Proposed Development have been established through desk study, ornithological field surveys and consultation with nature conservation bodies and specialist species recording groups.
- 1.5.35 The Site does not form part of any statutory designated site for nature conservation with qualifying ornithological interests or lie within potential connectivity distances for any Special Protection Area (SPA) or SSSI.
- 1.5.36 Baseline studies have established that the Site and adjacent habitats are used by Schedule 1 raptors including goshawk, red kite and golden eagle. The Site has also been recorded to support an assemblage of ground nesting waders, with black grouse also known to be present in the locality. The Site and immediate surrounding area are not identified as being of importance for migratory waterfowl.
- 1.5.37 Collision mortality risks associated with the proposed turbine locations have been estimated using the NatureScot Collision Risk Model (CRM), with risks predicted as not significant for any species. Despite this, a protocol, as approved by SLC in consultation with NatureScot, would be put in place for reporting and removal of all confirmed or suspected bird collision fatalities with the Proposed Development.
- 1.5.38 Construction disturbance effects and displacement effects during operation for black grouse, golden eagle, red kite and curlew are also assessed and concluded as not significant. Furthermore, no significant cumulative effects are predicted when considering the Proposed Development in combination with other consented or in planning wind farm developments.
- 1.5.39 Mitigation, including the appointment of an ECoW, completion of pre-commencement surveys and implementation of a Bird Disturbance Management Plan (BDMP), would enable the protection of birds during construction and operational maintenance works associated with the Proposed Development.

- 1.5.40 An operational livestock carcass monitoring and recovery protocol is proposed as an additional specific mitigation measure to further minimise collision mortality risks to red kite.
- 1.5.41 In addition to habitat reinstatement following the cessation of construction works, the Proposed Development would also provide for the delivery of long-term beneficial habitat enhancement measures which would serve to improve nesting and foraging opportunities for bird species and wider biodiversity through the BEMP (**Technical Appendix 6.7 of EIAR Volume 4**). This would include enhancement of areas away from operational infrastructure.
- 1.5.42 During operation, monitoring would be used to ensure that habitat management measures remain effective for IOFs and meet the aims and objectives of the BEMP over the operational lifetime of the Proposed Development.
- 1.5.43 Overall, residual effects upon all identified IOFs are predicted to be not significant as a result of the Proposed Development alone, or in combination, with other wind farm developments.

Hydrology, Hydrogeology, Geology and Soils

- 1.5.44 **Chapter 8: Hydrology, Hydrogeology, Geology and Soils (EIAR Volume 2)** considered the likely significant effects on hydrology, hydrogeology, geology and soils associated with the construction, operation and decommissioning of the Proposed Development.
- 1.5.45 The assessment considered the effects on water quality, flood risk and flow and geomorphological characteristics of watercourses as a result of watercourse crossings, and the potential for effects on carbon rich soils and deep peat, including potential for peat landslide effects. The assessment was informed by a desk-based assessment, hydrological surveying and peat depth surveys.
- 1.5.46 Throughout the design of the Proposed Development, consideration has been given to avoiding or minimising adverse effects on hydrological, geological and hydrogeological receptors. Examples include minimising the number of proposed watercourse crossings, siting the Proposed Development at a suitable buffer from watercourses and locating development away from deeper areas of peat, where practicable.
- 1.5.47 The south of the Site (approximately 50% of the total Site area) is within the catchment of Daer Water, upstream of Daer Reservoir. The central area of the Site (approximately 30% of the total Site area) drains to Kirkhope Cleuch which in turn flows to Daer Reservoir with the west of the central catchment draining directly to Daer Reservoir. The north of the Site (approximately 15% of the total Site area) drains via Meikle and Calf Burn to Daer Water downstream of the reservoir. A very small area (<5% of the total Site area) drains in a north westerly direction to Potrail Water.
- 1.5.48 The Site is hydrologically connected to the Daer Water Drinking Water Protected Area (DWPA, Surface) as the southern area of the Site (approximately 30% of the Site) intersects with the boundary of the DWPA. The DWPA includes Daer Reservoir itself from which public water supply is provided from the Daer Water Treatment Works situated adjacent to and downstream of the reservoir.
- 1.5.49 The assessment concluded that during construction no significant adverse effects are likely to occur in relation to hydrology and hydrogeology as construction would be carried out in accordance with a site-specific CEMP which would include measures such as pollution prevention control measures, the use of sustainable drainage systems and applications for the relevant licences/authorisations for abstractions and discharges and watercourse crossings. During construction water quality monitoring would be undertaken in relation to the hydrological connectivity of the Proposed Development to the Daer Water DWPA.

- 1.5.50 In relation to peat resources no significant adverse effects are likely to occur as construction would be carried out in accordance the site specific Peat Management Plan (PMP) and good practice measures detailed in the Peat Landslide Hazard Risk (PHLRA) Assessment and CEMP, along with the micrositing of infrastructure, in line with micrositing allowances of the consent, to avoid deeper areas of peat where possible in the event that these are unexpectedly encountered during construction.
- 1.5.51 Micrositing or extraction of peat would also be considered for three areas of the access track where a moderate risk to peat landslide has been predicted, and the approach for this would be confirmed at the detailed design stage following detailed ground investigation surveys at the Site. Implementation of these measures would mitigate this landslide risk.
- 1.5.52 During the operational phase of the Proposed Development, no significant adverse effects are likely to occur. Despite the Western and Eastern Access routes being located in areas noted on SEPA flood mapping at risk of flooding, all watercourse crossings (at detailed design stage) would be designed to ensure that the Site remains accessible during a flood event and that there would be no increase in flood risk at these locations.
- 1.5.53 During operation, there would be ongoing maintenance of all on-site drains and culverts to ensure the effective operation of drainage measures, preventing flow disruptions and associated increased flood risk, sediment transport etc. This would ensure that silt management measures remain effective for the lifetime of the Proposed Development. Furthermore, during operation, water quality monitoring would be undertaken in relation to the area of the Site in hydrological connectivity with the Daer Water DWPA.
- 1.5.54 Monitoring of key infrastructure locations would be undertaken and inspections by a geotechnical specialist to look for signs of unexpected ground disturbance in relation to monitoring the risk of peat land slide at the Site.
- 1.5.55 No significant cumulative construction or operational effects are predicted.

Traffic and Transport

- 1.5.56 **Chapter 9: Traffic and Transport (EIAR Volume 2)** presents the assessment of the likely significant environmental effects of traffic and transport associated with the construction, operation and decommissioning of the Proposed Development. Both operational and decommissioning effects were scoped out of the assessment as no likely significant effects were predicted.
- 1.5.57 A series of paths are located within the Site and the surrounding area, with part of the Southern Upland Way (SUW) transecting the Site. This section of the SUW would be diverted as part of the Proposed Development so that users of the SUW are not in direct contact with construction traffic for the Proposed Development.
- 1.5.58 The likely Port of Entry used for delivery of the wind turbine components would be the Glasgow King George V (KGV) Docks. AILs would likely route to the Site via the M8, M74, A74(M) and A702 to the Site access junction.
- 1.5.59 There are two accesses into the Site, from the west off the A702 and through Watermeetings Forest, and from the east off the Daer Water road (the road to Daer Reservoir) to enter the Site at Wintercleugh. For the purposes of the traffic assessment, it was assumed that all AIL would access the Site via the Western Access route (off the A702) and all other construction traffic would access the route via the Eastern Access route (Daer Water road).
- 1.5.60 The assessment concluded that through the implementation of mitigation there would be no significant effects in relation to traffic and transport during construction, operational or decommissioning phases.

- 1.5.61 Though the construction phase of the Proposed Development would result in an increase in traffic flows on the road network surrounding the Site, a Construction Traffic Management Plan (CTMP), an AIL Transport Management Plan, an Outdoor Access Management Plan (OAMP) and a Staff Travel Plan would be implemented. This would include, but not be limited to, measures such as agreed construction vehicles routes and restricted delivery times to avoid peak hours, safety and environmental standards for all site vehicles, police escort for large loads, mini-bus services for construction staff and the implementation of a diversion to users of the path network within the Site to avoid effects associated with construction traffic.
- 1.5.62 Once the Proposed Development is operational, the volume of traffic associated with the operation would be minimal, relating to maintenance and no significant effects are expected.
- 1.5.63 As some elements of the Proposed Development are likely to remain in situ (including cabling, access tracks etc.) traffic generation during the decommissioning would be less than that anticipated during the construction phase and is therefore also considered not significant.

Noise

- 1.5.64 **Chapter 10: Noise (EIAR Volume 2)** presents the assessment of the likely significant effects on noise sensitive receptors (NSRs) as a result of the construction and operational phases of the Proposed Development in relation to noise.
- 1.5.65 Background noise monitoring was undertaken at six locations representative of properties close to the Site, which was then used in the construction noise assessment completed to meet the requirements of BS 5228-1:2009+A1:2014¹³ and to set the operational noise limits for the Proposed Development in line with relevant guidance in ETSU-R-97¹⁴.
- 1.5.66 Noise modelling for construction activities show that the predicted noise levels would be below the most stringent of the noise threshold levels detailed in BS 5228, with the exception of one residential receptor during BS 5228's defined Daytime period, and two residential receptors during the defined Weekend and Evening period for a short period of time due to the construction of the Eastern Access junction. However, the effects are deemed to be not significant; this is due to the short duration of the works and small magnitude of the exceedance where the Daytime threshold is exceeded, and that no works are anticipated during the Weekend and Evening assessment period; these would be outside the core working hours agreed for the Proposed Development.
- 1.5.67 Mitigation in the form of good practice during construction is recommended to keep noise to a minimum and recommendations in accordance with Section 8 of BS 5228 are recommended with these measures to be included in the detailed CEMP implemented by the Contractor during construction at the Site.
- 1.5.68 No significant residual cumulative construction noise effects are anticipated.
- 1.5.69 The guidance contained within ETSU-R-97 was used to assess the likely operational noise effects of the Proposed Development. Predicted wind turbine noise levels from the Proposed Development operating on its own meet the Site-Specific Noise Limits under all conditions at all noise assessment locations (NAL) during the Daytime and Nighttime, with the exception of four locations (NAL12 to NAL15). As such at these four locations there would be significant operational noise effects prior to any specific mitigation.

¹³ <https://knowledge.bsigroup.com/products/code-of-practice-for-noise-and-vibration-control-on-construction-and-open-sites-noise>

¹⁴ https://assets.publishing.service.gov.uk/media/5a798b42ed915d07d35b655a/ETSU_Full_copy_Searchable_.pdf

- 1.5.70 Operational mitigation would involve 'mode management', using low noise modes for the wind turbines at specific wind speeds and directions to comply with Site-Specific Noise Limits if required. As such, the final choice of turbine model would need to be operated in compliance with the Site-Specific Noise Limits specified in any planning conditions. As such, no significant residual operational noise effects are anticipated.
- 1.5.71 No significant residual cumulative operational effects have been identified.

Aviation

- 1.5.72 **Chapter 11: Aviation (EIAR Volume 2)** presents the assessment of the likely significant effects as a result of construction, operation and decommissioning of the Proposed Development in relation to aviation receptors and stakeholder interests. The aviation assessment focused on the effects of the Proposed Development on military low flying, Prestwick Airport Instrument Flight Procedures (IFPs) and the air traffic control Primary Surveillance Radars (PSRs) at Lowther Hill and Cumbernauld.
- 1.5.73 Wind turbines with a tip height in excess of 150 m are required to be illuminated with medium-intensity red aviation obstruction lights installed on the turbine hub in accordance with the Civil Aviation Authority (CAA) Policy Statement: 'Lighting of Onshore Wind Turbine Generators in the United Kingdom with a maximum blade tip height at or in excess of 150 m Above Ground Level'¹⁵. The Applicant has committed to implementing turbine lighting in accordance with the CAA Policy Statement, with consideration of a reduced lighting scheme, which would be submitted to SLC for approval in consultation with the CAA prior to construction. The Applicant also commits to implementing infra-red lighting on turbines for the safety of low flying aircraft as required by the MoD in military low flying areas.
- 1.5.74 During the construction, operation and decommissioning phases, effects on low flying military aircraft are not considered to be significant as the MoD have confirmed that the implementation of committed turbine lighting would mitigate effects on low flying.
- 1.5.75 During the construction, operational and decommissioning phases, effects on Prestwick Airport IFPs are assessed as significant in the absence of mitigation. Specific mitigation is proposed which includes the re-design of Prestwick Airport IFP charts to accommodate required increases in procedure minimum altitudes prior to the construction of the Proposed Development. With this in place effects are assessed as not significant since any required revisions to IFPs would be required to meet international and UK aviation safety standards.
- 1.5.76 During the operational phase, without mitigation, effects on Lowther Hill and Cumbernauld PSRs are assessed as significant as the moving turbine blades could generate false radar returns with the potential for reduced probability of detection of aircraft flying over the wind farm. However, following consultation with NATS¹⁶ (En Route) (NERL), appropriate mitigation using the inherent data processing capabilities of the radar are possible. As such, with this mitigation in place there would be no effects on these PSRs.
- 1.5.77 No significant cumulative construction or operational effects have been identified.

Shadow Flicker

- 1.5.78 **Chapter 12: Shadow Flicker (EIAR Volume 2)** presents the assessment of the likely significant effects on residential amenity from shadow flicker, caused by the moving shadow of the turbine rotor being cast over a narrow opening, such as a window or open door, associated with the operation of the Proposed Development.

¹⁵ <https://www.caa.co.uk/publication/download/16178>

¹⁶ National Air Traffic Services (NATS)

- 1.5.79 The assessment used proprietary specialist modelling software 'Windfarm' (RESOFT Windfarm V5.0.2.2) to analysis of shadow flicker for the Proposed Development taking into account the behaviour of the sun, the local topography and the turbine layout and dimensions. Effects are considered significant where they exceed 30-minutes per day or 30-hours per year, or both.
- 1.5.80 The assessment indicates that there are four properties with the potential to be affected by shadow flicker from the Proposed Development and that three of these properties also have the potential to be affected by cumulative shadow flicker effects (in combination with other schemes). The outputs from the shadow flicker modelling shows that at three of these properties there is potential for an exceedance of the accepted threshold shadow flicker levels, resulting in a potential significant effect from the Proposed Development and in combination with other cumulative schemes.
- 1.5.81 Prior to the erection of the first turbine a Wind Farm Shadow Flicker Protocol would be submitted to and approved by SLC. This would set out the protocol to be followed should a shadow flicker complaint be received from a receptor within the study area and the potential mitigation measures to be implemented. These mitigation measures may include the provision of internal or external screening at the property of the complainant, or programming of the turbines to reduce the effects. Operation of the Proposed Development would be undertaken in accordance with the Wind Farm Shadow Flicker Protocol.
- 1.5.82 With appropriate mitigation measures in place the residual effects during operation of the Proposed Development would be reduced to below accepted threshold shadow flicker levels, thereby ensuring non-significant shadow flicker levels for all relevant receptors.
- 1.5.83 No monitoring is required as no significant residual effects as a result of the operation of the Proposed Development are predicted.

Summary

- 1.5.84 As a result of a combination of environment-led design mitigation and the implementation of standard/best practice and specific mitigation and management measures, the EIAR concludes that the likely significant environmental effects associated with the Proposed Development, alone and in addition to other wind farm developments, are limited to landscape and visual effects (in terms of change to the physical landscape within the Site, degradation to characteristics of surrounding landscapes and change to views as a result of the Proposed Development) during construction and operation and the setting effect on the Smithwood Bastle House Scheduled Monument located within the Site.
- 1.5.85 With the implementation of mitigation measures no significant effects are identified in relation to ecology, ornithology, hydrology, hydrogeology, geology and soils, traffic and transport, noise, aviation and shadow flicker.

