

## 15 Summary of Residual and Cumulative Effects

### 15.1 Introduction

- 15.1.1 A summary of potential significant effects, mitigation to reduce these where possible, and residual effects after mitigation has been implemented is provided in **Table 15.1**.

Table 15.1: Summary of Residual and Cumulative Effects

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
Chapter 5: LVIA	Effects during construction on landscape features			
	Effect on moorland vegetation and forest vegetation	Not Significant	Mitigation is embedded within the design of the Proposed Development and relates to the consideration that was given to avoiding and minimising landscape and visual effects during the evolution of the Proposed Development layout.	Not Significant
	Effect on existing conifer trees	Not Significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	Effect on watercourses and drainage channels	Not Significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	Effect on existing hedgerows and the low stone wall on the eastern side of the A83.	Not Significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	Effects on landscape character during construction			
	LCT 6 Upland Forest Moor Mosaic Within approximately 1 km	Significant	As above mitigation is embedded within the design of the Proposed Development.	Significant
	LCT 6 Upland Forest Moor Mosaic Between approximately 1 km and 2 km	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
	LCT 6 Upland Forest Moor Mosaic Beyond approximately 2 km	Not significant	As above mitigation is embedded within the design of the Proposed Development layout.	Not Significant
	LCT 20 Rocky Mosaic Extending to approximately 200 m to the north and south of the site access track	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 20 Rocky Mosaic Indirect on views eastwards from the LCT	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 19 Coastal Plain Extending to approximately 500 m to the north and west and 200 m to the south of the works	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 19 Coastal Plain Indirect on views eastwards from the LCT	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 22 Coastal Parallel Ridges	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 1b Arran Raised Beach Coast	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 21a Arran Granitic Uplands	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
Effects on landscape character during operation				

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
	LCT 6 Upland Forest Moor Mosaic Within approximately 5.7 km to the north east, 2.4 km to the east and south east, 5 km to the south 1.6 km to the west	Significant	As above mitigation is embedded within the design of the Proposed Development.	Significant
	LCT 6 Upland Forest Moor Mosaic Between approximately 7.2 km and 12 km to the north east	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 6 Upland Forest Moor Mosaic Beyond approximately 12 km to the north east	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 6 Upland Forest Moor Mosaic Between approximately 2.4 km and 5 km to the east and south east	Significant	As above mitigation is embedded within the design of the Proposed Development.	Significant
	LCT 6 Upland Forest Moor Mosaic Beyond approximately 5 km to the east and south east	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 6 Upland Forest Moor Mosaic Beyond approximately 5 km to the south	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 20 Rocky Mosaic	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant

ElAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
	Between approximately 4.4 km to the north and 4.7 km to the south of the site entrance			
	LCT 20 Rocky Mosaic Beyond approximately 4.4 km to the north	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 20 Rocky Mosaic Beyond approximately 4.7 km and 9 km to the south	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 19 Coastal Plain	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 22 Coastal Parallel Ridges	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 1b Arran Raised Beach Coast	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	LCT 21a Arran Granitic Uplands	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
<b>Visual effects during construction</b>				
	Effects due to views of cranes from lower-lying locations along the western flank of the Kintyre peninsula such as from viewpoints 3, 4, and 7 and from locations on the	Not Significant	As above mitigation is embedded within the design of the Proposed Development layout.	Not Significant

EIAR Chapter	Potential Effect	Significance of Effect		Mitigation	Residual Effect
	western edge of the Isle of Arran such as viewpoint 16.				
	Effects due to views of construction activities from more elevated locations in relative proximity of the Proposed Development, such as from viewpoints 1 and 2	Significant and temporary		As above mitigation is embedded within the design of the Proposed Development.	Significant and temporary
	Effects due to views of cranes from all other viewpoints.	Not Significant		As above mitigation is embedded within the design of the Proposed Development.	Not Significant
<b>Operational Effects on Viewpoints</b>					
		Daylight hours	Hours of Darkness		
	Viewpoint 1 - Loch na Naich	Significant	Significant	As well as mitigation embedded within the design as described above, mitigation of visible turbine aviation lighting has been designed into the scheme by adopting a reduced visible aviation lighting scheme where only a limited number of turbines are lit (T3, T6, T8 and T9). In addition Should atmospheric conditions mean that visibility from the turbines within the site is greater than 5 km from the Proposed Development 2,000 cd steady state lights would operate at 200 cd. In addition, should the relevant regulatory actions concerning the mandatory carriage of a compatible Electronic	Significant in daylight and during hours of darkness.

EIAR Chapter	Potential Effect	Significance of Effect		Mitigation	Residual Effect
				Conspicuity system on aircraft be completed and signed into law the project could consider the installation an Electronic Conspicuity (i.e. transponder) based Aircraft Detection Lighting System. The installation of such a suitable Aircraft Detection Lighting System would significantly reduce the occasions when the lighting would be visible. A proposed planning condition relating to this matter is discussed in further detail in the Aviation Chapter of the EIAR and is included as Technical Appendix 12.2.	
	Viewpoint 2 - Killean	Significant	Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and during hours of darkness.
	Viewpoint 3 - Tayinloan Ferry Terminal	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Viewpoint 4 - Point Sands	Significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and not significant during hours of darkness.

EIAR Chapter	Potential Effect	Significance of Effect		Mitigation	Residual Effect
	Viewpoint 5 - Beinn Bhreac	Significant	Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and during hours of darkness.
	Viewpoint 6(N) - Ardminish Bay Jetty, Gigha	Significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and not significant during hours of darkness.
	Viewpoint 7 - Glenbarr War Memorial	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Viewpoint 8 - Creag Bhàn	Significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and not significant during hours of darkness.
	Viewpoint 9 - A83 at Clachan	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Viewpoint 10 - Beinn Bharrain	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Viewpoint 11 - B8024, Knapdale	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed	Not significant in daylight and during hours of darkness.



EIAR Chapter	Potential Effect	Significance of Effect		Mitigation	Residual Effect
				Development along with the mitigation measures outlined in relation to Aviation lighting.	
	Viewpoint 12 - Islay Ferry	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Viewpoint 13 - High Lossit, south of Machrihanish	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Viewpoint 14 - Craighouse, Jura	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Viewpoint 15 - Maolbhuie Cottages, near Ardbeg Distillery	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Viewpoint 16*(N) - Pirnmill	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Viewpoint 17* - Machrie Bay	Not significant	Not Significant	As above mitigation is embedded within the design of the Proposed	Not significant in daylight and during hours of darkness.

EIAR Chapter	Potential Effect	Significance of Effect		Mitigation	Residual Effect
				Development along with the mitigation measures outlined in relation to Aviation lighting.	
	Construction effects on visual receptor groups	Not Significant			Not Significant
	Operational effects on visual receptor groups				
		Daylight Hours	Hours of Darkness		
	Effects on Killean	Not Significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Effects on Tayinloan	Not Significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Effects on Ardminish	Significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and not significant during hours of darkness.
	Effects on Pirnmill	Not Significant	Not Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Effects on Core Paths				

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
	Core Path C094 - Tayinloan-Carradale East-West link <i>Approximate 1.2 km section south west of Tayinloan</i>	Significant	As above mitigation is embedded within the design of the Proposed Development.	Significant
	Core Path C094 - Tayinloan-Carradale East-West link Approximate 890 m section at A83	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not significant
	Core Path C094 - Tayinloan-Carradale East-West link Approximate 2.2 km along forest track to Braids	Significant	As above mitigation is embedded within the design of the Proposed Development.	Significant
	Core Path C094 - Tayinloan-Carradale East-West link Approximate 4.3 km section from Braids	Significant	As above mitigation is embedded within the design of the Proposed Development.	Significant
	Core Path C094 - Tayinloan-Carradale East-West link Approximate 1 km section Deucheran Hill	Significant	As above mitigation is embedded within the design of the Proposed Development.	Significant
	Core Path C293 - Clachaig Water circular, Muasdale  Approximate 1.3 km along southern and eastern sections	Not significant	As above mitigation is embedded within the design of the Proposed Development.	Not significant
	Core Paths C095, C096, C539 - Gigha	Significant	As above mitigation is embedded within the design of the Proposed Development.	Significant

EIAR Chapter	Potential Effect	Significance of Effect		Mitigation	Residual Effect
	Core Path C534 - Gigha	Not significant		As above mitigation is embedded within the design of the Proposed Development.	Not significant
	Core Path C304 - Glenbarr School route	Not significant		As above mitigation is embedded within the design of the Proposed Development.	Not significant
	Effects on the Kintyre Way				
		Daylight Hours	Hours of Darkness		
	Skipness to Claonaig Approximate 3 km section	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Achnaglass to Clachan Approximately 3.5 km section	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Rhunahaorine Point Approximate 6.2 km section	Significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Approximate 1.2 km section south west of Tayinloan	Significant	Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and during hours of darkness.
	Approximate 890 m section at A83	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed	Not significant in daylight and during hours of darkness.

EIAR Chapter	Potential Effect	Significance of Effect		Mitigation	Residual Effect
				Development along with the mitigation measures outlined in relation to Aviation lighting.	
	Approximate 2.2 km along forest track to Braids	Significant	Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and during hours of darkness.
	Approximate 4.3 km section from Braids	Significant	Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and during hours of darkness.
	Approximate 1 km section Deucheran Hill	Significant	Significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and during hours of darkness.
	Approximate 650 m section south of Lussa Loch	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Approximate 1.1km section near High Ranachan	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
<b>Effects on the Arran Coastal Way</b>					

EIAR Chapter	Potential Effect	Significance of Effect		Mitigation	Residual Effect
	Approximate 33 km section	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
<b>Effects on Roads</b>					
		Daylight Hours	Hours of Darkness		
	A83 - northbound	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Approximate 880 m section south of Bellochantuy	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Approximate 3 km section near Glenbarr	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Approximate 2.6 km section Killean to Tayinloan	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
		Daylight Hours	Hours of Darkness		

EIAR Chapter	Potential Effect	Significance of Effect		Mitigation	Residual Effect
	A83 - southbound	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Approximate 1.4 km section north east of Clachan	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Approximate 6 km section from Rhunahaorine to south of Killean	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
<b>Effect on Ferry Routes</b>					
		Daylight Hours	Hours of Darkness		
	Ardminish (Gigha) - Tayinloan (Kintyre) Approximate 4.5 km crossing of The Sound of Gigha	Significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Significant in daylight and not significant during hours of darkness.
	Kennacraig (Kintyre) - Port Askaig/Port Ellen (Islay) Approximate 34 km route to Port Askaig and 49 km to Port Ellen	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed Development along with the mitigation measures outlined in relation to Aviation lighting.	Not significant in daylight and during hours of darkness.
	Lochranza (Arran) - Claonaig (Kintyre)/Tarbert	Not significant	Not significant	As above mitigation is embedded within the design of the Proposed	Not significant in daylight and during hours of darkness.

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
	Approximate 7.3 km route from Lochranza to Claonaig and approximate 9.4 km section of the route to Tarbert		Development along with the mitigation measures outlined in relation to Aviation lighting.	
	Effects on West Kintyre Coast LLA	Very localised direct significant effects.	Development along with the mitigation measures outlined in relation to Aviation lighting.	Very localised direct significant effects, however it is not considered that the addition of the Proposed Development would be such as to prevent an understanding or appreciation of the underlying landscape of the LLA or its special qualities.
	Effects on a very localised part of the LLA due to the construction of the turning area to the immediate west of the A83 opposite the site entrance	Significant (Moderate)	As above mitigation is embedded within the design of the Proposed Development.	Significant (Moderate)
	Effects on the LLA from viewpoints 3 and 4, and users of the Gigha to Tayinloan ferry	Significant (Moderate)	As above mitigation is embedded within the design of the Proposed Development.	Significant (Moderate)
	Effects on the LLA from the south of the site access from the A83	Not Significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	Effects on the LLA from further south, represented by Viewpoint 7	Not Significant	As above mitigation is embedded within the design of the Proposed Development.	Not Significant
	Construction (direct)			



EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
Chapter 6: Cultural Heritage	A marker cairn (26) lies in close proximity to the proposed location of Turbine 3 and could be subject to accidental adverse impacts resulting from construction activities.	Possibly significant	The marker cairn will be fenced off or visibly marked out to signal its presence to construction workers.	No direct impact upon the marker cairn (26). (Not Significant in EIA Terms)
	A commemorative stone (30) lies in close proximity to a proposed borrow pit search area and could be subject to accidental adverse impacts resulting from construction activities.	Possibly significant	The commemorative stone will be fenced off or visibly marked out to signal its presence to construction workers.	No direct impact upon the commemorative stone (30). (Not Significant in EIA Terms)
	Potential for impacts on currently unknown archaeological remains in areas of commercial forestry.	Possibly significant	Post-felling surveys of access tracks and turbine locations in areas of former forestry to identify and record any currently unknown heritage assets that could be affected by construction works. Recording and fencing off/markings out of any assets identified.	As a result of the identification and recording of any remains encountered, possible residual effects would be reduced to likely minor impacts (Not Significant in EIA Terms).
	Potential for impacts on previously unknown buried archaeological remains.	Could be significant.	Watching brief during groundbreaking works to identify and record any currently unknown archaeological remains that could be affected.	As a result of the identification and recording of any remains encountered, possible residual effects would be reduced to likely minor impacts (Not Significant in EIA Terms).
Operational				

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
	<p>Moderately significant impacts affecting the settings of three groups of cultural heritage assets:</p> <ul style="list-style-type: none"> <li>• A group of non-statutory register (NSR) assets at Braids, including hut-circle and cup and ring marked rocks;</li> <li>• A group of NSR assets - cup-marked rocks - at Lagloskine; and</li> <li>• A group of shielings (including an NSR asset - cup-marked rock) at Loch Dirigidale.</li> </ul>	Significant: Moderate significance.	None	Moderately significant impacts (Significant in EIA Terms) affecting the settings of three groups of cultural heritage assets are predicted; however, this would not adversely impact the integrity of the setting or diminish the cultural significance of the assets.
	<b>Decommissioning</b>			
	No direct effects are predicted to arise from decommissioning of the Proposed Development.	Not Significant	None	None
	Removal of all effects on settings of heritage assets affected by the Proposed Development.	Not Significant	None	None
Chapter 7: Ecology	Direct habitat loss from construction.	Significant	Avoidance of more sensitive habitats in design process. Implemented via design mitigation and the CEMP.	Not significant

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
	Disturbance to European Protected Species, Schedule 5 species and badgers during construction.	Significant	Pre-construction survey checks; if present avoid disturbing activity in proximity with species-specific buffer zone implemented. Implemented via the Species Protection Plan (SPP) and CEMP.	Not significant
	Disturbance to other key ecological receptors.	Significant	Pre-construction survey and impacts avoided. Implemented via the SPP and CEMP.	Not significant
	Construction impacts on fisheries (pollution/access)	Significant	Minimise works in proximity to watercourses, use of best practice protocols to address potential fish access issues, silt management and pollution risks. Implemented via design mitigation and the CEMP.	Not Significant
	Operational phase collision risk to bats.	Not Significant	None required	Not significant
	Cumulative ecological impacts.	Not Significant	None required	Not significant
Chapter 8: Ornithology	Construction			
	Habitat loss: construction of infrastructure including wind turbine foundations and access tracks	Not Significant	Avoidance of more sensitive habitats in design process (design mitigation)	Not significant
	Disturbance to Schedule 1 and Annex 1 breeding species	Not Significant	Development and implementation of Breeding Bird Protection Plan (BBPP), to include pre-construction survey checks; if present avoid disturbing activity in proximity with	Not significant

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
			species-specific buffer zone implemented.	
	Disturbance to lekking black grouse	Not Significant	No construction within 750m of any leks before 09:00 during April and May.	Not significant
	Disturbance to other breeding species	Not Significant	Pre-construction survey and active nests avoided.	Not significant
	Disturbance to feeding Greenland white-fronted geese	Significant	No construction works for the site access track will take place to the west of the A83 during October - March.	Not significant
	Disturbance to other wintering birds	Not Significant	None required.	Not significant
<b>Operation</b>				
	Displacement of birds from zone around wind turbines	Not Significant	None required to mitigate significant effects but Outline Biodiversity Enhancement Management Plan (OBEMP) will deliver net benefit.	Not significant
	Disturbance to Schedule 1 and Annex 1 breeding species	Not Significant	None required.	Not significant
	Disturbance to lekking black grouse	Not significant	None required to mitigate significant effects, but low-density woodland edge planting will deliver net benefit.	Not significant
	Disturbance to other breeding species		None required	Not significant
	Disturbance to wintering birds	Not significant	None required to mitigate significant effects, but enhanced	Not significant

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
			goose monitoring will deliver net benefit.	
	Mortality through bird collision with wind turbines	Not significant	Avoidance of areas of higher flight activity (including goose flight corridor) (design mitigation).	Not significant
	Cumulative collision risk to Greenland white-fronted geese	Not significant	Avoidance of areas of higher flight activity (including goose flight corridor) (design mitigation).	Not significant
	Cumulative collision risk to other species	Not significant	None required.	Not significant
Chapter 9: Geology, Hydrology, Hydrogeology and Soils.	Degradation of peat and carbon-rich soils.	Not significant	Mitigation by design and good practice measures: CEMP to be submitted for the written approval of the ABC, SEPA and NatureScot prior to construction commencing. Geotechnical Risk Register. Implementation of PMP and PLHRA	Not significant
	Generation of pollution impairing surface water, groundwater, habitat and water supplies.	Not significant	Good practice measures: CEMP to be submitted for the written approval of the ABC, SEPA and NatureScot prior to construction commencing. Confirmatory water quality monitoring which will be agreed with Scottish Water, SEPA, NatureScot, ABC, AFT and ADSFB prior to construction commencing.	Not significant
	Erosion and sedimentation impairing surface water, groundwater, habitat and water supplies.	Not significant	Good Practice Measures: CEMP to be submitted for the written approval of the ABC, SEPA and NatureScot prior to construction commencing.	Not significant

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
	Drainage and dewatering impairing surface water, groundwater, habitat and water supplies.	Not significant	Good Practice Measures: CEMP to be submitted for the written approval of the ABC, SEPA and NatureScot prior to construction commencing.	Not significant
	Flood Risk	Not significant	Good Practice Measures: Commitment to deploy SuDS and prepare a detailed drainage design as part of the final CEMP.	Not significant
Chapter 10: Traffic and Transport	Severance	Minor - Not Significant	Not required however, CTMP implemented as "good practice"	Minor - Not Significant
	Driver Delay	Negligible - Not Significant	Not required however, CTMP implemented as "good practice"	Negligible - Not Significant
	Pedestrian Delay and Amenity	Minor - Not Significant	Not required however, CTMP implemented as "good practice"	Minor - Not Significant
	Fear and Intimidation	Minor - Not Significant	Not required however, CTMP implemented as "good practice"	Minor - Not Significant
	Road Safety	Minor - Not Significant	Not required however, CTMP implemented as "good practice"	Minor - Not Significant
	Dust and Dirt	Negligible - Not Significant	Not required however, CTMP implemented as "good practice"	Negligible - Not Significant
Chapter 11: Acoustic Assessment	Operation			
	Potential impact on residential amenity due to operational noise	Not Significant	The Proposed Development operating in isolation and cumulatively with other existing operational and proposed wind farm developments meet the limiting requirements of ETSU-R-97. As a result, no mitigation is required.	Not significant

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
	<b>Construction and Decommissioning</b>			
	Potential for noise and vibration to be created during general construction activities and by construction traffic	Not significant	<p>Due regard for ‘best practicable means’ (defined by Section 72 of the Control of Pollution Act 1974).</p> <p>A range of noise mitigation measures are proposed for the construction phase in accordance with measures outlined in BS 5228-1:2009.</p> <p>Site operations to be limited to 07:00 - 19:00 Mondays to Fridays, and 07:00-13:00 on Saturdays (except during wind turbine delivery/erection and commissioning/periods of emergency work).</p> <p>Good practice on blasting shall be followed along with guidance on blast frequency and timing.</p> <p>Noise mitigation measures would be implemented as part of the CEMP which would be required to be agreed as a condition of consent.</p>	Not significant
Chapter 12: Aviation Radar and Defence	Effect on the operation of the NERL Lowther Hill radar	Potentially Significant	NERL has identified that a Large Blanking Radar Mitigation Scheme (RMS) will remove or reduce the impact on NERL Lowther Hill Radar. The RMS will be agreed prior to the	Not Significant

EIAR Chapter	Potential Effect	Significance of Effect	Mitigation	Residual Effect
			Proposed Development becoming fully operational.	