

# RWE

**Clachaig Glen Wind Farm**

**Environmental Impact Assessment Report**

**Volume 1**

**Non-Technical  
Summary**

# The Project

Clachaig Glen Wind Farm is a proposed 12-turbine wind farm and battery storage facility near Muasdale on the Kintyre Peninsula in Argyll and Bute. Referred to as 'the Proposed Development', its purpose is to generate electricity and store any excess for when it is required, enhancing the supply of Scotland's renewable energy.

The Scottish Government's target to achieve net zero emissions by 2045 requires a large increase in new renewable energy facilities across Scotland. This includes at least doubling the number of operational wind farms by 2030, which schemes such as Clachaig Glen would help to achieve.

## Why is the wind farm project important?

### The climate emergency

Commitment to the development of renewable energy has become increasingly important since climate emergencies were declared by the Scottish Government in April 2019 and the UK Government in May 2019. Whilst UK (and European) legislation have set the target of achieving net zero greenhouse gas emissions by 2050, Scotland has set this target for 2045. All of these targets demonstrate the immediacy placed on actions at a national and international scale.

### Scotland's climate targets

The development of renewables is recognised by the Scottish Government as being important to the Scottish economy and there is an aim of renewable sources generating the equivalent of 100% of Scotland's gross annual electricity consumption. Onshore wind energy will be vital in achieving this ambitious target.

The Proposed Development has the potential to prevent approximately 3.1 million tonnes of carbon dioxide (CO<sub>2</sub>) equivalent emissions from being released into the atmosphere over the project's 35-year lifetime compared to a fossil fuel mix of electricity generation. This is the equivalent of the emissions from 50,756 average houses (more than the total number of households in Argyll and Bute, which is estimated at 42,801).

## The Applicant

The Applicant, RWE Renewables UK Onshore Wind Ltd, has extensive experience in the renewable energy sector, being an established "super player" in the field of renewables. The company ranks number two globally for offshore wind energy capacity. RWE is also reducing its carbon dioxide emissions as quickly as possible by phasing out or converting conventional power plants in order to achieve their goal to become climate-neutral by 2040.

To allow a quicker path to reach their emissions targets, RWE is providing the opportunity for the landowner (Forestry and Land Scotland) and the local community to invest in this scheme, to a maximum collective level of 49%. RWE will provide the remaining finance for the construction of the project.

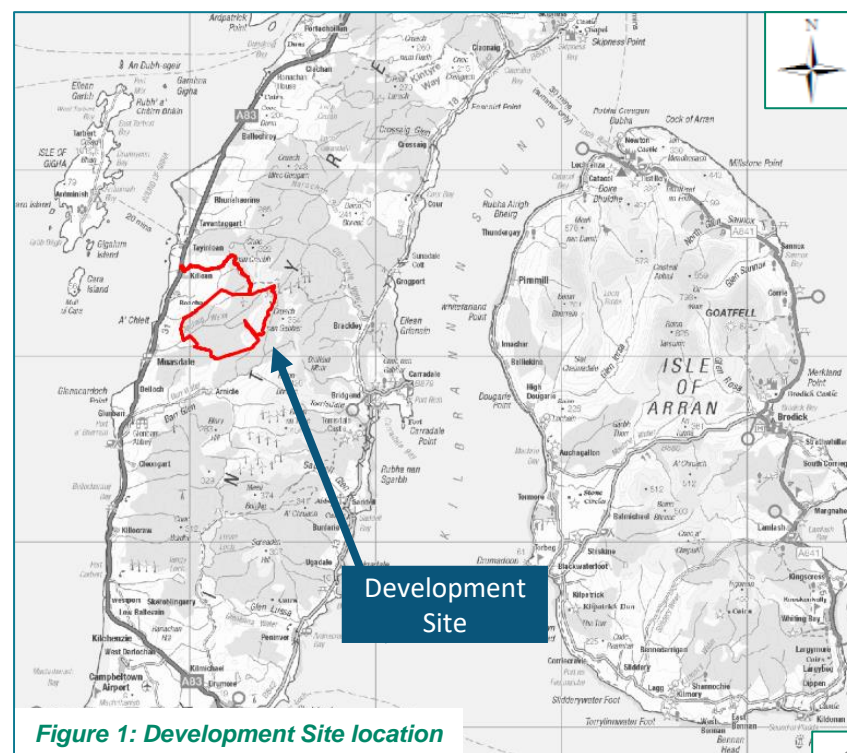


Figure 1: Development Site location

# The Proposal

## Site location

Located approximately 20km to the north of Campbeltown, the Development Site was identified as having the potential to support a viable wind farm due to its good wind resource, site access and close proximity to the existing electricity network. RWE-designed viewshed analysis was also conducted through a map-based process, which modelled the number of visual receptors in the region and assigned a level of importance to each; identifying areas with the lowest potential visual impact for wind farm development. This viewshed analysis, coupled with the more standard assessments, ensured that the most appropriate location for operating a wind farm of the proposed size and scale was selected as the Development Site.

## Site history

In December 2019, RWE gained approval for a 14-turbine wind farm at the Development Site ('the Consented Development'). The maximum height of these turbines was 126.5m (except one which was limited to 115.5m). However, advances in wind turbine technology and significant changes to the wider economics of renewable technologies in Scotland has encouraged RWE to submit a new application to construct a wind farm and battery storage facility. The Proposed Development will generate almost double the output of the Consented Development, despite having fewer turbines.

## The design process

An eleven-stage design process has been conducted, where various alternatives were considered before the Proposed Development was determined as the most suitable.

The Proposed Development will include:

- 7 x 185m (maximum blade tip height) wind turbines,
- 5 x 200m (maximum blade tip height) wind turbines,
- Battery storage facility (expected up to 30 megawatts), and
- Associated infrastructure (including access tracks, underground cabling, crane pads, a permanent anemometer mast (up to 110m height), a control building and substation compound, a temporary construction compound (to then be used for the battery storage facility), a concrete batching plant and up to six small temporary quarries).

The wind farm is expected to have an operational period of 35 years.

An illustration of the site access route from the A83 can be found on Figure 5 (page 6).

*Table 1: Turbine location coordinates and maximum blade tip heights*

Turbine No.	Eastings	Northings	Maximum Height
T1	172042	643025	185m
T2	173055	642867	185m
T3	171741	642693	185m
T4	171316	642438	185m
T5	172701	642602	185m
T6	171789	642110	185m
T7	172417	642250	200m
T8	171178	642039	185m
T10	170883	641708	200m
T11	171426	641475	200m
T13	172149	641498	200m
T14	171113	641187	200m

# The Proposal

The turbine locations proposed are broadly similar to the turbine locations of the Consented Development. Therefore, for consistency, the turbine numbering established for the Consented Development has been retained for the Proposed Development, with turbines T9 and T12 having been removed.

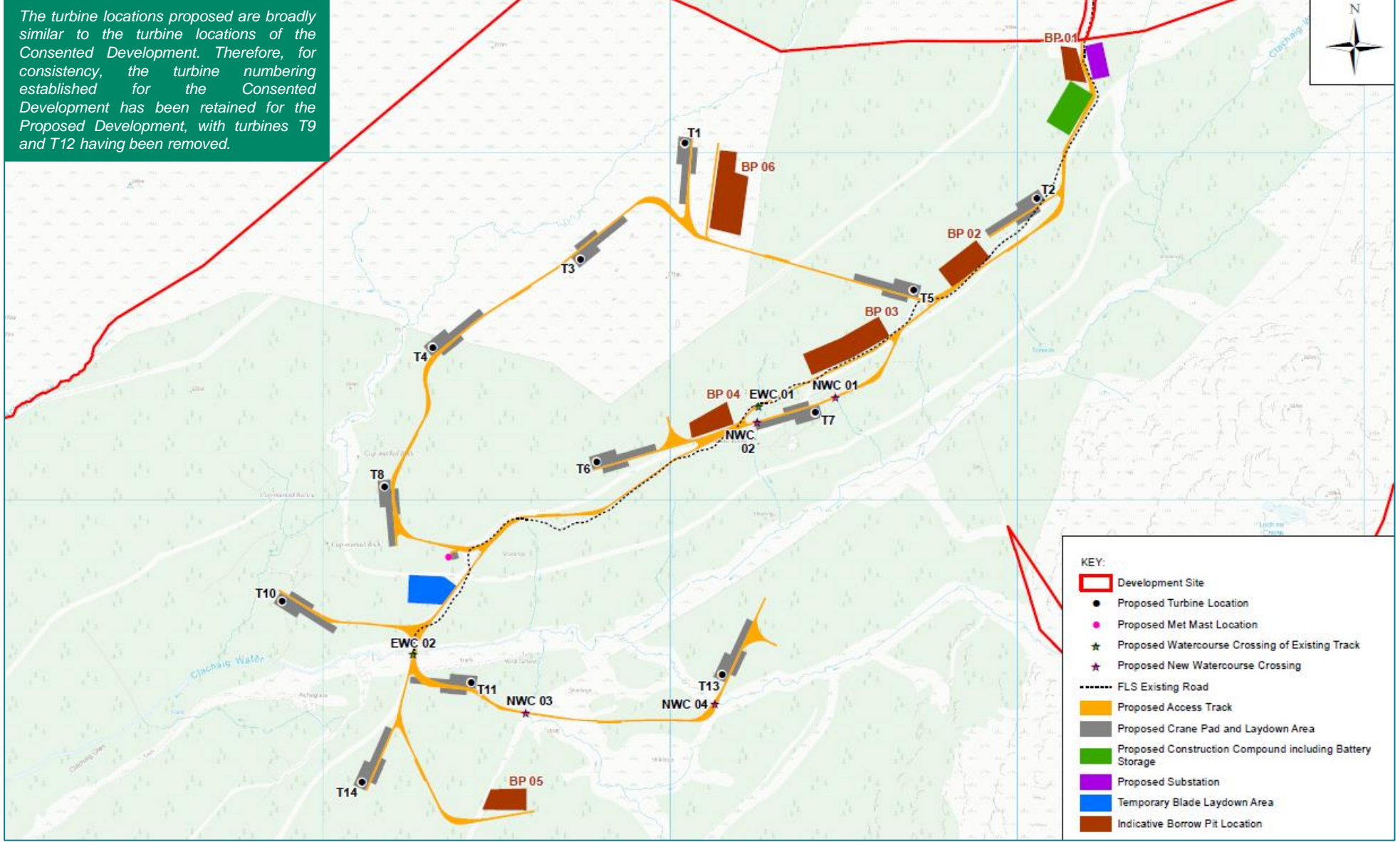


Figure 2: The proposed site layout

# The Environmental Impact Assessment

The Environmental Impact Assessment (EIA) is a valuable technical process which involves the examination of the existing environment and assesses the likely significant effects of the Proposed Development, ensuring all stakeholders are aware of the development’s environmental effects. Recognising the expected environmental impacts, prior to development commencing, helps to minimise any adverse effects and enhance the beneficial aspects of the development, whilst ensuring adherence with all relevant guidance and legislation.

The EIA for the Proposed Development has fed into the design process, which has led to the design being altered to avoid adverse environmental effects where possible. Measures which would maximise environmental benefits were also incorporated into the Proposed Development’s design. Where design changes have not been possible, adverse effects have been identified through the EIA and mitigation measures proposed to avoid, reduce or offset these effects have been identified where feasible.

An Environmental Impact Assessment Report (EIAR), consisting of four volumes, has been produced for the Proposed Development which provides detailed findings from the EIA (Figure 3). This document represents the initial volume of the EIAR, presenting the key environmental findings in a Non-Technical Summary (NTS).

- Aviation Safeguarding
- Geology, Hydrology and Hydrogeology
- Infrastructure and Telecommunications
- Ecology
- Ornithology
- Forestry
- Noise

The effects and mitigation measures referenced throughout this NTS include the results of the cumulative assessment conducted for each topic area. Cumulative effects may occur, for example, where landscape and visual resources, land use or ecological receptors are affected by other developments (such as other wind farms) in addition to the Proposed Development.

## The Non-Technical Summary

This NTS has been produced to distil the key findings from the EIA in a clear and concise format that is accessible to the general public. Whilst the NTS is not intended to provide a complete account of the Proposed Development’s impacts, it does provide an overview of the likely significant environmental effects and mitigation measures employed under the following headings:

- Landscape and Visual
- Shadow Flicker
- Traffic, Transport and Access
- Socio-Economics, Recreation and Tourism
- Cultural Heritage

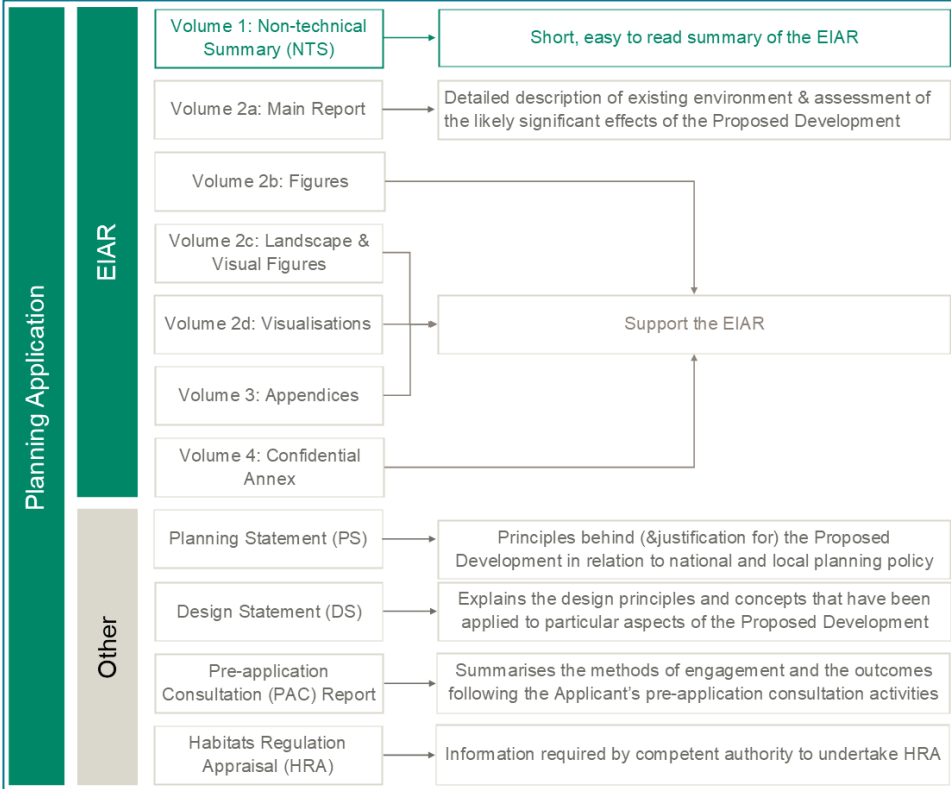


Figure 3: All submitted documents

# The Key Environmental Impacts

## Noise

The Proposed Development has the potential to emit noise during construction, operation and decommissioning, therefore the noise assessment considered all three phases of development.

Effects from vibration were judged to be imperceptible at surrounding sensitive receptors and so the assessment focussed on effects from noise.

It was established that due to the distance between the battery storage facility and the nearest noise sensitive receptor (2km), the battery storage would be very unlikely to be audible when in operation. The assessment on operational noise effects therefore focussed on the proposed wind turbines.

### Mitigation by design

The potential for operational noise effects have influenced the number and location of the wind turbines proposed. In comparison to the Consented Development, a turbine (T12) has been removed which was previously 850m from the property named High Clachaig. The closest turbine to a sensitive receptor for the Proposed Development is now 1.2km from High Clachaig (T14).

### Effects and mitigation

This assessment determined that there would be no significant noise effects on nearby noise sensitive receptors from the Proposed Development's construction, operation or decommissioning.

No specific mitigation measures are therefore required for the development; however, the following were referenced as good-practice measures:

- A range of construction methods will be employed in order to minimise noise and vibration impacts during the construction and decommissioning of the Proposed Development,
- In line with what was agreed in the planning conditions for the Consented Development, it is expected that there will be a condition to ensure that if any noise complaint were to be received by Argyll and Bute Council, it would be fully and properly investigated.

## Aviation Safeguarding

The Proposed Development is located at considerable distance from any significant large commercial airports, aviation and military aviation facilities. This assessment concluded that there are no anticipated effects upon aviation and radar and therefore no mitigation measures required. However, due to the height of the proposed wind turbines, compliant aviation lighting is a requirement on nine of the turbines.

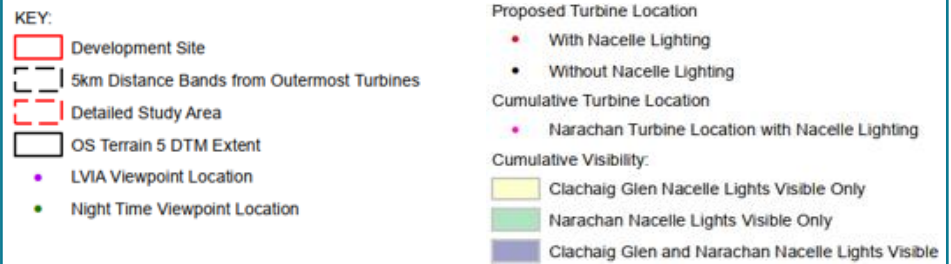
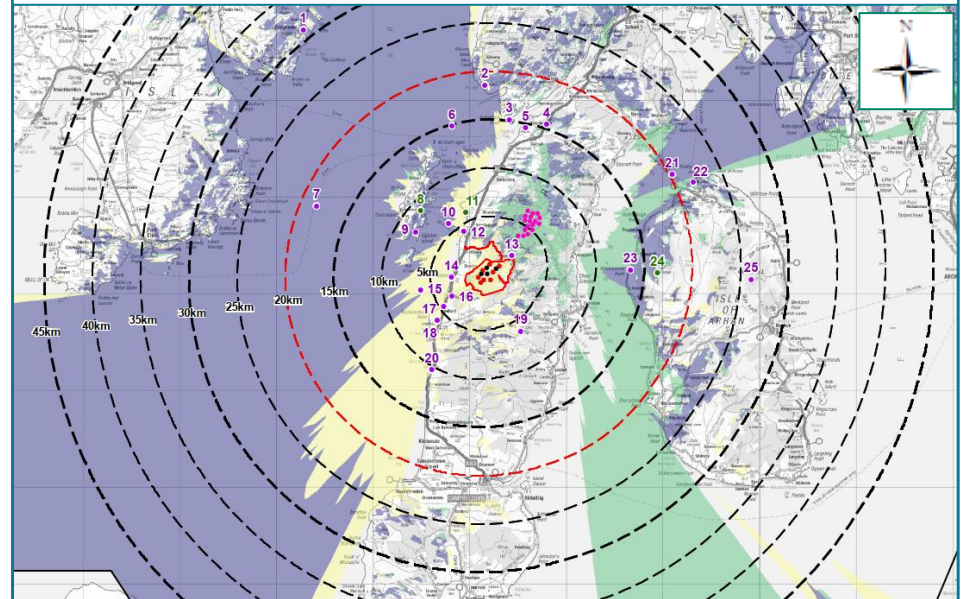


Figure 4: Map of cumulative aviation lighting visibility

# Traffic, Transport and Access

This assessment focussed on the effects from the construction of the Proposed Development. It did not assess any effects from the operation of the development, as only maintenance vehicles will be required during this time. Additionally, as current traffic data is needed in order to conduct the assessment, the effects from decommissioning could not be considered as this will depend on the traffic levels at this time. Further assessment is expected prior to decommissioning.

The construction period for the Proposed Development is expected to be between 12 to 18 months. The assessment was based on a 12-month construction period in order to provide a robust forecast of daily construction traffic movements.

The range of effects considered were on community severance, pedestrian fear and intimidation from increased traffic flow, accidents and road safety, pedestrian and cycle amenity, pedestrian and cycle delay, and driver delay.

It is important to note that this assessment was based on a ‘worst-case’ scenario, which assumed that all construction materials will be imported to the Development Site. This scenario is unlikely, as six small quarries are proposed for on-site for materials. The use of these quarries would reduce the number of heavy goods vehicle movements used in the assessment by up to 75%. In order to be robust, the assessment also assumed that all construction traffic would use all roads, which is unlikely to be the case.

## Effects & mitigation

The predicted effects from the construction traffic were assessed as not significant, subject to the production of a focused Construction Traffic Management Plan. This will be produced before construction begins and approval will be sought from Police Scotland, Argyll and Bute Council and Transport Scotland before it is brought into use.

The Construction Traffic Management Plan will confirm the routing proposals for the delivery of turbine components by abnormal loads. It will also specify construction materials, the timing of deliveries, the findings from route condition surveys and mitigation measures as necessary. The aim of the plan is to minimise congestion, disruption and maintain road safety.

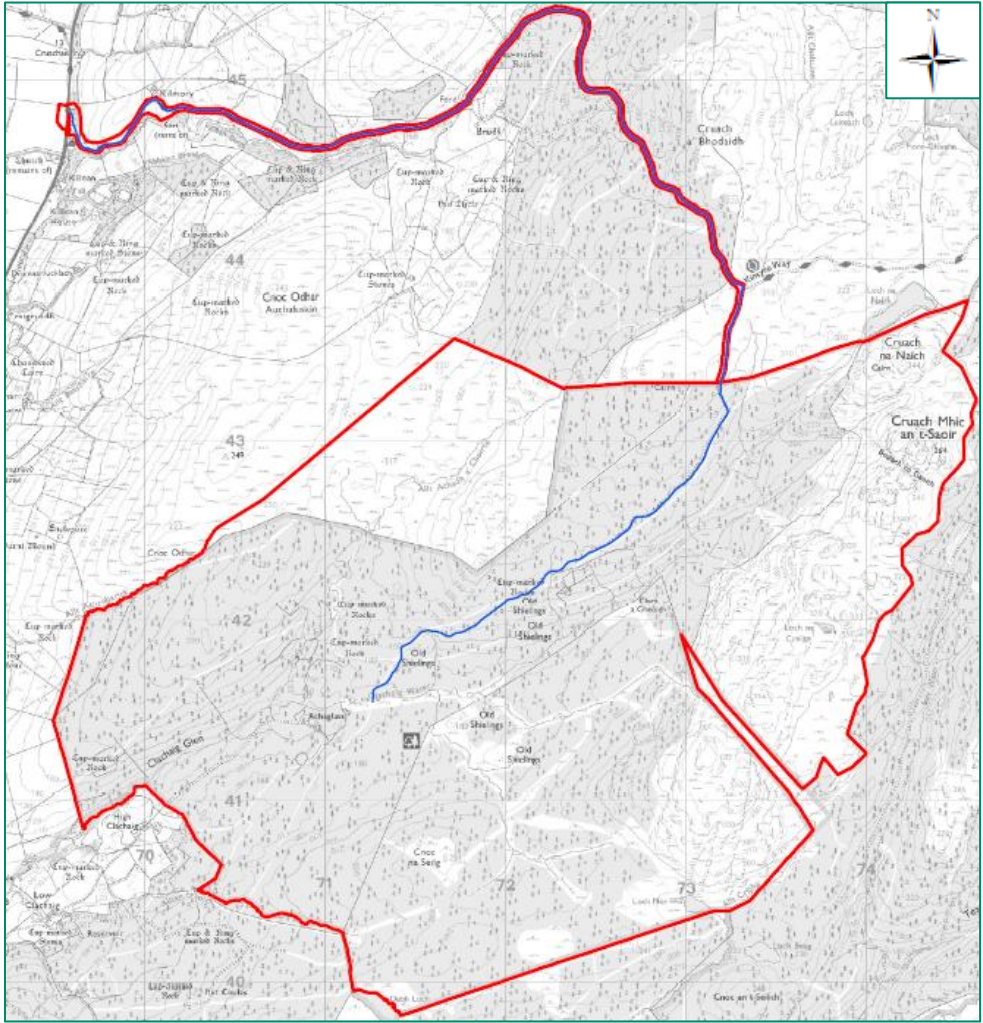


Figure 5: Development Site including site access

# Ecology

The assessment focussed on the potential impacts and effects of the Proposed Development on ecological receptors within the study area.

## Effects & mitigation

Important ecological features identified within the Development Site include blanket bog, basic flush, heath, small areas of broadleaved woodland, common bat species, otter, pine marten, red squirrel and fish. However, the protected species evidence indicates a low level of presence within the Development Site, with the exception of a Moderate activity level for common bat species (mainly common and soprano pipistrelles) comparable with the surrounding region.

No adverse significant effects were established through this assessment. Mitigation measures include:

- The restoration of 56.2 hectares of plantation forestry to blanket bog, resulting in a net enhancement and a significant beneficial effect on blanket bog.
- Ensuring a 100m radius around each turbine is cleared of trees, so that there is more than 50m between rotor blade tips and the nearest woodland, to mitigate bat collision risk.



*Figure 6: Photograph of Development Site (2021)*

# Ornithology

Ornithological surveys were conducted between 2014 and 2021 in the local area to determine the potential impact of the Proposed Development upon bird species and their habitats.

## Effects & mitigation

A number of general mitigation measures are proposed to minimise any impacts on ornithological features, such as employing an Ecological Clerk of Works, continuing breeding bird surveys, employing good construction practices and undertaking vegetation clearance outside of breeding season (March to August, inclusive) where possible, or employing a suitably qualified ornithologist to check for nesting birds when this is not possible.

The following mitigation measures are proposed to minimise any adverse effects upon specific bird species:

- For snipe, where necessary, access roads will be micro-sited to minimise damage to or loss of flush or other wetland habitats suitable for foraging and chick rearing.
- For snipe, where possible, access tracks will be constructed via a ‘floating’ method to promote the continued flow of groundwater. Where this is not possible, the access track will be constructed to permit the continued flow of surface water from one side to the other.
- No black grouse leks were identified within 500m of any proposed infrastructure during any surveys. However, should a black grouse lek be identified by during-construction (or decommissioning) ornithological surveys within 500m of any construction area, no works will be permitted to take place during the period of one hour before sunrise until one hour after sunset, in the months of April and May.
- A pre-works check for crossbill will be carried out prior to keyhole felling to search for the presence of breeding birds.

An assessment on certain species known to be potentially vulnerable to illegal persecution, disturbance and egg-collecting was conducted for the Proposed Development and the results will be confidentially shared with limited parties, including Argyll and Bute Council and NatureScot. Following the identification of some mitigation measures, no significant effects were established on these species.

The successful implementation of mitigation measures will ensure no significant adverse effects emerge from the Proposed Development upon the local bird species.



The Development Site's ground condition and water environment incorporate impermeable rock and discrete areas of peat which feed into the two main watercourses. The site is classified as having good groundwater quality and quantity.

## Effects & mitigation

Potential effects on the water environment and ground conditions are interrelated and for a wind farm development could include pollution incidents, erosion, an increase in flood risk and peat instability.

To ensure that no significant environmental effects arise, the majority of the mitigation measures have influenced the design of the Proposed Development and include:

- Using existing access tracks where possible in order to minimise new access tracks and water crossings.
- Optimising the design of the Proposed Development infrastructure to reduce the land take, such as keeping cabling adjacent to roads.
- Ensuring that no infrastructure is located within areas of peat with a depth >2m, apart from limited areas of access track (at these locations, floating tracks will be utilised).
- Minimising the effect on watercourses by ensuring no infrastructure is located within 50m of a watercourse (except for watercourse crossings).
- Locating infrastructure 300m or more from private water supplies (beyond the minimum advised distances).
- Avoiding groundwater dependent terrestrial ecosystems where possible. Where infrastructure is within advised exclusion zones, further assessment has been conducted and no significant effects have been identified.
- Adopting good practice construction methods, including developing and adhering to a Construction Method Statement, devising an appropriate drainage strategy and creating a bunded area within the construction compound for re-fuelling vehicles and storing fuel.

A number of the measures above are shown on the Constraints Plan (see Figure 8 on page 9).

Through the adoption of good working practices, potential effects on the water environment and ground conditions will be mitigated. Effects on surface and groundwater and the underlying geology of the Development Site are predicted to be negligible.



*Figure 7: Photograph of Development Site (2021)*

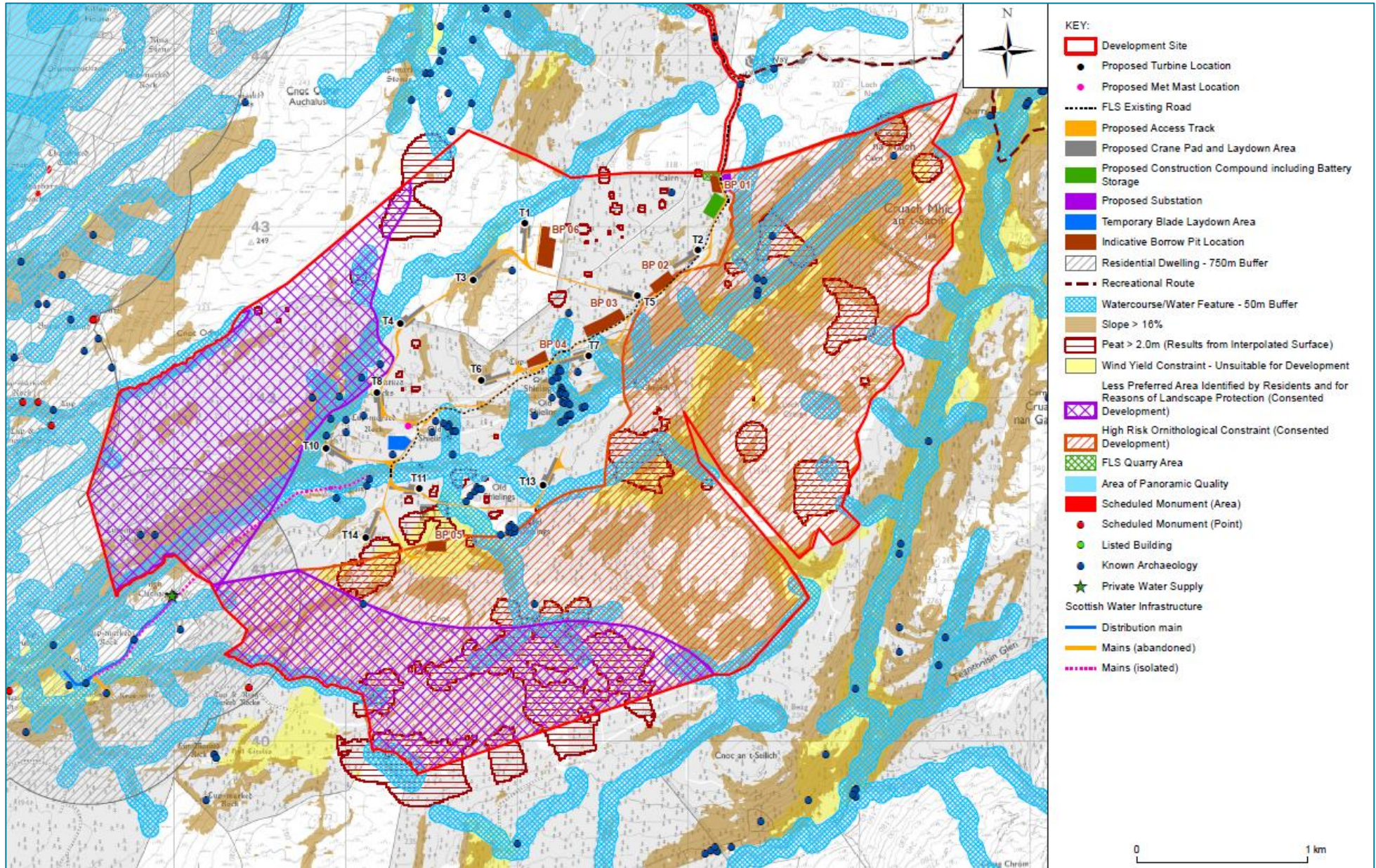


Figure 8: Constraints plan created to guide design

The Development Site is largely comprised of forest managed primarily for timber production, much of which is nearing or at commercial maturity. It forms part of the area known as Carradale Forest. Ten of the 12 proposed wind turbines and the majority of the proposed infrastructure will be located within the forest.

The Applicant has worked closely with the landowner, Forestry and Land Scotland, to ensure the Proposed Development is considered acceptable by them. As a result, the updated Carradale Land Management Plan, expected to be submitted by Forestry and Land Scotland to the Perth and Argyll Conservancy for approval in 2022, includes the Proposed Development as part of the forest's long-term strategy.



Figure 9: Photograph of Development Site (2021)

## Effects & mitigation

Collaboration between the Applicant and Forestry and Land Scotland has ensured mitigation measures are prioritised throughout the Proposed Development's design, subsequently limiting the adverse impact upon Carradale Forest. Measures include:

- Upgrading the existing forest track where possible and planning new access tracks where they will be of use to Forestry and Land Scotland for future forestry operations, maintenance and felling.
- Minimising additional land take as much as possible, for example by placing the proposed battery storage facility within the temporary construction compound to avoid the need to remove any additional areas of forestry to accommodate this.

Additional mitigation measures are as follows:

- Where the Applicant is responsible for felling, timber will be harvested and extracted using conventional techniques and dispatched to appropriate markets where possible.
- Restocking is proposed where trees are felled for construction purposes, but open ground is not required for operation or decommissioning.
- The Applicant will commit to 56.2 hectares of peatland restoration within the Development Site.

Adopting a holistic approach throughout, the Proposed Development design and construction ensures the delivery of optimal forest, environmental and carbon outcomes, whilst contributing to the positive environmental forest management objectives. This approach has ensured that no significant adverse effects on forestry are anticipated.

# Infrastructure and Telecommunications

Water assets, existing utilities infrastructure (including gas pipelines and overhead cables), digital television and radio reception were amongst those assets considered within the infrastructure and telecommunications assessment.

## Effect & mitigation

The only potential impact noted through this assessment was on an overhead line crossing the entrance to the Development Site during construction. If necessary, this will be undergrounded in order to ensure that the components of the Proposed Development can be safely delivered to the site.

No significant adverse effects on existing infrastructure and telecommunications are therefore predicted to occur from the Proposed Development.

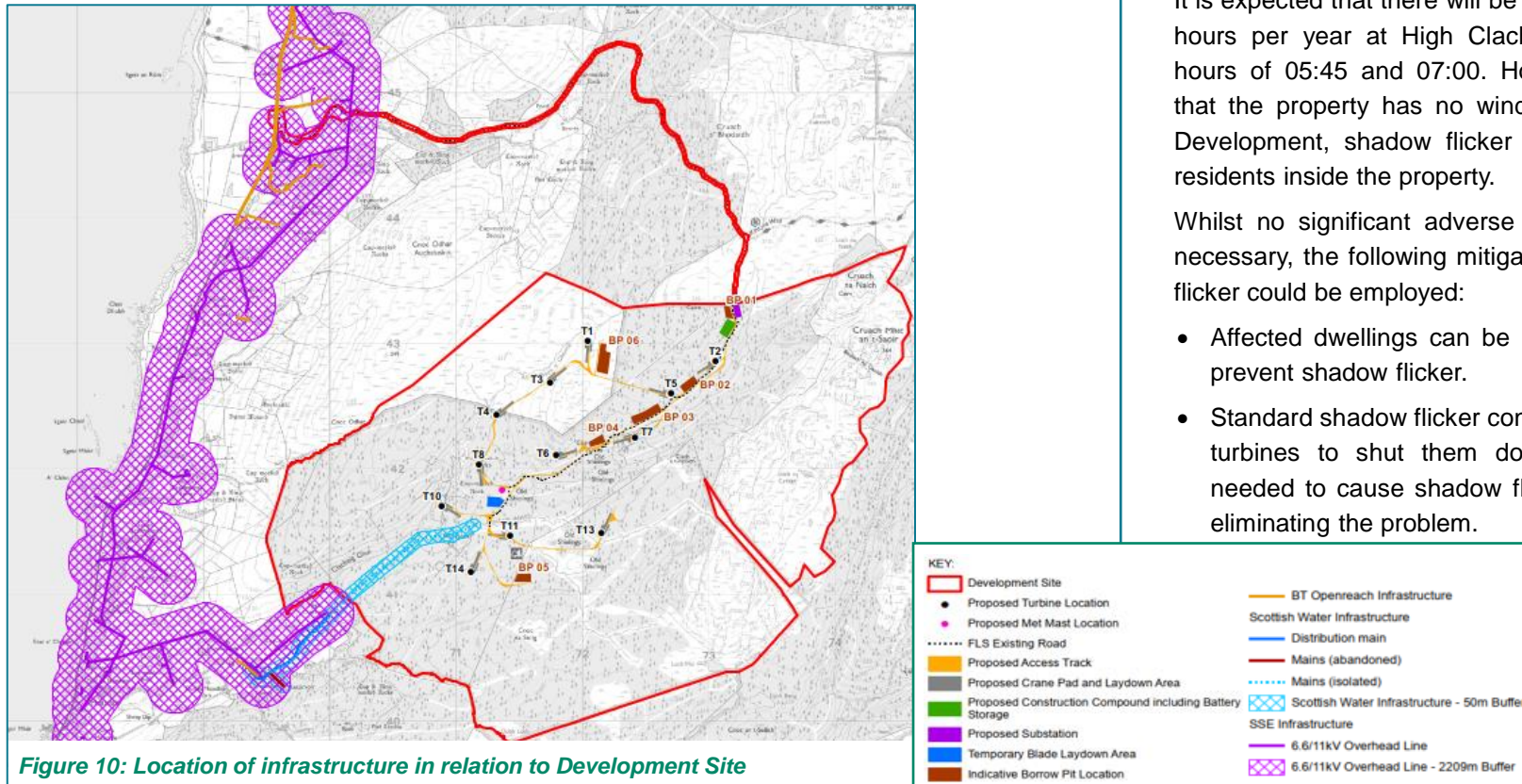


Figure 10: Location of infrastructure in relation to Development Site

# Shadow Flicker

The term 'shadow flicker' is given to the flickering effect created when a rotating wind turbine rotor blade periodically casts a shadow across the windows and doors of a nearby property. Research indicates that shadow flicker does not have any adverse health effects for nearby residents.

## Effects & mitigation

The study indicated that only one property (High Clachaig) is located within the range to be affected by shadow flicker from the Proposed Development.

It is expected that there will be shadow flicker for up to 13 hours per year at High Clachaig, largely between the hours of 05:45 and 07:00. However, when considering that the property has no windows facing the Proposed Development, shadow flicker is not expected to affect residents inside the property.

Whilst no significant adverse effects are anticipated, if necessary, the following mitigation measures for shadow flicker could be employed:

- Affected dwellings can be screened from turbines to prevent shadow flicker.
- Standard shadow flicker controllers can be installed on turbines to shut them down when all parameters needed to cause shadow flicker are present, thereby eliminating the problem.

# Socio-Economics, Recreation and Tourism

Factors in this assessment included the wider economy and the recreation and tourism sector, as well as individual tourism businesses, routes and attractions. The Proposed Development has the potential to both beneficially and adversely affect the socio-economic and tourism characteristics of the local area. Mitigation measures are therefore identified which could prevent any adverse effects and enhance potential beneficial elements of the Proposed Development.

## Effects (beneficial)

- The Proposed Development is expected to have a beneficial effect on the local economy as a result of job creation and local expenditure by the developer and contractors, as contract staff utilise the local facilities such as accommodation, shops and cafes / restaurants. A local supplier database will be created, and a ‘Meet the Developer Day’ will be held to inform and open discussions with local business about the opportunities that may exist during the construction and operation of the Proposed Development.
- RWE also intends to invest £5,000 per megawatt into a community fund to ensure that the local community benefits from the Proposed Development through the funding of local projects.

## Effects (adverse) & mitigation

- An increased volume of traffic on the route is likely, which may impact amenity, increasing journey times and restricting access. Implementing a Construction Traffic Management Plan will mitigate against delays and amenity loss associated with construction traffic.
- The Construction Traffic Management Plan will be produced prior to construction and will detail measures, such as pedestrian access and safety measures along the Kintyre Way, advanced public notification of key transport movements, road signage, road maintenance, delivery timings and driver briefings.

Although the Proposed Development has the potential to generate minor adverse effects for a small number of individual tourism businesses located within the study area, these adverse effects are expected to be outweighed by the beneficial effects that the Proposed Development would have on the local economy. Moreover, the mitigation measures suggested above will reduce the significance of any adverse effects arising from the Proposed Development.



Figure 11: Photomontage of Viewpoint 11, Rhunahaorine/ Point Sands near the caravan park - not to scale

## Cultural Heritage

Various archaeological remains have been found in the Kintyre Peninsula, dating from the late Neolithic / early Bronze Age, and firmly establishing this area as a key site of cultural heritage.

The cultural heritage assessment considered:

- physical archaeological features, and
- the setting of heritage assets.

### Mitigation through design

Throughout the design process, cultural heritage features have been avoided where possible when siting the Proposed Development's components, including the turbines, battery storage, associated infrastructure and access tracks. This has been achieved through creating exclusion zones on Development Site mapping of both desk-based records and those features recorded during site surveys.

For example, following the walkover survey on 30 June 2021, it was found that there would be possible impacts on an area of shielings resulting from the proposed access track near the south of the Development Site. The route of the track was then altered to avoid the potential destruction of these features.

### Mitigation measures

No significant effects are anticipated for the area's cultural heritage; however, the following mitigation measures have been identified to ensure this remains to be the case:

- Prior to construction and decommissioning, a traffic management plan will be put in place to limit traffic movements and a Construction Environment Management Plan will be created to ensure good practice construction methods are employed on site. These will aim to reduce the noise and dust created through construction and decommissioning, which could otherwise have a temporary impact on the setting and ambiance of heritage assets.
- A phased programme of archaeological work will be carried out pre-construction to identify unknown archaeological remains.
- Although there are no appropriate mitigation measures for operational effects on the setting of above-ground cultural heritage features, the provision of suitable interpretive material about the archaeology of the area, specifically the cup marked stones, crofts and the shieling grounds could be considered. This would be constructed in a suitable location and could potentially be linked with the Kintyre Way long distance footpath.



*Figure 12: Cup marks on rock outcrop*



*Figure 13: Remains of shielings*



*Figure 14: Remains of Achahoirk croft*

The landscape and visual assessment considers the changes which may occur to the landscape's physical elements as a result of the Proposed Development, and the visual effects relating to the changes in views available to, and experienced by, people.

## Mitigation through design

The landscape and visual assessment was a leading influence in the design of the Proposed Development, for example:

- Careful site selection and turbine siting have minimised the impact of the Proposed Development upon key landscape features, including nationally and locally designated landscapes.
- Reducing the number of turbines from 14 to 12 ensures greater offset from settlement and helps to achieve a cohesive layout.
- Due to the topography of the Development Site, installing turbines of different sizes will help to achieve a balanced layout and minimise the visibility of turbine hubs from the Kintyre coast.



*Figure 15: Photomontage of Viewpoint 17, A83 south of Muasdale– not to scale*

# Landscape and Visual

## Effects

Significant adverse effects are established on:

- One of the 14 Landscape Character Types / seascape units assessed (LCT 6: Upland Forest Floor Mosaic), within 2km of the Proposed Development (significant effects from construction and operation).
- Six of the 25 visual receptors assessed:
  - Viewpoint (VP)13: Kintyre Way north of Development Site (significant effects from construction and operation). However, this represents a ‘worst case’ view, as the Proposed Development would not be visible from most of the route due to landform and would be further screened by forestry.
  - VP16: North Muasdale, a core path near the Proposed Development (significant effects from operation). The scale of change at VP16 is considered large due to the proximity of the viewpoint; however, the viewpoint is not representative of Muasdale as a whole due to the presence of landform screening the Proposed Development from view.
  - The remaining four viewpoints predicted to experience significant effects (from operation) are located on Gigha (VP8: Ardmish and VP9 South Pier) or within the Gigha Sound (VP10: Sound of Gigha from Gigha Ferry and VP15: Sound of Gigha from recreational watercraft). The Proposed Development makes use of an upland ridge to partially reduce visibility of the proposed turbines from these locations. However, the tops of turbines, including aviation lighting, would be apparent from these locations. These viewpoints are intended to represent the ‘worst-case’ views from Gigha and the Gigha Sound, with visibility (and therefore effects) from other parts of the island and surrounding waters expected to be more limited.
- Significant adverse cumulative effects would be similar to the above, except for VP16 due to the absence of visibility of cumulative schemes from this location.

The likely effects are not dissimilar to the Consented Development despite the increase in turbine size. The assessment concludes that although there would be some localised significant effects upon a small number of receptors within close proximity to the Proposed Development, the effect of the Proposed Development on the landscape and visual resource of the wider area is not considered to be significant. The nature of the development determines it is not possible to mitigate against operational effects.



Figure 16: Photomontage of Viewpoint 16, North Muasdale – not to scale



# Summary of Environmental Effects

No significant adverse effects from the Proposed Development were found within any assessment, except for localised landscape and visual effects.

The adverse significant effects assessed within the Landscape and Visual Assessment are considered to represent a 'worst case' scenario, as the landform and/or forestry screen the Proposed Development from most of the Kintrye Way and viewpoints within or near Gigha. Whilst the scale of change brought by the Proposed Development to Viewpoint 16 (North Muasdale) determines its significant effect, it is not representative of Muasdale as a whole due to the presence of landform screening the Proposed Development from view.

Visibility of the Proposed Development from the Kintyre coast, where the majority of settlements and roads are concentrated, has been minimised through careful site selection and design. Therefore, for the large majority of those living and visiting Kintyre, the Proposed Development would have a limited presence visually and would often go unnoticed.

As a proposal for a commercial scale wind farm, it is accepted that there will be a small number of localised landscape and visual effects resulting from the Proposed Development, however due to the mitigation measures incorporated through the robust site selection and design process, it is not considered that the wider landscape and visual resource of the area would be significantly adversely affected.

Moreover, there are likely to be beneficial effects from the Proposed Development, such as the restoration of peatland, the associated enhancement of ornithological features and investment in the local economy.

The limited environmental effects of the Proposed Development are to be balanced with the established need for renewable and onshore wind energy. This is recognised through existing and upcoming Scottish Government planning and energy policies, as they strive to meet their 2045 net zero emissions target and, as part of this, look to significantly increase the amount of operational onshore wind energy within the next eight years.



*Figure 17: Photograph of Development Site (2021)*

# Next Steps

This Non-Technical Summary has been produced as Volume 1 of the Clachaig Glen Environmental Impact Assessment Report. Detailed findings from the associated EIA are available electronically from the Scottish Government Energy Consents website at [www.energyconsents.scot](http://www.energyconsents.scot) or the Applicant's website: [www.rwe.com/clachaig-glen](http://www.rwe.com/clachaig-glen).

Following the application's submission in February 2022, a period of public consultation is expected where stakeholders are invited to comment upon the Proposed Development.

Once the application has been determined a construction period of 12 to 18 months is expected to complete the Proposed Development.



*Figure 18: Photograph of Development Site – Access Track (2021)*

## Contact details and further information

A paper copy of the Non-Technical Summary can be made available free of charge. Hard copies of the full application can be made available at a fee of £300 per application copy (with the exception of the Confidential Annex, EIAR Volume 4). Electronic copies of the application documents (excluding EIAR Volume 4) can be made available free on DVD or pen drive. To request copies of any documents, please contact Nicholas Taylor (RWE) on 0191 376 0893 or [nicholas.taylor@rwe.com](mailto:nicholas.taylor@rwe.com).

Any representations regarding the application may be submitted via:



The Energy Consents Unit website at:  
[www.energyconsents.scot/Register.aspx](http://www.energyconsents.scot/Register.aspx)

**OR**



By email to the Scottish Government, Energy Consents Unit mailbox at: [representations@gov.scot](mailto:representations@gov.scot)

**OR**



By post to:  
The Scottish Government, Energy Consents Unit, 4th Floor, 5 Atlantic Quay, 150 Broomielaw, Glasgow, G2 8LU

Written or emailed representations should be dated, clearly stating the name (in block capitals), full return email and postal address of those making representations. Only representations sent by email to [representations@gov.scot](mailto:representations@gov.scot) will receive acknowledgement.

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