

RWE

Clachaig Glen Wind Farm

Environmental Impact Assessment Report

Volume 2a

Main Report

Chapter 13: Socio-economics, Recreation and Tourism

13. Socio-economics, Recreation and Tourism

13.1 Introduction

- 13.1.1 This chapter of the Environmental Impact Assessment Report (EIAR) describes the existing socio-economic, tourism and recreation resources within and surrounding the Development Site. It considers the potential effects that the Proposed Development (as described in Chapter 3 of this EIAR: Project Description) may have on the socio-economic and tourism characteristics of the defined assessment study area and identifies the mitigation measures that will be implemented to prevent, reduce or offset potential adverse effects or enhance potential beneficial effects, where possible.
- 13.1.2 Potential effects on socio-economics and tourism are interrelated with effects on landscape and visual, noise and transport receptors. This chapter should therefore be read in conjunction with Chapters 7: Landscape and Visual, 8: Noise, and 14: Traffic, Transport and Access, of this EIAR.

13.2 Legislation, Policy and Guidance

- 13.2.1 Relevant overarching planning policies for the Proposed Development are detailed in Chapter 6: Planning and Energy Policy Context, including:
- Scottish Planning Policy (SPP) (Scottish Government, 2014a),
 - Argyll and Bute Local Development Plan (Argyll and Bute Council, 2015),
 - Policy LDP 5 – Supporting the Sustainable Growth of Our Economy,
 - Policy LDP 6 – Supporting the Sustainable Growth of Renewables, and,
 - Policy LDP 11 – Improving our Connectivity and Infrastructure,
 - Argyll and Bute Proposed Local Development Plan 2 (Argyll and Bute Council, 2019),
 - Policy 22 – Economic Development,
 - Policy 30 – The Sustainable Growth of Renewables, and
 - Policy 32 – Active Travel.
- 13.2.2 A Planning Statement, which accompanies the Section 36 Application, considers the Proposed Development's accordance with the above policies.

Research into the Effects of Wind Farms on Tourism

- 13.2.3 A number of specialist studies and surveys have been undertaken to consider the extent wind farms affect tourism, particularly given the link between the importance of landscape and scenery and certain tourism activities. The findings of relevant studies and surveys are considered in the following subsections.

The Economic Impacts of Wind Farms on Scottish Tourism (Glasgow Caledonian University, 2008)

- 13.2.4 This report was produced for the Scottish Government and sought to assess whether Government priorities for wind farms in Scotland are likely to have an economic impact on Scottish tourism. Four case study areas in Scotland were assessed, including Dumfries and Galloway; Caithness and Sutherland; Stirling, Perth and Kinross; and the Scottish Borders. The case study considered how many tourists would stay in a room with a view of a wind farm.
- 13.2.5 Almost 400 people were interviewed with the aim of establishing whether the experience of viewing a wind farm altered the likelihood of a return to an area or to Scotland as a whole of which:
- 39% of respondents were positive about wind farms,
 - 36% had no opinion either way, and
 - 25% were negative (including 10% who were strongly negative).
- 13.2.6 In total, three quarters of people felt wind farms had a positive or neutral impact on the landscape. It should be noted that the report was based on sites which were operational, under construction, consented or under consideration for planning consent, and that the figures only refer to the tourism impacts and do not consider other economic impacts. The report concluded that in Scotland, tourism and renewable energy targets could be met concurrently, providing tourism marketing and planning are effectively carried out.

Wind Farm Consumer Research Topic Paper (VisitScotland, 2011)

- 13.2.7 A survey commissioned by VisitScotland in 2011 involved interviewing 3,000 people to learn about consumer attitudes to wind farms and their effect on tourism. The sample comprised 2,000 people from a nationally representative UK sample and a Scottish representative sample of 1,000 people. The key findings from this survey were:
- The majority of those interviewed thought that natural scenery and landscape were important to them when taking a short break or holiday,
 - The majority of people had seen a wind farm whilst on a holiday in the UK (Scotland) and indicated, on the most part (80% of UK respondents and 83% of Scottish respondents), that the presence of a wind farm would not affect their decision about where to visit or stay in the UK, and
 - Although the majority of people feel that wind farms do not spoil the look of the countryside, it was also found that seeing a wind farm would not add to the enjoyment of it.

Tourism Impact of Wind Farms (University of Edinburgh, 2012)

- 13.2.8 This study was submitted as evidence to the Scottish Government as part of an inquiry into renewable energy. It provided “*data, information and informed analysis of the actual and potential impact of wind farms on tourism*”. It sets out analysis of previous evidence and research, drawing on academic studies undertaken by Glasgow Caledonian University and the University of West England.

- 13.2.9 The study included analysis of surveys and research carried out in areas where wind farms exist that indicate that over 90% of tourists surveyed would not be discouraged from visiting an area where a wind farm is present. The study concludes:

“...there has been no measurable economic impact, either positively or negatively, of wind farms on tourism” (section 2.2.2, page 4) and that “findings from both primary and secondary research relating to the actual and potential tourism impact of wind farms indicate that there will be neither an overall decline in the number of tourists visiting an area nor any overall financial loss in tourism-related earnings as a result of a wind farm development.”

13.3 Methodology

Scope of the Assessment

- 13.3.1 The assessment has considered the likely effects of the construction, operation and decommissioning of the Proposed Development on:

- Socio-economics: the local communities and associated economies in the vicinity of the Proposed Development, and,
- Tourism and recreation: – tourist / visitor attractions, as well as recreational land uses or resources such as visitor centres and walking or cycling routes.

Study Area

- 13.3.2 Two study areas have been defined for the assessment:

- The study area for socio-economic effects extends to 5km from the Development Site, and
- The study area for tourism and recreation effects extends to 20km from the Development Site in order to ensure consideration of wider amenity issues.

Assessment Guidance

- 13.3.3 There is no specific guidance directly applicable to the assessment of the socio-economic effects of onshore wind farms. However, there are a number of other guidance documents which are of relevance. The following have been used to inform the assessment:

- Volume 11, Section 3, Part 8 of the Design Manual for Roads and Bridges (DMRB): Pedestrians, Cyclists, Equestrians and Community Effects. (The Highways Agency, Scottish Government, Welsh Assembly Government and the Department of Regional Development Northern Ireland, 1993). This guidance has since been replaced by DMRB Sustainability and Environment Appraisal: LA 112 ‘Population and Human Health’ (Highways England, et al., 2020). LA 112 however does not include consideration of certain socio-economic elements which were contained within the Part 8 guidance, those elements of the Part 8 guidance therefore have continued to influence this assessment,
- A Handbook on Environmental Impact Assessment (SNH, 2018), and

- A Good Practice Guide on Planning for Tourism (Department for Communities and Local Government, 2006).

Socio-economics

13.3.4 The method for the socio-economic assessment has been broadly derived from the two DMRB publications listed in Paragraph 13.3.3 above. This includes consideration of job creation, local expenditure and potential effects on community facilities.

Tourism

13.3.5 The guidance of effects on access and recreation has taken into account Scottish Planning Policy (Scottish Government, 2014a), and broadly follows the guidance contained within the two DMRB publications listed in Paragraph 13.3.3 above. The DMRB guidance recommends that consideration is given to the effects on:

- Core paths, footpaths, cycleways and other less formal routes, including changes in the amenity of users (walkers, cyclists and horse-riders) as well as any severance or disturbance of these as a result of construction, operation and decommissioning of the Proposed Development, and
- Recreational or tourist facilities including consideration of potential changes in the amenity value experienced by visitors.

Significance Criteria

Sensitivity of Receptors

13.3.6 Criteria used in this assessment for describing the sensitivity or importance of the receiving environment are summarised in Table 13-1. The sensitivity of the receptor takes in to account the receptor's recognised value or quality in terms of the socio-economic or tourism activities it supports and the ability to absorb an effect without perceptible change. The sensitivity criteria have been derived taking into account relevant legislation, statutory designations or classifications.

Table 13-1 Sensitivity Criteria

Descriptor or Criteria	Description	Examples of receptors
High	The receptor has low capacity to absorb change without fundamentally altering its present character; is of high socio-economic, environmental or tourism value; or of national importance.	National Parks, national tourist attractions and destinations; and national cycle routes.
Medium	The receptor has moderate capacity to absorb change without significantly altering its present character; has some socio-economic, environmental or tourism value; or is of regional importance.	Regional parks, regional tourist attractions; Core paths, long distance paths, regional cycle routes.
Low	The receptor is tolerant of change without detriment to its character; is of low socio-economic, environmental or tourism value; or local importance.	Local tourist attractions, local parks, open space and the local core path.

Descriptor or Criteria	Description	Examples of receptors
Negligible	The receptor is resistant to change and is of little socio-economic, environmental or tourism value.	Unmarked footpath or cycleway. No discernible tourism or economic use.

Magnitude of Change

13.3.7 Criteria for determining the magnitude of potential impacts (magnitude of change) are contained in Table 13-2. The magnitude considers the scale of the predicted changes to existing conditions taking in to account the duration of the impact, the reversibility of the impact and whether the impact is direct or indirect.

Table 13-2 Magnitude Criteria

Descriptor or Criteria	Description
High	Total loss or major alteration of key elements / features of the baseline conditions such that post-development character / composition of baseline condition will be fundamentally changed: <ul style="list-style-type: none"> • Socio-economic: Major long-term (5+ years) alteration of community profile (including community cohesion and stability) and business structure; • Tourism and recreation: Loss or major alteration of iconic tourist asset of national significance, resulting in increase / reduction in national tourism numbers.
Medium	Loss or alteration of one or more key elements / features of the baseline conditions such that post-development character / composition of the baseline condition will be materially changed; <ul style="list-style-type: none"> • Socio-economic: A noticeable long-term alteration of community profile (including community cohesion and stability) and business structure; • Tourism and recreation: Substantial change to regional tourism numbers. Region considered less/ more attractive place to visit.
Low	Minor shift away from baseline conditions. Changes arising from the alteration will be detectable but not material; the underlying character / composition of the baseline condition will be similar to the pre-development situation: <ul style="list-style-type: none"> • Socio-economic: A short-term alteration of community profile (including community cohesion and stability) and business structure; • Tourism and recreation: A small and short-term change to regional tourism numbers.
Negligible	Very little change from baseline conditions. Change is barely distinguishable, approximating to a 'no change' situation.

Significance of Effects

13.3.8 A qualitative approach has been taken to the assessment broadly following the approach illustrated in Table 13-3 (and as outlined within Chapter 2 of this EIAR: Approach to Environmental Impact Assessment). The significance of effect is based on a combination of the sensitivity or importance of the receptor and the magnitude of a potential impact. It should be noted that this general approach has been treated as a framework during the assessment and has not been used as a matrix.

13.3.9 Effects can be adverse or beneficial. The significance of effect (adverse or beneficial) is assessed as Major, Moderate, Minor or Negligible. Effects assessed as Minor or Negligible are considered to be manageable and therefore 'Not Significant'. Effects assessed as Moderate or Major are generally considered to be 'Significant'.

Table 13-3 Significance Criteria

Magnitude of Impact	Sensitivity of Receptor			
	High	Medium	Low	Negligible
High	Major	Moderate	Moderate	Minor
Medium	Moderate	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Negligible	Minor	Negligible	Negligible	Negligible

Note: shaded boxes typically indicate a likely significant effect.

13.3.10 The final results of this assessment are presented as residual effects; that is the effect remaining taking in to account the mitigation measures that are incorporated into the design of the Proposed Development, as well as measures to be implemented during construction, operation and decommissioning. These mitigation measures have been developed based on current good practice and established construction techniques.

Approach to the Assessment

13.3.11 There is no prescribed methodology or standard guidance for this aspect of the EIA and so the methodology adopted is one of determining the existing conditions in the locality (baseline) through a desktop analysis, drawing on a range of publicly available statistical information and consultation.

13.3.12 The potential effects of the Proposed Development on the baseline conditions has been assessed using information from sources, including:

- Socio-economics
 - Scottish Government statistical publications,
 - Databases and reports from the Office for National Statistics (ONS), and
 - National Records for Scotland.
- Tourism
 - Transport Scotland annual data,
 - VisitScotland research and statistics reports, and
 - University research papers.

Summary of Consultation

13.3.13 An EIA Scoping Report was submitted to the Scottish Government Energy Consents Unit (ECU) in July 2020 for comment on the outlined methodology of the EIA, and a Scoping Opinion was received from the ECU in October 2020; these are attached as Appendices 5.1

and 5.2 respectively (EIAR Volume 3). Table 13-4 presents a summary of consultation responses relevant to the assessment of impacts on socio-economics and tourism.

Table 13-4 Summary of Consultation Responses in Relation to Socio-economics and Tourism

Consultee	Summary Response	Comment/Action Taken
Scottish Ministers	<p>The Scottish Ministers recommend that there should be a stand-alone chapter in the EIA report specifically dealing with socio-economics and that it should include recreation and tourism.</p>	<p>Impacts on recreation and tourism alongside the economic impacts of the Proposed Development are considered within this chapter.</p>
Argyll and Bute Council (ABC)	<p>General advice from ABC expressed that proposed developments will be assessed against the following criteria of relevance to this chapter:</p> <ul style="list-style-type: none"> • Net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities; • Public access, including impact on long distance walking and cycling routes and those scenic routes identified in the National Planning Framework 3 (NPF3); and, • Impacts on tourism and recreation. <p>More detailed advice relating to socio-economics, tourism and recreation was also provided within ABC's scoping response:</p> <p><i>Wind farms have the potential to have both beneficial and negative effects on socio-economics, tourism and recreation. It is noted from the Scoping Report that the 2016 EIA did not identify any significant adverse impacts for socio-economics, tourism and recreation as a result of the Consented Development. Furthermore, that it is not anticipated that the results from the 2016 EIA will change, however, for completeness an EIA chapter with an updated baseline and impact assessment will be provided.</i></p> <p><i>Scottish Planning Policy in regard to wind farm development sets out a number of assessment criteria. These include consideration of effects on the local and national economy and tourism and recreation interests, in addition to benefits and disbenefits for communities. Tourism and recreation are important industries for the economy of Argyll and Bute and the local area. The EIA Report should address the consequences of the development for users of the countryside, and tourism and recreation interests, including any deterrent influence the proposal may have, along with any attractive influence the presence of the proposal may generate. The proposal should not result in the unacceptable loss of amenity to individuals who enjoy recreation pursuits on land or water.</i></p>	<p>Impacts on recreation and tourism alongside the economic impacts of the Proposed Development are considered within this chapter.</p>
Scottish Forestry	<p>Scottish Forestry has asked that the social and economic value of the forest should be recognised alongside the environmental. The methodology for assessing these values should be clearly demonstrated and the proposed mitigation described.</p>	<p>The social and economic impacts on forestry are considered in this chapter.</p>

Consultee	Summary Response	Comment/Action Taken
ScotWays (The Scottish Rights of Way and Access Society)	<p>The National Catalogue of Rights of Way (ScotWays, n.d) does not show any rights of way directly affected by the Proposed Development.</p> <p>The Core Paths Plan (Argyll and Bute Council, n.d.) should be consulted.</p> <p>ScotWays draws attention to the Welsh Assembly Government's Technical Advice Note on Renewable Energy (TAN 8), Section 2.25: Proximity to Highways and Railways (Welsh Assembly Government, 2005).</p>	Public access routes are considered within this chapter and Chapter 7 of this EIA: Landscape and Visual.
Campbeltown Community Council	Commented on the lighting associated with the Proposed Development with regard to potential impacts on Kintyre's designation as a 'Dark Sky Discovery Site' and on associated tourism.	<p>The Kintyre Dark Sky Discovery Site, a non-statutory site recognised by local groups as a location for stargazing, is located at the Putechan Hotel, Bellochantuy. This was screened out of assessment within this chapter as it does not fall within the Zone of Theoretical Visibility of the Proposed Development (defined by Chapter 7 of this EIA: Landscape and Visual). Additionally, Appendix 7.5: Landscape and Visual Assessment Tables (EIA Volume 3) reports that no aviation lighting associated with the Proposed Development would be seen from Viewpoint 20: A83 near Bellochantuy, which is located in close proximity to the Putechan Hotel.</p>
West Kintyre Community Council	<p>The Applicant should be instructed to follow both the Scottish Government and VisitScotland's advice on windfarms and carry out an independent tourism impact statement geographically sensitive to the area, including consideration of any concerns raised relating to the impact and any perceived proliferation of developments may have on local tourism and therefore the local economy.</p> <p>Impacts on national long-distance cycle routes and the Kintyre Way long distance walk should be considered.</p>	This chapter will consider impacts on recreation and tourism. Public access routes are considered within this chapter and Chapter 7 of this EIA: Landscape and Visual.

13.4 Baseline Environment

Existing Land Use

- 13.4.1 The Proposed Development is located approximately 20km to the north of Campbeltown, 1.8km northeast of Muasdale, and 3km southeast of Tayinloan on the western coast of the Kintyre Peninsula. High Clachaig Forest covers the majority of the Development Site and is managed by Forestry and Land Scotland (FLS) for timber production. The forest predominantly comprises commercial conifers of relatively even age, roughly half-way through

the economic rotation. More information on the characteristics of the forest can be found in Chapter 17 of this EIAR: Forestry.

- 13.4.2 The forest is not at present considered a tourist attraction. The site has some economic value from commercial timber production and associated employment opportunities. The value to society of access to trees, woodlands and forests is realised through the opportunities these landscape features provide, such as recreation, exercise and education. These opportunities are to some degree dependent on community engagement and forest design (Tabbush, 2010). High Clachaig Forest is not currently managed for multi-use and although the forestry tracks throughout the Development Site are available to the public, there is little evidence of recreational use. In addition, although the forest is visible from the Kintyre Way, the prominence of evenly aged, single species stands does not align with landscape woodland preferences (Willis, et. al., 2003). Willis et. al. (2003) reported that woodland comprising random tree spacing of mixed species which incorporated elements of open space was preferred by study respondents compared with plantation forestry. It is notable that the updated Carradale Land Management Plan (FLS, *unpublished*), currently being produced by FLS, includes felling and thinning proposals which may further reduce the social value of the Development Site.
- 13.4.3 The value of the heritage assets prevalent at the Development Site, as outlined further in Chapter 12 of this EIAR: Cultural Heritage, could make a positive contribution to the social value of the site. On balance, however, High Clachaig Forest is considered to have low social value.

Tourism Industry

- 13.4.4 VisitScotland compiles annual tourism statistics for Scotland. Although these are regionalised, the regions are larger than by council area. Those within the 20km study area for tourism and recreation have been considered as follows: Argyll and Bute is grouped with the 'Argyll and the Isles'; and the Isle of Arran is grouped with 'Ayrshire and Arran'. The statistics provide a range of details, including an estimate of the contribution of the tourism sector to the economy, numbers of visits to the region, and popular attractions.
- 13.4.5 Key points to note from the data on 2019 (VisitScotland, 2019a) include:
- UK residents took approximately 1 million trips to Argyll and the Isles staying 4.2 million nights and spending £240 million,
 - Visitors from overseas made 150,000 trips to Argyll and the Isles, stayed 691,000 nights and spending approximately £90 million,
 - The top attraction listed in the Argyll and the Isles is the Argyll Forest Park, and
 - Occupancy rates in the region vary according to the type of accommodation, however are typically higher during the months of May to October.
- 13.4.6 Table 13-5 shows the percentage of room occupancy per month for the Ayrshire and Arran region and the Argyll, Loch Lomond, Stirling and Forth Valley region, with the latter including Argyll and Bute. Peak occupancy in Ayrshire and Arran tends to occur between April and September for the hotel accommodation type and between June and November for self-catering.

Table 13-5 Percentage Net Room Occupancy by Area and Accommodation Type, 2019

	Argyll, the Isles, Loch Lomond and the Forth Valley		Ayrshire and Arran	
	Hotels	Self-Catering	Hotels	Self-Catering
January	62	43	48	39
February	64	50	70	36
March	67	54	72	41
April	76	55	78	44
May	83	63	83	46
June	87	63	82	59
July	83	67	85	60
August	87	71	81	64
September	82	59	82	62
October	77	53	73	65
November	62	35	71	58
December	61	40	51	46
Annual Average	74	54	73	51

Source: VisitScotland 2019a and 2019b

Outdoor Access, Recreation, and Visitor Attractions

- 13.4.7 The Mid Argyll and the Kintyre Peninsula area is reached on road by the A83, which stretches from Loch Lomond south to Campbeltown. The A816 joins the A83 at Lochgilphead and provides access from Oban in the northwest. There are also a number of ferries that service the area; these are listed in Table 13-6.
- 13.4.8 The numbers of non-commercial passengers travelling on the ferry routes are detailed below where it is available. Table 13-6 shows that the most popular route in the area is the direct service between Kennacraig and Islay, with the least popular route being between Campbeltown and Ardrossan.
- 13.4.9 It is likely, given the geography of the peninsula, that the majority of tourists accessing the region will have the Mull of Kintyre as their destination. A small number however may arrive or travel onwards from Campbeltown or Tayinloan by ferry.

Table 13-6 2019 Figures for Non-commercial Traffic on Ferry Services Within the Study Area (20km radius)

Ferry Routes	Description	Relation to Proposed Development	Number of foot passengers (Thousands)	Number of cars (Thousands)
Campbeltown – Ardrossan	Operated by Caledonian MacBrayne between March and October.	From Campbeltown, 19km southeast of the Proposed Development	11.5	2.9

Ferry Routes	Description	Relation to Proposed Development	Number of foot passengers (Thousands)	Number of cars (Thousands)
Campbeltown – Ballycastle	Seasonal passenger ferry run by Kintyre Express.	From Campbeltown, 19km southeast of the Proposed Development.	Data not available	
Campbeltown – Brodick	Seasonal, during summer months only.	From Campbeltown, 19km southeast of the Proposed Development.	Data not available	
Lochranza – Tarbert/ Claonaig	Operated by Caledonian MacBrayne Only operates during the summer months.	From Cloanaig, 17km northeast of the Proposed Development, to Lochranza on the northern coast of Arran and then up to Tarbert, north of the development, outside of the study area.	75.2	27.5
Kennacraig – Islay/Colonsay/ Oban	Operated by Caledonian MacBrayne.	The route passes 12km north of the Proposed Development.	21.4	7.1
Kennacraig – Islay	Operated by Caledonian MacBrayne.	The route passes 12km north of the Proposed Development.	231.4	81.6
Tayinloan – Gigha	Operated by Caledonian MacBrayne.	1.8km west of the Proposed Development boundary	74.2	22.9

Source: Transport Scotland (2021)

13.4.10 A range of attractions are present in Argyll and Arran including sites of historical, cultural or natural interest. These attractions vary in their dependence on their contextual setting with, for example, outdoor recreational activities including golf, walking, cycling, angling, water sports and horse riding being more sensitive to landscape change than indoor attractions such as museums.

13.4.11 Tourist attractions and resources identified within 20km of the Proposed Development have been illustrated in Figures 13.1a and 13.1b (EIAR Volume 2b). In addition to visitor attractions and resources that support outdoor recreational activities, services that cater to tourists, such as hotels, bed and breakfasts and self-catering accommodation, are also included. Table 13-7 contains an overview of tourist routes within the study area.

13.4.12 The Zone of Theoretical Visibility of the Proposed Development (see Chapter 7 of this EIAR: Landscape and Visual) was overlain with Figure 13.1a (EIAR Volume 2b). Those attractions and resources with theoretical visibility of and proximity to the Proposed Development have been included in Table 13-8.

Table 13-7 Tourist Routes

Route Name	Description and Relationship to the Proposed Development	Sensitivity of Receptor
Arran Coastal Way	Coastal route located to the east of the Development Site, running the length of the Isle of Arran. Identified as a receptor in the Landscape and Visual Impact Assessment (LVIA), see Chapter 7 of this EIAR: Landscape and Visual.	Low
Core Paths	6 Core Paths were identified in the LVIA as having potential visibility of the Proposed Development: the C293 - Clachaig Water Circular in Muasdale, south west of the Development Site; the C095/6 – Gigha Ferry – Port Mor; the C495 – Eilean Garbh, Gigha; the C534 – St. Catherine’s Church to Poll More Bay, Gigha; and the C539 Creag Bhan view point on Gigha. In addition, the CO94 – Tayinloan to Carradale east- west line, which passes to the north of the Development Site is located partially within the Development Site, as the western end of the route coincides with the proposed access to the Development Site. This was discounted from assessment within the LVIA to avoid the ‘double-counting’ of effects due to its shared route with the Kintyre Way.	Low
Kintyre Way	The Kintyre Way is a 161km long walking route, comprised of 7 sections between Tarbert and Machrihanish. Section 4 is partially located within the Development Site boundary. The 7 sections are: <ul style="list-style-type: none"> • Section 1 runs from Tarbert, outside the Development Site boundary to Claonaig at the very northern tip of the Development Site boundary; • Section 2 connects Claonaig and Clachan to the north of the Development Site; • Section 3 runs from Tayinloan to the northwest of the site boundary to Clachan which is directly north of the Development Site; • Section 4 follows the route of the C094 Core Path from Tayinloan to Carradale. The section is within the Development Site boundary, with proposed site access coinciding with the western end of the route. Section 4 is currently used for forestry and windfarm access; • Section 5 runs from Carradale, southeast of the Development Site west and then south to Campbeltown; • Section 6 runs from Campbeltown to Dunaverty / Southend south of the Development, outside of the 20km study area; • Section 7 runs from Southend to Machrihanish south of the Development, outside of the 20km study area. Identified as LVIA Receptor, see Chapter 7 of this EIAR: Landscape and Visual.	Medium
National Cycle Network (NCN) Route 78	The route passes approximately 5km to the east of the Development Site. Once complete the route will run from Campbeltown to Inverness. The section from Campbeltown to Tarbert runs up the eastern coastline of the Mull of Kintyre.	High

Table 13-8 Visitor Attractions, Amenities and Other Features

ID	Attraction/Amenity	Description	Relationship to Proposed Development
<i>Tourist Attractions and Outdoor Activities</i>			
3	A'Chleit Beach	Public sandy beach backed by small dunes. The nearby A'Chleit Church serves as an access point and car park.	Located approximately 1.4km to the west of the Development Site boundary. Identified as a receptor in the LVIA, see Chapter 7: Landscape and Visual (Viewpoint 14: A'Chleit).
4	Achamore Gardens	Community owned exotic garden that is open to the public.	Situated on the Isle of Gigha 6km to the west of the Development Site boundary. Identified as a receptor in Chapter 12: Cultural Heritage.
5	Ardminish Bay	The Tayinloan – Gigha ferry docks in Ardminish Bay where there are a number of sandy coves close to the amenities of the main Ardminish settlement.	Approximately 6km west of the Development Site on the Isle of Gigha. The settlement of Ardminish is identified as a receptor in the LVIA, see Chapter 7: Landscape and Visual (Viewpoint 8: Ardminish, Isle of Gigha).
12	Gigha Golf Course	9-hole golf course open to visitors.	On the Isle of Gigha, approximately 8km northwest of the Development Site boundary.
13	Kings Cave	Waterfront caves with carvings. Accessible by foot with visitor car park located off the A841.	On the Isle of Arran, approximately 19km southeast of the Development Site boundary.
15	Machrie Bay Golf Club	9-hole golf course open to visitors.	On the Isle of Arran, approximately 18km southeast of the Development Site boundary.
18	Old Byre Visitor Centre	Visitor centre and shop open to the public.	On the Isle of Arran, approximately 16km southeast of the Development Site boundary.
19	Tayinloan Village	Tayinloan is the main village in the Largieside area of Kintyre.	Tayinloan is the main village in the Largieside area of Kintyre and a collection point for Gigha. Located approximately 1.1km northwest of the Development Site boundary. Identified as a LVIA Receptor, as shown in Chapter 7: Landscape and Visual.

Marinas, Boating Facilities and Yacht Clubs

ID	Attraction/Amenity	Description	Relationship to Proposed Development
24	Gigha Sea Tours	Gigha Sea Tours offer tours of Gigha, Carro, Giglum and Cara and Trips to Islay, Jura and Ballycastle. Also offer after hour pick-up from Tayinloan.	Gigha sea tours are run from Achamore House on the Isle of Gigha, approximately 7km northwest of the Development Site boundary.
Historic Attractions			
25	Auchagallon Stone Circle	Bronze Age kerbed cairn incorporating an earlier stone circle.	On the Isle of Arran, approximately 18km southeast of the Development Site boundary.
26	Glenbarr Abbey	Historic house and MacAlister Clan Visitor Centre. Daily tours provided by the owner every Wednesday to Sunday between Easter and September.	In the village of Glenbarr. Approximately 5km southwest of the Development Site boundary on the A83.
27	Machrie Moor Stone Circles	Neolithic stone circles, with information boards and car park.	On the Isle of Arran, approximately 19km southeast of the Development Site boundary.
31	Dun Skeig	Historic fort complex located at the top of a rocky hill.	On the Isle of Arran, approximately 19km southeast of the Development Site boundary. Identified as a LVIA Receptor, as shown in Chapter 7: Landscape and Visual. Viewpoint 05: Dun Skeig is located on the summit of this hill.
35	Glenbarr War Memorial	War memorial located near the settlement of Glenbarr immediately adjacent to the A83.	Approximately 5km southwest of the Development Site boundary on the A83. Viewpoint 18: Glenacardoch is located in close proximity as specified in Chapter 7: Landscape and Visual.
Caravan and Holiday Parks			
40	Point Sands Caravan Park	Static caravan park with caravans for let and sale. There is a private beach and an onsite shop, takeaway café and children's play area. Open April to October.	Located on the A83 approximately 3.5km to the west of the Development Site. Identified as a LVIA receptor, see Chapter 7: Landscape and Visual (Viewpoint 11: Rhunahaorine / Point Sands).
41	Rubha Airigh Bheirg	Understood to be an informal caravan parking location.	On the Isle of Arran, approximately 14.5km northeast of the Development Site boundary.
Hotels			
53	Clisham Bed and Breakfast	Bed and breakfast on Arran.	On the Isle of Arran, approximately 13km east of the Development Site boundary.

ID	Attraction/Amenity	Description	Relationship to Proposed Development
56	Dougarie Estate Holiday Cottages	Collection of holiday cottages on Arran.	On the Isle of Arran, approximately 16km southeast of the Development Site boundary.
59	Ferry Farm Bed and Breakfast	Bed and breakfast on the west coast of Kintyre.	Approximately 4km to the northwest of the Development Site boundary.
60	Gigha Hotel	Community owned hotel.	Approximately 6km to the west of the Development Site boundary on the Isle of Gigha. Identified as a LVIA receptor, see Chapter 7: Landscape and Visual (Viewpoint 8: Ardminish, Gigha).
61	Gigha Luxury Self Catering	Five self-catering holiday cottages.	Approximately 6km to the west of the Development Site boundary on the Isle of Gigha.
66	Machrie Bed and Breakfast	Bed and breakfast on Arran.	On the Isle of Arran, approximately 18km southeast of the Development Site boundary.
67	Machrie House Apartments	Self-catering accommodation on Arran.	On the Isle of Arran, approximately 18km southeast of the Development Site boundary.
71	Springbank Bed and Breakfast	Bed and breakfast with 3 bedrooms.	Located on the Isle of Gigha 7.5km northwest of the Development Site boundary.
75	Tighnavinish Bed and Breakfast	Bed and breakfast on Gigha.	Isle of Gigha. Approximately 6.3km to the west of the Development Site boundary. Contained within the LVIA Ardminish settlement group, see Chapter 7: Landscape and Visual.
86	Dunmaghlas	Self-catering accommodation on Arran.	On the Isle of Arran, approximately 13km east of the Development Site boundary.
87	Westfield House Self Catering	Self-catering accommodation on Arran.	On the Isle of Arran, approximately 12km east of the Development Site boundary.
88	Willow Cottage Self Catering	Self-catering accommodation on Arran.	On the Isle of Arran, approximately 12km east of the Development Site boundary.
89	Banlicken Farmhouse	Self-catering accommodation on Arran.	On the Isle of Arran, approximately 13km east of the Development Site boundary.

ID	Attraction/Amenity	Description	Relationship to Proposed Development
90	Sand Martin Cottage	Self-catering accommodation on Arran.	On the Isle of Arran, approximately 16km southeast of the Development Site boundary.
91	Balnagore Farm	Self-catering accommodation on Arran.	On the Isle of Arran, approximately 19km southeast of the Development Site boundary.

Socio-economics

13.4.13 Table 13-9 sets out the population statistics for the Argyll and Bute area. The total population for Argyll and Bute was 85,430 in 2020, which accounted for 1.56% of the total population of Scotland. In 2020, the population density for Argyll and Bute was 12 people per square kilometre (km²) compared to the whole of Scotland which was 70 people per km² (National Records of Scotland, 2021a).

13.4.14 The closest main settlement to the Development Site is Campbeltown, approximately 20km to the southeast. Lochgilphead, the administrative capital of Argyll and Bute, is located approximately 60km to the northeast.

13.4.15 There are smaller settlements within 5km of the site including Muasdale, Tayinloan, Beacharr and Glenbarr to the west.

Table 13-9 Population Statistics

Age Group	Total Population of Argyll and Bute	% of Total Population of Argyll and Bute	% Total Population of Scotland
All	85,870	100	100
0-15	12,577	14.7	16.8
16-24	8,121	9.5	10.4
25-44	16,742	19.6	26.2
45-64	25,648	30.0	27.3
65-74	12,332	14.4	10.7
75+	10,010	11.7	8.6

Source: National Records of Scotland, 2021b

13.4.16 Employment rates within Argyll and Bute are identified in Table 13-10. These are higher than the Scotland average across all age brackets.

Table 13-10 Employment Rate 2019

Location	Age Group					
	16 to 64	16 to 24	25 to 34	35 to 49	50 to 64	65 and over
Scotland	74.8	57.9	81.6	84.0	70.5	8.7
Argyll and Bute	74.6	66.8	71.0	88.0	69.2	12.9

Source: Scottish Government 2019

13.4.17 In 2014, 17.29% of jobs in the region of Lochaber, Skye and Lochalsh, Arran and Cumbrae, and Argyll and Bute were in tourism industries (ONS, 2016). This is the highest level of tourism related employment in the whole of the UK.

13.4.18 The majority of these tourism jobs are within accommodation and food services, which is the largest employment sector in Argyll and Bute (16.2%). Table 13-11 provides a breakdown of

the area's employment by sector. Other large sectors include: Human Health and Social Work (13.5%), Public Administration and Defence (12.2%), and Wholesale and Retail Trade (10.8%).

Table 13-11 Employment by Sector, 2019

Sector	Argyll and Bute %	Scotland %
Mining and Quarrying	0.5	1.1
Manufacturing	4.7	6.8
Electricity, Gas, Steam and Air Conditioning Supply	0.9	0.7
Water Supply; Sewerage, Waste Management and Remediation Activities	0.4	0.8
Construction	5.4	5.5
Wholesale and Retail Trade; Repair Of Motor Vehicles And Motorcycles	10.8	13.5
Transportation and Storage	4.7	4.2
Accommodation and Food Service Activities	16.2	8.3
Information and Communication	1.1	3.4
Financial and Insurance Activities	0.5	3.4
Real Estate Activities	1.6	1.5
Professional, Scientific and Technical Activities	4.1	7.2
Administrative and Support Service Activities	8.1	8.2
Public Administration and Defence; Compulsory Social Security	12.2	6.3
Education	8.1	8.3
Human Health and Social Work Activities	13.5	16.0
Arts, Entertainment and Recreation	3.4	2.8
Other Service Activities	1.1	1.7

Source: Nomis (2021)

13.5 Assessment of Effects

Recreation and Tourism

Construction and Decommissioning: Tourist Resources & Tourist Routes

13.5.1 General construction activities, including vehicle movements to and from the Development Site, could result in indirect effects that might deter visitors to the region. A reduction of visitor numbers could impact upon local tourist businesses and attractions. The sensitivity of these tourist resources varies from negligible to medium depending on the relative relationship with their setting.

13.5.2 Increased traffic volumes, noise, dust and the presence of machinery and large vehicles may result in a general reduction in amenity. Travel time may be increased due to diversions and slow-moving construction traffic. The magnitude of these individual effects is likely to be

reduced due to the majority of identified tourist resources being located more than 5km away from the Development Site, as the effects of dust, noise and the presence of plant machinery will largely be confined to this area. Combined with the temporary nature of general construction activities the number of visitors deterred by the works is predicted to be Negligible (magnitude of change) and the significance of effect on all tourist resources is therefore considered **Negligible**.

- 13.5.3 As shown in Table 13-7, there are a number of tourist routes in the study area designated for walking and cycling. The sensitivity of tourist routes to landscape change is dependent on the level of their designation as described in Table 13-1. Routes designated at the regional and national level are anticipated to have a higher sensitivity to change than local paths. Therefore, the tourist routes within the study area have sensitivities that range from low – high as listed in the final column of Table 13-7. The vast majority of these tourist routes will not be impacted by the construction phase. However, the proposed access route to the Development from the A83 coincides with the C094 Core Path, which the Kintyre Way follows between Tayinloan and Carradale.
- 13.5.4 All traffic will access the Development Site from the Killean Estate Junction off the A83. The access route will follow the Cross-Kintyre Timber Haul Route to avoid the impacts associated with developing new roads. The existing track is currently also utilised by forestry machinery for entrance to High Clachaig Forest and access to the Deucheran Hill Wind Farm.
- 13.5.5 During the construction phase there will be an increase in the volume of traffic on the route, which will impact on amenity and access. Access to the Kintyre Way will be maintained during the construction period and no closures or diversions are proposed. It is expected that there will be periodical temporary restrictions to access to the Kintyre Way to ensure public safety (e.g. temporarily restriction of access during some deliveries). As a long-distance route, there is value in continuity and temporary restrictions to access may be a deterrent to some planning to walk the route; however, any restrictions would be short-term, lasting no more than a few hours at a time. The magnitude of change is considered to be Negligible for NCN routes, Medium for the Kintyre Way and Negligible for all other routes. The significance of effect on the Kintyre Way is predicted to be **Moderate Adverse** prior to mitigation. A **Minor Adverse** significance of effect is predicted on the NCN routes and a **Negligible** significance of effect for all other tourist routes.
- 13.5.6 The effects on tourism during the decommissioning phase are likely to be similar to those during the construction phase. Reduced amenity, increased journey times and restricted access are not expected to deter a large proportion of visitors. The significance of effect on tourist resources is predicted to be **Negligible**. The significance of effect on tourist routes, prior to mitigation, is **Moderate Adverse** for the Kintyre Way, **Minor Adverse** for NCN routes and **Negligible** for all other tourist routes.

Operation: General

- 13.5.7 During the operation phase, the impacts on tourism are largely visual in nature as changes in views may impact upon tourist perceived value and enjoyment of accommodation, attractions and routes. Traffic is not expected to have a significant impact as vehicular trips associated with the Proposed Development will drop to infrequent maintenance activities.

Operation: Accommodation Providers

- 13.5.8 Accommodation and food services equates to 16.2% of the employment in Argyll and Bute (Nomis, 2021), as a regionally important economic sector, accommodation providers are considered to have medium sensitivity to change.
- 13.5.9 Changes in views from campsites and guest bedrooms could potentially be perceived to reduce the value of the accommodation to some tourists, although the presence of a wind farm would not factor in choice of accommodation for the vast majority of people (VisitScotland, 2011). From the results of the Landscape and Visual Impact Assessment (LVIA) reported in Chapter 7 of this EIA: Landscape and Visual, the Proposed Development will be theoretically visible from a number of the accommodation providers in the area. Although the visual impact is potentially high for four receptors (the Gigha Hotel [60], Gigha Luxury Self Catering [61], Springbank Bed and Breakfast [71] and Tighnmanish Bed and Breakfast [75]) and visible from one campsite (Point Sands [40]), the overall magnitude of change on the local accommodation sector is considered to be Negligible. Taking into account the medium sensitivity of accommodation providers, reduced bed occupancy as a consequence of the Proposed Development is assessed to be **Negligible**.

Operation: Tourist Attractions

- 13.5.10 There are a range of tourist attractions within the study area, the closest being the Kintyre Way, which is within the Development Site. The sensitivity of tourist attractions is dependent on the importance of the landscape context for visitors to that attraction. For the tourist attractions identified in the study area the sensitivity to change ranges from negligible for indoor attractions to medium for some of the landscape features such as beaches and bays.
- 13.5.11 A change in view from attractions with higher sensitivity to change has the potential to reduce the value of those attractions to some tourists, although unlikely to actually deter visits. Chapter 7: Landscape and Visual reports that the Proposed Development is only visible from a small number of tourist attractions in the area, specifically A'Chleit Beach (3), Achamore Gardens (4), Ardmish Bay (5), Tayinloan Village (19) and Dun Skeig (31), and of these only Ardmish would be visually impacted to a significant extent. Therefore, the magnitude of the change on local tourist attractions as a whole is considered to be Negligible. The significance of effect of view change on tourist visits to attractions is considered to be **Negligible**.

Operation: Tourist Routes

- 13.5.12 The Proposed Development will change the views along some sections of tourist routes, which has the potential to reduce tourist enjoyment of the routes and deter some visitors from using them. Chapter 7: Landscape and Visual reports the following routes would be visually impacted; the Kintyre Way/ C094, the core paths C095/6, C534, C539, and C293, and the National Cycle Network (NCN) Route 78. Of these, the NCN is a sufficient distance from Development Site that the Proposed Development should not dominate the view. However, the listed core paths would be visually affected, as well as a small stretch of the Kintyre Way/ C094, which is to be used as access to the Proposed Development. The magnitude of change is considered to be Negligible for NCN routes, Low for the Kintyre Way and Low for core paths. Therefore, the significance of effect for change in view from tourist attractions is considered to be **Minor Adverse** for NCN routes, **Minor Adverse** for the Kintyre Way and **Minor Adverse** for core paths.

Socio-economics

Construction: Local Economy

- 13.5.13 The Proposed Development would have a beneficial effect on the local economy during the construction phase. This beneficial effect would arise as a result of job creation and local expenditure by the developer and contractors. In order to ensure that the local community benefits from the Proposed Development, the Applicant intends to establish a community fund following upon award of planning permission. Annually, the Applicant will invest £5,000/MW into a community fund. It is intended that this fund will be managed by the community with the aim of funding local projects.
- 13.5.14 During the construction phase workers involved with the project would stay locally (i.e. in hotels and other accommodation), using local services and spending in local restaurants and shops. Given that only a small number of businesses (Low magnitude of change) of medium sensitivity will be impacted for a short period of time, the significance of effect on the local economy is assessed to be **Minor Beneficial**.

Construction: Local Job Market

- 13.5.15 The job market is considered to have medium sensitivity to change, being regionally important, but robust due to high employment numbers. The construction of the Proposed Development will create jobs, which has the potential to impact on the local job market. Research undertaken by Renewable UK (2015) estimates that 2.49 net construction jobs are created for each 1 MW of onshore wind. Based on the minimum 50 MW output of the Proposed Development, up to 125 temporary construction jobs would be created over the approximate 12 to 18 month construction period.
- 13.5.16 It is standard practice to convert jobs to full-time equivalents (FTEs), which gives a comparable value of employment for short-term projects. Using a conversion factor of ten years full time employment to one permanent FTE, the total employment generated during construction is predicted to be between 12.5 FTE and 18.75 FTE based on a 12 to 18 month construction period, the exact proportion of which would be local is uncertain and given the nature of wind farm development, there will be a number of specialised roles.
- 13.5.17 As the number of local jobs available is low and predominantly short-term in nature, the magnitude of the construction job creation is considered to be Low. The significance of effect on the local job market is therefore likely to be **Minor Beneficial**.

Construction: High Clachaig Forest

- 13.5.18 High Clachaig Forest covers the majority of the Development Site and is managed by FLS for timber production. As discussed in Section 13.4.3, the forest has some economic value and low social value. As a socio-economic receptor, High Clachaig Forest is therefore considered to have low sensitivity to change.
- 13.5.19 FLS are in the process of producing the Carradale Land Management Plan, which includes a future felling and replanting plan for High Clachaig Forest and the Development Site. The most up-to-date version of this Plan (FLS, *unpublished*) has been used to assess the impacts of the Proposed Development on High Clachaig Forest (see Chapter 17 of this EIA):

Forestry). As FLS and the Applicant have worked together to ensure the Proposed Development does not have a significant effect on FLS' felling and restocking plans, the Carradale Land Management Plan includes the Proposed Development, with Phase 1 felling (2022 to 2026) including most of the area needed for wind farm construction. There would be some additional felling to accommodate the construction of the wind farm (26.5 ha), however this area is currently planned to be felled by FLS at a later date and so this 26.5 ha does not relate to any forestry which is not planned to be felled by FLS.

- 13.5.20 The magnitude of change in terms of reduced amenity and restricted access associated with tree removal for the Proposed Development is therefore Negligible, as the area to be felled for the construction of the Proposed Development is largely being conducted by FLS as part of normal forestry operations. The significance of effect during the construction phase is also considered to be **Negligible**.

Decommissioning

- 13.5.21 The socio-economic impacts associated with the decommissioning phase are likely to be similar to those during construction. Decommissioning is assessed to have a **Minor Beneficial** significance of effect on the local economy and job market.

Operation: Local Job Market

- 13.5.22 Typically, the Proposed Development will be operated remotely during the operational phase and will only require irregular maintenance and repair visits to site. From the Renewable UK (2015) report, the average net job creation is 0.43 for every 1 MW of electricity generated during the operational phase. This equates to at least 21.5 FTE jobs, based on a minimum 50 MW installed capacity, over a 35-year lifespan for the Proposed Development. Therefore, the magnitude of the impact on the local job market is considered to be negligible and the significance of effect on operational job creation is considered to be **Negligible**.

Operation: Local Economy

- 13.5.23 As part of the Applicant's agreement with FLS, the Applicant is offering the local community the opportunity to invest into the Proposed Development. Once planning permission is granted, the Applicant will set up a new Limited Company. This entity will be called a Special Purpose Vehicle (SPV) and will take the project forward. This will involve one or more community organisations coming together to form the Community Vehicle. The Community Vehicle will then be able to invest in the SPV up to a total share of 49%. If they decide not to invest to that level, then the landowner FLS will themselves be able to invest up to a combined total, with the community, of 49%. As FLS are a large employer in the region, this would have a secondary benefit locally.
- 13.5.24 In return for this investment, the Community Vehicle will receive shares (equity stake) in the SPV. The number of shares the Community Vehicle will receive will be dependent on the funding requirements of the SPV at that time. However, those shares will be non-voting and the Community Vehicle will not be responsible for deciding how the SPV or the project is run or managed.

- 13.5.25 Only an appropriate 'Community Vehicle' will be able to invest. The criteria for what makes an appropriate Community Vehicle eligible to invest is set out in the FLS Community Investment On Scotland's National Forests and Land Guidelines (2019).
- 13.5.26 In addition to the operational effect of the Proposed Development itself, the Proposed Development will also generate an additional local economic benefit as a result of a community benefit payment that would be provided by the Applicant. The total value of the community benefit payment associated with the Proposed Development is dependent on the eventual installed capacity. For example, with a capacity of 60 MW, this would be £300,000 per year (60MW @ £5,000 per MW), which equates to £10.5 million over the 35-year operational period.

Operation: High Clachaig Forest

- 13.5.27 Post construction, the forest will be restocked with commercial softwoods including Sitka spruce. Areas of native broadleaved planting and the retention of open ground, particularly focussed on peatland restoration which will be funded by the Applicant, will also form part of the restocking proposals. The exception will be the areas immediately around the wind turbines, battery storage facility and other infrastructure which will be maintained as open ground. Further details of the restocking plan can be seen in Chapter 17 of this EIA: Forestry.
- 13.5.28 With the operation of the Proposed Development, there will be no change to the baseline function of the Development Site as forest managed for commercial timber production. The significance of effect during the operational phase on High Clachaig Forest as a socio-economic receptor is therefore considered to be **Negligible**.

13.6 Mitigation

- 13.6.1 This section considers the measures that will be put in place to mitigate any adverse effects associated with the Proposed Development. It also considers measures that would help to maximise any beneficial effects.

Site Selection

Viewshed Analysis

- 13.6.2 The initial wind farm site selection across the Scottish National Forest Estate in Argyll and Bute was partly aided through viewshed analysis and considered a range of technical, environmental, planning and commercial factors. These included proximity to all residential properties (including hotels and holiday accommodation), recreational routes (including core paths, footpaths, and cycleways), and tourist attractions. Various iterations of the turbine layout were also considered as part of the design process following site selection, as described in the Design Statement and referenced in Chapter 4 of this EIA: Reasonable Alternatives. These layouts were tested through a combination of modelling and analysis, informed by site survey, with visual considerations (including recreation and tourism receptors) factors in guiding design.
- 13.6.3 Viewshed analysis was conducted through a Geographic Information System based process developed by RWE which models a number of visual receptors in an area (such as residential

properties). The RWE designed process assesses, on a regional basis, characterised environmental sensitivities to identify areas with the lowest potential visual impact for wind farm development within that region. This process is continually updated and developed to reflect environmental and policy changes.

- 13.6.4 Viewshed analysis was used to first identify potential wind farm opportunities within Argyll and Bute, one of which was the Development Site. It was then used to further assess the impacts of the Development Site following early site design iterations. Following the granting of planning permission for the Consented Development, it was used again to review the best opportunities within Argyll and Bute for larger scale turbines. This repeat of the viewshed analysis was to ensure the Development Site remained the most appropriate location to operate a wind farm of the size and scale of the Proposed Development, which it concluded was the case.
- 13.6.5 Figure DS-1 from the separate Design Statement shows the output of the viewshed analysis for turbines with a hub height of 125m. Given the proprietary commercial nature of this data, it has been limited to showing only the areas 300m from a given turbine location. Figure DS-1 shows a heat map representation of the sensitivity, based on RWE's model. This clearly illustrates that the turbines are located in a less sensitive location, in terms of visibility, than most others already consented and built in the region. Note, the full model results have been shown in confidence to NatureScot and Argyll and Bute Council when discussing the Proposed Development to show how RWE have looked to minimise visual impacts from their proposal.

Construction

Tourism

- 13.6.6 The construction of the Proposed Development is anticipated to take approximately 12 to 18 months. The associated traffic flows will vary over the construction phase as different elements of the site are developed and constructed. In order to mitigate against delays and amenity loss associated with construction traffic, a Construction Traffic Management Plan (CTMP) will be produced during the post-planning stage and approved by Argyll and Bute Council in consultation, as the Council requires, with Police Scotland, Argyll and Bute Council and Transport Scotland. Chapter 14 of this EIA: Traffic, Transport and Access provides further details about mitigation measures.
- 13.6.7 The CTMP will set out in detail:
- Measures to mitigate access restrictions and pedestrian safety along the Kintyre Way,
 - Details of advanced notification to the general public, warning of turbine component transport movements,
 - Details of informative road signage warning other users of forthcoming turbine component transport and construction traffic movements,
 - Arrangements for regular road maintenance and cleaning, e.g. road sweeping in the vicinity of the site access point as necessary, wheel cleaning / dirt control arrangements,
 - Specific timing of deliveries outside peak traffic hours on the A83, and

- The briefing of drivers on pulling over to the side of the road at suitably safe locations to allow other road users to overtake safely, and the CTMP will take seasonal sensitivities into account wherever practicable.

13.6.8 The CTMP will include details on mitigation for maintaining access to the Kintyre Way during construction; however, it is expected that public access along the stretch of the Kintyre Way that coincides with the Proposed Development access route is likely to temporarily be restricted during construction to ensure works are carried out safely (e.g. temporarily stopping access during deliveries). Signage will be used to raise awareness of construction and promote safe use of alternative routes and temporary footpaths around the Proposed Development. The Applicant will provide adequate signage and appropriate advertising of any temporary restrictions to access. Further details will be provided in the CTMP to be prepared post consent.

Socio-economic

13.6.9 A Meet the Developer Day will be held if planning consent is granted to inform and to open discussions with local business about the opportunities that may exist during construction and operation of the Proposed Development. As proposed in Renewable UK's (2014) good practice guide for local supply chains, the main aim of the event will be to actively engage local businesses in the construction supply chain. Direct and indirect investment in the local economy will be further encouraged through the appointed Contractor who will prepare a database of local suppliers (e.g. plant, materials, guest houses, bed and breakfasts) to ensure that local services are used as much as practicable during the construction period.

Decommissioning

13.6.10 The potential adverse and beneficial effects that could arise during the decommissioning phase are similar to those identified for the construction phase. For this reason, mitigation measures are also likely to be similar. These will include developing an appropriate CTMP to ensure that construction related traffic does not cause unnecessary delays that could deter tourists from coming to or remaining in the area.

13.7 Residual Effects

13.7.1 This section assesses the residual effects of the Proposed Development assuming that the mitigation and benefit optimisation measures described previously are implemented. The results are summarised in Table 13-12.

13.7.2 In terms of the local economy, beneficial effects are expected during the construction and decommissioning phases with contract staff utilising the local facilities such as accommodation, shops, and cafes / restaurants.

13.7.3 The Proposed Development will create jobs during the construction and decommissioning phase that is predicted to have a **Minor Beneficial** significance of effect on the local job market.

13.7.4 Following the implementation of a CTMP, the Proposed Development will have a **Minor Adverse** significance of effect on the Kintyre Way during construction and decommissioning

as a small section of the Long-Distance Path is to be used for access to the Development Site. There will also be a **Minor Adverse** significance of effect on change in views from the Kintyre Way, NCN routes, and several core paths during operation.

13.7.5 None of these effects are significant.

Table 13-12 Summary of Effects

Receptor	Description of Effect	Effect	Additional Mitigation	Residual Effects	Significance
Construction & Decommissioning					
Tourism Resources	Reduced visitor numbers due to indirect effects of construction activities (loss of amenity, increased journey time and restricted access).	Negligible	Implementation of a CTMP during construction / decommissioning.	Negligible	Negligible
Tourist Routes	Construction traffic reducing amenity and restricting access.	Kintyre Way – Moderate Adverse	Implementation of a CTMP, phasing, signage and awareness raising.	Kintyre Way – Minor Adverse	Minor Adverse
		NCN Route 78 – Minor Adverse		NCN Route 78 – Minor Adverse	
		Core Paths – Negligible		Core Paths – Negligible	
Local Economy	Additional expenditure in locality, associated with the wind farm.	Minor Beneficial	Local supplier database	Minor Beneficial	Minor Beneficial
Local Job Market	Job creation.	Minor Beneficial	Local supplier database and Meet the Developer Event	Minor Beneficial	Minor Beneficial
High Clachaig Forest	Tree removal operations impacting on amenity and access.	Negligible	Felling plan	Negligible	Negligible
Operation					
Accommodation Providers	Change in view from guest bedrooms in these premises.	Negligible	None required	None required	Negligible
Tourist Attractions	Change in view from tourist attractions.	Negligible	None required	None required	Negligible

Receptor	Description of Effect	Effect	Additional Mitigation	Residual Effects	Significance
Tourist Routes	Change in views from along tourist routes.	Kintyre Way – Minor Adverse	None required	Kintyre Way – Minor Adverse	Minor Adverse
		NCN Route 78 – Minor Adverse		NCN Route 78 – Minor Adverse	
		Core Paths – Minor Adverse		Core Paths – Minor Adverse	
Local Job Market	Job creation	Negligible	None required	None required	Negligible
Local Economy	Additional expenditure in locality, associated with the wind farm.	Negligible	None required	Negligible	Minor Beneficial
	Community Investment Opportunity	Minor Beneficial		Minor Beneficial	
High Clachaig Forest	Reduced productive area	Negligible	Restocking plan	Negligible	Negligible

13.8 Cumulative Effects

- 13.8.1 Potential cumulative effects on tourism, recreation and socio-economics may occur with other proposed or consented wind farms in the vicinity of the Proposed Development. There are a number of wind farms or potential wind farms within 20km of the Proposed Development as Table 13-13 demonstrates.
- 13.8.2 The cumulative effects have been assessed in Chapter 7 of this EIAR: Landscape and Visual and Chapter 14: Traffic, Transport and Access. No significant adverse cumulative transport effects are expected. However, some potentially significant cumulative visual effects have been identified in Chapter 7, including changes to the views to the east from the Isle of Gigha.
- 13.8.3 Using industry figures as taken from Renewable UK (2015), the number of jobs associated with the wind farms identified within the study area has been estimated. Due to the phasing of the different developments and the potential for an individual to work at more than one site, a total cannot be calculated, but Table 13-13 does provide an approximate overview of the contribution of wind development to the local job market. No significant cumulative effect is predicted.
- 13.8.4 With regard to cumulative effects on tourism, based on the results of academic studies and research into visitor attitudes and tourism effects (numbers of visitors, visitor spend or visitor experience) no significant cumulative effects will occur, despite changes to views.

Table 13-13 Wind Farms or Potential Wind Farms within 20 km of the Proposed Development

Name	Status	MW	Jobs*
Beinn an Tuirc I & II	Operational	68	29
Freasdail Wind Farm	Operational	45	19
Deucheran Hill Wind Farm	Operational	15.75	7
Auchadaduie	Operational	6.9	3
Cour	Operational	54	23
Gigha	Operational	1	n/a (<1)
Tangy I & II	Operational	18.7	8
Leim Farm (Gigha)	Operational	-	-
Beinn an Tuirc III	Approved or Under Construction	43.7	24
Tangy III (Repower)	Approved or Under Construction	30.36	76
Tangy IV (Repower)**	Approved or Under Construction	80	199
High Constellation	Approved or Under Construction	>50	125
Eascairt	Approved or Under Construction	15.75	9
Blary Hill	Approved or Under Construction	28	15
Narachan	Decision Pending	95	237
Sheirdrim	Decision Pending	134	334
Creggan	Decision Pending	54	29

*These job numbers have been calculated using industry figures (Renewable UK, 2015) (jobs per MW; operational 0.43; construction 2.49) and have not been converted to FTE.

** This would replace Tangy I & II.

13.9 Summary of Assessment

13.9.1 This chapter has considered how the Proposed Development might be expected to impact upon the local economy and recreation and tourism sector. The assessment has been undertaken in respect of both the economy and recreation and tourism sector as a whole and with regard to individual tourism businesses, routes and attractions. Where potentially significant effects were identified, this assessment has considered how these effects could be mitigated. Where relevant, residual effects following mitigation were identified, although none were found to be significant.

13.9.2 From this it can be concluded that, although the Proposed Development does have the potential to generate minor adverse (not significant) 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.

13.10 References

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RWE

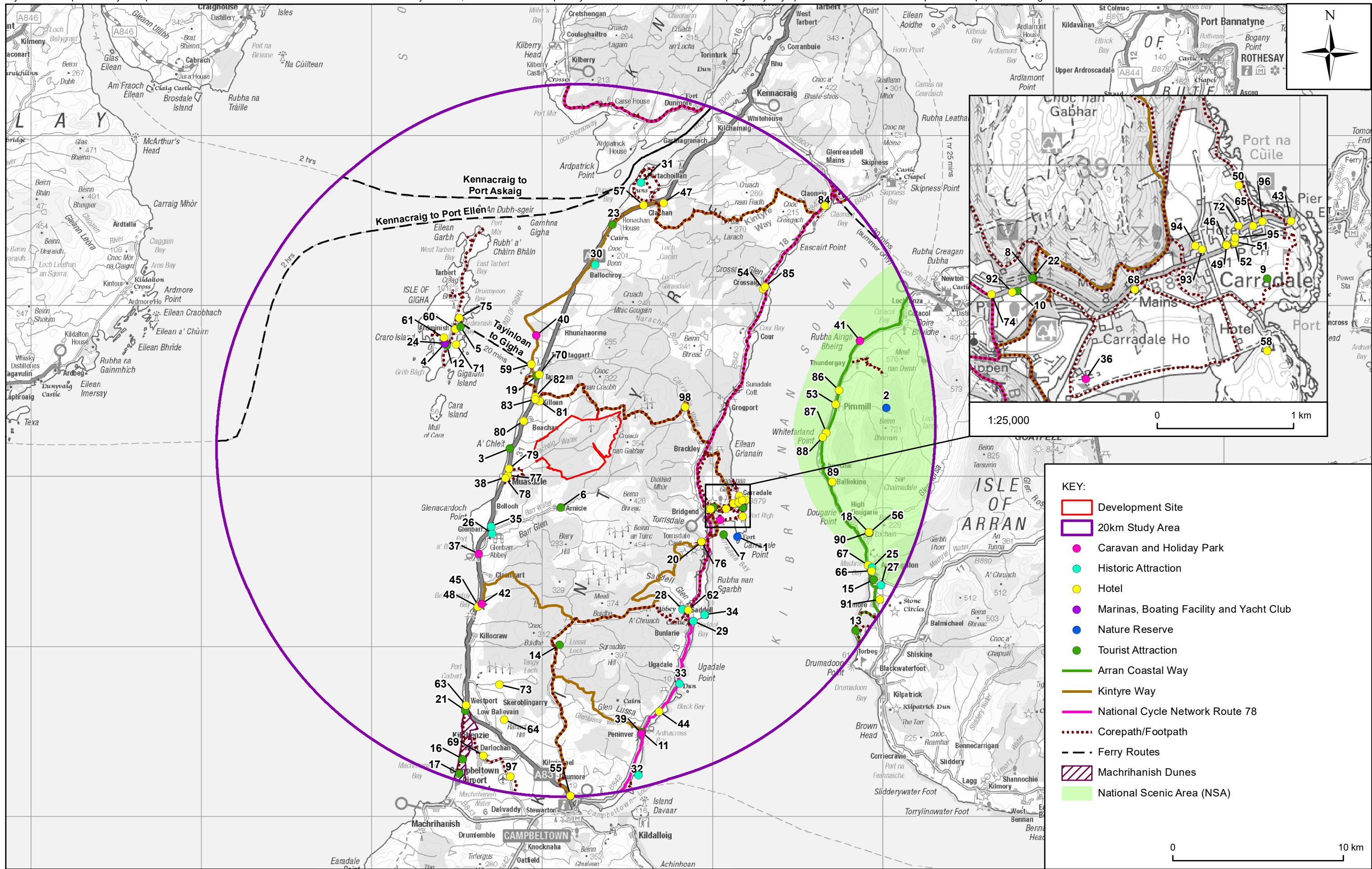
Clachaig Glen Wind Farm

Environmental Impact Assessment Report

Volume 2b

EIAR Figures

Figures: 13.1a; 13.1b



Client: **RWE**

Project: **CLACHAIG GLEN WIND FARM ENVIRONMENTAL IMPACT ASSESSMENT**

Title: **FIGURE 13.1a VISITOR ATTRACTIONS, AMENITIES AND OTHER FEATURES (ASSOCIATED WITH FIGURE 13.1b)**

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Drawn: LC	Checked: AR
Verified: RB	Approved: SW
Date: JANUARY 2022	Scale at A3: 1:200,000
Drawing Number: CG_220105_EIA13.1a_v3	A3

ID	Name	X	Y
Nature Reserve			
1	Carradale Point	181463	636452
2	North Arran National Scenic Area	190190	644004
Tourist Attractions			
3	A'Chleit Beach	168082	641639
4	Achamore Gardens	164281	647793
5	Ardminish Bay	165205	648774
6	Barrglen Equitation Centre	171098	638172
7	Carradale Bay	180651	636583
8	Carradale Bikes and Buggies	180046	638175
9	Carradale Golf Club	181761	638167
10	Carradale Pony Trekking	179929	638075
11	Crosshill Training and Trekking Centre	175831	624970
12	Gigha Golf Course	164377	647687
13	Kings Cave	188385	630931
14	Lussa Loch	171004	630104
15	Machrie Bay Golf Club	189453	633925
16	Machrihanish Dunes Golf Club	165334	623375
17	Machrihanish Golf Club	165123	622536
18	Old Byre Visitor Centre	189176	636671
19	Tayinloan Village	169670	645896
20	Torrisdale Castle, Organic Tannery and Shop	179346	636139
21	Westport Beach, Machrihanish Bay and Dunes	165481	626223
22	Carradale Heritage Centre	180040	638172
23	Seal Point	174120	654783
Marinas, Boating Facilities and Yacht Clubs			
24	Gigha Sea Tours	164281	647793
Historic Attractions			
25	Auchagallon Stone Circle	189360	634637
26	Glenbarr Abbey Macalister Clan Visitor Centre	167048	636629
27	Machrie Moor Stone Circles	189881	633607
28	Saddell Abbey	178241	632179
29	Saddell Castle	178875	631500
30	Ballochroy Standing Stones	173096	652426
31	Dun Skeig	175803	657244
32	Smerby Castle	175643	622443
33	Kildonan Dun	178060	627800
34	Mull of Kintyre Cottage	179539	631862
35	Glenbarr War Memorial	167014	637058
Caravan and Holiday Parks			
36	Carradale Bay Caravan Park	180432	637430
37	Killegruer Caravan Site, Glenbarr	166257	635425
38	Muasdale Holiday Park	167896	639942
39	Peninver Sands	175817	624897
40	Point Sands Camping and Caravan Park	169639	648261
41	Rubha Airigh Bheirg	188646	647957
42	Bellochantuy Beach Holiday Park	166432	632512

ID	Name	X	Y
Hotels			
43	Ardcarroch Self Catering	181934	638592
44	Ardnacross Shore Cottages	176868	626188
45	Argyll Hotel, Bellochantuy	166246	632383
46	Ashbank Hotel	181458	638421
47	Balinakill Country House	177109	656063
48	Barmains Cottage	166221	632320
49	Bayview Holiday Cottage	181461	638412
50	Buckhyne, Carradale	181553	638851
51	Carradale Cottage	181522	638438
52	Carradale Hotel	181522	638430
53	Clisham Bed and Breakfast	187228	644225
54	Crossaig Lodge	182961	651008
55	Dellwood Hotel	171640	621236
56	Dougarie Estate Holiday Cottages	189207	636679
57	Dunultach	175942	655906
58	Dunvalanree Hotel	181759	637640
59	Ferry Farm Bed and Breakfast	169371	646593
60	Gigha Hotel	164906	648651
61	Gigha Luxury Self Catering	164226	648138
62	Ifferdale Farm	178555	632122
63	Island View Holiday Cottage	165523	626531
64	Largimore Farm Bed and Breakfast	167777	625701
65	Lochpark Bed and Breakfast	181659	638554
66	Machrie Bed and Breakfast	189342	634440
67	Machrie House Apartments	189140	634757
68	Mains Cottages	180788	638090
69	Seasgair Holiday Snug	166545	623588
70	Smithy House Holiday Cottage	169811	645974
71	Springbank Bed and Breakfast	164955	647761
72	Stargazer Cottage Self Catering	181551	638555
73	Tangy Mill	167483	627759
74	The Glen Bar	179739	638051
75	Tighnavinish Bed and Breakfast	165134	649298
76	Torrisdale Castle Estate	179345	636134
77	Seaview Accommodation	167962	640054
78	Old Post Office Self Catering Holiday Cottage	167836	639875
79	Crubasdale Lodge Self Catering Cabin	168042	640437
80	Tighchromain Cottage	168920	643242
81	Garden Cottages	169850	644396
82	Dolls House	169583	644670
83	Killean Estate Flat	169581	644530
84	Suleskerry House	186598	655879
85	North Cottage	183091	651122
86	Dunmaghlas	187419	645023
87	Westfield House Self Catering	186666	642576
88	Willow Cottage Self Catering	186465	642297
89	Banlicken Farmhouse	187028	639663
90	Sand Martin Cottage	189174	636687
91	Balnagore Farm	189815	632765
92	Carradales Luxury Guest House	179891	638068
93	Our Scottish Retreat	181285	638380
94	Cuillidh	181232	638409
95	Airds Wood Cottage	181524	638466
96	Drumfearne Guesthouse	181724	638588
97	Lochside Cottage	168108	622369
98	Auchnabreac Cottage	178392	644066

Client: **RWE**

Project: CLACHAIG GLEN WIND FARM ENVIRONMENTAL IMPACT ASSESSMENT

Title: FIGURE 13.1b VISITOR ATTRACTIONS, AMENITIES AND OTHER FEATURES TABLE (ASSOCIATED WITH FIGURE 13.1a)



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Verified:	RB	Approved:	SW
Date:	OCTOBER 2021		
Drawing Number:	CG_211015_EIA13.1b_v1		A3

