

# 17. Summary of Mitigation and Residual Effects for the Proposed Development

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- 17.1.1.1 **Table 17.1** sets out a summary of mitigation and enhancement measures that the Applicant has committed to implementing prior to and during the construction, operation and decommissioning phases of the Proposed Development to reduce significant residual effects. **Table 17.1** does not include ‘embedded’ mitigation which has been built into the Proposed Development during the design process, this is described in **Chapter 2 - Site Selection and Design Evolution** and **Chapter 3 – Description of the Proposed Development**.
- 17.1.1.2 Many of the mitigation measures noted in **Table 17.1** will be implemented through a CEMP. It has been assumed that the CEMP would be agreed with EAC prior to construction and a requirement for this would therefore be conditioned in the planning permission. The CEMP would be produced by the Applicant once planning permission has been secured and once agreed, it is the Applicant who would retain ultimate responsibility for ensuring that the Contractors comply with the CEMP and construction related planning conditions attached to the permission.
- 17.1.1.3 The significance of residual effects following the implementation of mitigation measures is also noted within **Table 17.1**. The definition of significance, particularly in respect of how this relates to “significant effects” in terms of the EIA Regulations, is described within **Chapter 4 – Approach to Preparing the EIA Report**. A definition of how significant effects are derived for each topic is set out in the corresponding technical chapter along with the relevant explanation and descriptions of receptor sensitivity, the magnitude of change, and levels of effect that are considered significant in terms of the EIA Regulations.

**Table 17.1 Summary of Mitigation and Enhancement Measures in addition to those delivered through Mitigation by Design and Standard Best Practice Construction Methods**

Topic	Project Stage	Potentially Significant Effect prior to Mitigation	Outline Mitigation/Enhancement Measure	Means of Implementation	Significance of Residual Effect Following Implementation
<b>Noise</b>	Construction.	Potential construction machinery noise effects on sensitive receptors.	Standard good practice measures, for example using modern, well-maintained and serviced items of plant and restricting working hours (as described in <b>Chapter 7 - Noise</b> ).	Planning condition.	Not Significant.
	Operation.	Potential operational noise effects on sensitive receptors.	Turbine sound power levels not to exceed noise limits presented in <b>Table 7.12</b> and <b>Table 7.13</b> of <b>Chapter 7 - Noise</b> .	Planning Condition.	Not Significant.
<b>Aviation</b>	Operation.	Turbines create potential obstacles for MOD low flying activities.	Proposed Development would be fitted with MOD accredited aviation safety lighting. The turbines would be fitted with 25 candela omni-directional infrared lighting with an optimised flash pattern of 60 flashes per minute of 200 ms to 500 ms duration at the highest practicable point.	Planning condition.	Not Significant.
	Operation.	Potential for effects on Glasgow Prestwick Airport ('GPA')'s Primary Surveillance Radar ('PSR').	For the consented Enoch Hill Wind Farm, GPA have asked that the Applicant accept the wording to replace Condition 23 (ref: Section 8.8.9 of <b>Chapter 8 - Aviation</b> ).  The Applicant confirms agreement to this replacement wording also	Planning condition.	Not Significant.

Topic	Project Stage	Potentially Significant Effect prior to Mitigation	Outline Mitigation/Enhancement Measure	Means of Implementation	Significance of Residual Effect Following Implementation
			being used for the Proposed Development, if consented.		
	Operation.	Potential significant effects on National Air Traffic Services (NATS) Lowther Hill PSR.	<p>A Statement of Common Understanding with regard to a potential Primary Radar Mitigation Scheme ('PRMS') has been agreed between the Applicant and NATS for the consented Enoch Hill Wind Farm which would be enforced by planning condition 24. It is expected that the PRMS will also apply to the Proposed Development; thereby mitigating potential adverse effects on the Lowther Hill PSR or its replacement radar system.</p> <p>Applicant will seek to agree mitigation with NATS for the Lowther Hill PSR system, post-submission.</p>	Planning condition.	Not Significant.
<b>Landscape and Visual</b>	Construction.	Potential effects on visual amenity.	Addressed as far as possible through design and no additional mitigation measures proposed.	N/A	Significant visual effects during construction would be experienced from a very small number of residential properties and users along Glen Afton Road at Burnfoot and Lochbrowan around the Site entrance.
	Operation.	Potential effects on the landscape character.	Site management to ensure adequate maintenance of site facilities and landscape features such as access tracks, field boundaries, gates and signage. It should be noted that this does not	Planning condition.	Localised significant effect on the host LCTs, and the addition of the Proposed Development would lead to a Substantial / Moderate and Significant effect on a part of the East Ayrshire Southern Uplands and Forestry LCT: Strandlud Hill / Enoch

Topic	Project Stage	Potentially Significant Effect prior to Mitigation	Outline Mitigation/Enhancement Measure	Means of Implementation	Significance of Residual Effect Following Implementation
			reduce the significance of effect however.		Hill unit and part of the East Ayrshire Southern Uplands LCT: Benty Cowan Hill unit, extending out to approximately 2 km from the proposed turbine locations.
	Operation.	Potential effects on visual amenity.	Addressed as far as possible through design and no additional mitigation measures proposed.	N/A	<p>Significant visual effects on views from:</p> <ul style="list-style-type: none"> <li>three core paths and one right of way;</li> <li>part of the B741 east of Burnside and west of Bankglen;</li> <li>parts of the southern edge of New Cumnock as represented by Viewpoint 4 near the cemetery.</li> </ul>
	Operation.	Cumulative effects on landscape character.	Addressed as far as possible through design and no additional mitigation measures proposed.	N/A	<ul style="list-style-type: none"> <li>Cumulative significant residual effects on the Southern Uplands and Forestry LCT: Strandlud Hill / Enoch Hill unit would increase from None at the start of construction to the operational levels of Substantial / Moderate (due to the Proposed Development and other wind farms within this landscape character).</li> </ul>
	Operation.	Cumulative effects on visual amenity.	Addressed as far as possible through design and no additional mitigation measures proposed.	N/A	<p>Cumulative significant residual visual effects on views from:</p> <ul style="list-style-type: none"> <li>three core paths and one right of way.</li> </ul>

Topic	Project Stage	Potentially Significant Effect prior to Mitigation	Outline Mitigation/Enhancement Measure	Means of Implementation	Significance of Residual Effect Following Implementation
					<ul style="list-style-type: none"> <li>part of the B741 east of Burnside and west of Bankglen,</li> </ul> parts of the southern edge of New Cumnock as represented by Viewpoint 4 near the cemetery.
<b>Historic Environment</b>	Construction.	Direct effects on unrecorded heritage assets within the site.	Agreement of written scheme of archaeological works to be agreed with West of Scotland Archaeology Service (“ <b>WoSAS</b> ”) Archaeologist.	Planning condition.	<ul style="list-style-type: none"> <li>Not Significant.</li> </ul>
<b>Ecology</b>	All stages.	No significant effects predicted.	Pre-construction surveys & ECoW during construction.	Planning condition.	N/A
<b>Ornithology</b>	All stages.	No significant effects predicted.	Bird Protection Plan.	Planning condition.	N/A
<b>Geology, Hydrology and Hydrogeology</b>	All stages.	No significant effects predicted.	No additional mitigation required.	N/A	N/A
<b>Transport</b>	All stages.	No significant effects predicted. Construction Traffic Management Plan would be delivered as part of the standard construction best practice measures.	N/A	Planning condition.	N/A
<b>Other Issues</b>	All stages.	No significant effects predicted.	No additional mitigation required.	N/A	N/A

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