Mitigation and Synergistic Effects

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List of Abbreviations

Abbreviation	Description
AIL	Abnormal Indivisible Load
AILAA	Abnormal Indivisible Load Access Assessment
AOD	Above Ordnance Datum
BESS	Battery Energy Storage System
ECoW	Environmental Clerk of Works
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
ECU	Energy Consents Unit
CAA	Civil Aviation Authority
CEMP	Construction Environment Management Plan
CMS	Construction Method Statement
CNAL	Construction Noise Assessment Location
CIEEM	Chartered institute for Ecology and Environmental Management
DS	Design Statement
GDL	Garden and Designed Landscape
GVA	Gross Value Added
GWDTE	Ground Water Dependent Terrestrial Ecosystem
HER	Historic Environment Record

HES	Historic Environment Scotland
IEF	Important Ecological Features
IEMA	Institute of Environmental Management and Assessment
IOF	Important Ornithological Features
ISA	Inner Study Area
LCT	Landscape Character Type
LDP	Local Development Plan
LDP2	Local Development Plan 2
LSE	Likely Significant Effects
LVIA	Landscape and Visual Impact Assessment
MoD	Ministry of Defence
MW	Megawatt
NPF3	National Planning Framework 3
NPF4	National Planning Framework 4
NIDL	Non Inventory Designed Landscapes
NSA	National Scenic Area
NSR	Noise Sensitive Receptors
NTS	Non Technical Summary
OEMP	Operational Environmental Management Plan
OP	Observation Point
OSA	Outer Study Area
PAC	Pre-Application Consultation
PPIP	Pollution Prevention and Incident Plan
PV	Photovoltaic
PWS	Private Water Supply
RVAA	Residential Visual Amenity Assessment
SBC	Scottish Borders Council
SLA	Special Landscape Area
SPA	Swept Path Analysis
SPA	Special Protection Area

SPP	Scottish Planning Policy
SPP	Species Protection Plan
SSSI	Site of Special Scientific Interest
TMP	Traffic Management Plan
VP	Vantage Point
WAsP	Wind Atlas Analysis and Application Program
WFD	Water Framework Directive
WSI	Written Scheme of Investigations
ZTV	Zone of Theoretical Visibility

Glossary

Abbreviation	Definition
The Applicant	Fred. Olsen Renewables Limited
EIA Regulations	The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017.
Environmental Impact Assessment	Environmental Impact Assessment (EIA) is a means of drawing together by the developer, in a systematic way, a description of the development and information relating to of the likely significant environmental effects arising from a proposed development.
Environmental Impact Assessment Report	A document reporting the findings of the EIA and produced in accordance with the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017
Natural Power	The lead consultant EIA co-ordinator is: Natural Power Consultants Limited
Proposed Development	The proposed Lees Hill Renewable Energy Park as described in Chapter 4 of this EIAR.
Proposed Development Site	The project development area within the site boundary as shown in Figure 1.2.

15. Synergistic Effects and Summary of Mitigation

15.1 Introduction

15.1.1 The Applicant has been developing and operating wind farms since the mid 1990's and is This chapter presents: a summary of the topics scoped into the Environmental Impact Assessment (EIA); the consultees which were consulted/responded during the EIA; where in the Environmental Impact Assessment Report (EIAR) these responses have been addressed, if applicable; the EIA results where these are potentially significant and any mitigation proposed.

15.1.2 Synergistic effects are potential effects which may be caused through a combination of effects from different topics, and these are assessed in Section 15.2.

Table 15.1: Summary of Effects and Mitigation

Topic	Consultees	EIAR Chapter Reference	Potential Significant Effects	Proposed Mitigation
LVIA	Scottish Borders Council (SBC) NatureScot Mountaineering Scotland John Muir Trust Scottish Wild Land Group	6	An assessment for the potential effects on landscape and visual impact has been made for the Proposed Development and surrounding area. This has included the construction, operation and decommissioning of the Proposed Development. During the construction phase the works on site are judge to be significant for the duration of the construction period. These effects will increase gradually as the construction progresses to the operational phase. Similarly, the effects of decommissioning will be similar to the construction phase, however, as this progresses the effects will reduce to not significant or none upon full decommission. It is deemed there will be significant effects on the landscape characteristic type of the host area but this will be localised and limited for the scale of the Proposed Development. From the visual assessment it was identified that significant effects on visual impacts would occur within approximately 11 km from site, primarily from the turbines. The visual impacts from	Mitigation for landscape and visual effects has been undertaken throughout design modifications and input into the design process. The placement of turbines have been decided heavily upon where they are visible from and where natural screening would lessen the visibility from the surrounding area. The design process is fully outlined in Chapter 3 (Volume 2): Site Selection and Design Evolution. A reduced lighting scheme was agreed with the Civil Aviation Authority (CAA) on 12/12/23 which reduced the lit turbines from all 6 to 3. It was also agreed that mid-tower lights would not be required.

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			solar arrays are limited to the immediate surroundings of the site (approximately within 1-2 km). These are considered to be localised for the scale of the Proposed Development. Full detail of individual viewpoints can be seen in Chapter 6 (Table 6.4). A cumulative assessment (EIAR Technical Appendix 6.4) considered several scenarios including proposed and consented developments. It was assessed that the introduction of the Proposed Development would not alter the current pattern of the area due to the presence of renewable energy sites already within this landscape. There are numerous designated landscapes within 25 km of the Proposed Development but other than the Lammermuir Hills Special Landscape Area (SLA) there is limited to no visibility of the site and therefore won't be affected by the Proposed Development. The Lammermuir Hills SLA cover approximately 0.5 km if the Proposed Development and	

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			includes land from the Dirrington Laws, where the Proposed Development will be visible from. It is deemed the Proposed Development will have a significant effect on the landscape character from the area immediately surrounding these hills however the proposed turbines will not add a new element into the landscap. The function of the Dirrrington Laws as landmarks at the southern fringe of the Lammermuir plateau will remain unaltered. Therefore, whilst the Proposed Development will affect the character and views of the south-eastern part of the SLA, it is judged that it will not affect the special qualities and reasons for designation of the SLA as a whole. Residential amenity has also been examined, identifying 24 properties within 2.5 km of the Proposed Development, which is split into 13 groups or individual properties. Most properties are located to the east and south-east of the site and look to the south-east rather than towards the hills. The assessment found that whilst there would be a medium to high magnitude of	

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Topic	Consultees	EIAR Chapter Reference	Potential Significant Effects	Proposed Mitigation
			change to the views from most properties within approximately 2.5 km this would not translate into effects on the visual aspects of residential amenity.	
Ecology	NatureScot SBC Marine Science Scotland Royal Society for the Protection of Birds (RSPB)	7	An assessment has been made of the potential for significant effects of habitats and non-avian species within the Proposed Development Area. It is predicted that unmitigated, the Proposed Development would have no significant effects on any Important Ecological Features (IEFs) other than a moderate negative (not significant) effect on common and soprano pipistrelle bats and a low negative (not significant) effect on other bat species and on modified bog. The Proposed Development is not expected to impact upon the qualifying interest the River Tweed Special Areas of Conservation (SAC)/ Sites of Special Scientific Interest (SSSI) therefore no likely significant effect can be concluded. The Proposed Development is considered likely to have a low magnitude and not significant effect on wet/dry modified bog.	For all IEFs, although no species-specific mitigation is required, various embedded measures (described in Section 7.6 of Chapter 7) will be implemented to ensure compliance with legislation, and to follow good practice guidance with regard to breeding birds. In addition, an Outline Environmental Management Plan (OEMP) has been prepared which includes measures for habitat enhancements, provided as Figure 7.8. Despite the absence of significant effects, an OEMP is proposed, with the aim of restoring and enhancing areas of marshy grassland and blanket bog habitats within the site boundary, as well as reducing potential collision impacts on bats

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			In relation to bats, the effects as a result of the proposed development are assessed as being low – moderate negative but not significant.	
Ornithology	NatureScot SBC RSPB	8	The assessment considered the various potential impacts arising from the construction, operation and decommissioning of the Proposed Development, and evaluated the significance of these impacts on the identified key species of interest in the context of their conservation value, sensitivity to wind farm development and the scale of the potential effects. Additional mitigation is proposed in order to further minimise effects and will ensure compliance with legislation and Good Practice guidance (GPG) The Proposed Development is predicted to have a moderate negative impact on Greenlaw Moor SSSI breeding bird assemblage, golden plover and snipe. These impacts are considered to result in effects that are not significant.	For all Important Ornithological Features, various embedded mitigation strategies (described in Chapter 8, Section 8.7, Paragraphs 8.7.3 to 8.7.14) will be implemented to ensure compliance with legislation, and to follow good practice guidance with regards to breeding birds, including the implementation of an OEMP. Although no significant effects were identified, additional specific mitigation measures for Greenlaw Moor SSSI and golden plover will be agreed in consultation with NatureScot and the Scottish Borders Council. An OEMP will be produced to monitor impacts on bird species within the Proposed Development Area. The final OEMP will be subject to agreement with NatureScot. The measures proposed in the OEMP are summarised below: Monthly carcass searching for bird species during the spring (March to May) and autumn (September to November) passage periods for the first three years of operation; and Recommendations for potential mitigation and when mitigation may be required.

Table 15.1: Summary of Effects and Mitigation

Topic	Consultees	EIAR Chapter Reference	Potential Significant Effects	Proposed Mitigation
				Given no black grouse leks were recorded within the Proposed Development Area, there is a negligible risk of collision with turbines and associated infrastructure for black grouse in the short-term. However, as there is suitable habitat present within the Proposed Development Area for black grouse and it may be used for lekking during the lifetime of the Proposed Development, it is recommended that mitigation in the form of fence marking is considered to reduce impacts of collision risk.
Hydrology, Geology and Hydrogeology	SBC Scottish Environment Protection Agency (SEPA) Scottish Water NatureScot	9	An assessment has been carried out of the likely significant effects of the Proposed Development on the hydrological, hydrogeological and geological environment. The assessment has considered the site preparation, construction and operation of The Proposed Development.	Following the identification and assessment of the key receptors, considering the potential effects, mitigation and good practice measures have been incorporated into the design, including extensive buffer areas and avoidance of siting infrastructure on peat soils.. In addition, a site-specific Construction Environmental Management Plan (CEMP) as well as detailed design of infrastructure and associated mitigation will be implemented to protect the groundwater and surface water resources from pollution and minimise changes to the hydrological environment. Good practice design and construction of the Proposed Development delivered through a skilled team of competent workers, with mitigation and compliance monitored in collaboration with SEPA and SBC and other engaged stakeholders, will

Table 15.1: Summary of Effects and Mitigation

Topic	Consultees	EIAR Chapter Reference	Potential Significant Effects	Proposed Mitigation
				result in residual effects that are considered to be not significant in terms of the EIA Regulations
Cultural Heritage	SBC Archaeology Service Historic Environment Scotland Visit Scotland	10	There are no predicted significant effects on the setting of heritage assets arising from the construction or operation of the Proposed Development. The development does not significantly adversely affect the fabric or setting of any Listed Buildings, the integrity of the setting of any Scheduled Monuments or the setting of any Garden Designed Landscapes (GDLs) on the Inventory of Gardens and Designed Landscapes.	Direct physical impacts upon known heritage assets within the Proposed Development Area have been minimised through the design process. The proposed infrastructure layout including the OEMP has been designed to avoid, as far as possible, known heritage assets identified through the Cultural Heritage Baseline and Stage 1 Setting Assessment (Volume 4, Appendix 10.1). • Impacts on currently undiscovered archaeological remains within the Proposed Development Area may occur during the construction phase. A programme of archaeological fieldworks implemented in advance of and/or during construction would identify any archaeological remains and allows for impacts upon them to be mitigated by avoidance and preservation in situ where possible, or otherwise by excavation and recording. Archaeological monitoring required by condition over some or all

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Topic	Consultees	EIAR Chapter Reference	Potential Significant Effects	Proposed Mitigation
				construction groundworks for the Proposed Development would be agreed through a Written Scheme of Investigation (WSI) produced in consultation with SBC in advance of construction. • Any potential construction impacts will therefore be offset by excavation and recording of the remains in accordance with NPF4 Policy 7.o and PAN2/2011, sections 25-27, and ELC LDP Policy CH4. Further guidance on appropriate mitigation can be found at Part 6 (Historic Environment/Archaeology) of NatureScot's Good Practice During Wind Farm Construction (NatureScot, 2019).
Noise	SBC ECU	11	Wind farm and renewable energy developments have the potential to create noise during their construction and operational phases. The potential noise impacts are assessed at the nearest noise sensitive receptors. The assessment concluded that no significant effects are	Although no significant effects resulting from construction noise is predicated, good practice measures would be detailed in a Construction Environmental Management Plan (CEMP) and employed to minimise the noise. Good site practice would be implemented to minimise the likely effects to a minimum Section 8 of BS5228 recommends a

Table 15.1: Summary of Effects and Mitigation

Topic	Consultees	EIAR Chapter Reference	Potential Significant Effects	Proposed Mitigation
			anticipated from the Proposed Development.	number of simple control measures which are outlined in Chapter 11 Section 11.7.2. The exact model of the wind turbines to be used would be the result of a future tendering process. Achievement of the noise limits determined by this assessment would be a key determining factor in the final choice of turbines for the Proposed Development. The assessment presented in chapter 11 assumed the targeted use of mode management for a limited range of wind speeds and directions for the daytime period in order to demonstrate that the noise limits can be adhered to. Depending on the final turbine selected for the Proposed Development, blade type and confirmation of final warranted levels from the chosen manufacturer, mode management may or may not be required. It is anticipated that noise limits would be secured by an appropriately worded planning condition. No Specific mitigation measures are proposed for the BESS or Solar Farm.
Traffic and Transport	SBC Roads Planning Service Transport Scotland SBC	12	The traffic and transport assessment considered the most likely construction methods, programme and sequencing against baseline traffic conditions. In addition, the traffic impacts associated with the abnormal load deliveries were also assessed. An Abnormal	A preliminary CTMP has been prepared. The assessment has been based on a number of conservative assumptions and will be clarified post consent and once a civil contractor is engaged. Therefore, a Planning Condition is expected to be applied to development for a final CTMP to be prepared and approved by SBC post

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Topic	Consultees	EIAR Chapter Reference	Potential Significant Effects	Proposed Mitigation
			Load Access Assessment (ALAA), including swept path analysis at particular pinch points was also prepared demonstrating the viability of the proposed abnormal load route. The assessment concludes that, with the incorporation of suitable mitigation measures secured through a Construction Traffic Management Plan (CTMP), there will be no significant traffic effects associated with the Proposed Development.	consent and prior to construction works commencing. Additional mitigation measures available to reduce the sensitivity (and thereby reduce the significance of effect) would likely be: Temporary signage through peak construction periods to inform both drivers and pedestrians of the risks and highlight construction traffic routes and priorities; Temporary speed restriction for construction traffic travelling along links; and If consented, consultation with Dunside Wind Farm developers to minimise high vehicle activities occurring simultaneously. Temporary pedestrian crossings points at key locations within the settlement; Temporary footpath barriers or bollards to provide delineation between footpath and carriageway; and Temporary signage through peak construction periods to inform both drivers and pedestrians of the risks.
Aviation and other considerations	SBC Joint Radio Company (JRC) Ministry of Defence National Air Traffic Services (NATS) NatureScot Edinburgh Airport	13	The aviation assessment considers the likely significant effects on aviation and defence associated with the construction, operation and decommissioning of the Proposed Development. The assessment concluded that:	The applicant will commission a radar mitigation feasibility assessment from Serco, who manage air defence radars on behalf of the MoD. This will determine whether the standard mitigation technique for the effects of onshore wind farms on air defence radars, a Non-Auto Initiation Zone (NAIZ) over the wind farm area, will be feasible.. Measures will comprise a range

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Topic	Consultees	EIAR Chapter Reference	Potential Significant Effects	Proposed Mitigation
	Glasgow Airport Prestwick Airport Defence Infrastructure Organisation Nuclear Safety Directorate Civil Aviation Authority (CAA) British Telecoms (BT)		The Proposed Development will have a moderate effect on the Brizlee Wood air defence radar. Following implementation of the standard means of mitigation on the radar, the residual effect will be reduced to minor and therefore not significant. The Proposed Development will have no significant effects on MoD threat emitter equipment deployed to Charterhall airfield. The Proposed Development will have no significant effects on military low flying. There are no other effects on aviation. Overall, it is concluded that, after implementation of appropriate mitigation, the Proposed Development will have no significant effects on aviation. Other considerations including glint and glare, shadow flicker, utilities, public access, population and human health have all been assessed in this chapter and with mitigation the effects would not be significant.	of mitigation commonly adopted to address such impacts, including modifications to radar and/or windfarm turbine options. If confirmed, this will be submitted to the MoD for approval. The approved mitigation will then be the subject of a condition on the planning consent. Following implementation of mitigation, the residual effects on the Brizlee Wood will not be significant. All potential effects on military low flying zones will be mitigated by providing details to the MoD prior to construction, ensuring the development is marked on aeronautical maps and provision of lighting on the turbines. As the turbines are 150m or more above ground level they are subject to mandatory lighting requirements. Consultation to the CAA concluded on 12/12/23 that 3 of the 6 turbines should be lit and no mid-tower lights would be required. The inbuilt design of the lighting mitigates the impact to the surrounding area by having automatic dimming sensors when visibility is reduced and tower lights will be angled to have reduced visibility from ground leve Potential significant effects of shadow flicker can be mitigated with screening and the use of a shadow flicker protocol, agreed with the local planning authority (LPA).

Table 15.1: Summary of Effects and Mitigation

Topic	Consultees	EIAR Chapter Reference	Potential Significant Effects	Proposed Mitigation
Socio-economics	Visit Scotland	14	The development and construction of the Proposed Development is expected to result in: A temporary **negligible (positive)** effect on the Scottish Borders economy; and A temporary **negligible (positive)** effect on the Scottish economy. The operation and maintenance of the Proposed Development is expected to result in: A **negligible (positive)** effect on the Scottish Borders economy; and A **negligible (positive)**effect on the Scottish economy. There were no significant adverse effects identified. While the beneficial construction and operation socio-economic effects are not significant in EIA terms, they would be important to the local and national economies, contributing to sustainable economic growth.	There are no mitigation requirements for economic impacts during construction and development and operations and maintenance. No mitigation measures are required with regards to the tourism assets (recreational walks, visitor attractions and accommodation providers) in the proximity of the Proposed Development.

15.2 Synergistic Effects

15.2.1 Synergistic effects results when several individual impact factors combine to influence a receptor which is greater than the sum of the individual impacts. The structure of the EIAR demonstrates this approach with grouping of assessments on the biological environment (Ecology and Ornithology) physical environment (Landscape and Visual, Cultural Heritage and Hydrology, Geology and Hydrogeology) and population and human health environment (Traffic and Transport, Noise, Health and Public Safety, Aviation and Socioeconomic). The inclusion of Population and Human Health in EIAs was introduced in the 2017 EIA Regulations. It is acknowledged that there are also some potential overlaps between the biological environment, the physical environment, and the human environment. As such, impacts which may be non-significant in isolation may have an additive effect, and lead to an overall negative impact even if each impact in isolation is considered unlikely to do so.

15.2.2 An assessment of synergistic effects ensures that the assessments provided in the EIAR for each topic are not considered in isolation. Chapters 7 and 8 of the EIAR assess the biological environment (Ornithology and Ecology). Chapters 6, 9 and 10 assess the physical environment (LVIA, Hydrology, Geology and Hydrogeology and Cultural Heritage) and Chapters 11, 12, 13, and 14 assess population and human health (Noise, Traffic and Transport, Aviation and Other Considerations, and Socio-economics). It is acknowledged that there are also some potential overlaps between the physical environment, population and human health.

15.2.3 This assessment considers the potential synergistic effect of related residual effects during construction, operation, and decommissioning of the Proposed Development. A synergistic effect during decommissioning is considered to be of similar or less significance than that created during construction and therefore they are discussed together below.

15.2.4 Potential synergistic effects during the operational phase relate primarily to overlaps between physical and human receptors and are limited to areas which are within or close to the proposed development where there may be a combination of potential visual, noise and shadow flicker effects.

Construction and Decommissioning

15.2.5 During the construction and decommissioning phases of the Proposed Development, potential adverse synergistic effects are mainly limited to the Proposed Development Area where there will be heavy plant operations, earth works, and vehicle movements. There will be some offsite vehicle movements in relation to plant, components and construction staff. These could result in potential synergistic effects upon physical and biological receptors including where there are overlaps between ecology, hydrology and hydrogeology. These effects would be temporary in nature, will be managed through a CEMP, Pollution Prevention and Incident Plan (PPIP), Traffic Management Plan (TMP) and Decommissioning Plan and in isolation have been assessed in the EIAR as not significant. These potential effects will also be monitored by an Environmental Clerk of Works (ECoW) and if deemed necessary a Planning Monitoring Officer enforced through planning condition(s). No forestry operations will take place during construction. Given the limited number and extent of receptors, the limited effects predicted and their temporary nature, the synergistic effects during construction and decommissioning phases are considered not significant.

Operation

15.2.6 Potential synergistic effects during the operational phase relate primarily to overlaps between physical and human receptors and are limited to areas which are within or close to the Proposed Development Area where there may be a combination of potential visual and noise effects.

Residential

15.2.7 The Proposed Development may have synergistic effects on residential properties with regards to noise, visual impact, shadow flicker and glint and glare.

15.2.8 Noise - The EIAR predicts that there are no significant adverse effects in isolation for noise.

15.2.9 Visual Impact - None of the properties assessed have been identified to be affected to such a degree that they would become 'widely regarded as an unattractive place to live and/or the development is inescapably dominant or unpleasantly overwhelming'.

15.2.10 Shadow Flicker – The shadow flicker assessment has shown that the effects on the assessed properties will potentially exceed the maximum allowance of 30 minutes for four receptors and one receptor could potentially exceed the 30 hours/year. Screening from vegetation and buildings along with appropriate mitigation including turbine control programmes will minimise the effects of shadow flicker.

15.2.11 Glint and Glare – The assessment concludes that there will be no significant effects upon the assessed properties.

Conclusion-

15.2.12 According to guidance and best practices, the location of the Proposed Development is in an area that is characterised by extensive baseline (operational and consented) wind energy development, this is beneficial as it ensures that the Proposed Development will not introduce a new influence on unaffected areas.

15.2.13 Individual effects could combine to result in a synergistic effect on these receptors. Shadow flicker and noise effects at these receptors will be not significant individually due to specific mitigation proposed for these factors, as well as their temporary nature. In the professional judgement of Natural Power, those receptors that were assessed individually as not significant, still remain as not significant when considering synergistic effects.

15.2.14 A combination of any of these effects at once or in sequence is not likely and if occurring would be very limited in duration. It is assessed through the EIA best not considered that the combination of effects would become overbearing such that these places become unpleasant locations to reside.

Right of Way, Core Paths and Roads

15.2.15 The Proposed Development may have synergistic effects on Core Paths, roads and Rights of Way with regards to noise, visual impact, shadow flicker and glint and glare.

15.2.16 Noise – Noise impact is limited to the close proximity of the infrastructure itself. Distance from the infrastructure to the nearest Core Paths, roads and Rights of Way provide sufficient mitigation.

15.2.17 Visual Impact - For Core Paths and Rights of Way close to the development such as over Greenlaw Moor, Inch Moor and between the Dirrington Laws there are significant visual effects on the sections east of the Dirrington Laws.

15.2.18 Shadow Flicker – Shadow flicker for the path can be ruled out as the definition of shadow flicker requires the person to be inside a building for the effects to take place1.

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[1] *UK Government - Wind turbine shadow flicker study published (2011) [Online] Wind turbine shadow flicker study published - GOV.UK (www.gov.uk) Accessed 20/02/24*

15.2.19 Glint and Glare – There is the potential for glint and glare to effect areas within 1-2km to the south of the arrays.

Conclusion-

15.2.20 The visual impact and glint are glare will be significantly reduced when there are no direct visual lines to the Proposed Development from natural screening by the topography and areas of forestry. Sections of Public Rights of Way and Core Paths are predicted to have significant visual effects where they pass near to the turbines. It is not considered that the synergistic effects would become overbearing for the users of the adjacent roads and Rights of Way.

15.3 Summary

15.3.1 This chapter of the EIAR summarises the potential effects of the Proposed Development as well as potential synergistic effects which consider such effects in combination. Following the implementation of mitigation primarily in the form of embedded mitigation in the siting and design of the proposal, potential significant adverse effects are restricted to isolated landscape and visual effects upon limited receptors within close proximity of the Proposed Development. As noted in Table 15.1; these are effects which are commonly associated with renewable energy developments and in this regard need to be balanced against the benefits.