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Technical Appendix 16.1: Consented Development Schedule of Mitigation

16.1. Introduction

- 16.1.1. This chapter summarises the likely significant environmental effects of the Proposed Varied Development identified in the preceding technical chapters, together with a schedule of the mitigation proposed to avoid, reduce or, where appropriate, offset environmental effects in line with the mitigation hierarchy. It also identifies the residual effects predicted to remain once the proposed mitigation has been taken into account.
- 16.1.2. The Schedule of Mitigation set out in this chapter is intended to provide a consolidated reference point for the mitigation commitments made across the EIA Report, and to inform the conditions which may be applied to any consent.
- 16.1.3. The design of the Proposed Varied Development has sought to avoid and reduce effects through embedded mitigation (sometimes referred to as mitigation by design) so far as practicable. Embedded mitigation forms part of the development that has been assessed throughout this EIA Report and is described in **Chapter 2: Design Iteration and Description of Proposed Varied Development**. It is therefore not repeated in the schedule below, which focuses on the mitigation required to address residual effects.
- 16.1.4. Much of the pre-construction and construction phase mitigation would be secured and delivered through the Construction Environmental Management Plan ('CEMP'), the content of which is provided in **Technical Appendix 3.7a: Construction Environmental Management Plan**. Longer term and operational measures would be delivered through separate management plans, such as a revised Habitat Management Plan (further details of which are provided at **Technical Appendix 7.2: Habitat Management Plan** for Proposed Varied Development).
- 16.1.5. Further detail on the specific mitigation measures, including those to be incorporated into the CEMP and other management plans, is set out in the relevant technical chapters.

16.2. Summary of Mitigation and Residual Effects

- 16.2.1. The majority of the mitigation measures for the Proposed Varied Development remain consistent with those presented for the Consented Development. In order to avoid repetition, this schedule of mitigation only references additional mitigation measures and therefore should be read in conjunction with the Schedule of Mitigation for the Consented Development (refer to **Volume 4, Technical Appendix 16.1: Consented Development Schedule of Mitigation**).
- 16.2.2. The predicted effects and mitigation measures have been compiled into **Table 16.1** and are presented in the order in which they appear within the structure of this EIA Report.

Table 16.1: Summary of Mitigation and Residual Effects

Landscape and Visual (Chapter 5)						
Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
The visual assessment has identified potential significant impacts to 11 viewpoints, four residential receptor locations and four route-based receptors. The landscape assessment has identified significant effects to four landscape character types ('LCTs') and one landscape designation. The assessment of aviation lighting has identified significant effects to four viewpoints, one residential grouping, and two routes, and to localised sections of two additional routes. The assessment of cumulative visual effects has identified significant cumulative effects to 11 viewpoints and four route-based receptors. The assessment of cumulative landscape effects has identified significant cumulative effects to four landscape character types and one landscape designation.	There would be increased effects from ten of the included viewpoints, two receptor groupings and one route. There would be increased effects from three LCTs and three designations. Although not directly comparable, increased cumulative visual effects are anticipated from seven of the included viewpoints and from seven routes. Although not directly comparable, increased	No specific mitigation measures beyond embedded mitigation are proposed. Landscape and visual mitigation measures relating to the operation of the Proposed Varied Development have been incorporated into the design of the scheme as described in Chapter 2: Design Iteration and Description of Proposed Varied Development. Landscape and visual mitigation measures relating to the construction and successful reinstatement of disturbed ground associated with the Proposed Varied Development would be managed through good practice and construction management (see Technical Appendix 3.7a) Mitigation measures due to the impact of cardinal lighting on five turbines are considered as	No specific mitigation measures beyond embedded mitigation proposed, therefore no change in effects.	N/A	No change in effects anticipated.	EIAR, Volume 4, Technical Appendix 16.1 Consented Development Schedule of Mitigation EIAR, Volume 2, Chapter 5: Landscape & Visual EIAR, Volume 4, Technical Appendix 5.10. EIAR, Volume 4, Technical Appendix 15.1: Tangy IV Wind Farm Aviation Lighting Assessment Report (Wind Farm Low Flying Aviation Consultants (WFLFAC) dated 23 April 2026)

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cumulative landscape effects are anticipated from four LCTs and one landscape designation.

embedded mitigation. The aviation lighting strategy and associated report, which can be found at **Technical Appendix 15.1**, has been accepted and approved by the CAA prior to submission of the application.

Ornithology (Chapter 6)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
No potential significant effects identified and no potential for an adverse effect on the integrity of the Kintyre Goose Roosts.	Yes - due to effects on Greenland white-fronted goose from aviation lighting. Additionally, changes to turbine parameters affected collision risk, while the submission of recent planning applications changed cumulative collision risk to Greenland white-fronted goose. However, all collision risk effects remained non-significant. There was also some potential for impacts on hen harrier due	Mitigation measures during all phases of development remain fundamentally the same as for the Consented Development EIA and Breeding Bird Protection Plan ('BBPP'). Minor updates to the BBPP will be required to include additional protection for Schedule 1/1A breeding and/or roosting birds such as hen harrier. A revised BBPP will be submitted prior to the commencement of works. A Goose Protection Plan ('GPP'), to be agreed with NatureScot, will be submitted pre-commencement of works. The plan will include a full schedule of mitigation with	Reduction and/or avoidance of non-significant effects.	Pre-Construction, Construction, Post-Construction and Operation.	No likely residual significant effects anticipated	EIA, Volume 4, Technical Appendix 16.1 Consented Development Schedule of Mitigation EIA, Volume 2, Chapter 6 Ornithology EIA, Volume 4, Technical Appendix 3.8 (c): Breeding Bird Protection Plan

to disturbance/displacement associated with the Proposed Varied Development, whereas this species was scoped out of the detailed assessment for the Consented Development.

targeted measures to avoid disturbance to Greenland white-fronted goose.

Additionally, due to the proximity of Tangy Loch and the regular use by Greenland white-fronted geese it is proposed that lighting intensity on T5, which is the closest turbine to the loch, is maintained at a reduced intensity of 200cd 100% of the time to minimise light spill and reduce potential disturbance to geese roosting on Tangy Loch.

No other operational mitigation measures are proposed.

Ecology and Nature Conservation (Chapter 7)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
A significant adverse effect was identified for injury and/or mortality to bats due to collision risk.	The Consented Development identified a not-significant adverse effects due to collision risk.	No additional mitigation required for collision risk to bats.	Minimise collision risk by creating a buffer between turbine blades and linear features for foraging and commuting.	Operation	Negligible (not significant)	EIAR, Volume 4, Technical Appendix 16.1 Consented Development Schedule of Mitigation
No other significant effects were identified.		Additional mitigation during construction of the Access Track includes: A dusk survey or other suitable alternative method (e.g., aerial inspection, camera				EIAR, Volume 2, Chapter 7 Ecology & Nature Conservation EIAR, Volume 4, Technical Appendix:7.2 Habitat

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- monitoring) will be undertaken the evening before any works to ensure there are no active roosts.
- A Bat Species Protection Plan would be developed and adhered to during construction.
 - A toolbox talk would be given to all site operatives on the potential impacts to bats and their roosts.
 - No trees with bat roost potential would be disturbed, felled or lopped without approval from a suitably qualified ecologist. A licence may be required for these works.

Management Plan for Proposed Varied Development

Geology, Soil and Peat (Chapter 8)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
No potential significant effects identified	No	Mitigation measures are unchanged from those proposed within the Consented Development EIA.	Reduction and/or avoidance of significant effects.	Construction	Minor adverse	EIA, Volume 4, Technical Appendix 16.1 Consented Development Schedule of Mitigation EIA, Volume 2, Chapter 8: Geology, Soils & Peat EIA, Volume 4, Technical Appendix 8.1 Updated Preliminary Peat Management Plan

Surface Water (Chapter 9)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
No potential significant effects	No	Mitigation measures are unchanged from those proposed within the Consented Development EIAR.	Reduction and/or avoidance of significant effects.	Pre-Construction, Construction, Post-Construction and Operation.	No likely residual significant effects anticipated.	EIAR, Volume 4, Technical Appendix 16.1: Consented Development Schedule of Mitigation EIAR, Volume 2, Chapter 9 Surface Water

Cultural Heritage and Archaeology (Chapter 10)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
Potential significant effect identified on one designated heritage asset.	Yes	<u>Construction</u>	Reduction and/or avoidance of significant effects.	Pre-Construction, Construction, Post-Construction and Operation.	Predicted significant residual effect for Killocraw, Cairn 640m E of (SM3647, Site 43). Although significant, the effect would not be of a level to adversely impact the integrity of its setting and the understanding of its cultural significance.	EIAR, Volume 4, Technical Appendix 16.1 Consented Development Schedule of Mitigation
No potential significant effects identified on any non-designated assets.		Two low sensitivity, non-designated assets - Site 15 (a sheepfold) and Site 1 (the fragmentary remains of a small building) require mitigation to address potential direct impacts: Site 15 will be preserved by record through written, photographic and surveyed documentation prior to ground disturbance, to a standard acceptable to West of Scotland Archaeology Service ('WoSAS') and outlined in a suitable			No likely residual significant effects are anticipated for non-designated assets (Site 1 and Site 15).	EIAR, Volume 2, Chapter 10 Cultural Heritage

Written Scheme of Investigation (WSI).

Site 1 will be avoided through high visibility demarcation during access track construction, and if avoidance is not possible, it will be subject to archaeological excavation and detailed recording to WoSAS standards.

These measures reduce effects to negligible and none respectively, after mitigation.

Operation

During the operational phase there is the potential for three significant (moderate) adverse direct effect upon the setting of Tangy Loch, Fortified Dwelling (SM3180, Site 27); Killocrew, cairn 450m ESE of (SM3664, Site 21); and Killocrew, cairn 640m E of (SM3647, Site 43).

Only the effects on Killocrew, cairn 640m E of (SM3647, Site 43) have changed from the Consented Development.

No mitigation is possible for operational (setting) effects.

All other mitigation proposed remains unchanged from those proposed for the Consented Development.

Noise (Chapter 11)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
Potentially significant effects identified	Yes - Operational Noise	Operational Reduced noise operating modes Construction Construction mitigation measures are unchanged from those proposed within the Consented Development EIA.	Reduced to Non-significant levels	Construction/ Operational	No likely residual significant effects anticipated	EIAR, Volume 4, Technical Appendix 16.1 Consented Development Schedule of Mitigation EIAR, Volume 2, Chapter 11 Noise

Access Traffic and Transport (Chapter 12)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
No likely significant effects	No	Mitigation measures are unchanged from those proposed within the Consented Development EIA.	N/A	N/A	N/A	EIAR, Volume 4, Technical Appendix 16.1 Consented Development Schedule of Mitigation EIAR Volume 2, Chapter 12: Access Traffic and Transport

Land Use, Socio Economics and Recreation (Chapter 13)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
No	No	Mitigation measures are unchanged from those proposed within the Consented Development EIAR.	N/A	N/A	N/A	EIAR, Volume 4, Technical Appendix 16.1 Consented Development Schedule of Mitigation EIAR Volume 2, Chapter 13: Land Use, Socio Economics and Recreation

Shadow Flicker (Chapter 14)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
Potentially significant effects identified	No change in significance, although increased potential effect magnitude	Updates to the existing Flicker Control Scheme submitted for the Consented Development. The type of mitigation system to put in place is dictated by the turbine manufacturer, and therefore the specific details of the mitigation system will be communicated via a Shadow Flicker Control Scheme which will be secured through a pre-commencement planning condition.	Avoidance of significant effects	Operation	No likely residual significant effects anticipated.	EIAR, Volume 4, Technical Appendix 16.1 Consented Development Schedule of Mitigation EIAR, Volume 2, Chapter 14 Shadow Flicker

Aviation (Chapter 15)

Potential likely Significant Effect Identified	Change in effects from Consented Development?	Mitigation Measures	Effect of Mitigation	Phase of Development	Residual Effect	Chapters/ Technical Appendices for Reference
Potential impact on Campbeltown Airport's Instrument Flight Procedures (IFPs), potentially significant effects due to area designation as low flying area and potential impacts on the National Air Traffic Services (NATS) Lowther Hill radar	Yes, due to increased height of turbines.	Implementation of agreed changes to Campbeltown Airport's IFP changes. The site potentially requires five visible-red and 16 infra-red hub mounted obstruction lights. With the request that one visible light (T5) be permanently set to 200cd. The lights will be regularly obscured by cloud and when not obscured set at the lower 200cd for up to 98% of the time. Impact on the Lowther Hill radar will be mitigated by implementation of an agreed radar mitigation solution as directed by NATS.	Reduction of effects	Reduction of effects	Reduction of effects	Reduction of effects