



# Offsite Roadworks Appraisal

## Shepherds' Rig Wind Farm

### SETT Wind Development

Prepared by:

**SLR Consulting Limited**

The Tun, 4 Jackson's Entry, Edinburgh, EH8 8PJ

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## Acronyms and Abbreviations

|        |                                                         |
|--------|---------------------------------------------------------|
| AIL    | Abnormal Indivisible Load                               |
| ALRA   | Abnormal Load Route Assessment                          |
| BPM    | Best Practicable Means                                  |
| CEMP   | Construction Environmental Management Plan              |
| DWPA   | Drinking Water Protection Area                          |
| ECoW   | Ecological Clerk of Works                               |
| EIA    | Environmental Impact Assessment                         |
| EPSM   | European Protected Species Mitigation                   |
| FISC   | Field Identification Skills Certificate                 |
| GWDTE  | Groundwater Dependent Terrestrial Ecosystem             |
| HER    | Historic Environment Record                             |
| INNS   | Invasive Non-Native Species                             |
| LWS    | Local Wildlife Site                                     |
| MAGIC  | Multi-Agency Geographic Information for the Countryside |
| NRHE   | National Record of the Historic Environment             |
| POI    | Point of Interest                                       |
| PWS    | Private Water Supply                                    |
| SAC    | Special Area of Conservation                            |
| SPA    | Special Protection Area                                 |
| SSSI   | Site of Special Scientific Interest                     |
| SWSEIC | South West Scotland Environmental Information Centre    |
| WTW    | Water Treatment Works                                   |



## 1.0 Introduction

As with the Consented Development, offsite roadworks along the B729 are required to facilitate turbine delivery for the Proposed Varied Development. This Appendix provides an updated assessment of the potential impacts on access improvements along the B729, based on the results of an updated swept path analysis, required due to the larger abnormal indivisible loads associated with the proposed taller turbines for the Proposed Varied Development.

The B729 Offsite Roadworks are based on the Abnormal Load Route Assessment (ALRA) presented within Volume 4 of the Environmental Impact Assessment (EIA) Report as **Annex B of Appendix 15.1**. The ALRA has assessed the route carrying the turbine blade flat on a superwing carrier, with a further option of the blade carried raised using a blade lifting trailer.

The route for turbine components will be transported as abnormal loads via the following route:

- Loads would depart King George V Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;
- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;
- Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;
- Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;
- Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and
- At the junction between the B729 and B700, the loads will keep left continuing on the B729 to the proposed site access junction.

The ALRA (**Appendix 15.1, Annex B**) identified 25 probable work areas (referred to as Points of Interests [POI]) along the route from Carsphairn to the Proposed Varied Development's site entrance. The ALRA is limited to the section of route from Carsphairn to the site via the B729 and does not consider the wider route from the chosen port of entry. As noted above, it is considered likely that components will be landed at King George V Dock in Glasgow, which has extensive experience in handling wind turbine components and provides excellent access to the trunk road network for onward transport to the site.

The 25 POIs identified will involve overrun and oversail areas that require vegetation clearance to accommodate the 'worst-case' candidate turbine (Vestas V172). A component summary is provided in **Table 1.1** below.

**Table 1.1 - V172 Turbine Dimensions**

| V172  | Dimensions Used in Assessment (length) |
|-------|----------------------------------------|
| Blade | 84.4 metres (m)                        |
| Tower | 30 m                                   |



## 2.0 Scope of Assessment

The work areas to be assessed in this Appendix are detailed in **Table 2.1** and are identified on **Figure 1**. The offsite roadworks are focused upon areas of road widening (overrun) and oversail where environmental impacts may occur. Where necessary, third party permission would be secured.

At the time of assessment for the Consented Development (March 2021), improvements were underway along the route from the junction of the A713 and B729 and along the B729 to facilitate turbine delivery for Windy Rig Wind Farm (Planning Reference: 15/P/2/0155) which utilised the same route, with the Windy Rig site entrance located beyond the Proposed Varied Development's site entrance. Whilst some of these areas would have been reinstated and others left in situ, the assessment presented within this Appendix has adopted the same approach as for the Consented Development and has not considered these improvements in order to present a worst-case assessment where no improvements have been made to the road network as this represents the most significant effect that may occur as a result of the offsite roadworks.

It is acknowledged that some of the work identified within the 25 POIs (**Table 2.1**) associated with the offsite roadworks for the Proposed Varied Development may have already been implemented for the Windy Rig Wind Farm development.

For the purposes of carrying out a 'worst-case' assessment, the Vestas V172 blade has been used, as this is the largest commercially available blade within the design envelope being considered (maximum 220 m blade tip height). Two different Abnormal Indivisible Load (AIL) delivery scenarios have been considered that utilise different configurations of blade and tower trailers.

- Scenario 1: V172 Blade Flat – where the blade is carried flat on a superwing carrier; and
- Scenario 2: V172 Blade Raised – where the blade is carried by a blade lifting trailer that has the ability to raise the blade to an angle of 60 degrees.

In both scenarios, the turbine towers would be carried in a 4+7 clamp adaptor style trailer, whereas loads such as the hub, nacelle housing and top towers would be carried on a six-axle step frame trailer.

The final delivery method will be determined post-consent and prior to turbine delivery, based on the most practicable option. For the purpose of this assessment, both options have been considered on a precautionary basis, as each result in differentiating environmental effects.

Further detailed explanation is provided in ALRA included in **Appendix 15.1, Annex B** of the EIA Report. This includes detailed drawings of the 25 POIs and associated overrun and oversail areas as described in **Table 2.1**.



**Table 1.2: Work Areas for the B729 Offsite Roadworks**

| Points of Interest (POI) | Location             | Abnormal Load Effect                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                               | Recommendations within the Abnormal Load Route Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                      | V172 – Scenario 1 (Flat)                                                                                                                                                                                                                                             | V172 – Scenario 2 (Raised)                                                                                                                                                                                                                                                    | V172 – Scenario 1 (Flat)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | V172 – Scenario 2 (Raised)                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>1 &amp; 2</b>         | A713/ B729 Junctions | <p>Loads to overrun and oversail the northern verge.</p> <p>Loads to overrun the northern verge and oversail the southern verge.</p> <p>It is proposed that loads will make use of an existing access track to cut the corner and join the B729 travelling east.</p> | <p>Loads will overrun and oversail on the inside of the left turn.</p> <p>Loads will oversail the northern verge following the junction and oversail and overrun the southern verge.</p> <p>Loads will overrun and oversail on the inside of the left turn onto the B729.</p> | <p>Detailed design will be required to confirm the mitigation works on a topographical base plan however it is anticipated that the land will need to be reprofiled and a load bearing surface laid. The fence, two gates and all other obstacles to be removed. Trees and vegetation to be cleared. Limited clearance noted to the building and wall in the northern verge.</p> <p>Two utility poles, one road sign and a section of the wall to be removed. Trees and vegetation to be cleared.</p> <p>Subject to detailed design of the new bypass track, it is anticipated that one utility pole and a section of wall and fence to be removed. Trees and vegetation to be cleared.</p> | <p>Land will need to be reprofiled subject to detailed design on a topographical base plan. Trees and vegetation to be cleared.</p> <p>A load bearing surface should be laid on the southern verge. Trees/ vegetation should be removed along with sections of wall and one utility pole.</p> <p>A load bearing surface should be laid and one road sign, one utility pole and wall to be removed. Trees/ vegetation to be cleared.</p> <p>The blade should be lowered to allow it to be</p> |



| Points of Interest (POI) | Location            | Abnormal Load Effect                                                                                                                                                                                                                           |                                                              | Recommendations within the Abnormal Load Route Assessment                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                     |
|--------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                     | V172 – Scenario 1 (Flat)                                                                                                                                                                                                                       | V172 – Scenario 2 (Raised)                                   | V172 – Scenario 1 (Flat)                                                                                                                                                                                                                                                                                                                                                                                    | V172 – Scenario 2 (Raised)                                                                                                                                                                                                                                                                          |
|                          |                     |                                                                                                                                                                                                                                                |                                                              |                                                                                                                                                                                                                                                                                                                                                                                                             | transported underneath the high voltage power line before returning to the raised position for the rest of the route.                                                                                                                                                                               |
| <b>3 &amp; 4</b>         | B729 Knockgray      | <p>Loads will oversail both verges. Loads will overrun the northern verge on approach to POI 3. The safety barrier and wall on the inside of the right bend will be oversailed.</p> <p>Loads will overrun the northeastern verge at POI 4.</p> | Loads will oversail both verges throughout the section.      | <p>Load bearing surface to be laid on overrun areas on the approach to POI 3 and the drainage ditch culverted. Trees and vegetation to be cleared throughout. Four utility poles, one road sign and sections of wall and fence to be removed. Vegetation on the inside of the right bend to be cleared.</p> <p>Road bearing surface to be laid in the overrun areas at the northeastern verge of POI 4.</p> | A load bearing surface should be laid in the northern verge at POI 3 and northeastern verge at POI 4 where one road sign should be removed along with a section of wall and fence. The safety barrier and wall on the inside of the right bend will be oversailed and vegetation should be cleared. |
| <b>5</b>                 | B729 Andrew's Knowe | Vertical profile of the road at this location is pronounced.                                                                                                                                                                                   | Vertical profile of the road at this location is pronounced. | Road profile should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.                                                                                                                                                                                                                                                                                 | Road profile should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.                                                                                                                                                                         |



| Points of Interest (POI) | Location             | Abnormal Load Effect                                                                                                                                                            |                                                                                                                                      | Recommendations within the Abnormal Load Route Assessment                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                             |
|--------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                      | V172 – Scenario 1 (Flat)                                                                                                                                                        | V172 – Scenario 2 (Raised)                                                                                                           | V172 – Scenario 1 (Flat)                                                                                                                                                                                                                                                                       | V172 – Scenario 2 (Raised)                                                                                                                                                                                                                  |
| 6                        | B729 Twin Knowes     | Vertical profile of the road at this location is pronounced.                                                                                                                    | Vertical profile of the road at this location is pronounced.                                                                         | Road profile should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.                                                                                                                                                                    | Road profile should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.                                                                                                                 |
| 7                        | B729 Glede Bog       | Loads will oversail the southwestern verge on the inside of the bend.                                                                                                           | Loads will oversail the southwestern verge on the inside of the bend.                                                                | Vegetation/ trees should be cleared.                                                                                                                                                                                                                                                           | Vegetation/ trees should be cleared.                                                                                                                                                                                                        |
| 8                        | B729 Willie's Bog    | Vertical profile of the road at this location is pronounced.                                                                                                                    | Vertical profile of the road at this location is pronounced.                                                                         | Road profile should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.                                                                                                                                                                    | Road profile should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.                                                                                                                 |
| 9 & 10                   | B729 Burnfoot Bridge | <p>Loads will oversail the northern verge on approach to the right bend.</p> <p>The wall will be oversailed.</p> <p>Loads will overrun and oversail to the west of the road</p> | <p>Loads will oversail both verges throughout the right/ left bends.</p> <p>Loads will oversail the southwestern bridge parapet.</p> | <p>Two utility poles should be removed and vegetation cleared.</p> <p>The stone wall and bridge parapet will need to be lowered and a section of safety barrier will need to be removed along with trees/ vegetation.</p> <p>Load bearing surface to be laid to the east and three utility</p> | <p>A load bearing surface should be laid in the northeastern verge of the initial right bend.</p> <p>Tower loads should be raised on suspension settings to enable oversail of the southwestern bridge parapet. Trees/ vegetation to be</p> |



| Points of Interest (POI) | Location                     | Abnormal Load Effect                                                                                                                        |                                                                | Recommendations within the Abnormal Load Route Assessment                                                                                                                                         |                                                                                                                                   |
|--------------------------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
|                          |                              | V172 – Scenario 1 (Flat)                                                                                                                    | V172 – Scenario 2 (Raised)                                     | V172 – Scenario 1 (Flat)                                                                                                                                                                          | V172 – Scenario 2 (Raised)                                                                                                        |
|                          |                              | Loads will overrun oversail to the east of the road.                                                                                        |                                                                | poles and section of wall will need to be removed along with vegetation/ trees. The retaining wall should be removed and the land reprofiled.                                                     | cleared. Land on the inside of the left bend should be reprofiled to allow oversail.                                              |
| 11                       | B729 East of Burnfoot Bridge | Available OS mapping does not show the road edge.<br><br>Loads will oversail both verges throughout this section.                           | Extent of oversail area is smaller than the flat blade option. | Two utility poles, one road sign, sections of fencing and trees/ vegetation should be removed.                                                                                                    | One utility pole, one road sign, sections of fencing and trees/ vegetation should be removed.                                     |
| 12, 13 & 14              | B729 Furmiston Bridge        | Available OS mapping does not show the road edge.<br><br>Loads will oversail both verges throughout this section on both sides of the road. | Loads will oversail both verges throughout this section.       | Two utility poles, one road sign and trees/ vegetation should be removed.<br><br>Loads should be raised on suspension settings to allow oversail to the south of the road through the right bend. | A load bearing surface should be provided on the northeastern verge and one utility pole and trees/ vegetation should be cleared. |
| 15                       | B729 Furmiston               | Loads will oversail both verges throughout this section on both sides of the road.                                                          | Smaller areas of oversail required.                            | Fences, five utility poles, one road sign and trees/ vegetation to be removed. Land to be reprofiled to allow oversail.                                                                           | Fences, three utility poles, and overhead utilities to be removed. Trees/ vegetation to be removed.                               |



| Points of Interest (POI) | Location         | Abnormal Load Effect                                                                                                                               |                                                      | Recommendations within the Abnormal Load Route Assessment                                                                                                      |                                                                                                                                                                                                                                                             |
|--------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                  | V172 – Scenario 1 (Flat)                                                                                                                           | V172 – Scenario 2 (Raised)                           | V172 – Scenario 1 (Flat)                                                                                                                                       | V172 – Scenario 2 (Raised)                                                                                                                                                                                                                                  |
| 16, 17 & 18              | B729 Marscalloch | Available OS mapping does not show the road edge.<br><br>Loads will oversail both verges throughout the sinuous section on both sides of the road. | Loads will oversail both verges through the section. | One utility pole, section of wall and trees/ vegetation to be removed. The land on the inside of the initial left bend should be reprofiled to allow oversail. | All overhead utilities and obstructions to be removed. Trees/ vegetation should be trimmed/ cleared.<br><br>The vertical profile of the road should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. |
| 19                       | B729 Carminnows  | Available OS mapping does not show the road edge.<br><br>Loads will oversail both verges throughout this section on both sides of the road.        | Loads will oversail both verges through the section. | Loads should be raised using suspension settings to allow oversail. Trees/ vegetation and a section of fence should be removed.                                | Vegetation should be trimmed.                                                                                                                                                                                                                               |
| 20                       | B729 Knowehead   | Available OS mapping does not show the road edge.<br><br>Loads will oversail both verges through this section                                      | Loads will oversail both verges.                     | Fence and trees/ vegetation should be cleared to the south west of the road.                                                                                   | Vegetation/ trees should be trimmed. All overhead utilities and obstructions to be removed.                                                                                                                                                                 |



| Points of Interest (POI) | Location              | Abnormal Load Effect                                                                                                                                |                                                         | Recommendations within the Abnormal Load Route Assessment                                                                                                                                                                                                                                        |                                                                                                                                                                                                    |
|--------------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                       | V172 – Scenario 1 (Flat)                                                                                                                            | V172 – Scenario 2 (Raised)                              | V172 – Scenario 1 (Flat)                                                                                                                                                                                                                                                                         | V172 – Scenario 2 (Raised)                                                                                                                                                                         |
| 21                       | B729 Knowehead        | Available OS mapping does not show the road edge.<br><br>Loads will oversail both verges throughout this section.                                   | Load will oversail both verges throughout the section.  | Four utility poles, trees/ vegetation and a section of wall should be removed. The land on the inside of the left bend will need to be reprofiled to allow oversail.                                                                                                                             | Two utility poles, a section of wall and trees/ vegetation to be removed. A load bearing surface to be laid on the inside of the left bend. All overhead utilities and obstructions to be removed. |
| 22 & 23                  | B729 / B7000 Junction | Loads will oversail both verges throughout this section.<br><br>Through the following right bend, loads will oversail to the southeast of the road. | Loads will oversail both verges throughout the section. | A load bearing surface should be laid on the inside of the left bend where land should be reprofiled and two road signs, two utility poles and sections of wall should be removed. Trees/ vegetation should be cleared.<br><br>Trees/ vegetation should be cleared to the southeast of the road. | Trees/ vegetation should be trimmed. A load bearing surface will be required on the inside of the left bend where two road signs, one utility pole and trees/ vegetation should be cleared.        |
| 24                       | B729 Bell's Craig     | Loads will oversail on both sides of the road throughout this section.                                                                              | Loads will oversail both verges.                        | Sections of load bearing surface will be required to ease the bends. Sections of wall will need to be removed from the northwestern verge at a number of locations and loads should be raised using suspension settings to avoid                                                                 | Load bearing surfaces will need to be laid and two road signs should be removed. Trees/ vegetation should be cleared. All overhead                                                                 |



| Points of Interest (POI) | Location               | Abnormal Load Effect                               |                                                    | Recommendations within the Abnormal Load Route Assessment                                                                |                                           |
|--------------------------|------------------------|----------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
|                          |                        | V172 – Scenario 1 (Flat)                           | V172 – Scenario 2 (Raised)                         | V172 – Scenario 1 (Flat)                                                                                                 | V172 – Scenario 2 (Raised)                |
|                          |                        |                                                    |                                                    | oversail. Three road signs, two utility poles and trees/vegetation to be cleared. Land to be reprofiled to aid oversail. | utilities and obstructions to be removed. |
| <b>25</b>                | Proposed Site Entrance | Loads will oversail and overrun the western verge. | Loads will oversail and overrun the western verge. | Detailed design required at site access.                                                                                 | Detailed design required at site access.  |



The EIA Regulations<sup>1</sup> require the Applicant to "*describe the likely significant effects*" of a development; effects that are not considered significant do not need to be described to meet the requirements of the EIA Regulations.

Based upon the requirement to focus on likely significant effects, the environmental topics detailed in **Table 2.2** below are scoped out of assessment as significant effects are unlikely to occur.

**Table 2.2 - Technical Topics Scoped Out of Assessment as Significant Effects Unlikely**

| Technical Topic                   | Justification for Scoping Out                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Forestry                          | Offsite roadworks are limited to localised widening and oversail areas adjacent to the existing road corridor and therefore require only minimal vegetation clearance. Where tree removal is unavoidable, this would be subject to compensatory planting in accordance with Scottish Forestry requirements. Given the small extent and temporary nature of works, no significant effects on forestry resources are anticipated.                                                      |
| Noise                             | Construction activities would be temporary, localised and of short duration. In accordance with BS 5228-2, works lasting less than one month at any receptor are unlikely to result in significant effects. All identified work areas are expected to be completed well within this timeframe. Furthermore, works are limited in scale, with no piling or deep excavation required. Best practicable means (BPM) would be implemented by the contractor to minimise noise emissions. |
| Aviation                          | The proposed offsite roadworks comprise minor, low-level alterations within the existing road corridor and do not introduce structures of sufficient height or scale to affect aviation operations, navigation or radar systems.                                                                                                                                                                                                                                                     |
| Shadow Flicker                    | There is no potential for shadow flicker effects associated with turbine delivery.                                                                                                                                                                                                                                                                                                                                                                                                   |
| Climate Change and Carbon Balance | The works are small-scale, localised and temporary, involving minor groundworks and vegetation clearance. As such, any associated greenhouse gas emissions would be negligible in the context of the overall project and would not materially affect the carbon balance or climate change effects of the Proposed Varied Development.                                                                                                                                                |

This Appendix focuses on the areas along the B729 between Carsphairn and the site entrance where potential environmental effects associated with the offsite roadworks may arise. The assessment covers the following topics:

- Landscape and Visual;
- Ecology and Ornithology;

<sup>1</sup> The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017.



- Cultural Heritage; and
- Hydrology, Hydrogeology, Geology and Peat.

This assessment follows the same requirements as Volume 1 of the EIA Report (refer to **Chapter 6: EIA Methodology, Scoping and Consultation**). Namely, this assessment follows the requirements of the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and relevant good practice guidance.

This assessment has been informed by the same legislative and best practice guidelines of core relevance to the EIA process, as those which inform the EIA Report. **Chapter 6** of the EIA Report should be consulted for more detail on relevant legislation, policy and guidelines.

The process undertaken to assess environmental effects as reported in this assessment follows the EIA process and assessment of effects outlined in **Chapter 6** of the EIA Report. The EIA Report should be consulted for more detail on the process and assessment of effects, including assessment of significance, considered in the EIA Report.

## 3.0 Assessment of Likelihood of Significant Environmental Effects

### 3.1 Landscape and Visual

#### 3.1.1 Introduction

This Section addresses the potential effects of the B729 Offsite Roadworks from Carsphairn to the site entrance (B729 Offsite Roadworks) on landscape features, landscape character and visual amenity. It supplements **Chapter 8: Landscape and Visual** of the EIA Report and should be read in conjunction with it.

This Landscape and Visual Assessment is based on the POIs identified by the appointed Transport Consultant (Pell Frischmann) who were commissioned by the Applicant to undertake a partial Route Survey Report (RSR) of the delivery route from Carsphairn to the site along the B729 for wind turbine AILs associated with the Proposed Varied Development.

#### 3.1.2 Methodology

The same significance criteria and assessment methodology as referred to in **Chapter 8: Landscape and Visual** of the EIA Report and **Appendix 8.1: Assessment Criteria** have been followed.

The assessment has been undertaken with reference to the two AIL delivery scenarios described in **Section 2**.

#### 3.1.3 Baseline Conditions

The ALRA (see **Appendix 15.1**, Volume 4 of the EIA Report) identified 25 POIs along the B729 between Carsphairn and the site.

**Table 3.1** below identifies the baseline conditions along the B729 at each POI where offsite roadworks are required in order to facilitate delivery of the turbines. This has been prepared based upon a combination of a desktop review of topographical survey information, aerial



photography, street imagery and a drive through survey carried out between August and September 2024 and in April 2026.

**Table 2.1 - Landscape and Visual Baseline Conditions**

| POI     | Baseline Conditions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Point 1 | Access point from the A713 to the B729. Vegetation is located either side of the junction on locally elevated ground which filters views towards the two nearby residential properties to the north and east of the junction and the Scottish Water buildings to the west of the junction. A number of overhead powerlines cross over or near to the road junction. Both residential properties are screened from the junction by vegetation surrounding the properties.                                                                                        |
| Point 2 | The junction is generally open overlooking surrounding moorland and farmland, with the road defined by dry stone walls with occasional self-seeded scrub on rough grass verges. The surroundings provide a setting for the Carsphairn War Memorial which is located to the south of the junction occupying a locally elevated position with views towards the Water of Deugh across the A713. A number of overhead powerlines on wood poles follow or cross the junction and an overhead powerline with lattice pylons is situated to the east of the junction. |
| Point 3 | The road is defined by a dry-stone wall with open farmland to the south and a mature native block of woodland to the north on rising land. Overhead powerlines on telegraph poles follow the northern edge of the road.                                                                                                                                                                                                                                                                                                                                         |
| Point 4 | The road continues through open agricultural land bordered by dry-stone walls and with tree blocks to the north and south of the road. Landform rises to the north of the road and gradually falls to the south of the road. Overhead powerlines follow the northern edge of the road with occasional poles visible. Views are generally open across the surrounding countryside.                                                                                                                                                                               |
| Point 5 | The surrounding landscape is characterised by gently undulating terrain with open agricultural fields to the south of the road. The road is bordered to the north by native trees while open views are available to the south across the surrounding countryside. The road follows a relatively straight alignment at this point.                                                                                                                                                                                                                               |
| Point 6 | The road continues in a straight alignment with a pronounced vertical profile. The enclosing vegetation along this wooded section of the route prevents views out to the open agricultural landscape beyond and the Water of Deugh set below it to the south.                                                                                                                                                                                                                                                                                                   |
| Point 7 | The road passes through an area known as Glede Bog with vegetation, primarily trees and scrub, along the southern edge of the road and intermittent trees along northern edge creating a partial sense of enclosure on the inside of the bend. The northern side of the road offers more filtered views across agricultural land.                                                                                                                                                                                                                               |
| Point 8 | At Willie's Bog, the road has a pronounced vertical profile. Intermittent tree and scrub vegetation partially filters views of the surrounding landscape which is predominantly open grassland with occasional patches of scrub.                                                                                                                                                                                                                                                                                                                                |
| Point 9 | The road passes over a small bridge crossing Marbrack Burn close to a number of residential properties. The road is located close to the Water of Deugh, with glimpsed views possible along the river valley in between                                                                                                                                                                                                                                                                                                                                         |



| POI      | Baseline Conditions                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | roadside vegetation. Overhead powerlines on wood poles follow the northern edge of the road.                                                                                                                                                                                                                                                                                                                                          |
| Point 10 | The road passes close to the Water of Deugh with a stone wall and steep-sided vegetated embankment to the north and glimpses towards the watercourse to the south along gently undulating valley. Overhead powerlines on wood poles follow the northern edge of the road.                                                                                                                                                             |
| Point 11 | The road continues south eastwards following the Water of Deugh with a drystone wall to the northern edge of the road. The road is bordered by trees and scrub filtering views towards the river to the south and surrounding farmland to the north. Stone walls and safety barriers are present in places and an overhead powerline on wood poles follows the northern edge of the road.                                             |
| Point 12 | The road winds close to the Water of Deugh with trees and scrub vegetation located on both sides, with glimpsed views towards the watercourse to the south and surrounding farmland to the north of the road. The road appears isolated from nearby residential properties. Overhead powerlines on wood poles follow the northern edge of the road.                                                                                   |
| Point 13 | The road continues following the valley with a mix of stone walls, fencing, and vegetation defining its edges. Views toward the Water of Deugh are intermittent through roadside vegetation to the south, while views are more open to the north of the road across grazing land towards forestry plantations.                                                                                                                        |
| Point 14 | The road passes near Furmiston Bridge following a sinuous alignment. Vegetation lines both sides of the road creating a sense of enclosure. Occasional glimpses of the surrounding landscape are possible through gaps in the vegetation. An overhead powerline on wood poles follows the northern edge of the road.                                                                                                                  |
| Point 15 | The road is enclosed by dense trees and vegetation either side of the meandering road providing an intimate character, with occasional glimpses towards the Water of Deugh to the south of the road.                                                                                                                                                                                                                                  |
| Point 16 | The road continues through an area with mature roadside vegetation creating an enclosed, intimate setting. The alignment is winding with limited visibility ahead. The surrounding landscape is a mix of woodland and agricultural land with occasional glimpses through the vegetation towards the Water of Deugh to the south of the road. An overhead powerline on wood poles follows the northern edge of the road.               |
| Point 17 | Similar to Point 16, this section of road has a winding alignment with mature vegetation to either side of the road creating a sense of enclosure. Views open up as the road reaches the residential property at Marscalloch situated to the north of the road. Views are filtered by vegetation to the south but where available extend across the Water of Deugh and the rolling terrain towards forestry plantations on the hills. |
| Point 18 | The road is once again enclosed to the north and south by trees and scrub vegetation that create enclosure and limit views. An overhead powerline on wood poles follows the northern edge of the road.                                                                                                                                                                                                                                |



| POI      | Baseline Conditions                                                                                                                                                                                                                                                                                                                                                          |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Point 19 | The road continues to be enclosed to the north and south by trees and scrub vegetation that create enclosure and filter views towards the Water of Deugh to the south.                                                                                                                                                                                                       |
| Point 20 | The road continues towards Knowehead with extensive tree and scrub vegetation along the northern and southern edges of the road. The southern verge has more substantial tree cover while the northern side is open in places allowing filtered views towards cleared forestry land to the north. An overhead powerline on wood poles follows the northern edge of the road. |
| Point 21 | The road continues past Knowehead with a pronounced left bend. Vegetation, including mature trees, is present along both sides of the road with more substantial tree cover on the inside of the bend. Stone walls and overhead powerlines on wood poles are present along the northern side of the road.                                                                    |
| Point 22 | The road approaches the junction with the B7000 following a winding alignment. Dense conifer trees are present along both sides of the road with varying degrees of enclosure. Stone walls, road signs, and utility poles are present along the roadside.                                                                                                                    |
| Point 23 | At the junction between the B729 and the B7000, the B729 heads in a north easterly direction . Vegetation either side of the road is coniferous plantation woodland of various ages, with road signage and utility poles present at the junction.                                                                                                                            |
| Point 24 | The road continues north eastwards following a sinuous alignment. Predominantly coniferous plantation woodland of various ages creates a sense of enclosure. Stone walls border the north western edge of the road.                                                                                                                                                          |
| Point 25 | The road approaches the proposed site entrance with coniferous plantation woodland to both sides. The road has a rural character with a sense of remoteness enhanced by the surrounding woodland. At the proposed site entrance open views are available across cleared forestry land. Stone walls and utility poles are present at the junction with the site access track. |

### 3.1.4 Assessment of Effects

**Table 3.2** below identifies the potential effects of the B729 Offsite Roadworks at each POI based on Scenario 1, as well as assessing the overall effects upon the road. The effects considered include landscape features, landscape character and the visual amenity of those using the road or living nearby.

With reference to **Appendix 8.1: Assessment Criteria**, landscape and visual sensitivity may vary between landscape features, landscape character and various visual receptors depending on a number of factors. However, so the assessment assumes a worst-case scenario, it has been assumed that the landscape and visual sensitivity will be **high**.

**Table 3.2 - Overall Effects – Scenario 1 (Flat)**

| POI     | Landscape and Visual Effects                                                                                                                                                                                                    |
|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Point 1 | <b>Landscape Features:</b> The proposals would result in the cutting back or removal of some trees along the route, however, would retain most of the vegetation surrounding the two nearby properties. Some benefits resulting |



| POI     | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|         | <p>from the removal of overhead utilities. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The proposals would affect the setting of the junction between the A713 and B729 over a very limited area and would not influence the overall character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users and two nearby residential properties. The magnitude of change upon visual receptors is predicted to be no greater than low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                        |
| Point 2 | <p><b>Landscape Features:</b> The proposals would result in the removal of roadside scrub and sections of dry-stone wall. Some benefits resulting in the relocation of utilities (telegraph poles and wires). The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> Loss of landscape features such as dry-stone walls and increase of road surfacing in an area already influenced by numerous roads. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Setting of Carsphairn War Memorial altered, in an area already dominated by road infrastructure, with limited visual effects upon road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p> |
| Point 3 | <p><b>Landscape Features:</b> The proposals would result in the removal of sections of dry-stone wall, fencing and vegetation clearing along both verges. Four utility poles would need to be removed. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The removal of vegetation and roadside features would result in minor alterations to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users with localized changes to roadside features. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                      |
| Point 4 | <p><b>Landscape Features:</b> The proposals would require load bearing surfaces in the northeastern verge with some vegetation clearance. Sections of wall and fencing would need to be removed. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The introduction of load bearing surfaces and removal of vegetation would result in minor alterations to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                                                                                              |



| POI     | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|         | <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Point 5 | <p><b>Landscape Features:</b> The proposals may require modifications to the road profile through tar wedges to prevent grounding due to the pronounced vertical profile, but no vegetation clearance or other physical changes to landscape features are anticipated. The magnitude of change upon landscape features is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Landscape Character:</b> The minor alterations to the road surface would have minimal influence on the overall character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Visual Amenity:</b> Minimal visual effects to road users. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p>                   |
| Point 6 | <p><b>Landscape Features:</b> The proposals may require modifications to the road profile through tar wedges to prevent grounding due to the pronounced vertical profile, but no vegetation clearance or other physical changes to landscape features are anticipated based on the ALRA. The magnitude of change upon landscape features is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Landscape Character:</b> The minor alterations to the road surface would have minimal influence on the overall character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Visual Amenity:</b> Minimal visual effects to road users. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p> |
| Point 7 | <p><b>Landscape Features:</b> The proposals would require vegetation clearance along the southwestern verge. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The removal of vegetation would result in minor alterations to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                    |
| Point 8 | <p><b>Landscape Features:</b> Potential modifications to the road profile through tar wedges with limited physical changes to landscape features. The magnitude of change upon landscape features is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Landscape Character:</b> The minor alterations to the road surface would have minimal influence on the overall character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p>                                                                                                                                                                                                                                                                                                                             |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p><b>Visual Amenity:</b> Minimal visual effects to road users. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Point 9  | <p><b>Landscape Features:</b> The proposals would require substantial interventions including removal of 2 utility poles, lowering of stone walls and bridge parapet, and removal of sections of safety barrier. Vegetation clearance would be required on both sides of the road. The magnitude of change upon landscape features is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The substantial alterations to roadside features and introduction of load bearing surfaces would influence the character of the area around the bridge. The magnitude of change upon landscape character is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Visual Amenity:</b> Noticeable visual effects to road users and potentially nearby residential properties. The magnitude of change upon visual receptors is predicted to be low medium, resulting in a moderate level of effect.</p> |
| Point 10 | <p><b>Landscape Features:</b> The proposals would require load bearing surfaces and vegetation clearance on both sides of the road. Three utility poles and sections of wall would need to be removed, and the retaining wall would need to be removed with the embankment reprofiled. The magnitude of change upon landscape features is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The substantial alterations to roadside features would influence the character of the area. The magnitude of change upon landscape character is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Visual Amenity:</b> Noticeable visual effects to road users. The magnitude of change upon visual receptors is predicted to be low medium, resulting in a moderate level of effect.</p>                                                                                                       |
| Point 11 | <p><b>Landscape Features:</b> The proposals would require removal of two utility poles, road signs, sections of fencing, and vegetation clearance on both sides of the road. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                             |
| Point 12 | <p><b>Landscape Features:</b> The proposals would require removal of two utility poles, road signs, and vegetation clearance on both sides of the road. Loads would need to be raised on suspension settings to allow oversail. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon</p>                                                                                                                                                                                                                                                                                                                                                                                                                                              |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Point 13 | <p><b>Landscape Features:</b> The proposals would require similar interventions to Point 12, with removal of roadside features and vegetation clearance. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                               |
| Point 14 | <p><b>Landscape Features:</b> The proposals would require similar interventions to Points 12 and 13, with removal of roadside features and vegetation clearance. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                       |
| Point 15 | <p><b>Landscape Features:</b> The proposals would require removal of fences, five utility poles, road signs, and extensive vegetation clearance on both sides of the road. Land would need to be reprofiled to allow oversail. The magnitude of change upon landscape features is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The substantial alterations to roadside features would influence the intimate character of the area. The magnitude of change upon landscape character is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Visual Amenity:</b> Noticeable visual effects to road users with a reduction in the sense of enclosure. The magnitude of change upon visual receptors is predicted to be medium, resulting in a moderate level of effect.</p> |
| Point 16 | <p><b>Landscape Features:</b> The proposals would require extensive vegetation clearance and removal of roadside features similar to Point 15. The magnitude of change upon landscape features is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The substantial alterations to roadside features would influence the intimate character of the area. The magnitude of change upon</p>                                                                                                                                                                                                                                                                                                                                                                                                             |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>landscape character is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Visual Amenity:</b> Noticeable visual effects to road users with a reduction in the sense of enclosure. The magnitude of change upon visual receptors is predicted to be medium, resulting in a moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Point 17 | <p><b>Landscape Features:</b> The proposals would require similar interventions to Points 15 and 16, with extensive vegetation clearance and removal of roadside features. The magnitude of change upon landscape features is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The substantial alterations to roadside features would influence the intimate character of the area. The magnitude of change upon landscape character is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Visual Amenity:</b> Noticeable visual effects to road users with a reduction in the sense of enclosure. The magnitude of change upon visual receptors is predicted to be medium, resulting in a moderate level of effect.</p>                 |
| Point 18 | <p><b>Landscape Features:</b> The proposals would require removal of utility poles, sections of wall, and vegetation clearance on both sides of the road. Land on the inside of the initial left bend would need to be reprofiled. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p> |
| Point 19 | <p><b>Landscape Features:</b> The proposals would require removal of sections of fence and vegetation clearance on both sides of the road. Loads would need to be raised using suspension settings to allow oversail. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>               |
| Point 20 | <p><b>Landscape Features:</b> The proposals would require removal of fence and vegetation clearance on both sides of the road, particularly on the southwestern side. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon</p>                                                                                                                                                                                                                                                                                                                                                   |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Point 21 | <p><b>Landscape Features:</b> The proposals would require removal of four utility poles, sections of wall, and vegetation clearance on both sides of the road. Land on the inside of the left bend would need to be reprofiled. The magnitude of change upon landscape features is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The substantial alterations to roadside features would influence the character of the area. The magnitude of change upon landscape character is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Visual Amenity:</b> Noticeable visual effects to road users. The magnitude of change upon visual receptors is predicted to be low medium, resulting in a moderate level of effect.</p>                                                           |
| Point 22 | <p><b>Landscape Features:</b> The proposals would require load bearing surfaces, removal of two road signs, two utility poles, sections of wall, and vegetation clearance on both sides of the road. Land on the inside of the left bend would need to be reprofiled. The magnitude of change upon landscape features is predicted to be medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The substantial alterations to roadside features would influence the character of the area around the junction. The magnitude of change upon landscape character is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Visual Amenity:</b> Noticeable visual effects to road users. The magnitude of change upon visual receptors is predicted to be low medium, resulting in a moderate level of effect.</p> |
| Point 23 | <p><b>Landscape Features:</b> The proposals would require vegetation clearance on the southeastern side of the road. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                   |
| Point 24 | <p><b>Landscape Features:</b> The proposals would require load bearing surfaces, removal of sections of wall, three road signs, two utility poles, and vegetation clearance on both sides of the road. Land would need to be reprofiled to aid oversail, and loads would need to be raised using suspension settings. The magnitude of change upon landscape features is predicted to be medium, resulting in a moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                          |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p><b>Landscape Character:</b> The substantial alterations to roadside features would influence the character of the area. The magnitude of change upon landscape character is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Visual Amenity:</b> Noticeable visual effects to road users. The magnitude of change upon visual receptors is predicted to be low medium, resulting in a moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Point 25 | <p><b>Landscape Features:</b> No Junction design or swept path analysis is available for the site entrance area. The proposals would likely require third-party land for the site entrance junction with associated vegetation clearance and potentially removal of roadside features. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p> |

**Table 3.3** below identifies the potential effects of the B729 Offsite Roadworks at each POI based on Scenario 2, as well as assessing the overall effects upon the road.

**Table 3.3 - Overall Effects – Scenario 2 (Raised)**

| POI     | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Point 1 | <p><b>Landscape Features:</b> The proposals would require land reprofiling, vegetation clearance, and removal of one utility pole and wall on the inside of the left turn. The blade would need to be lowered to pass under overhead electric cables. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would affect the setting of the junction over a limited area and would not influence the overall character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users and nearby residential properties. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p> |
| Point 2 | <p><b>Landscape Features:</b> The proposals would require removal of wall and vegetation clearance, but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape features is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Landscape Character:</b> The limited alterations to roadside features would have minimal influence on the character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p>                                                                                                                                                                                                                                                                                                                                                         |



| POI     | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|         | <p><b>Visual Amenity:</b> Minimal visual effects to road users and the setting of Carsphairn War Memorial. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Point 3 | <p><b>Landscape Features:</b> The proposals would require load bearing surfaces, removal of one road sign, sections of wall and fence, and vegetation clearance, but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p> |
| Point 4 | <p><b>Landscape Features:</b> The proposals would require similar interventions to Point 3 but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                       |
| Point 5 | <p><b>Landscape Features:</b> Similar to the Blade Flat scenario, potential modifications to the road profile through tar wedges with no vegetation clearance or other physical changes to landscape features. The magnitude of change upon landscape features is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Landscape Character:</b> The minor alterations to the road surface would have minimal influence on the overall character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Visual Amenity:</b> Minimal visual effects to road users. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p>        |
| Point 6 | <p><b>Landscape Features:</b> Similar to the Blade Flat scenario, potential modifications to the road profile through tar wedges with no expected vegetation clearance or other physical changes to landscape features. The magnitude of change upon landscape features is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Landscape Character:</b> The minor alterations to the road surface would have minimal influence on the overall character of the area. The magnitude of</p>                                                                                                                                                                                                                                                                                       |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Visual Amenity:</b> Minimal visual effects to road users. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Point 7  | <p><b>Landscape Features:</b> The proposals would require vegetation clearance along the southwestern verge, similar to the Blade Flat scenario. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The removal of vegetation would result in minor alterations to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                                 |
| Point 8  | <p><b>Landscape Features:</b> Similar to Point 5 and the Blade Flat scenario. The magnitude of change upon landscape features is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Landscape Character:</b> The minor alterations to the road surface would have minimal influence on the overall character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Visual Amenity:</b> Minimal visual effects to road users. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p>                                                                                                                                                                                                                                                                                                             |
| Point 9  | <p><b>Landscape Features:</b> The proposals would require oversail of both verges with potential impacts on vegetation. Tower loads would need to be raised on suspension settings to enable oversail of the southwestern bridge parapet. Land on the inside of the left bend would need to be reprofiled. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would influence the character of the area around the bridge but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users and potentially nearby residential properties. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p> |
| Point 10 | <p><b>Landscape Features:</b> The proposals would require oversail of both verges with impacts on vegetation. The extent of oversail areas would be smaller than the Blade Flat option. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would influence the character of the area but to a lesser extent than the Blade Flat scenario (Scenario 1). The</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Point 11 | <p><b>Landscape Features:</b> The proposals would require oversail of both verges with associated vegetation clearance but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                              |
| Point 12 | <p><b>Landscape Features:</b> The proposals would require oversail of both verges with potential third-party land required in the northeastern verge. A load bearing surface would be needed at this location with removal of one utility pole and vegetation clearance. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p> |
| Point 13 | <p><b>Landscape Features:</b> Similar to Point 12, the proposals would require oversail of both verges with associated vegetation clearance but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                         |
| Point 14 | <p><b>Landscape Features:</b> Similar to Points 12 and 13, the proposals would require oversail of both verges with associated vegetation clearance but to a lesser extent than the Blade Flat scenario (Scenario 1). The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                             |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Point 15 | <p><b>Landscape Features:</b> The proposals would require similar interventions to the Blade Flat scenario but with reduced requirements to only remove three utility poles instead of five. Road signs would no longer need to be removed, and smaller areas of oversail would be required. Overhead utilities would need to be removed. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would influence the character of the area but to a lesser extent than the Blade Flat scenario (Scenario 1). The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p> |
| Point 16 | <p><b>Landscape Features:</b> Similar to Point 15, the proposals would require interventions similar to the Blade Flat scenario but with reduced impacts. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would influence the character of the area but to a lesser extent than the Blade Flat scenario (Scenario 1). The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                 |
| Point 17 | <p><b>Landscape Features:</b> Similar to Points 15 and 16, the proposals would require interventions similar to the Blade Flat scenario (Scenario 1) but with reduced impacts. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would influence the character of the area but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                         |
| Point 18 | <p><b>Landscape Features:</b> The proposals would require oversail of both verges with all overhead utilities and obstructions to be removed. Vegetation would need to be trimmed/cleared. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                          |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Point 19 | <p><b>Landscape Features:</b> The proposals would require oversail of both verges with vegetation trimming but to a much lesser extent than the Blade Flat scenario. The magnitude of change upon landscape features is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Landscape Character:</b> The minor alterations would have minimal influence on the character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Visual Amenity:</b> Minimal visual effects to road users. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p>                                                                                                                                    |
| Point 20 | <p><b>Landscape Features:</b> The proposals would require oversail of both verges with vegetation trimming and removal of all overhead utilities and obstructions. The magnitude of change upon landscape features is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                               |
| Point 21 | <p><b>Landscape Features:</b> The proposals would require load bearing surfaces, removal of two utility poles, a section of wall, and vegetation clearance on the inside of the left bend. All overhead utilities and obstructions would need to be removed. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would influence the character of the area but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p> |
| Point 22 | <p><b>Landscape Features:</b> The proposals would require load bearing surfaces, removal of two road signs, one utility pole, and vegetation clearance on the inside of the left bend. Third-party land would be required. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would influence the character of the area around the junction but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                                                                                                                                                        |



| POI      | Landscape and Visual Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Point 23 | <p><b>Landscape Features:</b> The proposals would require vegetation trimming with potential land search to confirm the extent of the available adopted boundary. The magnitude of change upon landscape features is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Landscape Character:</b> The minor alterations would have minimal influence on the character of the area. The magnitude of change upon landscape character is predicted to be very low, resulting in a minor level of effect.</p> <p><b>Visual Amenity:</b> Minimal visual effects to road users. The magnitude of change upon visual receptors is predicted to be very low, resulting in a minor level of effect.</p>                                                                                                                                                                                       |
| Point 24 | <p><b>Landscape Features:</b> The proposals would require load bearing surfaces, removal of two road signs, and vegetation clearance on both sides of the road. All overhead utilities and obstructions would need to be removed. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations would influence the character of the area but to a lesser extent than the Blade Flat scenario. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p>                                                                            |
| Point 25 | <p><b>Landscape Features:</b> No Junction design or swept path analysis is available for the site entrance area. Similar to the Blade Flat scenario, the proposals would likely require third-party land for the site entrance junction with associated vegetation clearance and potentially removal of roadside features. The magnitude of change upon landscape features is predicted to be low medium, resulting in a moderate level of effect.</p> <p><b>Landscape Character:</b> The alterations to roadside features would result in minor changes to the character of the area. The magnitude of change upon landscape character is predicted to be low, resulting in a minor moderate level of effect.</p> <p><b>Visual Amenity:</b> Limited visual effects to road users. The magnitude of change upon visual receptors is predicted to be low, resulting in a minor moderate level of effect.</p> |

An overall summary of landscape and visual effects is provided in **Table 3.4** below.



**Table 3.4 - Summary of Landscape and Visual Effects**

| POI     | Sensitivity | Receptor Type       | Scenario 1 - V172 Blade Flat and Tower |                 |                 | Scenario 2 - V172 Blade Raised and Tower |                 |                 |
|---------|-------------|---------------------|----------------------------------------|-----------------|-----------------|------------------------------------------|-----------------|-----------------|
|         |             |                     | Magnitude of Change                    | Level of Effect | Significance    | Magnitude of Change                      | Level of Effect | Significance    |
| Point 1 | High        | Landscape Features  | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|         |             | Landscape Character | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |
|         |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
| Point 2 | High        | Landscape Features  | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
|         |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
|         |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
| Point 3 | High        | Landscape Features  | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|         |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|         |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 4 | High        | Landscape Features  | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|         |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|         |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 5 | High        | Landscape Features  | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |
|         |             | Landscape Character | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |
|         |             | Visual Amenity      | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |
| Point 6 | High        | Landscape Features  | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |
|         |             | Landscape Character | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |



| POI      | Sensitivity | Receptor Type       | Scenario 1 - V172 Blade Flat and Tower |                 |                 | Scenario 2 - V172 Blade Raised and Tower |                 |                 |
|----------|-------------|---------------------|----------------------------------------|-----------------|-----------------|------------------------------------------|-----------------|-----------------|
|          |             |                     | Magnitude of Change                    | Level of Effect | Significance    | Magnitude of Change                      | Level of Effect | Significance    |
|          |             | Visual Amenity      | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |
| Point 7  | High        | Landscape Features  | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 8  | High        | Landscape Features  | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |
|          |             | Landscape Character | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |
|          |             | Visual Amenity      | Very low                               | Minor           | Not significant | Very low                                 | Minor           | Not significant |
| Point 9  | High        | Landscape Features  | Medium                                 | Moderate        | Not significant | Low medium                               | Moderate        | Not significant |
|          |             | Landscape Character | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 10 | High        | Landscape Features  | Medium                                 | Moderate        | Not significant | Low medium                               | Moderate        | Not significant |
|          |             | Landscape Character | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 11 | High        | Landscape Features  | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 12 | High        | Landscape Features  | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |



| POI      | Sensitivity | Receptor Type       | Scenario 1 - V172 Blade Flat and Tower |                 |                 | Scenario 2 - V172 Blade Raised and Tower |                 |                 |
|----------|-------------|---------------------|----------------------------------------|-----------------|-----------------|------------------------------------------|-----------------|-----------------|
|          |             |                     | Magnitude of Change                    | Level of Effect | Significance    | Magnitude of Change                      | Level of Effect | Significance    |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 13 | High        | Landscape Features  | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 14 | High        | Landscape Features  | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 15 | High        | Landscape Features  | Medium                                 | Moderate        | Not significant | Low medium                               | Moderate        | Not significant |
|          |             | Landscape Character | Medium                                 | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Medium                                 | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 16 | High        | Landscape Features  | Medium                                 | Moderate        | Not significant | Low medium                               | Moderate        | Not significant |
|          |             | Landscape Character | Medium                                 | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Medium                                 | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 17 | High        | Landscape Features  | Medium                                 | Moderate        | Not significant | Low medium                               | Moderate        | Not significant |
|          |             | Landscape Character | Medium                                 | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Medium                                 | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 18 | High        | Landscape Features  | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |



| POI      | Sensitivity | Receptor Type       | Scenario 1 - V172 Blade Flat and Tower |                 |                 | Scenario 2 - V172 Blade Raised and Tower |                 |                 |
|----------|-------------|---------------------|----------------------------------------|-----------------|-----------------|------------------------------------------|-----------------|-----------------|
|          |             |                     | Magnitude of Change                    | Level of Effect | Significance    | Magnitude of Change                      | Level of Effect | Significance    |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 19 | High        | Landscape Features  | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
| Point 20 | High        | Landscape Features  | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 21 | High        | Landscape Features  | Medium                                 | Moderate        | Not significant | Low medium                               | Moderate        | Not significant |
|          |             | Landscape Character | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 22 | High        | Landscape Features  | Medium                                 | Moderate        | Not significant | Low medium                               | Moderate        | Not significant |
|          |             | Landscape Character | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 23 | High        | Landscape Features  | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Very low                                 | Minor           | Not significant |
| Point 24 | High        | Landscape Features  | Medium                                 | Moderate        | Not significant | Low medium                               | Moderate        | Not significant |
|          |             | Landscape Character | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |



| POI      | Sensitivity | Receptor Type       | Scenario 1 - V172 Blade Flat and Tower |                 |                 | Scenario 2 - V172 Blade Raised and Tower |                 |                 |
|----------|-------------|---------------------|----------------------------------------|-----------------|-----------------|------------------------------------------|-----------------|-----------------|
|          |             |                     | Magnitude of Change                    | Level of Effect | Significance    | Magnitude of Change                      | Level of Effect | Significance    |
|          |             | Visual Amenity      | Low medium                             | Moderate        | Not significant | Low                                      | Minor moderate  | Not significant |
| Point 25 | High        | Landscape Features  | Low medium                             | Moderate        | Not significant | Low medium                               | Moderate        | Not significant |
|          |             | Landscape Character | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |
|          |             | Visual Amenity      | Low                                    | Minor moderate  | Not significant | Low                                      | Minor moderate  | Not significant |



### **3.1.5 Mitigation**

It is assumed that the proposed road widening along the B729 would be permanent, and therefore, any vegetation lost as a result, would not be replanted. However, planting areas of grass verges would be reinstated in areas where working corridors would be required in order to construct areas of road widening.

It is also anticipated that any boundary features such as dry-stone walls would be replaced and therefore effects would be temporary in nature. There would be a benefit to the permanent removal of overhead utilities / powerlines where alternative underground locations could be possible.

### **3.1.6 Summary**

Along the entire length of the road, the B729 Offsite Roadworks would introduce localised landscape and visual effects at periodic intervals along the road, which would have limited influence upon users of the road, landscape features and the landscape character and setting of the route.

In a number of locations, vegetation and feature removal, along with road widening would have some influence upon the overall character of the road and affect landscape features. However, the B729 Offsite Roadworks are predicted to result in only minor alterations to key physical and perceptual attributes upon the overall experience of the road, as well as limited loss to vegetation and local features.

For Scenario 1 (the V172 Blade Flat scenario), the overall magnitude of change upon landscape character and landscape features as a result of the B729 Offsite Roadworks is predicted to be low to low medium, resulting in minor moderate to moderate levels of effects. There would be some noticeable alterations in views for road users and some properties as a result of the works. The overall magnitude of change upon visual amenity is predicted to be low to low medium, resulting in an overall minor moderate to moderate level of effect.

For Scenario 2 (the V172 Blade Raised scenario), the overall magnitude of change upon landscape character and landscape features is predicted to be low, resulting in minor moderate levels of effects. There would be limited alterations in views for road users and some properties. The overall magnitude of change upon visual amenity is predicted to be low, resulting in an overall minor moderate level of effect.

Scenario 2 generally results in fewer adverse effects compared to Scenario 1 due to the reduced physical footprint and extent of oversail required at each POI. The proposed mitigation measures will have the potential to reduce landscape and visual effects in the longer term for both delivery scenarios.

### **3.1.7 Statement of Significance**

Effects on landscape features, landscape character and visual amenity associated with the B729 Offsite Roadworks are all considered to be not significant.



## 3.2 Ecology and Ornithology

### 3.2.1 Introduction

This Section addresses the potential effects of the B729 Offsite Roadworks from Carsphairn to the site entrance (B729 Offsite Roadworks) upon ecological features. It supplements and should be read in conjunction with **Chapter 9** of the EIA Report for the Proposed Varied Development.

To accommodate the delivery of larger turbine components, additional overrun and oversail areas on the B729 will be required to accommodate the transportation of blades and towers into the Proposed Varied Development. In some locations this will require the cutting back of vegetation to allow blade and towers to oversail the road verge as they pass around corners. In other locations new, load bearing surface will need to be placed (overrun).

Roadworks on the B729 associated with the alterations will comprise:

- Removal of small areas of road-side vegetation including grassland, scrub and trees;
- Removal and replacement of utility poles and road signs;
- Removal and reinstatement of dry-stone walls, including a retaining wall; and
- Installation of a new bypass track approximately 170 m in length.

The proposed works comprise a combination of temporary and permanent interventions. Temporary effects are associated primarily with vegetation trimming and management within oversail areas required for abnormal load delivery. Permanent effects are expected to be limited to discrete areas of road widening, load-bearing surfaces and associated verge loss. Permanent habitat losses would be minimised through detailed design and reinstatement of temporarily disturbed areas following construction.

This Section provides baseline ecological information of the identified 25 POIs based on an ecology desk study and an extended habitat survey. For the purposes of this assessment, the Survey Area comprises all land within and immediately adjacent to the 25 identified POIs and associated oversail, overrun and temporary working areas along the B729.

A preliminary assessment of potential ecological impacts of the B729 Offsite Roadworks is included, which uses the baseline ecological information to identify any ecological constraints of the proposed roadworks, and identify general mitigation measures for legal compliance and to avoid the risk of potentially significant adverse effects occurring.

### 3.2.2 Methodology

Information on the presence of protected and notable species within 2 km of the Survey Area was provided by South West Scotland Environmental Information Centre (SWSEIC) in April 2026. Historic records (over ten years) and those with very low spatial accuracy (two-figure grid reference, accurate only to 10 km) were discounted, unless otherwise stated.

A search of the Multi-Agency Geographic Information for the Countryside (MAGIC) database<sup>2</sup> was made for designated sites (including Special Areas of Conservation (SACs), Special

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<sup>2</sup> <http://www.magic.gov.uk/>



Protection Areas (SPAs) and Sites of Special Scientific Interest (SSSIs) in April 2026 extending 2 km from Survey Area for locally designated sites, extending to 5 km for nationally designated sites and 10 km for internationally designated sites.

A search made use of publicly available online mapping and aerial photography resources to assess the landscape and ecological context of the POIs, and to identify any designated sites of nature conservation interest including:

- Google Earth – aerial photographs to assess habitats and check for any features of potential interest.
- Base mapping and aerial images from the MAGIC website were used to identify waterbodies and watercourses onsite and within the wider landscape.

### 3.2.2.1 Extended Habitat Survey

An extended habitat survey of the Survey Area was carried out to identify the type and extent of habitats present. The habitats were classified according to Phase 1 habitat survey methodology (JNCC 2010).

Target Notes were made where necessary to identify any habitats or features of particular interest. Indicative lists of plant species were made for certain habitats, and the relative abundance of these plants was estimated using the DAFOR<sup>3</sup> scale, where considered appropriate.

The survey was ‘extended’ to include an assessment of the Survey Area’s potential to support protected species and/or otherwise notable species<sup>4</sup>. Any invasive non-native plant species (INNS), listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), apparent at the time of survey were identified and mapped.

The survey was conducted by Hannah Breadin and Jennifer Peacock on 27 to 29 April 2026 during dry weather conditions, 75% cloud cover, a light breeze and an average temperature of 12°C.

### 3.2.2.2 Consideration of Potential Limitations

The extended habitat survey was undertaken just outside (late April) of the optimal botanical survey season to accurately inform habitat classification, typically considered to be May to September (inclusive).

However, this was not considered to be a significant limitation as it was still possible to identify the species present and classify the habitats. Given the closeness to the optimal botanical period (a couple of weeks prior), and the botanical skill of the surveyor (FISC Level 4) it is unlikely that the habitats are of higher distinctiveness than those detailed in this report. Overall, no significant limitation to the characterisation and assessment of the habitats has been identified in the context of informing the baseline.

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<sup>3</sup> D=Dominant, A=Abundant, F=Frequent, O=Occasional, and R= Rare

<sup>4</sup> Protected species: those that are protected under the Wildlife and Countryside Act 1981 (WCA) or the Conservation of Habitats and Species Regulations 2017; badger is also subject to specific legal protection.



### 3.2.3 Results, Potential Ecological Impacts and Preliminary Recommendations

Ecological receptors are considered in the following order:

- Protected sites, including statutory and non-statutory designated sites.
- Habitats; and
- Species.

#### 3.2.3.1 Protected Sites

##### Statutory Designated Sites

A single statutory designated site of international importance was identified within a 10 km search buffer of the Survey Area. The results are summarised in **Table 3.5** below.

**Table 3.5 - Statutory Designated Sites of International Importance within 10 km**

| Site Name     | Designation | Distance and Direction from Survey Area | Reasons for Designation                                                                          |
|---------------|-------------|-----------------------------------------|--------------------------------------------------------------------------------------------------|
| Merrick Kells | SAC         | 6.44 km south-west                      | Designated due to the presence of wet heath, alpine and boreal grassland and active blanket bog. |

A single statutory designated site of national importance was identified within a 5 km search buffer of the Survey Area. The results are summarised in **Table 3.6** below.

**Table 3.6 - Statutory Designated Sites of National Importance within 5 km**

| Site Name | Designation | Distance and Direction from Survey Area | Reasons for Designation                                             |
|-----------|-------------|-----------------------------------------|---------------------------------------------------------------------|
| Cleugh    | SSSI        | 3.11 km south                           | Best example of unimproved lowland neutral grassland in the region. |

##### Assessment of Potential Impacts on Designated Sites

Merrick Kells SAC and Cleugh SSSI are located at a distance of 6.44 km and 3.11 km from the Survey Area, respectively. The nature of the development (which is unlikely to have a zone of influence very far beyond its boundaries), and the distance between the SAC and SSSI means there is no likelihood of an adverse impact on any of the habitat interests of either site.

As such impacts on statutory designated sites are considered unlikely.

#### 3.2.3.2 Non-statutory Designated Sites

A single non-statutory designated site was identified within a 2 km search buffer of the Survey Area. The results are summarised in **Table 3.7** below.



**Table 3.7 - Non-statutory Designated Sites within 2 km**

| Site Name                 | Designation               | Distance and Direction from Survey Area | Key Interest Features                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------|---------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Island Block Oak Woodland | Local Wildlife Site (LWS) | 0.7 km south                            | Ancient semi-natural woodland gorge woodland, conifer plantation and semi-natural oak woodland. The site hosts bluebell ( <i>Hyacinthoides non-scripta</i> ), a UK Conservation Concern (CC), Local Priority Species (LPS), and Local Biodiversity Action Plan (LBAP) species. Buzzard ( <i>Buteo buteo</i> ) is also present and is a CC, LCC (species of Local Conservation Concern), and LBAP species. |

### Assessment of Potential Impacts on Designated Sites

Island Block Oak Woodland LWS is located 0.7 km south of the Survey Area and separated by the Water of Deugh. Given this distance and the nature of the proposals (vegetation clearance and road works of limited extent both specially in timescales), there is no likelihood of an adverse impact on the LWS.

#### 3.2.3.3 Habitats

Onsite habitats were mapped during the extended habitat survey and are described below. DAFOR abundance codes are displayed in brackets within the relevant text below. The extents of the habitats are shown on **Figures 2-7**, and corresponding photographs are presented in **Annex 1**.

#### Hard Standing and Built Development

The dominant habitat within the Survey Area is hard standing in the form of the existing B729 road which measures between 8 and 10 m wide on average (see **Photograph 1**).

Dry-stone walls border the road for much of its length. In several locations these have collapsed and have been covered by adjacent grassland and bryophytes (see **Photographs 2 and 4**).

A section of stone retaining wall is present along the north of the road, approximately 160 m southeast of the Marbrack Burn. The wall measures approximately 2 m in height with scrub and scattered trees growing on the embankment above (see **Photograph 3**).

#### Species Poor Semi-Improved Grassland

Along the edges of the B729 are narrow strips of poor semi-improved grassland (see **Photographs 1-4**). Species include bramble *Rubus fruticosus* (O), bracken *Pteridium aquilinum* (O), creeping thistle *Cirsium arvense* (O), broadleaved dock *Rumex obtusifolius* (O), nettle *Urtica dioica* (F), Yorkshire fog *Holcus lanatus* (F), creeping buttercup *Ranunculus repens* (O), cleavers *Gallium aparine* (R), dandelion *Taraxacum officinale* (R), cut-leaved cranesbill *Geranium dissectum* (R), ribwort plantain *Plantago lanceolata* (O), red clover *Trifolium pratense* (O), soft rush *Juncus effusus* (A), springy turf moss *Rhytidiadelphus squarrosus* (F), Fescue *Festuca* sp (F) and false oat grass *Arrhenatherum elatius* (O).



### Semi-Improved Acid Grassland/ Dry Heath

Some sections of the road verge meet the description of semi-improved acid grassland and contains small pockets (typically less than 5 m<sup>2</sup>) of dry heath (see **Photograph 5 and 15 and Target Note 2 on Figure 2**). This still contains species of the more widely occurring poor semi-improved grassland sections as listed above, but with greater concentrations of acid indicator species. These species include heather *Calluna vulgaris* (F), bilberry *Vaccinium myrtillus* (F), tormentil *Potentilla erecta* (R), mat grass *Nardus stricta* (R), red-stemmed feather moss *Hylocomium splendens* (F), and heath bedstraw *Galium saxatile* (O).

### Marshy Grassland

Within the west of the Survey Area there is small semi-circular section of larger field supporting marshy grassland (see **Target Note 1 on Figure 2 and Photograph 6**). The field is dominated by soft rush with common haircap *Polytrichum commune* (A). In areas not dominated by soft rush species included: creeping buttercup (O), rough meadow grass *Poa trivialis* (O), heath rush *Juncus squarrosus* (R), sweet vernal-grass *Anthoxanthum odoratum* (O), foxglove *Digitalis purpurea* (R), field woodrush *Luzula campestris* (F), yarrow *Achillea millefolium* (R), wild angelica *Angelica sylvestris* (close to watercourses), marsh thistle *Cirsium palustre* (R), tufted hair grass *Deschampsia cespitosa* (F), and common sorrel *Rumex acetosa* (R).

### Mixed Woodland

A small pocket of mixed woodland is located to the north of the road in the west of the Survey Area (see **Photograph 7**) and extends into the POI. The woodland supports silver birch *Betula pendula*, Scots pine *Pinus sylvestris*, willow *Salix* sp, downy birch *Betula pubescens*, Sitka spruce *Picea sitchensis* and rowan *Sorbus acuparia*. Hawthorn *Crataegus monogyna* and bramble is growing in the understory with bracken and dense tall stands of Rhodedendron (see invasive species, below).

### Broadleaved Woodland

Broadleaved woodland is present along the south of the B729, growing on an often steep embankment to the Water of Deugh beyond the southern extent of the Survey Area (see **Photograph 8, and Target Note 6 on Figure 4**). Most of the woodland is semi-mature or younger and dominated by downy birch but with an understory of hawthorn, willow, bracken, hard fern *Blechnum spicant* and Polytrichum moss (see **Photographs 9 and 10**). Deadwood is frequent within the woodland, both standing and on the woodland floor.

A small section of more mature woodland borders the Marback Burn (see **Target Note 2 on Figure 3**) to the south of the B729. Tree species include alder *Alnus glutinosa*, rowan, downy birch, spruce, hawthorn and sycamore *Acer pseudoplatanus*. The ground flora is dominated by ground elder *Aegopodium podagraria* and wood rush *Luzula sylvatica* (particularly close to the water edge) but also contains smaller amounts of bluebell *Hyacinthoides non-scripta*, soft rush, rosebay willowherb *Chamerion angustifolium*, bracken, and emerging male fern *Dryopteris* sp.

### Plantation Conifer Woodland

Plantation coniferous woodland is present in several large blocks immediately adjacent to the Survey Area and extends into the east of Survey Area itself in several locations (see **Photograph 11 and Target Note 10 on Figure 7**). This is dominated by Sitka spruce with an understorey dominated by *Polytrichum* and *Sphagnum* moss.



Conifer woodland extends into the Survey Area to the north of the B729 where the road adjoins the B700 (see **Target Note 8 on Figure 7**). Semi mature spruce plantation woodland is growing up a low embankment with broadleaved trees (birch and broom growing) along its edge and on the road verge. The remainder of a dry-stone wall is present at the top of the embankment and deadwood, and stones are scattered over the woodland floor. Heather is also present along the woodland edge along with bracken.

A section of conifer woodland (see **Photograph 12 and Target Note 9 on Figure 7**) has been felled within the last year<sup>5</sup>. Piles of timber logs and stumps are present throughout.

### Continuous Bracken

A continuous block of continuous bracken is present within the south of the Survey Area, to the east of the Marbrack Burn.

### Dense Scrub

Several areas of dense scrub are present along the road verge. Most comprise a mix of willow, gorse *Ulex europaeus* and broom *Cytisus scoparius* (see **Photographs 13 and 14**), but a small number are dominated by blackthorn *Prunus spinosa*.

### Scattered/ Individual Trees

Individual trees are present along the road verge in multiple locations, predominantly self-set downy birch but with small numbers of rowan, sycamore and Sitka spruce (see **Photographs 15 and 16**).

A section of scattered trees and scrub is present atop the retaining wall (see **Target Note 4 on Figure 3**).

### Hedgerow

A short section of hedgerow measuring approximately 50 m in length is present in the west of the Survey Area (see **Photograph 17, Section 6**). The hedgerow is managed to a height of 2 m and contains supporting hawthorn, sycamore, snowberry *Symphoricarpos albus*, beech *Fagus sylvatica*, and elder *Sumbucus nigra*.

### Watercourses

Numerous small burns and minor watercourses are present within and adjacent to the Survey Area (see **Photographs 18 and 19, Section 6**). Given the topography of the surrounding area (north of the Survey Area is sloping upwards whilst south of the B729 slopes down), these are all culverting under the B729.

The largest of these is the Marbrack Burn which flows under a bridge over which the B729 passes. The Burn measures approximately 3 to 4 m wide narrowing to the south of the bridge flowing over boulders and bedrock to the north and cobbles and gravel to the south (see **Photograph 20**). The banks on either side of the watercourse are steeply sloping approximately 5 m high up to the bank top on either side. Trees overhang the watercourse and include alder, rowan, Downey birch, spruce, and hawthorn.

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<sup>5</sup> Identified through review of Google Earth imagery (accessed May 2026)



A second larger but unnamed watercourse is present approximately 55 m to the east of Ken's Glen (see **Target Note 5 on Figure 4**). The watercourse measures approximately 3 m wide but is significantly wider (~13 m) adjacent to the road. Flow is smooth and ripped with a cobble dominated substrate and mostly gently sloping banks vegetated by grassland.

### **Invasive Species**

Two invasive species, cotoneaster *Cotoneaster horizontalis* and Rhododendron, were recorded within the Survey Area (see **Photograph 21**). Their locations are shown on **Figures 2-7**. Both are listed as invasive on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended).

### **3.2.3.4 Assessment of Potential Impacts on Terrestrial Habitats**

Impacts to habitats will arise from the cutting back and removal of small areas of vegetation in order to create the required space to allow the turbine blades and towers to navigate around corners in the road; these will over-sail the land beneath. In a small number of locations, the B729 will need to be widened, and the road verge will be lost; dry-stone walls will need to be removed, and ground works will be required to reprofile the banks.

Proposals will result in the loss of small areas of existing roadside vegetation comprising grassland, scrub, individual scattered trees and woodland (plantation conifer and young broadleaved).

A small area of the more diverse broadleaved woodland will be subject to tree and vegetation clearance in order to allow the turbine and tower blades to over-sail the area.

The watercourses which flow adjacent and beneath (via culverts) the Survey Area will be retained and, as such, there is no direct impact to this habitat anticipated. The risk of sediment and pollutions entering the watercourse during construction works and entering the wider catchment can be appropriately controlled through application of standard mitigation and good construction practices.

Two invasive species (cotoneaster and rhododendron) are present within the Survey Area and, in the absence of suitable mitigation and controls, there is the potential for these to be spread into the surrounding area during construction works.

### **Preliminary Recommendations**

All vegetation should be retained wherever possible and the Scenario requiring the least amount of vegetation clearance selected. Particular consideration should be given to avoiding habitat loss or damage to the area of broadleaved woodland located adjacent to the Marbrack Burn. Where possible tree will be retained by coppicing to a height which allows for oversail above (broadleaved trees including birch, rowan and hawthorn, all of which are present, will often re-grow following coppicing), thereby avoiding the need for felling at the ground level.

Harm arising from direct damage and soil compaction to trees and woodland lying adjacent but outside of the Survey Area, should be avoided by installing tree protection fencing where appropriate. Following the construction/ turbine installation phase of the Proposed Varied Development, compensatory planting should be completed to reinstate the habitats cleared, where required and appropriate. Given that the majority of vegetation that will be lost comprises either plantation conifer woodland or self-set young broadleaved trees and scrub, and that the ground flora will be retained, it is anticipated that the habitats will regenerate within a relatively short timeframe (under 5 years).



To avoid sediment and pollution of the adjacent watercourses good practice pollution control measures should be put in place and be controlled via a Construction & Environmental Management Plan (CEMP) as appropriate. Measures for the control of the invasive species cotoneaster and rhododendron should be included within the CEMP.

### 3.2.3.5 Protected species

#### Bats

Biological records returned by SWSEIC identified records for the bat species shown in **Table 3.8**, below. All are considered likely to forage within or close to the Survey Area on occasion.

**Table 3.8: Bat Records within 10 km of the Survey Area**

| Species                                                 | Number of Records Returned |
|---------------------------------------------------------|----------------------------|
| Natterer's bat <i>Myotis nattereri</i>                  | 2                          |
| Unidentified Myotis bat species                         | 1                          |
| Whiskered/Brandt's bat <i>Myotis mystancus/brandtii</i> | 1                          |
| Common pipistrelle <i>Pipistrellus pipistrellus</i>     | 3                          |
| Soprano pipistrelle <i>Pipistrellus pygmaeus</i>        | 2                          |
| Unidentified pipistrelle bat species                    | 3                          |

The woodland, tree and scrub habitats within the Survey Area provide good suitability potential and foraging habitat to bats, particularly given the close proximity to aquatic habitats and the invertebrate resources these habitats will provide.

No built structures with the potential to support roosting bats were recorded within the Survey Area.

Five trees with Potential Roosting Features (PRFs) were recorded within the Survey Area. These contain splits, knot holes and aerial deadwood that appeared from the ground to have the potential to support roosting bats (see **Photograph 22**). If these trees require removal following the detailed design of the Proposed Varied Development and associated swept path requirements, then further surveys would be required of these trees closer to the time of construction commencing to determine if any support roosting bats.

Further trees containing PRFs are present adjacent to the Survey Area (**Target Note 7 on Figure 6 and on Figure 2**) but will be retained.

#### Assessment of Potential Impacts on Bats

Loss of trees containing PRFs should be avoided if possible through detailed design work of the road mitigation works required. Should any trees supporting PRFs require removal then there is a risk of impacts to bats within the Survey Area (should they be present) through the direct loss of bat roosts or indirect disturbance to roosting bats as a result of felling activities.

It is understood that no permanent lighting is proposed along the B729 (which is currently unlit). Lighting related disturbance is unlikely during any construction activities as working at night is unlikely to be required. Should this change there is the potential for disturbance related impacts to foraging bats in the adjacent habitats.

#### Preliminary Recommendations

If trees supporting PRFs need to be removed, then they will require further survey to confirm presence or likely absence of roosting bats. If presence of bat roosts are confirmed, a



European Protected Species Mitigation (EPSM) licence (issued by NatureScot) will be required ahead of tree removal.

It is recommended that all tree felling and vegetation clearance will be completed under the supervision of an Ecological Clerk of Works (ECoW). All trees will be subject to a further check (initially from ground level) to confirm that any PRFs are absent. Any features recorded should be subject to a precautionary aerial inspection. Should any bats or evidence of bats be recorded, an appropriate licence may then be required.

Should any night working in winter be required, any necessary lighting will be directed away from adjacent woodland habitats and in line best practice for lighting (BCT and ILP, 2023).

## **Badger**

The desk study identified two records of badger *Meles meles*, both located beyond the Survey Area, to the south of the Water of Deugh/ Kendoon Loch (which form the same waterbody).

No sett building or other evidence of badger activity such as latrines, footprints or snuffle holes (foraging activity) were identified within the Survey Area or immediate surrounds. The majority of the Survey Area is hardstanding and unsuitable for sett building badger, however, the wooded slope located immediately to the south (beyond the Survey Area) is optimal for sett building (although no setts or other badger signs were located at the time of the survey).

## **Precautionary Measures**

As the presence of this species in the wider area cannot be ruled out, and because of the high mobility of this species, a precautionary pre-works check within the Survey Area and adjacent 30 m (specifically woodland) should be undertaken before any works take place. If any setts or other significant activity has arisen in that time, appropriate measures should be put in place. This may include seeking a licence from NatureScot should any setts be impacted from vegetation clearance (either from physical damage or from being uncovered) or require closing due their being located within a required overrun location.

## **Birds**

The desk study identified 318 records for 67 species of bird over the 10 km search radius from the desk study area. Many of the records were of low spatial accuracy (four-figure grid references accurate to 1 km). The records are presented in Annex 2 of this Appendix.

Of the species returned, 3 were on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended). Schedule 1 species potentially relevant to the predominantly woodland landscape adjacent the Survey Area are limited to Crossbill *Loxia curvirostra*. Whilst this species may breed in the habitats in the local area they are considered unlikely to breed within the Survey Area, or immediately adjacent habitat given the close proximity to the road and more suitable habitat located further afield.

The onsite scrub and trees will provide suitable nesting opportunities for a range of breeding passerines, as will the adjacent woodland.

## **Assessment of Potential Impacts on Birds**

Vegetation clearance has the potential to result in the loss of a small number of breeding bird territories, the majority of which will have the opportunity to use alternative habitats beyond the Survey Area. Habitat reinstatement will be completed following completion of works



(described in habitats section above) and once mature, this will provide compensatory potential nesting habitat to birds. As such the loss of small areas of nesting habitat will be temporary in nature. Disturbance-related effects on birds are likely to be temporary in nature and limited to the construction phase only.

The removal of vegetation has the potential to have an adverse effect on active nests if carried out during the breeding bird season (which is generally between March and mid-August inclusive).

### **Preliminary Recommendations**

To avoid committing an offence, it is recommended that any work affecting bird nesting habitat is carried out between late August and March (as a guide). If work affecting bird nesting habitat does take place during this period, then the area affected will be surveyed for active bird nests by a suitably qualified ecologist or ECoW before the proposed work is carried out. If active bird nests are present, then work would be delayed in that area until nesting activity ceases. Any nesting Schedule 1 species would also require the installation of a suitable buffer to protect the nest from disturbance (the distance varies depending on the species and would be advised by a suitably qualified ecologist or ECoW). It should be noted that this can be a period of up to six weeks for passerines and that some species can have multiple broods.

### **Great Crested Newt (and other Notable Amphibians)**

No records of Great Crested Newt (GCN) were identified within a 2 km search buffer of the Survey Area. GCN distribution in Scotland is more restricted than other parts of the UK however populations are known within Dumfries and Galloway<sup>6</sup>. One record of common toad *Bufo bufo* was returned, however no exact location within 2 km was given.

No waterbodies suitable to support GCN (and other notable amphibians) were identified during the survey or within a 250 m search buffer of the Survey Area (on aerial photography).

During the extended habitat, no sightings or evidence of GCN were recorded; however, common toad was recorded along the road verge and within adjacent minor watercourses. The dense scrub and adjacent woodland provided suitable foraging, sheltering and commuting opportunities for amphibians during their terrestrial phases (if present in the wider landscape).

### **Assessment of Potential Impacts on Amphibians**

No breeding habitat for amphibians is anticipated to be lost as a result of the B720 Offsite Roadworks. Works have the potential to give rise to adverse impact to common toad through the loss of small areas of habitat used by this species during their terrestrial phase.

### **Preliminary Recommendations**

Works should be completed in line with good practice measures to avoid killing or injury to amphibians.

### **Reptiles**

The desk study identified two records for common lizard *Zootoca vivipara* located approximately 1.3 km to the north east of the Survey Area (dated 2022) and a single record

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<sup>6</sup> <https://www.nature.scot/plants-animals-and-fungi/amphibians-and-reptiles/newts> accessed May 2026.



for adder *Vipera berus* located 0.68 km to the south (separated by the Water of Ken). A single common lizard was recorded during the 2018 baseline surveys for the Consented Development approximately 800 m to the north of the Proposed Varied Development Site (NX 62708 91952).

The felled woodland, grassland habitats and dry-stone walls located along the verge of the B729 are considered suitable for common lizard and adder, presenting suitable foraging, refuge and hibernation resources. The majority of the Survey Area was dominated by hard standing considered unsuitable for supporting reptiles. As such the Survey Area is considered likely to be used by small numbers of reptiles, that may be present in the adjacent habitats and venture into the Survey Area on occasion.

### **Assessment of Potential Impacts to Reptiles**

Construction works have the potential to result in the loss of small areas of reptile habitat and the harm of any reptile species present at the time of works. Habitat loss will occur in small areas over overrun only; vegetation at ground level of oversail area will be retained and there is the potential for new opportunities for shelter are likely to be provided by arisings from vegetation clearance/ trimming.

### **Preliminary Recommendations**

Construction works should be completed in line with good practice measures to avoid killing or injury to reptiles.

### **Otter**

The desk study identified no records for otter *Lutra lutra* within a 2 km search buffer of the Survey Area. Evidence of otter (fresh spraints and feeding remains) was recorded during baseline surveys for the Proposed Varied Development along the Water of Ken in 2026, approximately 1 km from the Survey Area but connected aquatically via the Kendoon Loch.

The minor watercourses that flow across the Survey Area could provide suitable commuting links to otter which are known to be present in the area. Good foraging resources are likely to be present along the Water of Deugh and Kendoon Loch which is located adjacent to the south of the Survey Area (the watercourses within the Survey Area are tributaries of Water of Ken and the Water of Deugh). The adjacent woodland and scrub provide opportunities for holt creation and laying up, although no evidence of otter was recorded during the extended habitat survey.

No field signs for otter were recorded during the survey however the species is known to be present in the wider area, and likely to commute along the watercourses on occasion.

### **Assessment of Potential Impacts on Otter**

Given that otter may utilise adjacent habitats for foraging and commuting purposes, there is a low risk of disturbance of the species during the construction phase.

### **Preliminary Recommendations**

Pre-construction survey work and checks for the presence of otter holts should take place at an appropriate time of year (between April and September inclusive) prior to the commencement of construction activities. The aim of these surveys will be to update the



baseline information regarding use of affected areas by these species, and to inform the relevant content of the CEMP.

Should the pre-construction survey record any holts within the Survey Area or the surrounding 30 m<sup>7</sup>, an appropriate licence (issued by NatureScot) may be required before such works can proceed.

Measures to be implemented to avoid pollution / siltation run-off during construction will address any potential risk of damage to adjacent aquatic habitat used by otter.

### Red Squirrel

The desk study identified 36 records of red squirrel *Sciurus vulgaris* including two immediately adjacent to the Survey Area in 2024.

No evidence of squirrel or their dreys was recorded during the extend habitat survey; however, the woodland habitat located within and adjacent to the Survey Area will provide well connected, good suitability habitat for this species.

### Preliminary Recommendations

Given the highly mobile nature of this species and that red squirrel are known to be present in the wider area, precautionary measures are recommended. Pre-construction survey work and checks for the presence of red squirrel dreys should take place at an appropriate time of year (between April and September inclusive) prior to the commencement of construction activities. The aim of these surveys will be to update the baseline information regarding use of affected areas by these species, and to inform the relevant content of a CEMP. Should pre-construction survey record any active red squirrel dreys at risk of damage, destruction or disturbance from works, it may be necessary for an appropriate licence to be issued by NatureScot before such works can proceed.

### Hedgehog

Two records of hedgehog *Erinaceus europaeus* were identified within a 2 km search buffer of the Survey Area, both roadkill from within the Survey Area itself.

During the extended habitat survey, no sightings or evidence of hedgehog was recorded, however the dense scrub and adjacent woodland will provide suitable foraging, sheltering and commuting opportunities.

### Preliminary Recommendations

On a precautionary basis, to avoid risk of harm to any individuals that may forage or commute across the Survey Area during construction works, measures to avoid killing or injuring of hedgehog (such as measures to prevent entrapment in excavations) will be set out in the CEMP.

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<sup>7</sup> This buffer may be increased to up to 200 m if a holt was found to support breeding otter (<https://www.nature.scot/doc/standing-advice-planning-consultations-otters>).



### 3.2.4 Summary

The required enabling works required for both scenarios of the B729 Offsite Roadworks will not result in any impacts on any statutory or non-statutory designated sites. The extent of impacts to habitats (through habitat modification and loss) will be minimal and limited to small areas of oversail and overrun adjacent to an existing public highway. Habitats affected by the works are unremarkable in terms of their botanical diversity and widely represented in the local landscape. No evidence of protected species were recorded during the survey (albeit further bat survey may be required if there is a requirement to remove trees supporting PRFs); however, the surrounding habitats have the potential to support a range of bird species, otter, reptiles and red squirrel. Measures to ensure legislative compliance will be implemented as part of a CEMP.

### 3.2.5 Statement of Significance

Effects on ecology and ornithology associated with the B729 Offsite Roadworks are considered to be not significant.

## 3.3 Cultural Heritage

### 3.3.1 Introduction

This Section addresses the potential effects of the B729 Offsite Roadworks from Carsphairn to the Site Entrance (B729 Offsite Roadworks) upon Cultural Heritage. It supplements and should be read in conjunction with Chapter 11 of the EIA Report for the Proposed Varied Development.

### 3.3.2 Methodology

#### 3.3.2.1 Legislation, Policy and Guidance

Assessment of the B729 Offsite Roadworks has been undertaken according to relevant Cultural Heritage Legislation, Policy and Guidance as presented in **Chapter 11: Cultural Heritage** of the EIA Report for the Proposed Varied Development.

#### 3.3.2.2 Scope of Assessment

The cultural heritage assessment has been carried out in the following stages:

- Desk-based study leading to the identification of heritage assets potentially affected, and their importance;
- Identification of potential impacts on heritage assets;
- Proposal of mitigation measures, to eliminate, reduce or offset adverse effects;
- Assessment of the significance of residual effects, broadly a product of the asset's importance and the magnitude of the impact.

The scope of the B729 Offsite Roadworks assessment has been established through Scoping and follows the assessment methodology out presented in **Chapter 11** of the EIA Report for the Proposed Varied Development.



The impact assessment considers 25 points of interest POI 1-25 along the route to identify potential physical impacts upon heritage assets alongside the road.

In this section, assessment of potential direct (physical) effects upon heritage assets is considered as a result of:

- Overrun - zones requiring laying of a load bearing surface outwith the existing road corridor, with the potential to impact upon below-ground or built heritage assets; and
- Oversail - zones where the movement of an abnormal load outwith the existing road corridor may impact upon built heritage assets standing taller than the clearance height above ground level.

The assessment has been undertaken with reference to the two AIL delivery scenarios described in **Section 2**.

### 3.3.2.3 Baseline Methodology

#### Desk Study and Field Surveys

Potential heritage assets have been identified through a review of historic and modern mapping and modern aerial imagery. Historic bridges along the route have been considered to identify any that include parapets that could be impacted.

#### Study Area

A 10 m Study Area along the route of the B729 Offsite Roadworks was previously agreed with Dumfries and Galloway Council during assessment of the Consented Development.

#### Data Sources

The following sources of information were referred to:

- Designation data streamed from the Historic Environment Scotland website, March 2025;
- The Dumfries and Galloway Council (DGC) Historic Environment Record (HER), digital extract received July 2024;
- The National Record of the Historic Environment (NRHE), including the Canmore database held by HES;
- First Edition Ordnance Survey (OS) mapping.

#### Drive Through Survey

A drive through survey was carried out using a dashboard mounted Go-Pro camera to provide a baseline inspection of the route.

### 3.3.3 Baseline Conditions

There are no designated heritage assets along the route of the B729 Offsite Roadworks.

There are nine known heritage assets within the study area for the B729 Offsite Roadworks (**Table 3.9**).



Five of these are recorded on the DGC HER, one is identified from the NRHE, and three have been added through baseline survey for this assessment. In addition, there are historic dry-stone built walls lining field boundaries along the route.

**Table 3.9: Known Heritage Assets along the route of the B729 Roadworks (west to east)**

| Ref         | Name/ Description                                                                     | Period               | E      | N      | Status                           |
|-------------|---------------------------------------------------------------------------------------|----------------------|--------|--------|----------------------------------|
| HER ASA 1   | Bardennoch – Garryhorn ASA. This area recognises multi-period archaeological remains. | Multi-period         | 256652 | 593186 | Archaeologically Sensitive Area  |
| HA1         | Liggat. Extant house. Shown on First Edition OS                                       | Post-medieval (Pmed) | 256768 | 593202 | Non-designated                   |
| HA2         | Bridge shown on First Edition OS                                                      | Pmed                 | 257203 | 593149 | Non-designated                   |
| MDG25538    | Knockgray Park<br>Policy gardens of Knockgray Estate                                  | Pmed                 | 257651 | 593144 | Non-inventory designed landscape |
| HA3         | Burnfoot Bridge                                                                       | Pmed                 | 259050 | 592276 | Non-designated                   |
| HER Other 1 | Nether Loskie (site of). Cottage on First Edition OS                                  | Pmed                 | 260015 | 591614 | Non-designated                   |
| MDG15830    | Marsalloch Field System                                                               | Pmed                 | 260408 | 591306 | Non-designated                   |
| 213144      | Knowehead Post Office                                                                 | Pmed                 | 260984 | 590623 | Non-designated                   |
| HER Other 2 | Field Boundary on First Edition OS                                                    | Pmed                 | 261223 | 590485 | Non-designated                   |

### 3.3.4 Assessment of Effects

**Table 3.10** identifies the baseline conditions for each of the 25 B729 Offsite Roadworks POIs, with an assessment of impact from the required works at each location.

The V172 Blade Raised and Tower would impact upon cultural heritage remains at fewer POI locations, however mitigation is possible for all impacts such that there would be no residual effects for either scenario (see Mitigation section, below).

- V172 Blade Flat and Tower – direct (physical) impacts upon the parapets of one bridge (HA3), one wall defining a heritage asset (MDG25538 Knockgray Park NIDL), as well as impacts upon dry-stone built field boundary walls at seven further POIs.
- V172 Blade Raised and Tower – direct (physical) impacts upon stone-built field boundary walls at four POIs.



**Table 3.10: Offsite Roadworks POI Cultural Heritage Impact Assessment**

| POI | Baseline Assets                                                                            | Scenario 1 (V172 Blade Flat)                                                             | Scenario 2 (V172 Blade Raised)                                                         |
|-----|--------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| 1   | HER ASA 1 Bardennoch – Garryhorn ASA<br><br>HA1 – Liggat<br><br>Stone field boundary walls | No impact                                                                                | No impact                                                                              |
| 2   | Stone-built field boundary walls                                                           | Section of stone wall to north of B729 would need to be removed for overrun.             | Section of stone wall to north and south of B729 would need to be removed for overrun. |
| 3   | HA2 - Bridge<br><br>MDG25538 Knockgray NIDL, defined by stone field boundary walls         | Section of stone wall of MDG25538 to north of B729 would need to be removed for overrun. | No impact                                                                              |
| 4   | MDG25538 - Knockgray NIDL, defined by stone field boundary walls                           | No impact                                                                                | Section of stone wall to north of B729 would need to be removed for overrun.           |
| 5   | MDG25538 -Knockgray NIDL, defined by stone field boundary walls                            | No impact                                                                                | No impact                                                                              |
| 6   | MDG25538 -Knockgray NIDL, defined by stone field boundary walls                            | No impact                                                                                | No impact                                                                              |
| 7   | N/A                                                                                        | No impact                                                                                | No impact                                                                              |
| 8   | N/A                                                                                        | No impact                                                                                | No impact                                                                              |
| 9   | HA3 – Burnfoot Bridge<br><br>Stone field boundary walls                                    | The stone wall and bridge parapet would need to be lowered.                              | No impact                                                                              |
| 10  | Stone field boundary walls                                                                 | Section of stone wall to east of B729 would need to be removed for overrun.              | No impact                                                                              |
| 11  | Stone field boundary walls                                                                 | No impact                                                                                | No impact                                                                              |
| 12  | N/A                                                                                        | No impact                                                                                | No impact                                                                              |
| 13  | N/A                                                                                        | No impact                                                                                | No impact                                                                              |
| 14  | N/A                                                                                        | No impact                                                                                | No impact                                                                              |
| 15  | HER Other 1 - Nether Loskie (site of) Cottage                                              | No impact                                                                                | No impact                                                                              |



| POI | Baseline Assets                    | Scenario 1 (V172 Blade Flat)                                                                       | Scenario 2 (V172 Blade Raised)                                                |
|-----|------------------------------------|----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| 16  | Stone field boundary walls         | Section of stone wall to east of B729 would need to be removed for oversail.                       | No impact                                                                     |
| 17  | MDG15030 - Marsalloch Field System | No impact                                                                                          | No impact                                                                     |
| 18  | N/A                                | No impact                                                                                          | No impact                                                                     |
| 19  | N/A                                | No impact                                                                                          | No impact                                                                     |
| 20  | N/A                                | No impact                                                                                          | No impact                                                                     |
| 21  | Stone field boundary walls         | Section of stone wall to north of B729 would need to be removed for oversail.                      | Section of stone wall to north of B729 would need to be removed for oversail. |
| 22  | Stone field boundary walls         | Section of stone wall to north of B729 would need to be removed for oversail.                      | No impact                                                                     |
| 23  | N/A                                | No impact                                                                                          | No impact                                                                     |
| 24  | Stone field boundary walls         | Section of stone wall to north of B729 would need to be removed for oversail at several locations. | No impact                                                                     |
| 25  | Stone field boundary walls         | Section of stone wall to north of B729 would need to be removed for overrun.                       | Section of stone wall to north of B729 would need to be removed for overrun.  |

The route of the B729 is little changed since the mid-19<sup>th</sup> century and historic mapping indicates that many of the existing dry-stone built field boundary walls lining the route are late 19<sup>th</sup> and early 20<sup>th</sup> century in date. These walls contribute to historic landscape character, and in the case of MDG25538 Knockgray Park NIDL, the walls comprise part of a heritage asset defined on the DGC HER.

The bridge HA3 and dry-stone built field boundary walls are very common landscape features and are considered, at most, as of low (local) importance.

Impacts upon these above-ground built heritage assets as a result of the B729 Offsite Roadworks would in no case remove the asset entirely and would be considered to be, at most, a low magnitude impact.

Following the EIA methodology outlined in **Chapter 11** of the EIA Report for the Proposed Varied Development, without mitigation, these impacts would result in an effect of no more than **negligible** significance, which is **not significant**.

### 3.3.5 Mitigation

Dry-stone built field boundary walls should be preserved in-situ where possible. Where this is not possible, it is recommended that following dismantling for the purposes of the B729 Offsite



Roadworks, they are re-built using the same construction materials and techniques as originally found.

Following the application of recommended mitigation there would be **no residual effects**.

### 3.3.6 Summary

Assessment of potential direct (physical) effects has been considered from the proposed B729 Offsite Roadworks upon cultural heritage as a result of:

- Overrun- zones requiring laying of a load bearing surface outwith the existing road corridor, with the potential to impact upon below-ground or built heritage assets; and
- Oversail- zones where the movement of an abnormal load outwith the existing road corridor may impact upon built heritage assets standing taller than the scenario clearance height above ground level.

Known heritage assets have been considered for a study area of 10 m either side of the route.

Two scenarios are considered. In summary, the impact assessment has found the potential for direct (physical) impacts as follows:

- Scenario 1 - V172 Blade Flat and Tower – built surface heritage assets (the parapets of one bridge (HA3) and dry-stone field boundary walls at eight POIs):
  - POIs – 2, 3, 9, 10, 16, 21, 22, 24 & 25.
- Scenario 2 - V172 Blade Raised and Tower – built surface heritage assets (dry-stone field boundary walls at four POIs):
  - POIs – 2, 4, 21 & 25.

Scenario 2 would therefore impact upon cultural heritage remains at fewer POI locations, however mitigation is possible for all impacts such that there would be no residual effects for either scenario.

Without mitigation, these impacts would result in an effect of no more than **negligible** significance, which is **not significant**.

It is recommended that following their dismantling, for the purposes of the B729 Offsite Roadworks, all built surface heritage assets are re-built using the same construction materials and techniques as originally found. Following the application of recommended mitigation there would be **no residual effects**.

### 3.3.7 Statement of Significance

Effects on Cultural Heritage associated with the B729 Offsite Roadworks are considered to be **not significant**.

## 3.4 Hydrology, Hydrogeology, Geology and Peat

### 3.4.1 Introduction

This Section addresses the potential effects of the B729 Offsite Roadworks from Carsphairn to the Site Entrance (B729 Offsite Roadworks) on the hydrological, hydrogeological, geological



and peat environment. It supplements **Chapter 12: Geology and Peat** and **Chapter 13: Hydrology and Hydrogeology** of the EIA Report and should be read in conjunction with these.

The study is desk-based and based on the Abnormal Load Route Assessment (**Appendix 15.1** of the EIA Report) and a review of available information.

### 3.4.2 Methodology

The assessment methodology uses the legislation presented as presented in **Chapter 12** and **Chapter 13** of the EIA Report.

Since the Consented Development, NPF4 (2023) has replaced NPF3 and further guidance has been produced to assistance in implementing NPF4.

Since the previous offsite roadworks appraisal, the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) and associated guidelines have been replaced by new Environmental Authorisation (Scotland) Regulations 2018 (EASR), which came into effect on 1 November 2025. From 1 November 2025 the EASR replaces eight regulations including: the CAR Regulations, Pollution Prevention & Control (Scotland) Regulations 2012 (PPC), The Waste Management Licensing (Scotland) Regulations 2011, Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991, and Landfill (Scotland) Regulations 2003.

The methodology of assessment and significance criteria followed for the B729 Offsite Roadworks assessment aligns with the criteria presented in **Chapter 12** and **Chapter 13** of the EIA Report and considers the sensitivity of receptors, the magnitude of potential effect, the likelihood of occurrence as a source- pathway- receptor conceptual model to determine if the potential effects are significant.

### 3.4.3 Baseline

Detail of baseline conditions along the road at each identified POI.

The B729 Offsite Roadworks are located along a section of existing public road within the catchments of the Water of Deugh and the Water of Ken. The B729 follows the Water of Deugh southeast from the junction with the A713, until it reaches Loch Kendoon.

Due to the proximity of the access route to the Water of Deugh and the Kendoon Loch, there are two locations where raised overrun adjustment areas (earthworks) are required within 50 m of the watercourse:

- ~25 m stretch at POI 11 – B729 East of Burnfoot Bridge (~ NGR 261073,590522); and
- ~ 13 m stretch at POI 12 & 14 (~ NGR 259630,591795).

There are a number of locations where forest felling / tree felling will be required for the oversail within the 50 m buffer of watercourses:

- between POI 11 and 12, and POI 24 to POI 25; and
- around POI 15, POI 16, POI 18, POI 19 and POI 20.



### 3.4.3.1 Water Quality

Water of Deugh (Carsphairn Lane to Water of Ken) is a river (ID: 10562) with a water quality status of Poor due to poor ecological potential. The water body has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation.

### 3.4.3.2 Watercourse Crossings

The offsite access route is predominantly along an existing single-track road which runs parallel to the Water of Deugh. The existing road and proposed route crosses 17 Ordnance Survey (OS) mapped watercourses shown on 1:25,000 or 1:50,000 scale mapping.

There may be more minor watercourse crossings and drain crossings for the existing road that are not shown on OS mapping.

Of the 17 existing 1:25,000 scale watercourse crossings:

- For Scenario 1:
  - 14 will be used as existing;
  - two will require additional works to upgrade/widen for the overrun at Liggate POI 1 and POI 3; and
  - an additional new watercourse crossing will be required for the road bypass section POI 2.I.
- For Scenario 2:
  - 15 will remain as existing; and
  - two will be widened (POI 2 and POI 3).

### 3.4.3.3 Flood Risk

The majority of the watercourses are not shown on the SEPA flood mapping due to their catchment being less than 3 km.

The Water of Deugh, Kendoon Loch, Marbrack Burn and the Water of Ken have a SEPA modelled fluvial flood zone and the access track encroaches the flood zone at the following locations:

- ~ 100 m POI 7;
- ~ 62 m 20 m west of POI 8 by watercourse crossing;
- ~ 30 m POI9 to POI 10 by Burnfoot Bridge and further east;
- ~ 60 m east of POI 10;
- ~ 64 m POI 13;
- ~ 87 m POI 19 for half of the track; and
- ~ 82 m POI 19 to 20, by watercourse crossing opposite minor road junction to fish farm.

Permanent footprint within the flood zone is required at:



- ~ 60 m of flat overrun earthworks east of POI 10.

It should be noted that sections of the existing road are within the Water of Deugh and Kendoon Loch flood zone.

#### 3.4.3.4 Designated Sites

The access route and associated POIs are within a groundwater drinking water protection area (DWPA), as is much of Scotland. The access route and associated POIs are not within a surface water DWPA.

There are no known designated sites (SSSIs, SACs, Geological Conservation Review sites (GCRs), Regionally Important Geological sites (RIGs)) for hydrology, hydrogeology, geology or peat along the access route or in close proximity to the access route.

#### 3.4.3.5 Public, Registered and Private Water Supplies

Scottish Water confirmed in a consultation response dated 11 August 2024, that a surface water DWPA is downstream of the Proposed Varied Development site (refer to **Chapter 13** of the EIA Report). The Carsfad Loch catchment, over 1 km downstream of the site, supplies Lochinvar Water Treatment Works (WTW). Carsfad Loch is located on the Water of Ken 5.3 km south of the site. Raw water is pumped from Carsfad Loch to Lochinvar Loch which supplies Lochinvar Water Treatment Works (WTW).

Consultation with Scottish Water confirmed that with standard best practice in place, with the distance and dilution effect there is unlikely to be an effect on the Public Water Supply. The construction activity required to facilitate the B729 Offsite Roadworks is a sufficient distance from the intake that it is likely to be low risk, however care should be taken and water quality protection measures must be implemented in accordance with Scottish Water's list of precautions for a range of activities, including no PFAS should be present in any of the materials used for the development and a CEMP detailing the Water Quality Protection Measures will be required.

Scottish Water assets and infrastructure are located adjacent to the A713 to B729 Ligate Junction to the north of the B729. Carsphairn WTWs at approximately NGR NX 56712 93206, potential services either side of the road at this junction section and some recent (2025) groundworks to the west of the WTWs, possibly underground storage reservoir.

Further consultation was undertaken with Scottish Water in April 2026 to confirm if they have any concerns regarding these assets. At the time of writing no response had been received.

College Glen Hydro scheme is located 280 m south of the B729 at POI 23. No other known registered SEPA abstractions have been recorded within 500 m of the POIs.

Being a rural location is likely that the majority of the properties in the areas are reliant on Private Water Supplies (PWSs). To inform **Chapter 13** of the EIA Report a PWS information request was undertaken with DGC in October 2024 for PWSs within 5 km of the Proposed Varied Development site. The records provided indicate 16 PWSs are located within 1 km of the B729 Offsite Roadworks route. All of the identified PWSs are upgradient of this route, with the exception of:

- Knowehead (near POI 21) is the only PWS record immediately downgradient (NGR NX 60984 90621, approximately 6 m distance) of the existing road. It is likely this location is



the property reliant on the PWS, rather than the source, however it would be prudent to confirm ahead of any construction activities commencing; and

- Two PWSs at the fish farm (NGR NX 60646 90758 and NX 60622 90775) are located to the south of Loch Kendoon. These are unlikely to hydrologically connected to the B729 due to being located on the opposite side of the Loch Kendoon and if abstracting from Loch Kendoon itself, there would be a considerable dilution factor.

It should be noted that the Local Authority records come with a caveat that they may not be accurate and that there may be data gaps. The records provided mostly appear to mark the property locations reliant on a PWS source, rather than the source itself.

As the B729 is an existing public road, it is unlikely that any PWS sources would be located near the road and therefore, there is unlikely to be a significant impact on any PWSs. However, it would be prudent to confirm ahead of any construction activities commencing.

### 3.4.3.6 Peat

The SNH (now NatureScot) Peatland and Carbon Map 2016 shows:

- the area north /upgradient of the Liggate junction (POI 1) as being Class 3 peatland;
- the area north / upgradient of the unnamed watercourse crossing (POI 2) as Class 5 peatland.
- ~ 100m length of the existing road (between POI 5 and POI 6) as Class 3 peatland.
- ~ 100m length of the existing road (around POI 10) as Class 5 peatland.
- ~2.1 km length of existing road (before POI 20 to the site) as Class 5 peatland.

Class 3 peatland is described as mostly carbon-rich soils, with some areas of deep peat, where the dominant vegetation cover is not priority peatland habitat but is associated with wet and acidic type, however occasional peatland habitats can be found.

Class 5 peatland is described as having carbon-rich and deep peat with no peatland habitat recorded.

It should be noted that the B729 Offsite Roadworks route passes through two separate sheets of the Carbon and Peatland Mapping 2016, as there is a clear vertical delineation along the OS map easting gridline (between POI 14 and 15) which questions the accuracy of the mapping in this area.

For the B729 Offsite Roadworks route where peat is shown to be potentially present and earthworks are required, peat surveys should be undertaken. The peat survey data would be considered more accurate than the SNH mapping 2026. The survey data would provide a more accurate representation of peat conditions than the NatureScot peat mapping and would be used to establish the presence, depth and extent of any peat deposits. While significant effects are considered unlikely due to the limited scale of the proposed works, the survey findings would inform detailed design and any necessary peat management measures during construction.

Whilst the mapping indicates the potential of encountering peat, the likelihood of encountering peat is low as the road is existing, there will be a margin of existing disturbed ground



surrounding the road and the encroachment into the potential areas has been kept to a minimal.

### 3.4.3.7 Geology and Hydrogeology

The geology generally comprises of greywacke bedrock of the Portpatrick formation overlain by glacial superficial deposits in most places along the offsite access route. In places the glacial deposits are overlain by localised peat deposits and along the bottom of the valley are alluvial deposits associated with the Water of Deugh.

The greywacke bedrock is considered to be low productivity aquifer with groundwater being limited in quantity and to shallow weathered zones and fractures

The alluvial deposits have the potential to act as a perched aquifer and there is a potential for the alluvial deposits in the riparian zone to be hydrological connected to the Water of Deugh. The existing road is underlain by alluvial deposits associated with the Water of Deugh and its flood plain for 1.6 km (before POI 6 to beyond POI 10).

### 3.4.3.8 GWDTEs

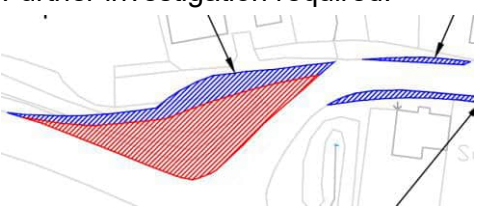
There are no known groundwater dependent terrestrial ecosystems (GWDTEs) along the offsite road access route at this stage. Based on the geology and hydrogeology of the route it is unlikely that there will be any GWDTEs reliant on deep groundwater as the greywacke bedrock is relatively impermeable with groundwater being limited to shallow weathered zones and fractures.

The roadworks along the Water of Deugh section have some potential for GWDTEs, being lower in the valley or in the potential discharge zone for any groundwater and there is potential for the alluvium superficial deposits could act as a perched aquifer, however the existing roads and a margin around them is likely to have been already disturbed during the construction and maintenance of the existing road. The extended habitat survey undertaken of the POIs (refer to **Section 3.2** above) did not find any evidence of GWDTEs.

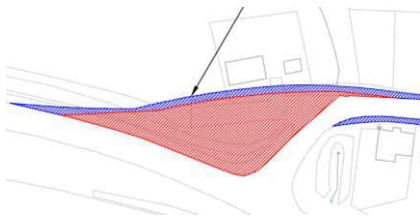
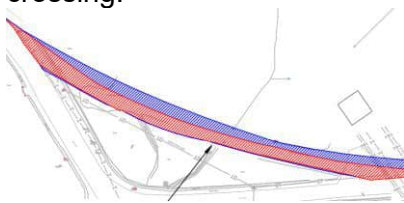
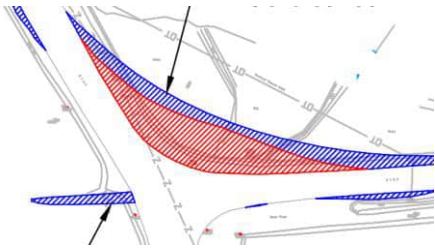
## 3.4.4 Assessment of Effects

**Table 3.11** identifies the baseline conditions for each of the 25 B729 Offsite Roadworks POIs, with a description of impact from the required works at each location on hydrology, hydrogeology, geology and peat receptors.

**Table 3.11: Offsite Roadworks POI Assessment**

| POI | Baseline Assets                                                                                          | Scenario 1 (V172 Blade Flat)*                                                                                                                                                                                                                                                              | Scenario 2 (V172 Blade Raised)*                                                                                                                                                                                             |
|-----|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | Existing watercourse crossing over an unnamed 1:25K watercourse at junction near Liggate. Scottish Water | Loads will overrun the northern verge into third party land, need for land reprofiled and load bearing surface, fences/gates. removed and trees/vegetation cleared, and wall clearance. Over run earthworks within 50 m of watercourse and potentially over Scottish Water infrastructure. | Overrun earthworks within 50 m of a watercourse and potentially over Scottish Water infrastructure. Further investigation required.<br> |



| POI | Baseline Assets                                                                                                                 | Scenario 1 (V172 Blade Flat)*                                                                                                                                                                                                                                                                                                               | Scenario 2 (V172 Blade Raised)*                                                                                                     |
|-----|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
|     | Cairnsphairn WTW adjacent to northern verge.<br>Class 3 peat up gradient to north.                                              | Oversail over Scottish Water property and assets – manhole cover/ underground infrastructure.<br>Watercourse crossing would need to be widened to the north.<br>Potential for impact on Scottish Water infrastructure, further investigation required.<br> |                                                                                                                                     |
| 2   | Existing crossing of unnamed 1:25K watercourse at junction northwest of the War Memorial.<br>Class 5 peat up gradient to north. | Bypass road construction required. Requires construction of new additional watercourse crossing.<br>                                                                                                                                                     | Existing watercourse crossing needs widened.<br> |
| 3   | Unnamed watercourse at NGR NX 57201,93157, south of Dunnie's well and a drain crossing                                          | Land reprofiled within 50 m of watercourse.<br>Uses existing crossings.                                                                                                                                                                                                                                                                     | Existing watercourse crossing needs widened.                                                                                        |
| 4   | B729 near junction to Knockgrey property                                                                                        | Minor earthworks required.                                                                                                                                                                                                                                                                                                                  | Minor earthworks required.                                                                                                          |
| 5   | Section of the B729 77 m from the Water of Deug                                                                                 | No new earthworks. No impact.                                                                                                                                                                                                                                                                                                               | No new earthworks. No impact.                                                                                                       |
| 6   | B729 Twin Knowe,                                                                                                                | No new earthworks. No impact.                                                                                                                                                                                                                                                                                                               | No new earthworks. No impact.                                                                                                       |



| POI | Baseline Assets                                                                                                                                                                           | Scenario 1 (V172 Blade Flat)*                                                                                                       | Scenario 2 (V172 Blade Raised)*                                                                                                                     |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
|     | within 50 m of the Water of Deugh                                                                                                                                                         |                                                                                                                                     |                                                                                                                                                     |
| 7   | Sections of Glede Bog B729 are within 50 m of the Water of Deugh                                                                                                                          | No infrastructure planned. Vegetation and trees cleared for oversail.                                                               | No infrastructure planned. Vegetation and trees cleared for oversail.                                                                               |
| 8   | Road is within 50 m of the Water of Deugh                                                                                                                                                 | No new earthworks. No impact.                                                                                                       | No new earthworks. No impact.                                                                                                                       |
| 9   | Burnfoot Bridge / Marbrack Burn watercourse crossing 80 m upstream of the Water of Deugh.                                                                                                 | Widening of the existing bridge to the south across the Marbrack Burn.                                                              | Widening of the existing bridge across the Marbrack Burn to the north.                                                                              |
| 10  | Burnfoot Bridge, load will overrun into a 50 m watercourse buffer for the water of Deugh.<br>Within alluvial deposits linked to the Water of Deugh.<br>Existing track around Class 5 peat | Loads will oversail and overrun into areas that are within the 50 m watercourse buffer of the Water of Deugh and the Marbrack Burn. | Loads will oversail into areas that are within the 50 m watercourse buffer of the Water of Deugh and the Marbrack Burn. There is no raised overrun. |
| 11  | The route passes by a watercourse crossing of an unnamed watercourse seen on                                                                                                              | No infrastructure planned. Vegetation and trees cleared for oversail.                                                               | No infrastructure planned. Vegetation and trees cleared for oversail.                                                                               |



| POI | Baseline Assets                                                  | Scenario 1 (V172 Blade Flat)*                                                                  | Scenario 2 (V172 Blade Raised)*                                                     |
|-----|------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|     | 1:25k OS mapping                                                 |                                                                                                |                                                                                     |
| 12  | Sections of the B729 within 25 m of the Water of Deugh           | No flat overrun, vegetation clearance for oversail would be within 15 m of the Water of Deugh. | Raised overrun on the south side of the road would be 15 m from the Water of Deugh. |
| 13  | Firmiston Lane watercourse crossing                              | No infrastructure planned. Vegetation and trees cleared for oversail.                          | No infrastructure planned. Vegetation and trees cleared for oversail.               |
| 14  | Sections of the B729 within 25 m of the Water of Deugh           | No infrastructure planned. Vegetation and trees cleared for oversail.                          | No infrastructure planned. Vegetation and trees cleared for oversail.               |
| 15  | Watercourse crossing over an unnamed watercourse shown on 1:25 k | No infrastructure planned. Vegetation and trees cleared for oversail.                          | No new earthworks. No impact.                                                       |
| 16  | Sections of the B729 within 15 m of the Water of Deugh           | No infrastructure planned. Vegetation and trees cleared for oversail.                          | No infrastructure planned. Vegetation and trees cleared for oversail.               |
| 17  | Sections of the B729 within 30 m of the Water of Deugh           | No infrastructure planned. Vegetation and trees cleared for oversail.                          | No infrastructure planned. Vegetation and trees cleared for oversail.               |
| 18  | Watercourse crossing of watercourse seen on 1:10k OS mapping     | No infrastructure planned. Vegetation and trees cleared for oversail.                          | No infrastructure planned. Vegetation and trees cleared for oversail.               |
| 19  | Sections of the B729 within 15 m of the Water of Deugh           | No infrastructure planned. Vegetation and trees cleared for oversail.                          | No infrastructure planned. Vegetation and trees cleared for oversail.               |
| 20  | No watercourse crossings                                         | No infrastructure planned. Vegetation and trees cleared for oversail.                          | No infrastructure planned. Vegetation and trees cleared for oversail.               |



| POI | Baseline Assets                                                      | Scenario 1 (V172 Blade Flat)*                                                                                                                                                                                                                                                                                                                             | Scenario 2 (V172 Blade Raised)*                                                                                                                                                                                                                                                                                                                           |
|-----|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | and outwith the 50 m watercourse buffer for the water of Deugh       |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                           |
| 21  | Sections of the B729 within 15 m of the Water of Deugh               | No infrastructure planned. Vegetation and trees cleared for oversail.                                                                                                                                                                                                                                                                                     | Raised overrun and raised oversail                                                                                                                                                                                                                                                                                                                        |
| 22  | B7829 / B7000 Junction – outwith 50 m of a watercourse or flood zone | No infrastructure planned. Vegetation and trees cleared for oversail.                                                                                                                                                                                                                                                                                     | No infrastructure planned. Vegetation and trees cleared for oversail.                                                                                                                                                                                                                                                                                     |
| 23  | B7829 / B7000 Junction – outwith 50 m of a watercourse or flood zone | No infrastructure planned. Vegetation and trees cleared for oversail.                                                                                                                                                                                                                                                                                     | No infrastructure planned. Vegetation and trees cleared for oversail.                                                                                                                                                                                                                                                                                     |
| 24  | B729 Bell's Craig                                                    | Land reprofiling for oversail is required however it is outside of a flood zone and 50 m watercourse buffers.                                                                                                                                                                                                                                             | No infrastructure planned. Vegetation and trees cleared for oversail.                                                                                                                                                                                                                                                                                     |
| 25  | Entrance to site                                                     | Existing access track bellmouth requires widening. The existing forestry track minor watercourse crossing will be removed, diverted and replaced with a new watercourse crossing under the B729 public road in order to avoid the requirement for a long, culverted section of the watercourse under the widened bellmouth (refer to <b>Chapter 13</b> ). | Existing access track bellmouth requires widening. The existing forestry track minor watercourse crossing will be removed, diverted and replaced with a new watercourse crossing under the B729 public road in order to avoid the requirement for a long, culverted section of the watercourse under the widened bellmouth (refer to <b>Chapter 13</b> ). |

\*Red represents overrun areas, blue represents oversail areas.

Scenario 1 will require some additional earthworks and engineering solutions compared to the Scenario 2. Areas of note are:

- Overrun and oversail at the Liggate junction (POI 1) which may require levelling earthworks and encroach on the Scottish Waters Cairnsphairn Water Treatment Works.



Further information and consultation with Scottish Water should be undertaken to further understand Scottish Water's assets and concerns post consent, prior to any construction activities commencing.

- An additional watercourse crossing will likely be required upstream of the existing road crossing (POI 2) to allow for a straighter crossing. Consultation should be undertaken with the Scottish Environment Protection Agency (SEPA) to discuss and agree appropriate design as two crossings within a short stretch of the watercourse is likely to be less favourable than using and widening an existing crossing where feasible.

### 3.4.5 Mitigation

Existing watercourse crossing suitability should be further assessed to determine if new watercourse crossings, replacement of existing watercourse crossings and or widening/improving of existing crossings are required for load bearing overrun and oversail considerations. All watercourse crossings will adhere to best practice, conform with EASR (2025) and be designed in consultation with SEPA.

Soil and geology mapping indicates there is a potential for some localised areas of peat and peaty soils along the offsite access route. Where peat is shown on published mapping peat surveys should be undertaken where possible (safe to do so) to understand if there is peat or peaty soils present. The survey data will be more accurate and will supersede the published mapping. The results will be used to inform the design of the works and any necessary localised mitigation, including the appropriate management and handling of peat and peaty soils during construction.

Further consultation with Scottish Water and asset plans is required to confirm the location of Scottish Water infrastructure and any concerns Scottish Water may have approaching and oversailing their infrastructure, such as vibrations. It is noted that both turbine delivery options require earthworks to straighten the junction which may contain services. Furthermore, Scenario 1 comprises earthworks that are in closer proximity to the Scottish Water WTW and the associated oversail is over Scottish Water assets.

It is assumed that the proposed road widening along the B729 would be permanent, and therefore, any vegetation lost as a result, would not be replanted. However, planting areas of grass verges would be reinstated in areas where working corridors would be required in order to construct areas of road widening.

It is also anticipated that any boundary features such as dry-stone walls would be replaced and therefore effects would be temporary in nature. There would be a benefit to the permanent removal of overhead utilities / powerlines where alternative underground locations could be possible.

Standard best practise guidelines will be followed, during the period of the offsite roadworks, these are detailed in the EIA Report **Chapters 12 and 13** and **Appendix 13.1** to the EIA Report.

### 3.4.6 Summary

The B729 Offsite Roadworks have been considered using the same methodology as **Chapters 12 and Chapter 13** of the EIA Report. The B729 Offsite Roadworks are expected to have no significant effect, assuming that best practice guidelines are adhered to throughout the period of the works and subject to further consultation with Scottish Water.



### 3.4.7 Statement of Significance

Effects on hydrology, hydrogeology, geology and peat associated with the B729 Offsite Roadworks are considered to be not significant.

## 4.0 Summary of Conclusions

The B729 Offsite Roadworks would result in localised and generally small-scale changes to roadside vegetation, landscape features and visual amenity. Effects would be concentrated at discrete points along the route and would not materially alter the character of the wider landscape or ecological resource. Following mitigation, no significant residual effects are predicted.

A summary of conclusions, including a comparison of the conclusions presented in the B729 Offsite Roadworks appraisal undertaken in support of the Consented Development, is presented in **Table 3.12** below.

**Table 3.12: Summary of Conclusions**

| 2018 Section 36 Application, supported by Additional Environmental Information I (2019) and Additional Environmental Information II (2021) - the Consented Development)                                                                       | 2026 Section 36C Application - the Proposed Varied Development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Landscape and Visual</b>                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| The appraisal concluded that effects on landscape features, landscape character and visual amenity associated with the B729 Offsite Roadworks are all considered to be not significant.                                                       | The appraisal concluded that effects on landscape features, landscape character and visual amenity associated with the B729 Offsite Roadworks for the Proposed Varied Development are all considered to be not significant. The V172 Blade Raised scenario generally results in fewer adverse effects compared to the V172 Blade Flat scenario due to the reduced physical footprint and extent of oversail required at each POI.                                                                                                                                                                    |
| <b>Ecology and Ornithology</b>                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Although the B729 Offsite Roadworks have the potential to effect badger and otter, due to the low magnitude of predicted effect and the implementation of embedded construction good practice measures, no significant effects are predicted. | <p>The B729 Offsite Roadworks would result in the loss of small areas of roadside vegetation, including grassland, scrub and trees associated with oversail and overrun areas. Ecological effects would be highly localised and largely restricted to habitats of local ecological value.</p> <p>No significant effects on statutory or non-statutory designated sites are predicted due to the limited extent of works and their separation from designated features.</p> <p>Protected species are unlikely to be significantly affected provided standard mitigation measures are implemented,</p> |



| 2018 Section 36 Application, supported by Additional Environmental Information I (2019) and Additional Environmental Information II (2021) - the Consented Development)                                                                                                                                                                                                                                                                                                   | 2026 Section 36C Application - the Proposed Varied Development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | including pre-construction checks, timing restrictions for vegetation clearance, ecological supervision where required, and adherence to a CEMP. Overall, all residual ecological effects are predicted to be not significant in EIA terms.                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Cultural Heritage</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| The appraisal concluded that the proposed road improvement works would not affect any recorded non-designated heritage assets.                                                                                                                                                                                                                                                                                                                                            | <p>Dry-stone built boundary walls lining the road which are associated with a known heritage asset defined on the DGC HER - MDG25538 Knockgray Park NIDL, would be physically impacted at discrete locations as a result of the B729 Offsite Roadworks for the Proposed Varied Development (V172 Blade Flat and Tower scenario only).</p> <p>The parapets of a bridge (HA3) over Burnfoot Burn would also need to be dismantled (V172 Blade Flat and Tower scenario only). The bridge is not recorded as a heritage asset on DGC HER.</p> <p>For the V172 Blade Raised and Tower scenario, no known heritage assets would be physically impacted.</p> |
| Although existing dry-stone walls are not recorded by either HES, DGC HER or Canmore as heritage assets, it is advised that they should be treated as such as they form an important part in preserving the historic character of the wider rural landscape. Any dry-stone walls which are dismantled as part of the road improvement works should be carefully dismantled and reconstructed using the original materials and with traditional techniques where possible. | <p>The V172 Blade Flat and Tower scenario would impact upon dry-stone field boundary walls at seven POI.</p> <p>The V172 Blade Raised and Tower scenario would impact upon dry-stone field boundary walls at four POI.</p> <p>The recommendation for mitigation by reconstruction of the dismantling of any built remains for the Consented Development has therefore been retained for the B729 Offsite Roadworks for the Proposed Varied Development.</p>                                                                                                                                                                                           |
| It is recommended as best archaeological practice that archaeological monitoring and recording (watching brief) of any intrusive ground works at PC/13 at Nether Loskie, should take place to identify and record any surviving remains of a possible post-medieval cottage (10) recorded on the 1st edition OS map.                                                                                                                                                      | No impact as a result of the B729 Offsite Roadworks for the Proposed Varied Development has been identified upon Nether Loskie (HER Other 1) and this mitigation is not retained.                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



| 2018 Section 36 Application, supported by Additional Environmental Information I (2019) and Additional Environmental Information II (2021) - the Consented Development) | 2026 Section 36C Application - the Proposed Varied Development                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Hydrology, Hydrogeology, Geology and Peat</b>                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                         |
| The appraisal concluded that the B729 offsite roadworks is predicted to have no significant effect.                                                                     | Similarly to the previous appraisal, the assessment of the B729 appraisal shows that the effect of the offsite works are considered to be not significant with appropriate best practice methods, consultation with SEPA and Scottish Water regarding the location and protection of their assets around Liggate junction (POI 1) / Cairnsphairn Water treatment works. |



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## Annex 1: Photographs

Photograph 1: The hardstanding area of the B729 which comprises the majority of the site.



Photograph 2: Dry-stone walls are present along much of the B729.



Photograph 3: Section of retaining wall with scrub and tree above.



Photograph 4: species poor semi-improved grassland which grows along the road verge for much of the site.



|                                                                                     |                                                                                                                                         |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <p>Photograph 5: Areas of semi-improved acid grassland extending into the site.</p> | <p>Photograph 6: Marshy grassland dominated by soft rush.</p>                                                                           |
|    |                                                       |
| <p>Photograph 7: Mixed woodland</p>                                                 | <p>Photograph 8: young broadleaved woodland growing over the steep embankment present within and adjacent to the south of the site.</p> |
|   |                                                      |



|                                                                                                                                                 |                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Photograph 9: broadleaved woodland</p>                      | <p>Photograph 10: broadleaved woodland</p>                 |
| <p>Photograph 11: plantation conifer woodland</p>             | <p>Photograph 12: section of felled conifer woodland</p>  |
| <p>Photograph 13: dense mixed scrub of willow and gorse</p>  | <p>Photograph 14: blackthorn scrub</p>                   |



|                                                                                                                                                                                                 |                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Photograph 15: Scattered trees growing over small areas of dry heath.</p>                                   | <p>Photograph 16: individual broadleaved trees.</p>                                                           |
| <p>Photograph 17: intact hedgerow</p>                                                                         | <p>Photograph 18: minor watercourse which flows adjacent to the site and is culverted beneath the B729.</p>  |
| <p>Photograph 19: minor watercourse which flows adjacent to the site and is culverted beneath the B729.</p>  | <p>Photograph 20: the Marbrack Burn</p>                                                                     |
| <p>Photograph 21: dense stands of Rhododendron.</p>                                                          | <p>Photograph 22: Sycamore containing PRFs</p>                                                              |





## Annex 2: Bird Records

Provided by South West Scotland Environmental Information Centre (SWSEIC) in 2026

| Species                  | Latin Name                           | Number of Records |
|--------------------------|--------------------------------------|-------------------|
| Barn Owl                 | <i>Tyto alba</i>                     | 1                 |
| Blackbird                | <i>Turdus merula</i>                 | 12                |
| Blue Tit                 | <i>Cyanistes caeruleus</i>           | 14                |
| Bullfinch                | <i>Pyrrhula pyrrhula</i>             | 2                 |
| Buzzard                  | <i>Buteo buteo</i>                   | 4                 |
| Carrion Crow             | <i>Corvus corone</i>                 | 11                |
| Coal Tit                 | <i>Periparus ater</i>                | 9                 |
| Collared Dove            | <i>Streptopelia decaocto</i>         | 2                 |
| Common Sandpiper         | <i>Actitis hypoleucos</i>            | 8                 |
| Cormorant                | <i>Phalacrocorax carbo</i>           | 2                 |
| Crossbill                | <i>Loxia curvirostra</i>             | 3                 |
| Cuckoo                   | <i>Cuculus canorus</i>               | 6                 |
| Curlew                   | <i>Numenius arquata</i>              | 3                 |
| Dipper                   | <i>Cinclus cinclus</i>               | 12                |
| Dunnock                  | <i>Prunella modularis</i>            | 1                 |
| Goldcrest                | <i>Regulus regulus</i>               | 7                 |
| Goldfinch                | <i>Carduelis carduelis</i>           | 5                 |
| Goosander                | <i>Mergus merganser</i>              | 3                 |
| Grasshopper Warbler      | <i>Locustella naevia</i>             | 3                 |
| Great Spotted Woodpecker | <i>Dendrocopos major</i>             | 2                 |
| Great Tit                | <i>Parus major</i>                   | 11                |
| Grey Heron               | <i>Ardea cinerea</i>                 | 1                 |
| Grey Wagtail             | <i>Motacilla cinerea</i>             | 2                 |
| Greylag Goose            | <i>Anser anser</i>                   | 10                |
| Hawfinch                 | <i>Coccothraustes coccothraustes</i> | 2                 |
| House Martin             | <i>Delichon urbicum</i>              | 1                 |
| House Sparrow            | <i>Passer domesticus</i>             | 2                 |
| Jackdaw                  | <i>Coloeus monedula</i>              | 11                |
| Jay                      | <i>Garrulus glandarius</i>           | 3                 |
| Kestrel                  | <i>Falco tinnunculus</i>             | 2                 |



| Species                  | Latin Name                        | Number of Records |
|--------------------------|-----------------------------------|-------------------|
| Lesser Black-backed Gull | <i>Larus fuscus</i>               | 2                 |
| Lesser Redpoll           | <i>Acanthis cabaret</i>           | 6                 |
| Little Grebe             | <i>Tachybaptus ruficollis</i>     | 2                 |
| Magpie                   | <i>Pica pica</i>                  | 5                 |
| Mallard                  | <i>Anas platyrhynchos</i>         | 3                 |
| Meadow Pipit             | <i>Anthus pratensis</i>           | 6                 |
| Mistle Thrush            | <i>Turdus viscivorus</i>          | 8                 |
| Nuthatch                 | <i>Sitta europaea</i>             | 2                 |
| Oystercatcher            | <i>Haematopus ostralegus</i>      | 1                 |
| Pheasant                 | <i>Phasianus colchicus</i>        | 2                 |
| Pied Wagtail             | <i>Motacilla alba</i>             | 10                |
| Redstart                 | <i>Phoenicurus phoenicurus</i>    | 1                 |
| Redwing                  | <i>Turdus iliacus</i>             | 2                 |
| Robin                    | <i>Erithacus rubecula</i>         | 9                 |
| Sand Martin              | <i>Riparia riparia</i>            | 4                 |
| Sedge Warbler            | <i>Acrocephalus schoenobaenus</i> | 1                 |
| Siskin                   | <i>Spinus spinus</i>              | 14                |
| Skylark                  | <i>Alauda arvensis</i>            | 3                 |
| Snipe                    | <i>Gallinago gallinago</i>        | 1                 |
| Song Thrush              | <i>Turdus philomelos</i>          | 8                 |
| Sparrowhawk              | <i>Accipiter nisus</i>            | 1                 |
| Spotted Flycatcher       | <i>Muscicapa striata</i>          | 4                 |
| Starling                 | <i>Sturnus vulgaris</i>           | 2                 |
| Stonechat                | <i>Saxicola rubicola</i>          | 1                 |
| Swallow                  | <i>Hirundo rustica</i>            | 9                 |
| Swift                    | <i>Apus apus</i>                  | 2                 |
| Tawny owl                | <i>Strix aluco</i>                | 1                 |
| Teal                     | <i>Anas crecca</i>                | 1                 |
| Tree Pipit               | <i>Anthus trivialis</i>           | 4                 |
| Treecreeper              | <i>Certhia familiaris</i>         | 2                 |
| Wheatear                 | <i>Oenanthe oenanthe</i>          | 2                 |
| Whinchat                 | <i>Saxicola rubetra</i>           | 9                 |



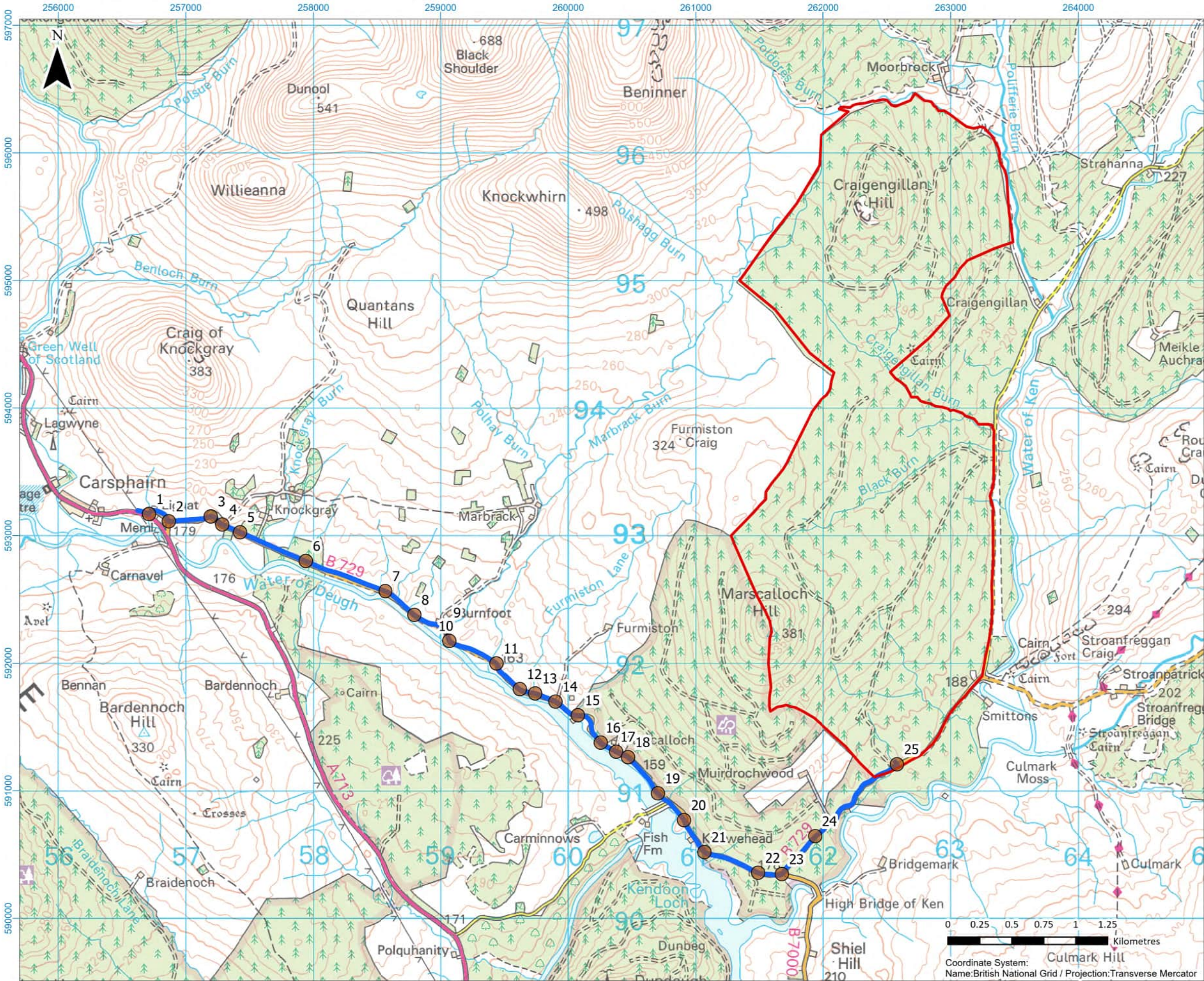
| Species            | Latin Name                     | Number of Records |
|--------------------|--------------------------------|-------------------|
| Whitethroat        | <i>Curruca communis</i>        | 2                 |
| Willow Warbler     | <i>Phylloscopus trochilus</i>  | 13                |
| Wood warbler       | <i>Phylloscopus sibilatrix</i> | 2                 |
| Woodpigeon         | <i>Columba palumbus</i>        | 7                 |
| Wren               | <i>Troglodytes troglodytes</i> | 11                |
| <b>Grand Total</b> |                                | <b>318</b>        |



## Figures



Figure 1: B729 Offsite Roadworks Route and Points of Interest



- Legend:
- Site Boundary
  - B729 Offsite Roadworks Route
  - Points of Interest (POI)

Title  
B729 Offsite Roadworks Route and Points of Interest

Project:  
Shepherds' Rig Wind Farm Section 36C

Source:  
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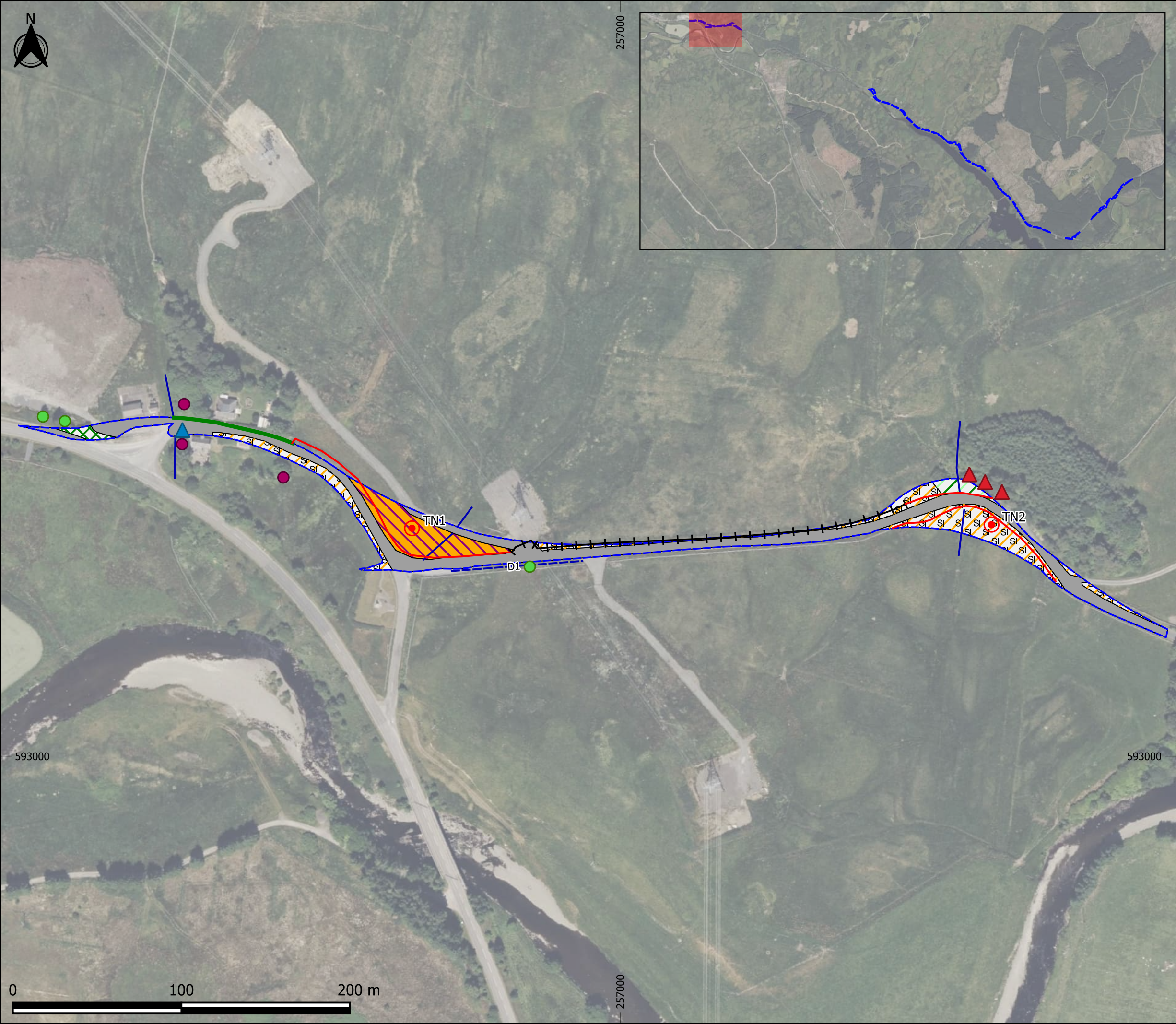
Client:  
Boralex

|           |          |
|-----------|----------|
| Drawn by: | Checked: |
| AR        | CK       |

|            |         |
|------------|---------|
| Date:      | Figure: |
| 03/07/2026 | 1       |

|          |              |
|----------|--------------|
| Scale:   | Revision No. |
| 1:30,000 | 1            |





- Legend
- Target note
  - Tree with bat roosting potential
  - Tree
  - Intact hedge - species-poor
  - Fence
  - Wall
  - Running water
  - Ditch
  - Mixed woodland - plantation
  - Scrub - dense/continuous
  - Acid grassland - semi-improved
  - Marsh/marshy grassland
  - Built up areas inc. hardstanding
  - Survey boundary
  - Cotoneaster
  - Rhododendron

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PROJECT TITLE  
SHEPHERDS RIG WIND FARM

DRAWING TITLE  
Figure 2 : Pinch Point Habitat Survey Results

DATE: 11/05/2026  
DRAWN: SL  
CHECKED: HB  
APPROVED: HB  
SCALE: 1:2,150  
VERSION:1.0

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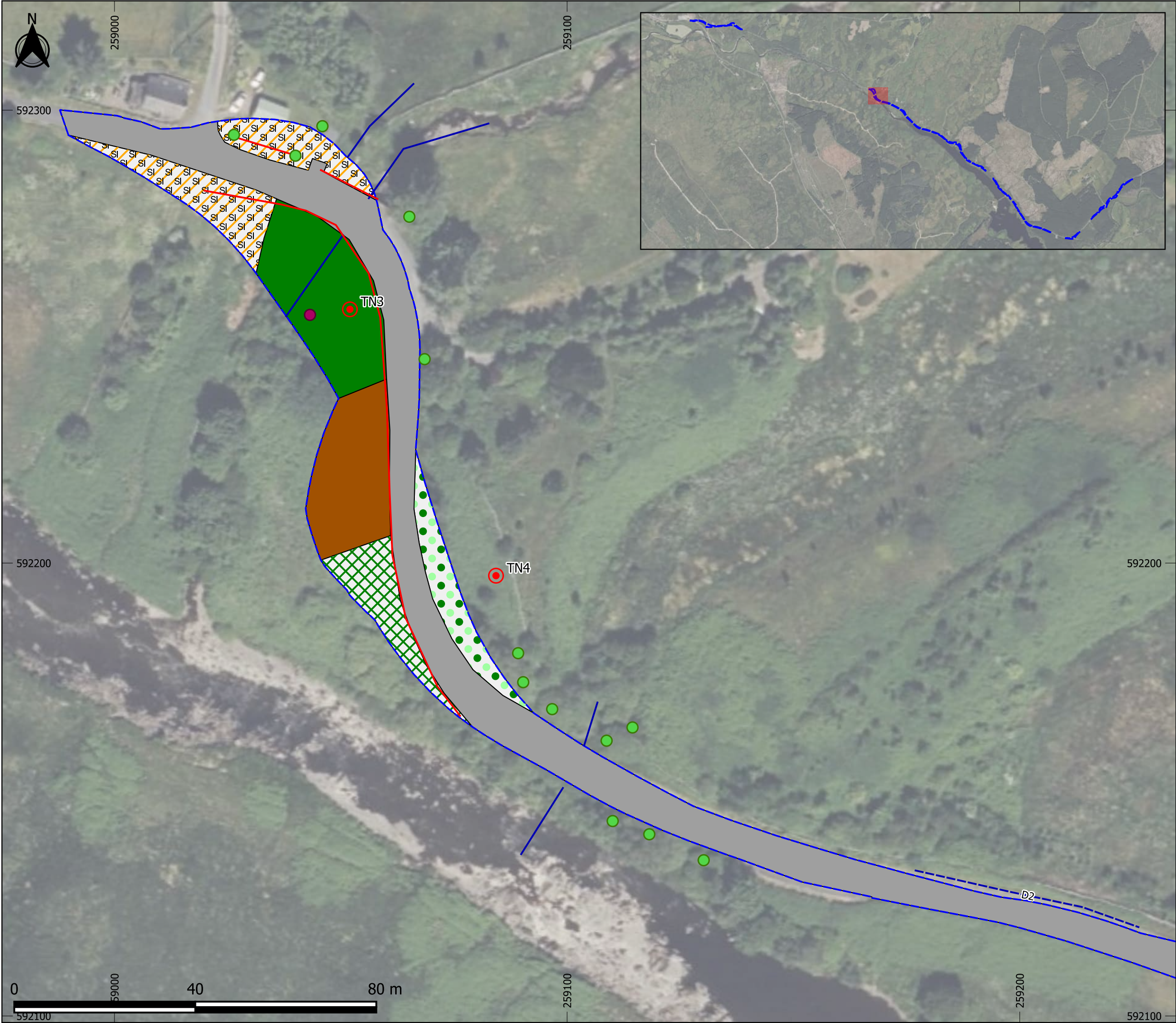
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Sources: BSG Ecology survey data



- Legend
- Target note
  - Tree with bat roosting potential
  - Tree
  - Wall
  - Running water
  - Ditch
  - Scrub - dense/continuous
  - Mixed Parkland/scattered trees
  - Acid grassland - semi-improved
  - Bracken - continuous
  - Built up areas inc. hardstanding
  - Broadleaved woodland
  - Survey boundary

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PROJECT TITLE  
SHEPHERDS RIG WIND FARM

DRAWING TITLE  
Figure 3 : Pinch Point Habitat Survey Results

DATE: 11/05/2026  
DRAWN: SL  
CHECKED: HB  
APPROVED: HB  
SCALE: 1:800  
VERSION:1.0

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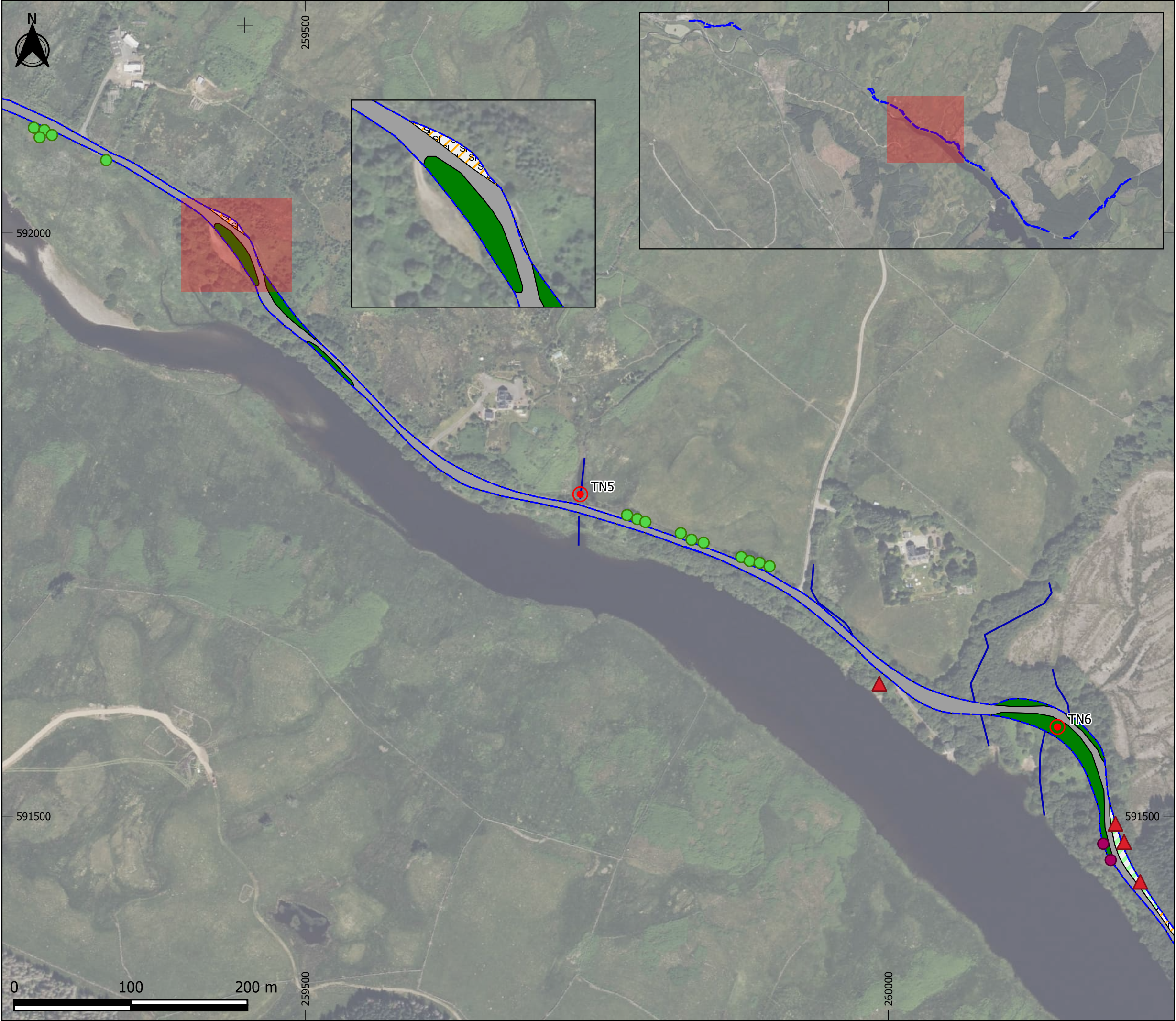
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- Legend
- Target note
  - Tree with bat roosting potential
  - Tree
  - Running water
  - Coniferous woodland - plantation
  - Acid grassland - semi-improved
  - Built up areas inc. hardstanding
  - Broadleaved woodland
  - Survey boundary
  - Rhododendron

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PROJECT TITLE  
SHEPHERDS RIG WIND FARM

DRAWING TITLE  
Figure 4 : Pinch Point Habitat Survey Results

DATE: 11/05/2026      CHECKED: HB      SCALE: 1:3,100  
DRAWN: SL      APPROVED: HB      VERSION:1.0

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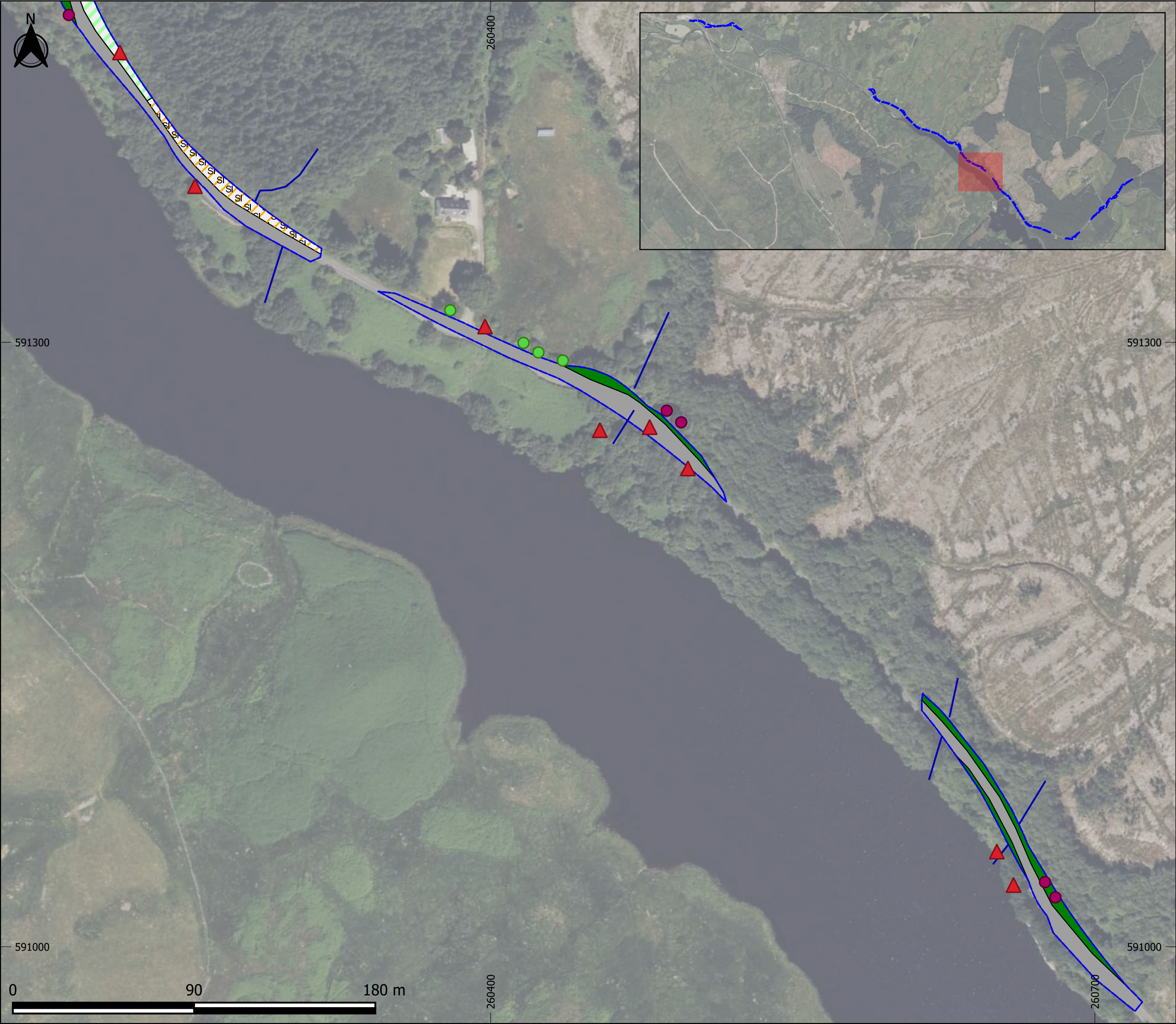
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Sources: BSG Ecology survey data



- Legend
- Tree with bat roosting potential
  - Tree
  - Running water
  - Coniferous woodland - plantation
  - Acid grassland - semi-improved
  - Built up areas inc. hardstanding
  - Broadleaved woodland
  - Survey boundary
  - Rhododendron

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PROJECT TITLE  
SHEPHERDS RIG WIND FARM

DRAWING TITLE  
Figure 5 : Pinch Point Habitat Survey Results

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DRAWN: SL  
CHECKED: HB  
APPROVED: HB  
SCALE: 1:1,800  
VERSION:1.0

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- Legend
- Target note
  - Tree with bat roosting potential
  - Tree
  - Running water
  - Built up areas inc. hardstanding
  - Broadleaved woodland
  - Survey boundary
  - Rhododendron

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PROJECT TITLE  
SHEPHERDS RIG WIND FARM

DRAWING TITLE  
Figure 6 : Pinch Point Habitat Survey Results

DATE: 11/05/2026      CHECKED: HB      SCALE: 1:2,200  
DRAWN: SL      APPROVED: HB      VERSION:1.0

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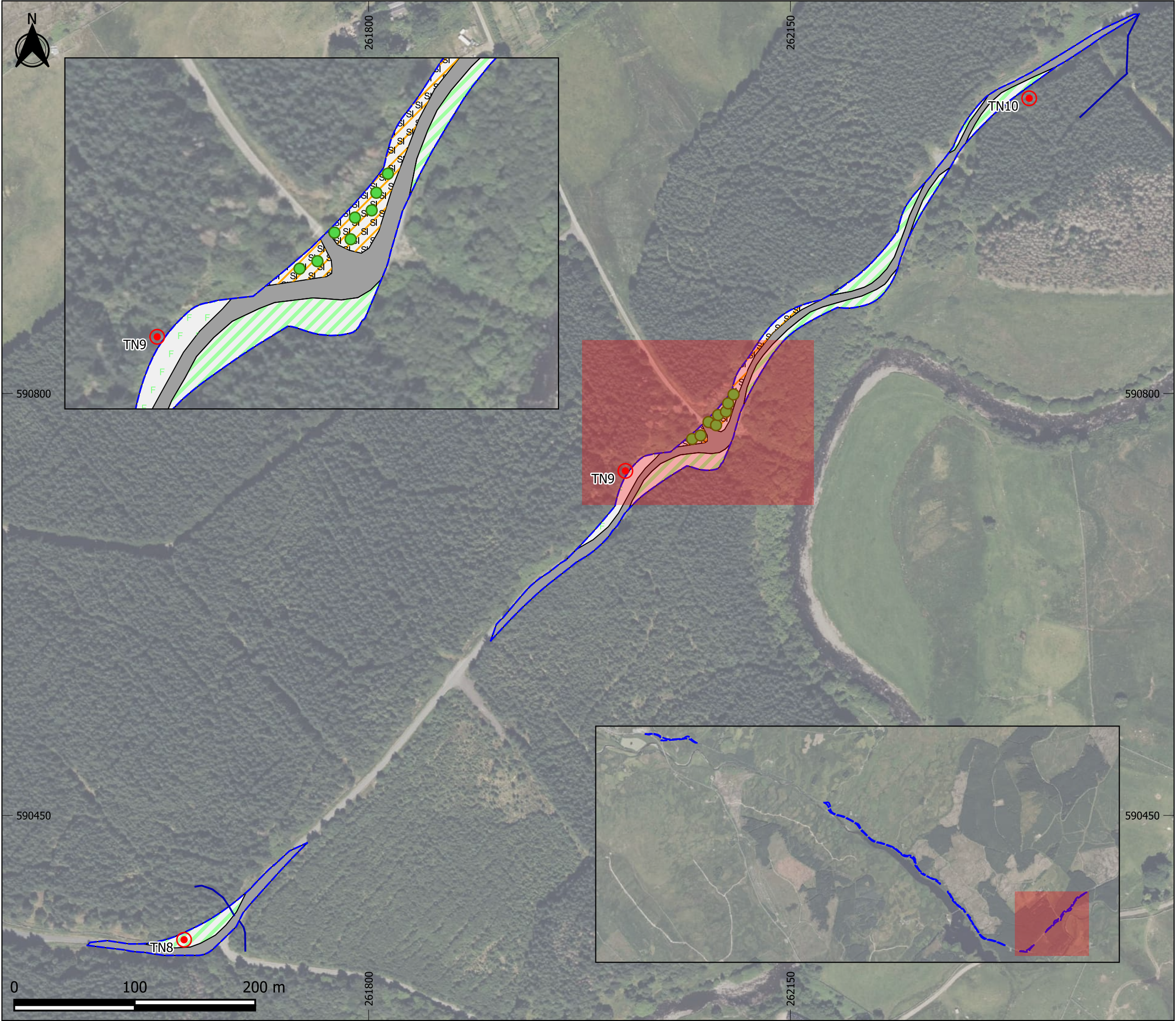
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Sources: BSG Ecology survey data



- Legend
- Target note
  - Tree
  - Running water
  - Coniferous woodland - plantation
  - Coniferous woodland - recently felled
  - Acid grassland - semi-improved
  - Built up areas inc. hardstanding
  - Survey boundary

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PROJECT TITLE  
SHEPHERDS RIG WIND FARM

DRAWING TITLE  
Figure 7 : Pinch Point Habitat Survey Results

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