CORR CHNOC WIND FARM

ADDITIONAL INFORMATION REPORT

SOCIO-ECONOMIC ADDENDUM

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Prepared on behalf of

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Corr Chnoc Wind Farm: Socio-Economic Addendum

Tourist Accommodation, Tourist Attractions and Designated Recreation Routes

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Executive Summary

This Addendum supplements MKA Economics' November 2024 Socio-Economic Statement. It does not form part of the Environmental Impact Assessment (EIA) but instead provides a qualitative assessment in relation to tourism and recreation assets within defined study areas. It also updates the economic estimates arising from Corr Chnoc Wind Farm, following deletion of turbine T18. The Revised Proposed Development comprises 11 turbines, with the retained turbine positions unchanged.

The Addendum covers local accommodation providers and ten tourist attractions within 10 km of the nearest retained turbine, and designated recreation routes principally within 5 km, including relevant connected sections and Fearnoch Forest tracks. It draws on revised Zone of Theoretical Visibility (ZTV) mapping, the original Environmental Impact Assessment (EIA) Report chapters, the Additional Information (AI) Report chapters (specifically in relation to noise) and published tourism research. The Addendum considers the overall interaction of the Revised Proposed Development on tourism and recreation within the study areas; it is specifically not an assessment of individual businesses.

During the approximately 18-month construction period, some visitors to the area are likely to see or hear elements of construction works and experience temporary traffic delays. These effects are most likely to be experienced by users of the C32 road through Glen Lonan, specifically at its junction with the access track for the Revised Proposed Development. Users of the forestry tracks within Fearnoch Forest will also be temporarily impacted during the construction phase where new and upgraded track works on certain sections will be required. These works would temporarily restrict recreational use of the impacted sections for health and safety reasons. The proposed Construction Traffic Management Plan, Construction Environmental Management Plan and access measures identified in EIA Report Chapter 12 would manage these interactions.

Construction-worker stays may benefit some accommodation providers, but no net tourism gain is assumed.

Once construction is complete and the Revised Proposed Development is operational, access disruption is no longer a live consideration. Instead, visitors to the area, depending on their location and the prevailing weather conditions, may see or hear the turbines as they travel through the landscape and conduct recreational activates. Again, depending on their specific location, and intervening landform and landcover, the Revised Proposed Development may be visible to visitors or quickly glimpsed in a passing view. The new and upgraded tracks through Fearnoch Forest could improve recreational connections and route choice, subject to the final access arrangements

Notwithstanding these realities, overall, the Revised Proposed Development is not predicted to reduce overall tourism or recreational activity within the study areas. This conclusion takes account of the local changes in visitor experience and temporary access restrictions during construction identified in the Addendum.

Using the original benchmark assumptions set out in the 2024 Socio-Economic Statement, deletion of turbine T18 reduces the assumed generating capacity from 86.4 MW to 79.2 MW. Indicative construction expenditure reduces from £114.0 million to £104.5 million, including Scottish expenditure of £41.1 million to £37.6 million, of which expenditure in Argyll and Bute reduces from £13.7 million to £12.5 million. Estimated construction employment reduces from 298 to 273 job-years in Scotland, including a reduction from 99 to 91 locally. Annual community benefit reduces from £432,000 to £396,000 on the original £5,000 per MW basis. The economic estimates remain indicative and depend on procurement and the geographical distribution of contracts.

1: Purpose and background

This Addendum has been prepared by MKA Economics to supplement the Socio-Economic Statement (dated November 2024) for Corr Chnoc Wind Farm (the Proposed Development). The original Statement provided an assessment of socio-economic impacts, including a summary of published research on onshore wind farms in Scotland and their relationship with the tourist economy at national and regional levels.

It was originally intended to include a socio-economic assessment of the Proposed Development as a chapter within the EIA Report. It was therefore specifically referred to within the EIA Scoping Report as submitted to the Energy Consents Unit (ECU) in June 2023. Notwithstanding, in the intervening period up to submission of the application for Section 36 consent and in response to the adoption of National Planning Framework 4 in early 2023, the consensus of the wider renewables industry changed and it is now considered best practice for socio-economic assessments to be presented as standalone documents to allow for a more discursive assessment to be presented outwith the confines of EIA methodology and terminology. This approach is specifically advocated in the September 2025 Scottish Renewables publication 'Guideline on Streamlining Environmental Impact Assessment for Onshore Wind Farms'[1]. There is therefore nothing unusual or incorrect about the approach adopted by MKA Economics (i.e. production of a standalone report) on behalf of the Applicant in this regard.

It is acknowledged the EIA Scoping Report indicated that tourist attractions and accommodation would be identified within 5 km, 10 km and 15 km of the Site boundary, and that an assessment of effects on tourism receptors would be undertaken. For the reasons set out below, and supported by the Proposed Development's Zone of Theoretical Visibility (ZTV), this Addendum presents a more proportionate assessment based on the following study areas:

- Within 10 km of the nearest retained turbine for tourist attractions and accommodation; and
- Within 5 km of the nearest retained turbine for designated recreation routes, with connected sections included where relevant.

Following submission of the application for Section 36 consent in late 2024, and in response to consultee feedback, the Applicant has agreed to delete the westernmost turbine (T18) from the Proposed Development. As requested by the ECU, this Addendum also briefly sets out the impact of the deletion of this single turbine on job creation, Gross Value Added (GVA) figures etc. as set out in the original Statement. Throughout this document, the amended scheme with the deletion of turbine T18 is referred to as the 'Revised Proposed Development'.

1.1: The revised proposal and supporting information

The Revised Proposed Development comprises 11 turbines following deletion of turbine T18. The remaining turbine positions are unchanged. Figures 1 to 3 show the 11 turbine layout and theoretical visibility up to blade tip height. The assessment considers a construction period of approximately 18 months and a 50-year operational period, as described in the application for Section 36 consent and deemed planning permission.

This Addendum draws on EIA Report Chapter 14 (Noise), read alongside Chapter 6 (Noise) of the AI Report. In this respect, AI Report Chapter 6 concludes that noise effects arising from construction, operation and decommissioning of the Revised Proposed Development remain unchanged from those reported in the EIA Report. References to EIA Report Chapter 14 in the receptor entries in Sections 3 and 4 of this Addendum should be read with that update.

[1] https://www.scottishrenewables.com/publications/2096-new-eia-report-guidance

The landscape and visual, cultural heritage, transport, residential visual amenity and shadow flicker assessments forming part of the EIA Report also inform the relevant receptor entries. The wider planning balance case is addressed in the accompanying Planning and Energy Policy Statement Addendum. The findings here inform the net economic impact and public access considerations in NPF4 Policy 11(c) and 11(e)(iii) and the tourism, recreation and public access considerations in Argyll and Bute Local Development Plan 2 (LDP2) Policy 30.

1.2: Published evidence on wind farms and tourism

BiGGAR Economics' 2021 study[2] considered tourism employment around 44 Scottish wind farms and at local authority level. It identified that Scottish tourism-related employment increased by approximately 20% between 2009 and 2019, which coincided with significant deployment of onshore wind farms. The study found no relationship between local authority tourism employment trends and growth in turbine numbers, and no consistent adverse employment pattern in its wind farm case studies.

ClimateXChange's 2012 review[3] of Scottish evidence did not identify a discernible negative effect on tourism at the aggregate level. Its subsequent 2015 research[4] recommended combining methods to understand local outcomes. Together, these studies support assessing each location on its circumstances, rather than assuming that turbine visibility causes a decline in tourism. Neither of these two ClimateXChange studies provided forecasts of bookings at individual businesses or usage of individual recreational routes.

1.3: Economic comparison following deletion of T18

Table 1 below updates the original economic estimates on a consistent basis with the 2024 Socio-Economic Statement to enable a like-for-like comparison. It retains the 7.2 MW per turbine rating, giving 86.4 MW for the Proposed Development and 79.2 MW for the Revised Proposed Development. The figures presented in Table 1 are indicative benchmark estimates; final figures are dependent on a large range of variables such as procurement processes, inflation and supply chain availability. The proposed battery energy storage system was excluded from the original quantified estimates and remains excluded.

The comparison retains the original Statement's assumption that 36% of the Revised Proposed Development's total construction expenditure would be incurred in Scotland, including 12% of total construction expenditure in Argyll and Bute. Annual operational expenditure is estimated at £59,867 per MW, with 58% of total expenditure attributed to Scotland, including 42% of total expenditure attributed to Argyll and Bute. As stated previously, these figures are subject to a range of factors.

Table 1: Indicative economic comparison on the original benchmark basis

[2] https://biggareconomics.co.uk/wp-content/uploads/2021/11/BiGGAR-Economics-Wind-Farms-and-Tourism-2021.pdf

[3] https://www.climatexchange.org.uk/wp-content/uploads/2023/09/the_impact_of_windfsarms_on_scottish_tourism.pdf

[4] https://www.climatexchange.org.uk/wp-content/uploads/2023/09/wind_farms__tourism_-_march_2015.pdf

Indicator	Proposed Development (Original 12 turbines)	Revised Proposed Development (Revised 11 turbines)
Assumed generating capacity	86.4 MW	79.2 MW
Total construction expenditure	£114.0 million	£104.5 million
Construction expenditure in Argyll and Bute	£13.7 million	£12.5 million
Construction expenditure in Scotland (including Argyll and Bute)	£41.1 million	£37.6 million
Construction employment in Argyll and Bute	99 job-years	91 job-years
Construction employment in Scotland (including Argyll and Bute)	298 job-years	273 job-years
Construction GVA in Argyll and Bute	£5.9 million	£5.4 million
Construction GVA in Scotland (including Argyll and Bute)	£17.7 million	£16.3 million
Total annual operational expenditure	£5.2 million	£4.7 million
Annual operational expenditure in Argyll and Bute	£2.2 million	£2.0 million
Annual operational expenditure in Scotland (including Argyll and Bute)	£3.0 million	£2.8 million
Indicative operational employment supported in Argyll and Bute	18 jobs	16 jobs
Indicative operational employment supported in Scotland (including Argyll and Bute)	25 jobs	23 jobs
Annual operational GVA in Argyll and Bute	£0.93 million	£0.86 million
Annual operational GVA in Scotland (including Argyll and Bute)	£1.29 million	£1.18 million
Annual community benefit at £5,000 per MW	£432,000	£396,000
Community benefit over 50 years	£21.6 million	£19.8 million

Source: MKA Economics (November 2024) and recalculation using the original assumptions.
Note: Argyll and Bute figures are included within Scottish totals. In Table 4.3 of the 2024 Statement, local and Scottish figures were also included within the UK total. These overlapping totals should not be added together.

Construction employment is expressed as job-years supported across the supply chain. Operational employment represents indicative jobs supported by annual expenditure in the geography shown; it does not represent a committed on-site workforce. Construction calculations retain the original turnover-per-job-year factor of £137,942 and a GVA/turnover ratio of 0.432; operational calculations retain £121,935 per job and a GVA/turnover ratio of 0.430.

Argyll and Bute figures are included within the Scottish totals and must not be added to them. Expenditure, GVA and community benefit are separate indicators and should not be summed into a single benefit total. Community benefit uses the original £5,000 per MW annual basis; the 50-year figure is undiscounted and excludes indexation.

Figures are rounded. Scottish construction expenditure for the original scheme has been recalculated as £41.1 million, correcting the £41.0 million reported in the November 2024 Statement. Annual operational GVA is shown to two decimal places to make the difference between the Proposed Development and the Revised Proposed Development clear.

On the retained benchmark assumptions, the Revised Proposed Development would continue to support construction and operational expenditure, employment and GVA in Argyll and Bute and Scotland. The estimates indicate potential economic activity, with the benefits realised depending on procurement and the geographical distribution of contracts.

2: Approach and evidence

The Addendum follows a consistent sequence: the location and visitor activity; potential views and screening; noise; relevant access or traffic interactions; and the expected implication for tourism or recreation. Construction and operation are considered separately. Professional judgement takes account of the extent and duration of the change, the nature of the visit and the published evidence.

This Addendum considers the impact of the Revised Proposed Development on the construction and operational phases only. It is not considered necessary to assess the decommissioning phase, given that the impacts would be similar to those experienced during the construction phase.

Heritage assets are included where they are promoted as tourist attractions or are established visitor destinations, whether admission is charged or free.

2.1: Study area and coverage

The adopted study areas have been informed by professional judgment, industry best practice, and relevant experience. Impacts on tourist receptors (both attractions and accommodation) are considered within 10 km of the nearest retained turbine to capture the receptors that are most likely to experience impacts as a result of the Revised Proposed Development.

After further consideration, it was concluded that there would not be any likely significant effects beyond 5 km of the turbine locations on designated recreation routes. To present a proportionate assessment therefore, a 5 km study area for recreation routes has been deemed to be appropriate, although for completeness, connected sections are included where relevant to the experience of the route. Fearnoch Forest tracks are also included because they interact with the proposed site access.

Distances are measured to the nearest retained turbine, rather than to the Section 36 application boundary.

2.2: Accommodation and attraction data

The spatial information comprises Figures 1 to 3, dated 2 June 2026. Its supporting database uses Ordnance Survey accommodation classifications and contains 558 unique accommodation address records within 10 km: 28 within 5 km and 530 between 5 km and 10 km. These are address records, rather than a count of independent businesses or bedspaces.

Accommodation is assessed in two geographical groups: within 5 km and between 5 and 10 km of the nearest retained turbine. Each discussion takes account of differences in setting, screening and access within the group.

Table 2 sets out the source classifications. CH02 includes holiday accommodation and short-term lets beyond conventional self-catering cottages; bothies are not identified separately. Figure 1 illustrates accommodation points by category overlaid onto the mapped turbine blade tip theoretical visibility.

Table 2: Accommodation records by source category and distance

Source class and description	Within 5 km	5 to 10 km	Total
CH01 Boarding / guest house / bed and breakfast / youth hostel	1	27	28
CH02 Holiday let / accommodation / short-term let other than CH01	26	485	511
CH03 Hotel / motel	1	18	19
Total mapped address records	**28**	**530**	**558**

Counts are based on unique accommodation address records and their distance from the nearest retained turbine. At the scale of Figure 1, some symbols for closely spaced records overlap, so fewer separate symbols are distinguishable than the true number of records counted in Table 2. Some records may represent individual accommodation units within the same business; the figures therefore do not represent counts of independent businesses or bedspaces.

2.3: Interpretation of Figures 1 to 3

As explained earlier in this Addendum, the Applicant has agreed to delete the westernmost turbine (T18) from the Proposed Development layout. To confirm, the zone of theoretical visibility (ZTV) mapping shown on Figures 1, 2 and 3 is based on the Revised Proposed Development 11 turbine scheme with turbine T18 deleted.

The ZTV shows the number of turbine blade tips theoretically visible, in bands of 1 to 3, 4 to 6, 7 to 9 and 10 to 11. The modelling is based on ‘bare earth’ landform and takes no account of the screening effects of buildings or vegetation. It therefore represents the ‘worst case’ scenario. Unshaded areas on Figures 1 and 3 indicate no theoretical visibility up to blade tip height.

The assessment distinguishes each mapped point from the wider grounds or route. This is particularly relevant at Angus’s Garden, McCaig’s Tower and Ardchattan Priory Gardens. Actual views also depend on the direction of view and local screening.

The ZTV is modelled based on all 11 turbines being fully installed and in situ. It does not model the temporary visibility of cranes and other machinery or related groundworks during the construction phase. No reference is therefore made to the number of blade tips theoretically visible as part of the construction phase assessment.

2.4: Use of the technical assessments

EIA Report Chapter 6, Landscape and Visual Impact Assessment (LVIA), provides the detailed landscape and visual context, used alongside the revised 11 turbine ZTV mapping. Its descriptions of route sections, landform and screening remain informative with the retained turbine positions unchanged.

EIA Report Technical Appendix 6.2, the Residential Visual Amenity Assessment (RVAA), covers properties within 2 km of the turbines, including holiday accommodation at Dalnabreac and Clan Cottages. EIA Report Chapter 7 informs the setting of promoted heritage attractions, and EIA Report Chapter 16 informs shadow flicker.

EIA Report Chapter 12 assesses construction traffic and recreational access. EIA Chapter 14, read with AI Report Chapter 6, informs the noise discussion. AI Report Chapter 6 retains the original operational noise predictions following deletion of turbine T18, confirms compliance with the applicable limits at the assessed properties and retains the construction-related noise conclusions. Noise-related commentary in this Addendum is a qualitative interpretation of that evidence and the location of the receptor; it does not imply a separate noise assessment for each tourist attraction or designated recreational route.

2.5: Conclusions and management measures

The conclusions of this Addendum describe the expected implications for tourism and recreational activity accounting for the progression of the Revised Proposed Development, including the mitigation measures set out in the EIA Report and the subsequent AI Report (October 2026). The proposed Construction Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and relevant access arrangements form part of the construction phase assessment of this Addendum.

No attempt is made to forecast any theoretical changes to individual business turnovers or to assign numerical changes to visitor numbers at any receptor as this would be highly irregular, subject to significant uncertainties and disproportionate to the purpose of this Addendum.

3: Construction

3.1: Activities, traffic, noise and access

Construction would involve, but is not limited to, earthworks, access track works, plant, deliveries and turbine erection. Ground-level activity would typically be limited in views by intervening landform, buildings or woodland, while taller plant e.g. cranes and turbine erection activity could be visible from more open locations on a temporary basis. Construction activities at the site access points on the A85 and through Fearnoch Forest are considered in their own right.

EIA Report Chapter 12 identifies construction access from the A85 through Fearnoch Forest, crossing the C32 Glen Lonan road c. 1 km east of Glenamachrie. Construction vehicles would only cross the C32 rather than travel it along its length. A proposed CTMP would manage delivery timing, abnormal loads, advance warning signs, vehicle movements and liaison with local users and businesses. The mitigation measures include separation, controlled crossings and temporary diversions where necessary; path users would have right of way at the provided crossings. EIA Report Chapter 12 also provides for a post-consent Path Planning Study and an Outdoor Access Management Plan (OAMP), if required.

EIA Report Chapter 14 examines construction noise for the Proposed Development, including at construction access locations off the A85 where specific properties at Dailnamac and Fearnoch are assessed. Both fall below the stated daytime threshold noise criterion. AI Chapter 6 concludes that effects from construction noise would remain unchanged from those presented in the EIA Report. Good practice and site-specific controls would be implemented through a CEMP (EIA Report Chapter 14). Temporary audible activity may nevertheless occur near active construction works.

Tables 3 to 5 below draw on these assessments, as appropriate, to inform the interaction of the Revised Proposed Development with accommodation providers, tourist attractions and designated recreation routes. Construction-worker stays could provide additional business for some accommodation providers, but no net tourism gain is assumed.

3.2: Accommodation

Table 3: Construction and tourist accommodation

Location	Discussion of the visitor experience	Potential tourism and recreation impact
Accommodation within 5 km	This group comprises 28 mapped accommodation address records, including rural accommodation around Glen Lonan, Loch Nell, Kilmore, Glencruitten and Lerags. The closest mapped accommodation provider is approximately 1.5 km from the nearest Revised Proposed Development turbine (T16). Construction views would vary due to a combination of intervening landform, woodland, buildings and the orientation of guest accommodation areas. Taller plant and turbine erection activity may be visible from open grounds facing the Revised Proposed Development, while views from more enclosed locations would be restricted. Given EIA Report Chapter 14 finds that beyond 500m there is *'no reasonable prospect of a significant effect due to construction activity'*, any noise emissions audible at accommodation providers within 5km are not expected to meaningfully alter the visitor experience. Guests using the A85 or the C32 roads may encounter temporary delays, managed through the proposed CTMP and access arrangements (EIA Report Chapters 6, 12 and 14).	Overall, construction is not expected to change accommodation activity across this group (within 5 km) with the proposed construction management measures in place.
Accommodation between 5 and 10 km	This group comprises 530 mapped accommodation address records, principally accommodation in Oban, but also including providers along the A85 corridor and at wider rural, coastal and lochside locations. Some elevated properties may have distant views of turbine erection activity, while buildings, woodland and landform restrict views elsewhere. Notably, accommodation providers in Oban will have very limited visibility of construction activity for Revised Proposed Development, often none. Guests using the A85 or the C32 roads may encounter temporary delays. These matters would be managed through the proposed CTMP. Construction noise is not expected to affect accommodation activity at this distance. (EIA Report Chapters 6, 12 and 14).	Overall, construction is not expected to change accommodation activity across this group (between 5-10 km) with the proposed construction management measures in place.

3.3: Tourist attractions

Table 4: Construction and tourist attractions

Location	Discussion of the visitor experience	Potential tourism and recreation impact
Angus's Garden **Approximately 4.9 km**	Taller plant and turbine erection activity may be visible from open parts of the garden, with woodland and intervening built form restricting other views. The separate access works through Fearnoch Forest lie closer to the gardens than the proposed turbines and may be audible at times; construction noise would be managed through a CEMP. Visitors using the C32 road may experience temporary delays, managed through a proposed CTMP (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change tourism activity at the attraction.
McCaig's Tower **Approximately 6.2 km**	Some turbine erection activity may be visible in inland views from this elevated attraction. Views vary around the tower and grounds; the principal westward panorama over Oban Bay faces away from the Revised Proposed Development. Construction noise is highly unlikely to be audible at the attraction in practice. Visitors approaching Oban on the A85 may experience construction traffic and temporary delays, managed through a proposed CTMP (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change tourism activity at the attraction.
Oban Distillery **Approximately 6.3 km**	The mapped point has no theoretical turbine visibility. Surrounding buildings restrict views and the visitor experience centres on tours within the distillery. Construction activity and noise are unlikely to be apparent to visitors. Visitors approaching Oban on the A85 may experience construction traffic and temporary delays, managed through a proposed CTMP (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change tourism activity at the attraction.
Oban War and Peace Museum **Approximately 6.4 km**	The mapped point has no theoretical turbine visibility and surrounding buildings restrict outward views. Construction activity is unlikely to be apparent to visitors to this mainly indoor museum. Construction noise is highly unlikely to be audible at the attraction in practice. Visitors approaching Oban on the A85 may experience construction traffic and temporary delays, managed through a proposed CTMP (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change tourism activity at the attraction.

Location	Discussion of the visitor experience	Potential tourism and recreation impact
Argyll Safaris **Mapped business base location approximately 7.6 km**	Figure 2 shows no theoretical turbine visibility at the mapped business base location. However, the visitor experience takes clients on tours across Argyll, where exposure to potential construction visibility and noise would depend on the specific itinerary. Many tours extend well beyond the 10 km study area. Noise experienced near active works would be managed through a CEMP. Journeys using the A85 or the C32 may encounter construction traffic and temporary delays, managed through a CTMP (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change tourism activity associated with the tours.
Dunollie Museum Castle and Grounds **Approximately 7.7 km**	Figure 2 shows no theoretical turbine visibility at the mapped point. Woodland restricts views from parts of the grounds, while elevated viewpoints have a more open outlook over Oban Bay, in the opposite direction to the Revised Proposed Development. At this distance, construction noise is highly unlikely to be audible at the attraction. Visitors approaching via Oban and the A85 may encounter construction traffic and temporary delays, managed through a proposed CTMP (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change tourism activity at the attraction.
Ocean Explorer Centre **Approximately 8.5 km**	Figure 2 shows no theoretical turbine visibility at the mapped point. Construction views are therefore highly unlikely from the attraction, taking account of its setting and distance from the turbine area of the Revised Proposed Development. Construction noise is unlikely to be audible at the attraction in practice. Visitors using the A85 may experience construction traffic and temporary delays, managed through a proposed CTMP (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change tourism activity at the attraction.
Dunstaffnage Castle and Chapel **Approximately 8.6 km**	Figure 2 shows no theoretical turbine visibility at the mapped point. Woodland further restricts views from parts of the grounds, although some visibility is possible from the elevated Castle walls. At this distance, construction noise is highly unlikely to be audible at the attraction. Visitors using the A85 may experience construction traffic and temporary delays, managed through a CTMP (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change tourism activity at the attraction.
Ardchattan Priory Gardens **Approximately 8.9 km**	Figure 2 shows no theoretical turbine visibility at the mapped garden point. The EIA Report Chapter 7 identifies greater potential for distant turbine views to the south from the northern, higher parts of the designed landscape. Some turbine erection activity may therefore be visible from these areas. Construction noise is unlikely to be audible at the attraction in practice, taking account of its separation from the turbine locations and access works. Visitors using the A85 may experience temporary traffic delays,	Overall, construction is not expected to change tourism activity at the attraction.

Location	Discussion of the visitor experience	Potential tourism and recreation impact
	managed through a proposed CTMP (EIA Report Chapters 7, 12 and 14).	
Bonawe Historic Iron Furnace **Approximately 9.1 km**	Some turbine erection activity may be partially visible in distant views towards the Revised Proposed Development. Woodland and buildings around Taynuilt would restrict views, with the nearest turbine approximately 9.1 km away. At this distance, construction noise is unlikely to be audible at the attraction. Visitors using the A85 may experience construction traffic and temporary delays, managed through a proposed CTMP (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change tourism activity at the attraction.

3.4: Designated recreation routes and forestry tracks

Routes C160 and C152 overlap parts of the Caledonian Way, National Cycle Network (NCN) Route 78. They are assessed as connected route sections rather than counted as separate recreational routes.

Table 5: Construction and recreation routes

Location	Discussion of the visitor experience	Potential tourism and recreation impact
C160 Taynuilt to Oban **Caledonian Way and linked NCR 78 sections**	The route passes through Glen Lonan to the north of the turbine locations and crosses the site access route as it intersects with the C32 c. 1km east of Glenamacrie. Construction vehicles and works would be visible, especially near that crossing. At limited periods, construction noise would be audible on nearby sections of the route and would be managed through a CEMP. A proposed CTMP would manage vehicle movements. (EIA Report Chapters 12 and 14).	Overall, construction is not expected to change recreational activity on the route with the proposed construction management measures in place. Localised interruptions would be temporary.
C177 Black Lochs **Kilvaree to Connel**	Some turbine erection activity may be visible on open sections of the route near Ardconnel, with views more restricted by woodland and landform elsewhere and less pronounced around Kilvaree. Construction noise is unlikely to be audible at this location in practice. Route users approaching on the A85 may encounter managed construction traffic (EIA Report Chapters 6, 12 and 14).	Overall, construction is not expected to change recreational activity on the route.

Location	Discussion of the visitor experience	Potential tourism and recreation impact
C152 Oban to Appin **Connected Caledonian Way sections**	Distant turbine erection activity may be visible on open sections of the route between Connel and Barranrioch. Construction noise is unlikely to be audible along this route in practice. Route users arriving by vehicle may encounter construction traffic, managed through a CTMP (EIA Report Chapters 6, 12 and 14).	Overall, construction is not expected to change recreational activity on the route.
C170 Oban Rare Breeds Park to Kilmore	The C170 follows the minor road around the western side of Loch Nell to Kilmore. Taller plant and turbine erection activity may be visible from open sections around Loch Nell, with more restricted views near Kilmore (Figure 3). At limited periods, construction noise may be audible from the core path and would be managed through a CEMP, including the controls in EIA Report Chapter 14.	Overall, construction is not expected to change recreational activity on the route.
C171 Kilmore to Loch Nant and Kilchrenan	Construction views would be concentrated on open sections in Glen Feochan and on higher ground east of Dun Ladain towards Musdale. Intervening landform restricts views along much of the remaining route. Construction noise may be audible on closer route sections at limited periods and would be managed through a CEMP (EIA Report Chapters 6 and 14).	Overall, construction is not expected to change recreational activity on the route.
C172 Loch Feochan to Loch Scammadale	Landform and forestry restrict views towards the turbine area of the Revised Proposed Development, so construction activity is highly unlikely to be a prominent visual feature along this route. Construction noise is not expected to affect recreational use, taking account of the route's separation from the works and the controls to be implemented through a CEMP (EIA Report Chapters 6 and 14).	Overall, construction is not expected to change recreational activity on the route.
C489 Kilbride to Cologin **Lerags**	Landform restricts views towards the turbine area of the Revised Proposed Development from most of this route. Taller plant or turbine erection activity may be visible from a short open section, while views elsewhere would be more enclosed. Construction noise is unlikely to be audible along this route in practice (EIA Report Chapter 6; Chapter 14).	Overall, construction is not expected to change recreational activity on the route.

Location	Discussion of the visitor experience	Potential tourism and recreation impact
C519 Dalintart to Luachrach Loch	EIA Report Chapter 6 identifies landform screening of the turbine area. Views of construction activity are therefore expected to be restricted. Construction noise is unlikely to be audible along this route in practice (EIA Report Chapters 6 and 14).	Overall, construction is not expected to change recreational activity on the route.
C520 Loch Nell to Glencruitten **Oban**	Woodland restricts views along the approximately 2 km forest section. Taller plant and turbine erection activity may be visible from the approximately 1 km open section towards Loch Nell. Construction noise may be audible on this closer section at limited periods and would be managed through a CEMP (EIA Report Chapter 6; Chapter 14).	Overall, construction is not expected to change recreational activity on the route.
C536 Feochan Gardens to Lonan Drive **Soroba, Oban**	EIA Report Chapter 6 identifies no theoretical turbine visibility, reflecting the route's landform setting. Construction views are expected to be restricted along this local connection. Construction noise is unlikely to be audible along this route in practice (EIA Report Chapter 6; Chapter 14).	Overall, construction is not expected to change recreational activity on the route.
Fearnoch Forest tracks	The Revised Proposed Development's construction access route passes through Fearnoch Forest. Users near access works may see machinery and vehicles and hear construction noise. Temporary diversions or controlled access will be needed on affected tracks. A proposed CTMP, CEMP and access mitigation measures in Chapter 12 would manage these interactions, including separation, advance warning notices/signs and managed crossing arrangements (EIA Report Chapter 12; Chapter 14).	Access track construction and upgrade works are likely to temporarily restrict recreational use of affected Fearnoch Forest tracks. The proposed access arrangements would manage these restrictions through temporary diversions, controlled access and advance information for users.

4: Operation

During operation of the Revised Proposed Development, the main potential changes for visitors relate to turbine visibility, turbine noise emissions and occasional maintenance traffic. Tables 6 to 8 consider how these factors interact with the accommodation, attraction or recreational route experience. Comments relating to noise draw on EIA Report Chapter 14 and its AI Report Chapter 6 as explained in Sections 1.1 and 2.4 of this Addendum.

EIA Chapter 16 assessed shadow flicker at 25 properties within 1,620 m of the original turbines. It predicted shadow flicker at only three assessed properties, each with calculated durations below the assessment thresholds. No shadow flicker was predicted at Feochan Beag, the closest mapped accommodation record. The ten mapped tourist attractions lie beyond the assessment distance for shadow flicker. The deletion of T18 does not introduce new shadow flicker from the retained turbines.

4.1: Accommodation

Table 6: Operation and tourist accommodation

Location	Discussion of the visitor experience	Potential tourism and recreation impact
Accommodation within 5 km	This group comprises 28 mapped accommodation address records, with the closest approximately 1.5 km from the nearest Revised Proposed Development turbine (T16). Figure 1 indicates varying theoretical turbine visibility across the group. Turbines would be visible from some open guest areas and grounds, while a combination of intervening landform, woodland and buildings, together with the direction of view restricts visibility elsewhere. Operational turbine noise is unlikely to be audible at these accommodation locations in practice, taking account of their separation from the Revised Proposed Development and the findings of EIA Report Chapter 14 and AI Chapter 6.	Overall, operation is not expected to change accommodation activity across this group (within 5km).
Accommodation between 5 and 10 km	This group comprises 530 mapped accommodation address records, principally accommodation in Oban, but also including providers along the A85 corridor and at wider rural, coastal and lochside locations. Some elevated properties or those with open locations may have distant turbine views of the Revised Proposed Development, while buildings, woodland and landform restrict visibility from more enclosed locations. Notably, accommodation providers in Oban will have very little visibility of the Revised Proposed Development, often none. Operational turbine noise is highly unlikely to be audible at any accommodation providers within this group. The limited operational maintenance traffic identified in EIA Report Chapter	Overall, operation is not expected to change accommodation activity across this group (between 5-10 km).

Location	Discussion of the visitor experience	Potential tourism and recreation impact
	12 is not expected to affect visitor journeys (EIA Report Chapters 6, 12 and 14).	

4.2: Tourist attractions

Table 7: Operation and tourist attractions

Location	Discussion of the visitor experience	Potential tourism and recreation impact
Angus's Garden **Approximately 4.9 km**	Figure 2 shows that theoretical visibility varies across the garden setting. Visitors on open ground may see turbines, while woodland and local landform restrict other views. The nearest turbine is approximately 4.9 km from the mapped point. Noise from the operational Revised Proposed Development is highly unlikely to be audible at this location (EIA Report Chapter 14).	Overall, operation is not expected to change tourism activity at the attraction.
McCaig's Tower **Approximately 6.2 km**	Theoretical visibility varies around the tower and grounds. Turbines may be visible in the inland panorama, while the principal westward views over Oban Bay and the islands face away from the Revised Proposed Development. Operational noise is highly unlikely to be audible at this location (EIA Report Chapter 14).	Overall, operation is not expected to change tourism activity at the attraction.
Oban Distillery **Approximately 6.3 km**	There is no theoretical turbine visibility at the mapped point and surrounding buildings further restrict outward views. The visitor experience centres on production, tours and tasting within the distillery premises. Operational noise is highly unlikely to be audible at this location (EIA Report Chapter 14).	Overall, operation is not expected to change tourism activity at the attraction.
Oban War and Peace Museum **Approximately 6.4 km**	There is no theoretical turbine visibility at the mapped point. Surrounding buildings restrict outward views and the visit focuses on the museum's indoor collection and interpretation. Operational noise is highly unlikely to be audible at this distance (EIA Report Chapter 14).	Overall, operation is not expected to change tourism activity at the attraction.
Argyll Safaris **Mapped business base location**	There is no theoretical turbine visibility at the mapped business base location, where operational noise is highly unlikely to be audible. However, the visitor experience takes clients on tours across Argyll where exposure to potential operational visibility and noise would vary depending on the specific itinerary selected by clients. Many tours	Overall, operation is not expected to change tourism activity associated with the tours.

Location	Discussion of the visitor experience	Potential tourism and recreation impact
approximately 7.6 km	extend well beyond the 10 km study area, and the operational wind farm is unlikely to result in any amendments to the existing itinerary options (EIA Report Chapters 6 and 14).	
Dunollie Museum Castle and Grounds **Approximately 7.7 km**	Figure 2 shows no theoretical turbine visibility at the mapped point. Local topography and woodland restrict views to the south-east from parts of the grounds, while the castle principally overlooks Oban Bay, in the opposite direction to the Revised Proposed Development. Operational noise is highly unlikely to be audible at this location (EIA Report Chapter 14).	Overall, operation is not expected to change tourism activity at the attraction.
Ocean Explorer Centre **Approximately 8.5 km**	Figure 2 shows no theoretical turbine visibility at the mapped point. The centre's marine interpretation and indoor activities would not be affected. Operational noise is highly unlikely to be audible at this location (EIA Report Chapter 14).	Overall, operation is not expected to change tourism activity at the attraction.
Dunstaffnage Castle and Chapel **Approximately 8.6 km**	There is no theoretical turbine visibility at the mapped point, with woodland also restricting views from parts of the grounds, although some visibility may be possible from the elevated Castle walls. At this distance, operational noise is highly unlikely to be audible at this location (EIA Report Chapter 14).	Overall, operation is not expected to change tourism activity at the attraction.
Ardchattan Priory Gardens **Approximately 8.9 km**	Figure 2 shows no theoretical visibility at the mapped garden point, but indicates possible views of 1–3 blade tips from higher ground at the northern edge of the gardens. These would be distant views south, approximately 9 km away, and would not prevent appreciation of the garden and its historic features. Operational noise is highly unlikely to be audible at this location (EIA Report Chapter 7; Chapter 14).	Overall, operation is not expected to change tourism activity at the attraction.
Bonawe Historic Iron Furnace **Approximately 9.1**	Figure 2 indicates theoretical visibility of 4–6 blade tips towards the south-west from the mapped point. At approximately 9.1 km, views would be distant and restricted by woodland and buildings around Taynuilt. Noise from the operational Revised Proposed	Overall, operation is not expected to change tourism activity at the attraction.

Location	Discussion of the visitor experience	Potential tourism and recreation impact
km	Development is highly unlikely to be audible at this location (EIA Report Chapter 14).	

4.3: Designated recreation routes and forestry tracks

Table 8: Operation and recreation routes

Location	Discussion of the visitor experience	Potential tourism and recreation impact
C160 Taynuilt to Oban **Caledonian Way and linked NCN 78 sections**	The route passes close to the Revised Proposed Development through Glen Lonan. Turbines would be visible on open sections, while valley sides and woodland restrict visibility on other sections. Operational turbine noise may be audible on sections of the route in close proximity to the operational turbines, but still within prescribed operating limits. EIA Chapter 12 anticipates two to three maintenance vehicles per week during operation. At this low level of activity, maintenance traffic is not expected to affect recreational use of the route (EIA Report Chapters 6, 12 and 14).	Overall, operation is not expected to change recreational activity on the route.
C177 Black Lochs **Kilvaree to Connel**	Turbine views would be more apparent on exposed sections of the route near Ardconnel, with lesser visibility around Kilvaree and screening from woodland and landform elsewhere. Noise from the operational Revised Proposed Development is unlikely to be audible along this route in practice (EIA Report Chapter 6; Chapter 14).	Overall, operation is not expected to change recreational activity on the route.
C152 Oban to Appin **Connected Caledonian Way sections**	Views vary along the route. Open sections between Connel and Barranrioch may have turbine views at around 4 - 7 km, while woodland and other vegetation restrict views elsewhere. Operational noise is unlikely to be audible along these sections in practice (EIA Report Chapter 6; Chapter 14).	Overall, operation is not expected to change recreational activity on the route.
C170 Oban Rare Breeds Park to Kilmore	At its closest point the C170 is approximately 2 km from the nearest proposed turbine. Figure 3 shows varying theoretical visibility, with turbines visible in open views around northern Loch Nell and increasingly restricted views towards Kilmore. Woodland and local topography provide some screening. Operational noise is unlikely to be audible	Overall, operation is not expected to change recreational activity on the route.

Location	Discussion of the visitor experience	Potential tourism and recreation impact
	along the route in practice (EIA Report Chapter 6; Chapter 14).	
C171 Kilmore to Loch Nant and Kilchrenan	EIA Report Chapter 7 identifies turbine visibility along approximately 3 km of the 7 km route, principally in Glen Feochan and east of Dun Ladain towards Musdale. Other sections are screened by landform. Turbines would be visible on the more exposed sections towards Musdale, with enclosed views elsewhere. Operational noise is unlikely to be audible along the route in practice (EIA Report Chapter 6; Chapter 14).	Overall, operation is not expected to change recreational activity on the route.
C172 Loch Feochan to Loch Scammadale	Landform and forestry restrict views towards the Revised Proposed Development. EIA Report Chapter 7 identifies a broad absence of turbine visibility, consistent with the revised ZTV mapping. Operational noise is unlikely to be audible along this route in practice (EIA Report Chapter 6; Chapter 14).	Overall, operation is not expected to change recreational activity on the route.
C489 Kilbride to Cologin **Lerags**	EIA Report Chapter 7 identifies theoretical visibility of only a few blade tips from a very short route section. Landform restricts views along most of the route, so any turbine views would be localised. Operational noise is unlikely to be audible along the route in practice (EIA Report Chapter 6; Chapter 14).	Overall, operation is not expected to change recreational activity on the route.
C519 Dalintart to Luachrach Loch	EIA Report Chapter 7 records no theoretical turbine visibility, reflecting landform screening of the route. The revised ZTV mapping indicates the same enclosed relationship with the turbine area. Operational noise is unlikely to be audible along the route in practice (EIA Report Chapter 6; Chapter 14).	Overall, operation is not expected to change recreational activity on the route.
C520 Loch Nell to Glencruitten **Oban**	Woodland screens the approximately 2 km forested section, while turbines would be visible on the approximately 1 km open section towards Loch Nell. The route would therefore have a mixture of enclosed woodland views and open views towards the Revised Proposed Development. Operational noise is unlikely to be audible along the route in practice (EIA Report Chapter 6; Chapter 14).	Overall, operation is not expected to change recreational activity on the route.
C536 Feochan Gardens to Lonan Drive **Soroba, Oban**	EIA Report Chapter 7 records no theoretical turbine visibility, consistent with the revised ZTV mapping. Local landform and the urban-edge surroundings would continue to define this short route. Operational noise is unlikely to be audible along the route in practice (EIA Report Chapter 6; Chapter 14).	Overall, operation is not expected to change recreational activity on the route.

Location	Discussion of the visitor experience	Potential tourism and recreation impact
Fearnoch Forest tracks	Woodland restricts views along many tracks, with turbine views possible from clearings and higher ground. Operational noise is unlikely to be audible within the forest in practice. The combination of upgraded and new access tracks would provide a connection between the Forestry & Land Scotland track network and the C160/NCN 78. Subject to the final recreational access arrangements, these improvements are likely to improve the visitor experience and provide additional recreational route options (EIA Report Chapters 12 and 14).	Overall, operation is not expected to negatively change recreational activity in the forest and may enable modest connectivity improvements between existing recreational track networks.

5: Conclusions

This Addendum does not predict an overall reduction in tourism or recreational activity within the defined study areas as a consequence of the construction and operation of the Revised Proposed Development, taking into account the mitigation measures proposed in the EIA Report. This conclusion draws on the accommodation group assessments, the individual tourist attraction and designated recreation route assessments, technical reports, revised ZTV mapping and published tourism research.

During construction, visitors may see or hear works and encounter temporary traffic delays. The principal direct recreational interactions are on the Glen Lonan Road (C32, C160 and NCR 78) as it crosses the access track for the Revised Proposed Development and affected Fearnoch Forest tracks, where access track construction and upgrade works are likely to temporarily restrict recreational use of affected sections of track. The proposed CTMP, CEMP and Chapter 12 access arrangements would manage these interactions through temporary diversions, controlled access and advance information for users.

During operation, turbine views would vary across the study areas. Open recreation route sections and some outdoor visitor locations and accommodation providers would experience varying levels of turbine visibility, while intervening landform, woodland and buildings restrict views elsewhere. Operational turbine noisemay be audible on closer sections of the C32, C160 and NCR 78 although audible noise is unlikely to be experienced across the vast majority of the study areas in practice. Tourism and recreational activity overall is not r expected to be adversely impacted by the Revised Proposed Development. New and upgraded tracks through Fearnoch Forest could improve recreational connections and route choice, subject to the final access arrangements.

Construction-worker stays may provide business for some accommodation providers, but no net tourism gain is assumed. Operational effects are not expected to result into any overall change to accommodation use.

The indicative economic comparison table (Table 1) retains the original benchmark assumptions and compares the Proposed Development to the Revised Proposed Development to reflect the deletion of turbine T18. It indicates continuing potential for construction and operational expenditure, employment and GVA, with the benefits realised depending on procurement and the geographical distribution of contracts. Community benefit is presented separately.

References

Project reports and mapping

MKA Economics (November 2024). Corr Chnoc Wind Farm Socio-Economic Statement.

Galileo (2 June 2026). Figures 1 to 3 showing accommodation, tourism and recreation receptors and the revised 11-turbine zone of theoretical visibility.

Corr Chnoc Wind Farm EIA Report (November 2024), Volume 1: Chapter 6 Landscape and Visual Impact Assessment; Chapter 7 Cultural Heritage; Chapter 12 Access, Traffic and Transport; Chapter 14 Noise; and Chapter 16 Shadow Flicker.

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Visitor descriptions

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Historic Environment Scotland. Bonawe Historic Iron Furnace. https://www.historicenvironment.scot/visit/all/bonawe-historic-iron-furnace/

Argyll Safaris. About and day tours. https://argyllsafaris.com/about/ and https://argyllsafaris.com/day-tours/

Ardchattan Priory Gardens. The garden. https://www.ardchattan.co.uk/the-garden/

Ocean Explorer Centre. Visitor and marine interpretation information. https://www.oceanexplorercentre.org/

Oban Distillery. Official visitor experience information. https://www.malts.com/en/oban

Oban War and Peace Museum. Museum and collection information. https://obanmuseum.org.uk/

Oban and Lorn Tourism Alliance. Attractions, including McCaig's Tower. https://www.oban.org.uk/see-do/attractions/

Historic Environment Scotland. Dunstaffnage Castle and Chapel. https://www.historicenvironment.scot/visit/all/dunstaffnage-castle-and-chapel/

Dunollie Museum Castle and Grounds. Visitor information and coach tours. https://dunollie.org/plan-your-visit/coach-tours/

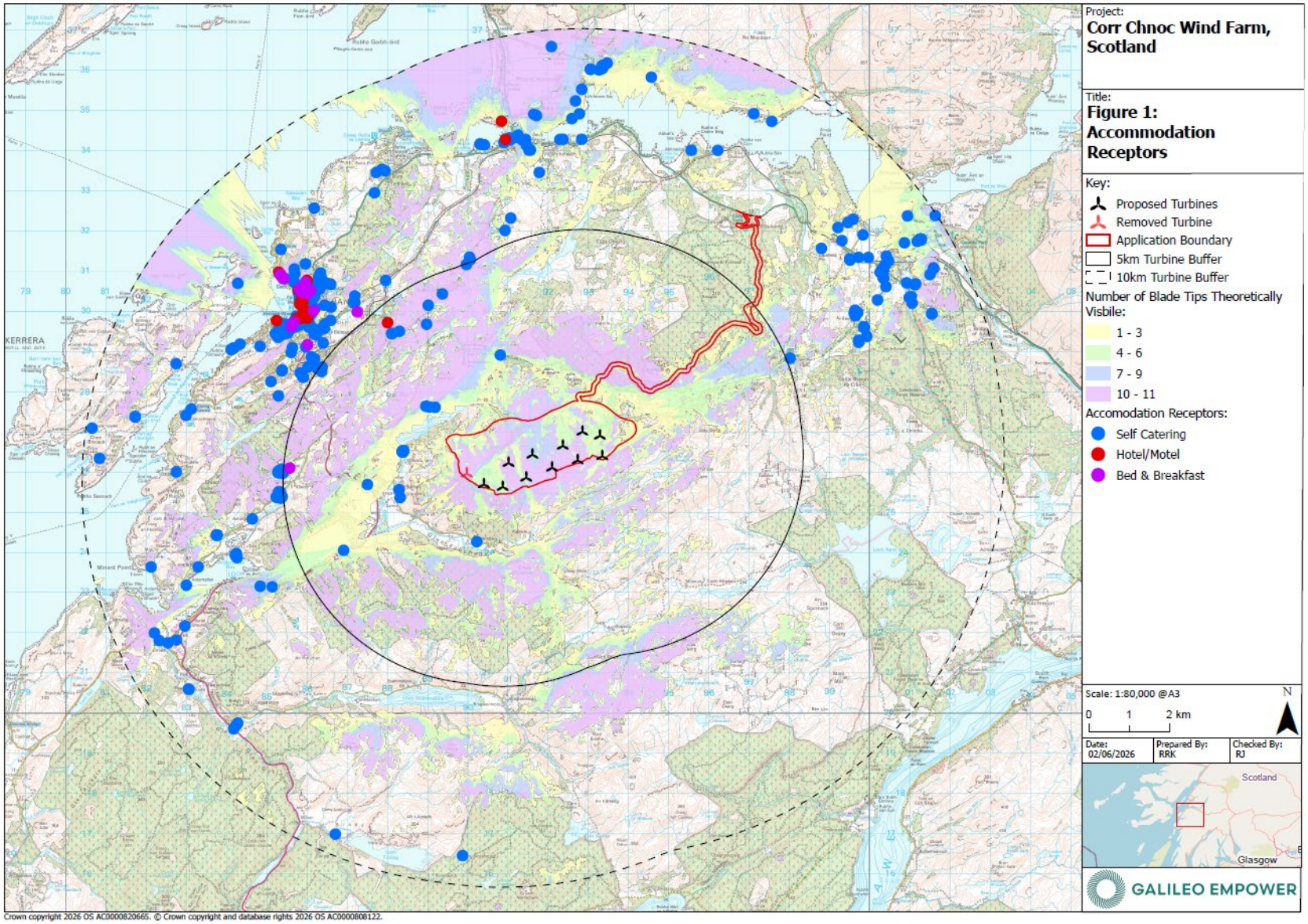
Figures

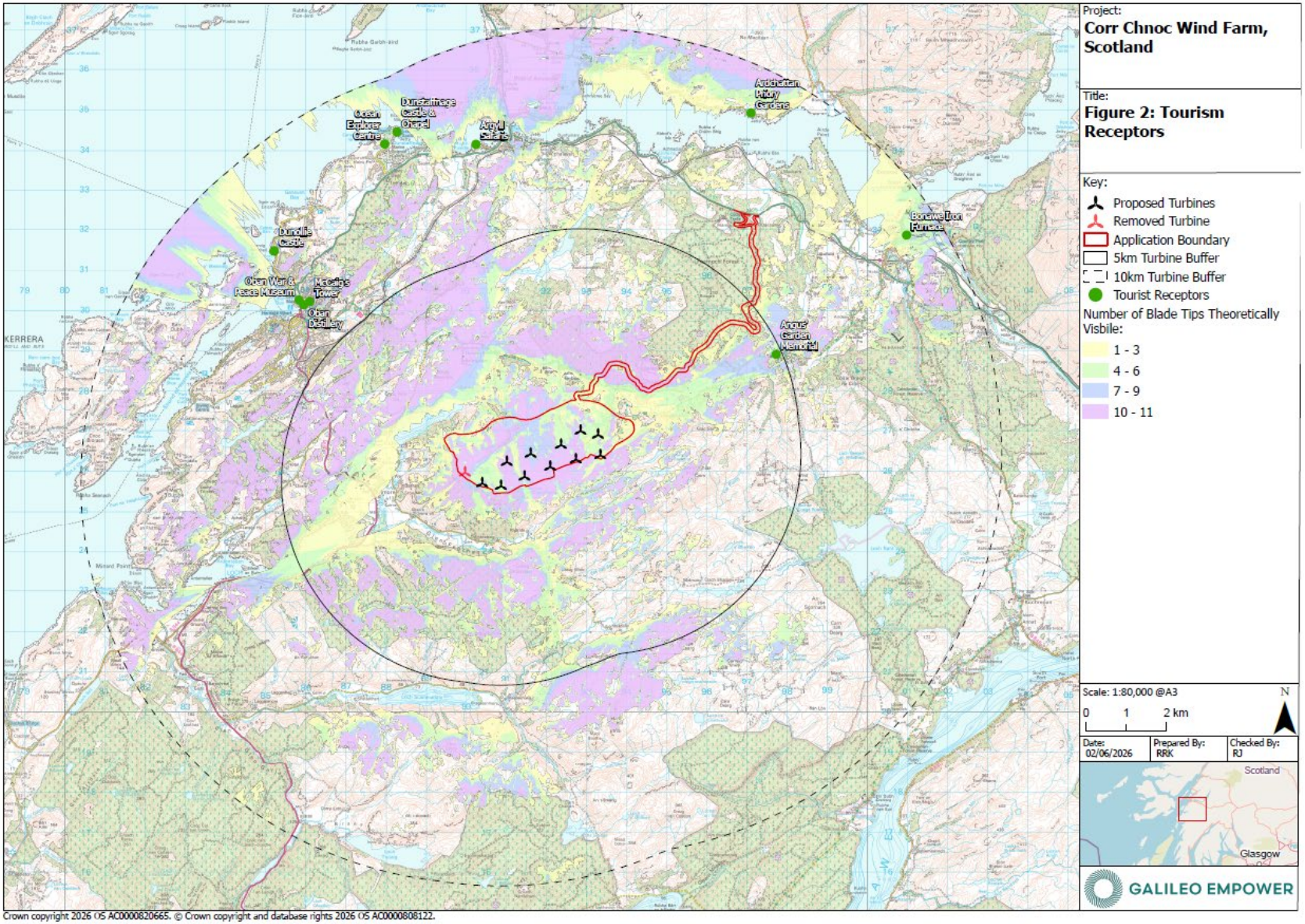
Figure 1: Accommodation

Figure 2: Tourist attractions

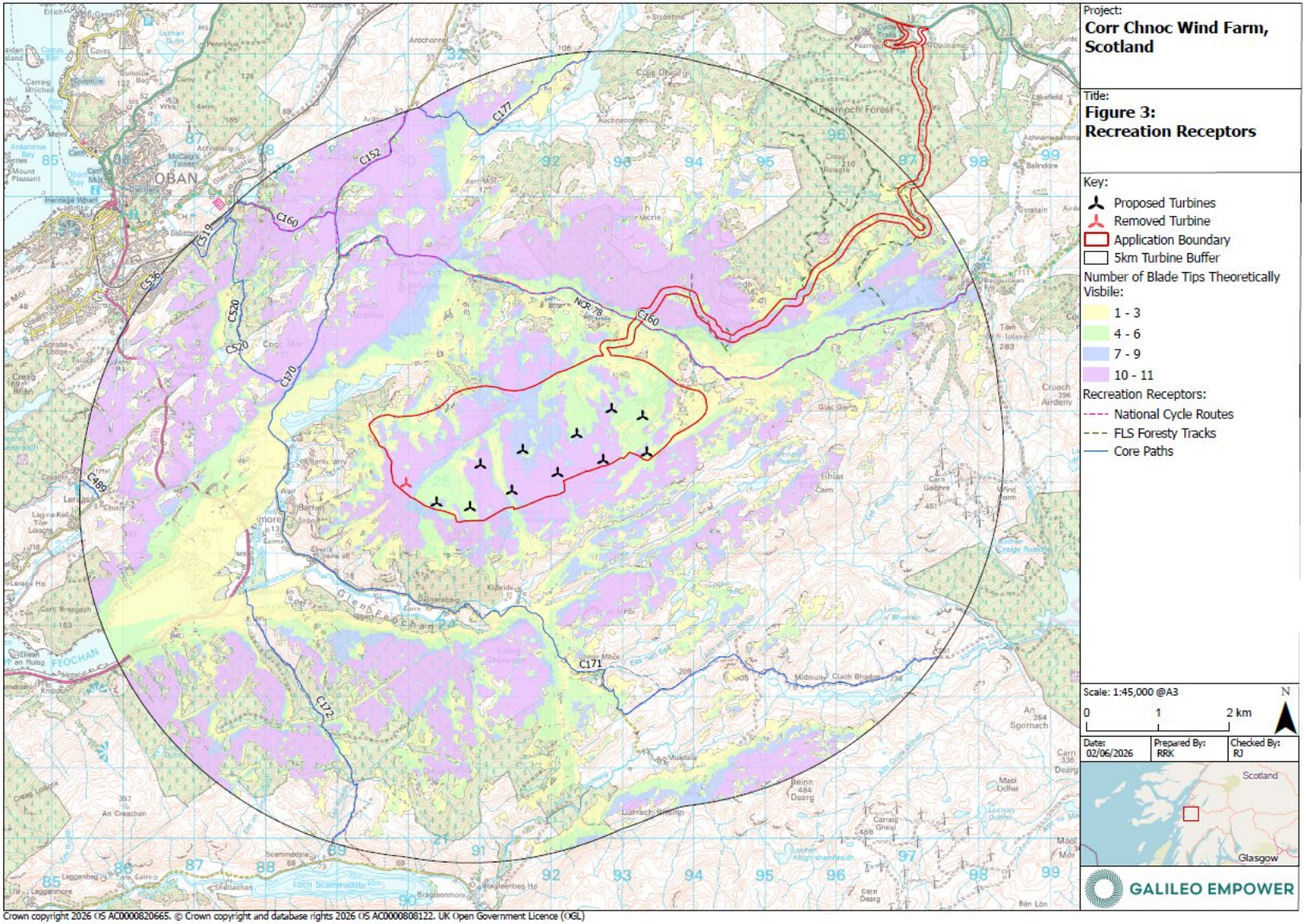
Figure 3: Designated recreation routes and forestry tracks

Figures 1 to 3 reproduce the mapping supplied in June 2026. The figures have been reduced for inclusion in this report; use the graphic scale bars rather than the original numeric scales stated for A3 reproduction. Figure 1's shortened accommodation labels should be read alongside the source classifications in Table 2.


Project:
Corr Chnoc Wind Farm, Scotland
Title:
Figure 1: Accommodation Receptors
Key:
Proposed Turbines
Removed Turbine
Application Boundary
5km Turbine Buffer
10km Turbine Buffer
Number of Blade Tips Theoretically Visbile:
1 - 3
4 - 6
7 - 9
10 - 11
Accomodation Receptors:
Self Catering
Hotel/Motel
Bed & Breakfast
Scale: 1:80,000 @A3
0 1 2 km
N
Date: 02/06/2026
Prepared By: RRK
Checked By: RJ
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Glasgow
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