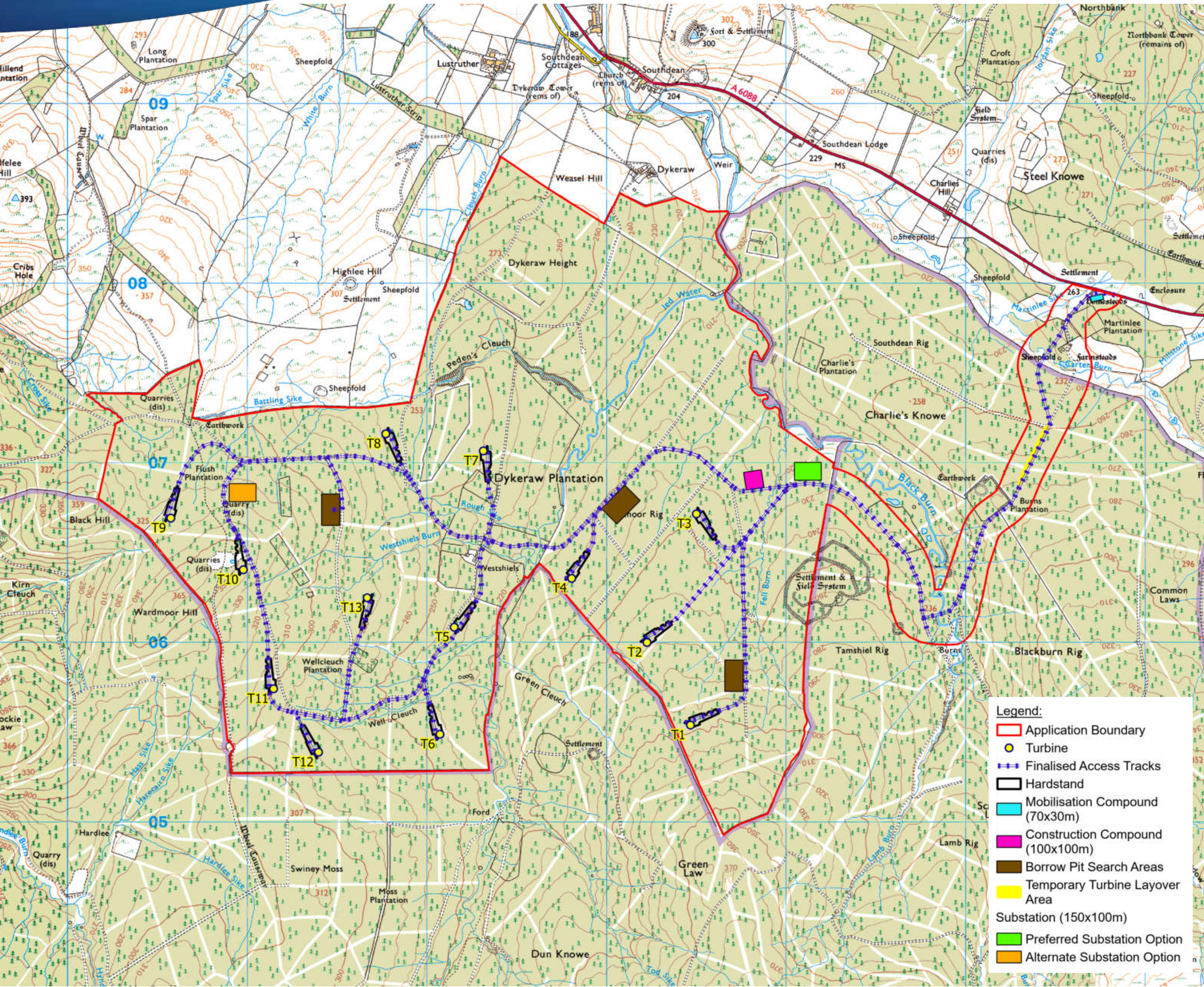


Welcome to our additional Public Information Event for Millmoor Rig Wind



Proposed layout plan.

Welcome to our Exhibition Event to present a summary of our ‘Additional Information’ submission for the proposed Millmoor Rig Wind Farm, which is located at Wauchope Forest, south of Chesters in the Scottish Borders.

Background

ESB Asset Development UK Ltd (‘the Applicant’) initially submitted a Section 36 application for consent to Scottish Ministers in late November 2022.

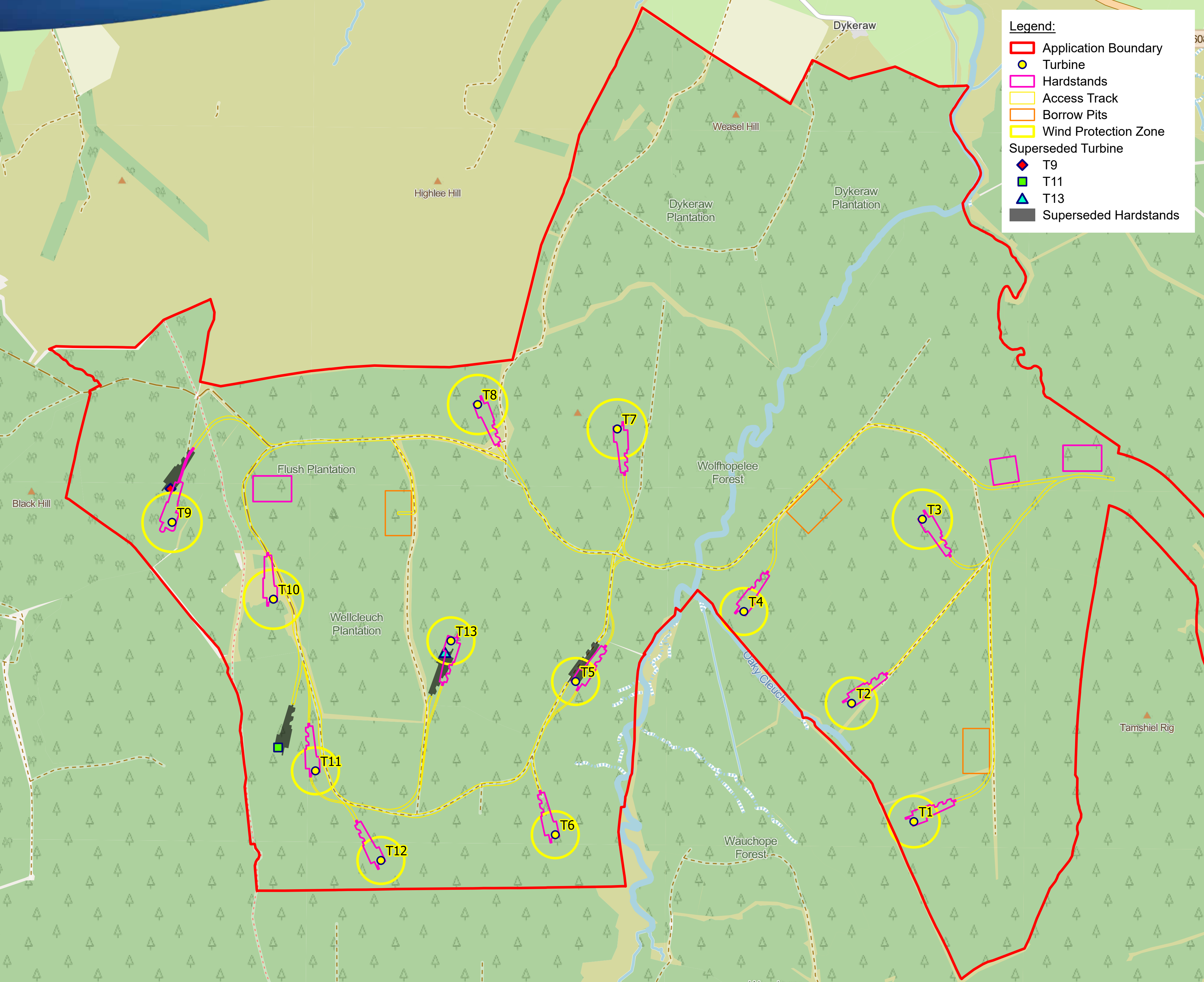
Following consultation responses to the proposals, the Applicant has made amendments to the proposed site layout. In September 2025, the applicant submitted further environmental information to the Scottish Ministers to amend the description of the development, respond to consultees and revise impact assessments.

A standalone Planning Statement was also submitted to outline the need case for the Proposed Development and an assessment of how it accords with relevant national and local policy.

What has changed?

The number (13) and size of the turbines (between 180m and 230m) remains the same; however, some of the turbine locations and internal track network have been amended. Furthermore, while the proposed site entrance has not changed, the alignment of the site access route has.

Changes to the Proposed Development



Changes to these turbine locations as described below.

Changes to the Turbine Area

Turbine 9 and T11

Repositioned in response to Scottish Borders Council’s (SBC) Landscape Officer’s comments in order to improve overall composition. T11 change also results in the proposed turbine moving beyond topple distance (230m) of the Scheduled Monument section of the Wheel Causeway to the west, which was requested by Historic Environment Scotland.

Turbine 13

T13 was then moved to maintain appropriate turbine separation distances.

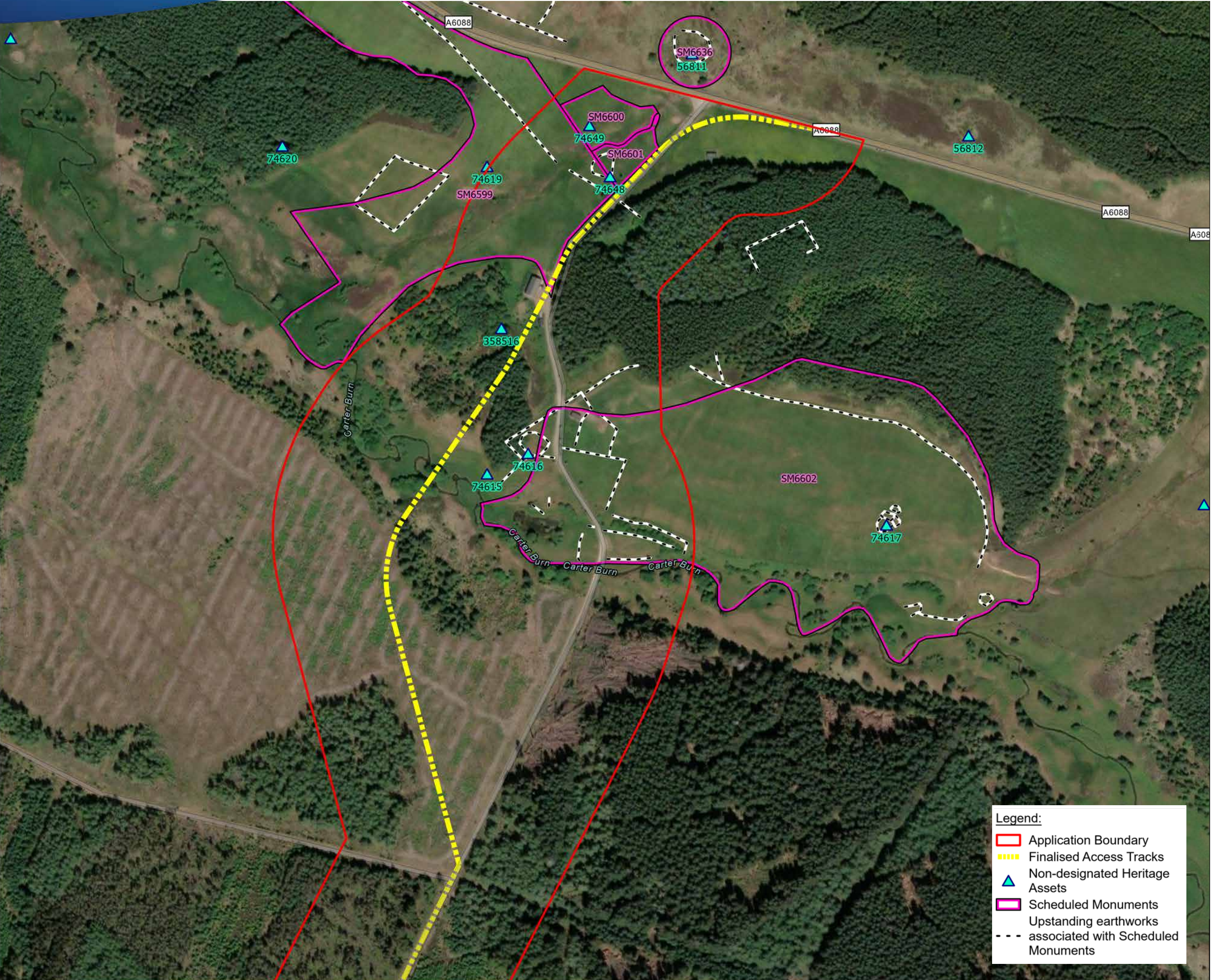
Aviation Lighting

These modifications to the layout have resulted in a reduction in the number of turbines requiring lighting from six to five (T01, T03, T08, T09 and T12), as agreed with the Civil Aviation Authority.

Ancillary Infrastructure

The repositioning of turbines necessitated minor modifications to the design of ancillary infrastructure as shown.

Changes to Site Access



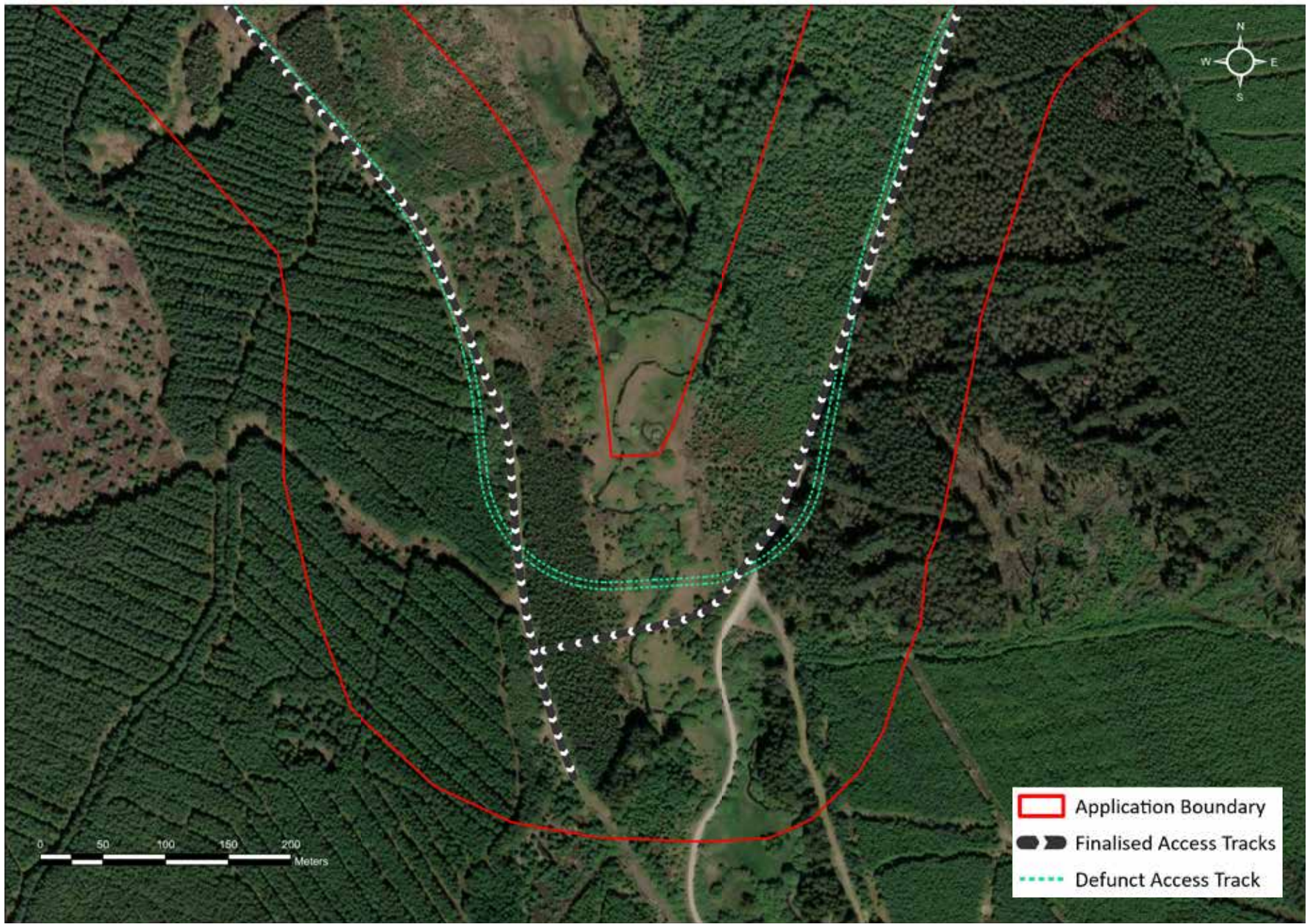
The access track at Carter Burn has been realigned.

Re-alignment of the site access at Carter Burn

Following further design work, it was determined that it was not practical to use the existing watercourse crossing so the site access has been realigned, which bypasses the Martinlee Sike Scheduled Monument, at the request of Historic Environment Scotland (HES), to avoid direct impacts.

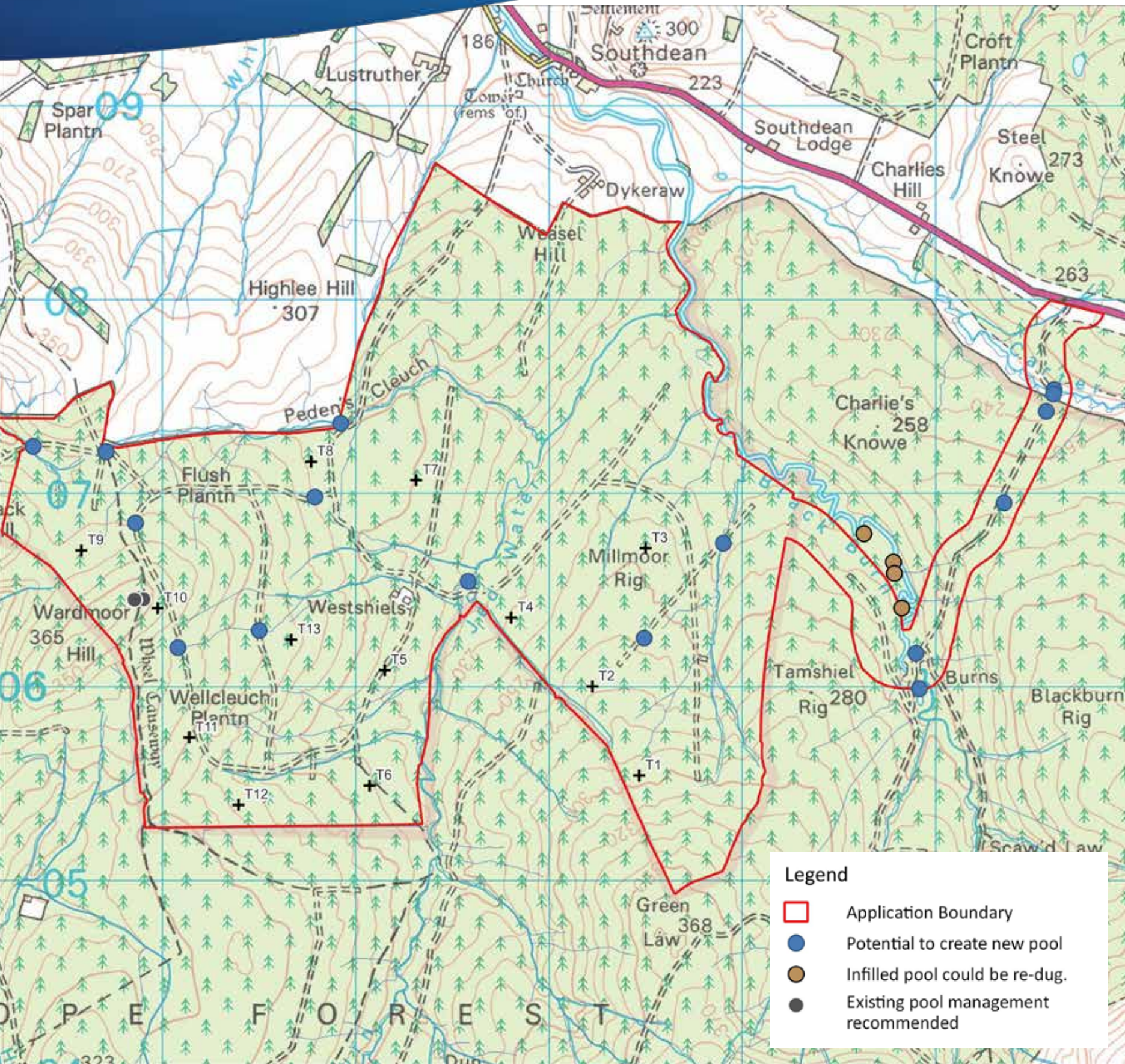
Re-alignment of the site access at Black Burn

The Applicant undertook further design of the watercourse crossing at the Black Burn. The new alignment uses more of the existing track.



The access track at Black Burn has been realigned.

Biodiversity Enhancement

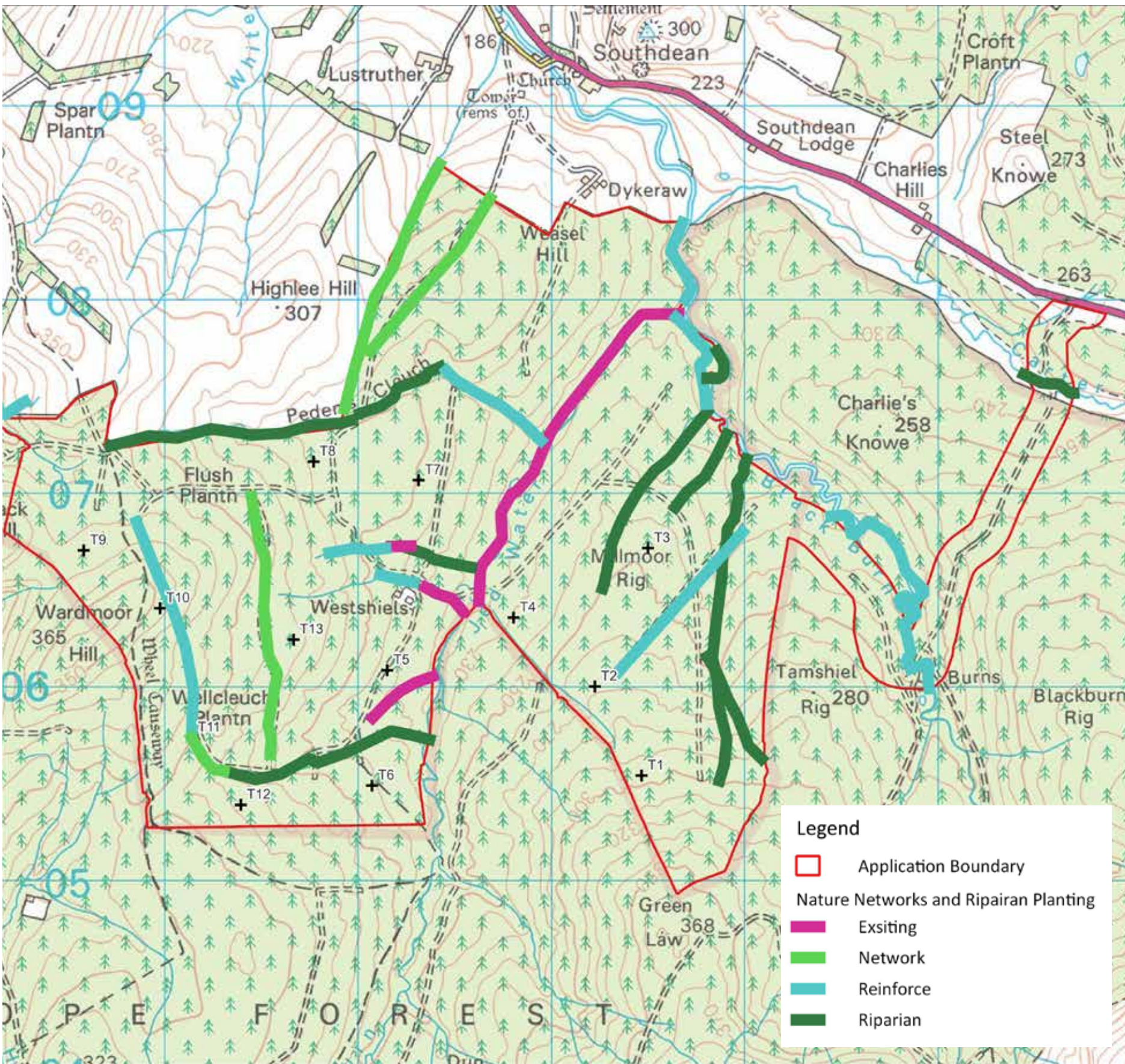


Pool creation and management within the Site.

Following submission of the Section 36 application, National Planning Framework 4 came into effect (February, 2023), which includes a requirement for Biodiversity Enhancement.

With reference to this change in policy, NatureScot, in their consultation response, requested greater biodiversity enhancement as part of the proposed development. An outline plan has been prepared, covering a number of measures that seek to conserve, enhance and restore important biodiversity onsite:

- **Objective 1: Pool creation** – New pools will be created, infilled ponds re-dug, and existing pools will receive additional management action. Pools/ponds provide wildlife opportunities for a variety of aquatic species and they also provide a source of food for other species. The creation of multiple pools will substantially enhance biodiversity across the whole site.
- **Objective 2: Creating and strengthening nature networks** – This objective aims to build and strengthen potentially 21km of native broadleaved woodland nature networks within the site. The proposed nature networks reinforce and link together some existing but also isolated native woodland patches. Functional wildlife corridors are seen as critical to allow biodiversity to move in response to a rapidly changing climate and such practical action should be seen as directly helping to strengthen regional nature networks in the



Potential native broadleaved woodland nature networks within the Site.

Scottish Borders. Riparian woodlands (native planting of river banks) play a hugely important role in helping to maintain the health and productivity of watercourses and well as being corridors for wildlife and shelter for a wide range of species.

- **Objective 3: Non-native tree removal** - Uncontrolled, non-native species can damage native species, disrupt ecosystems, spread disease and interfere with rivers and natural flood protection. Removal of non-native species from the biodiversity enhancement areas and ongoing management to prevent recurrence is proposed.
- **Objective 4: Targeted species action** – A number of targeted species actions are proposed: erection of barn-tawny owl nest boxes; installation of bat boxes; provision of reptile shelter; and, possible creation of otter holts and pine marten dens.

Should the proposed development be approved, this plan will be developed further through consultation with relevant statutory agencies and interested organisations, delivered as part of the proposed development, and the enhancements would be maintained for the duration of its operation.

Maximising Local Benefits



Economic impact

The Proposed Development will create an economic opportunity during construction and operation through significant investment. The more of this expenditure that can be secured by local businesses and jobs that can be secured by local people the higher the local economic impact will be.

ESB is committed to maximising the use of local contractors. The scale of local content will however ultimately depend on the capacity of the local supply chain to exploit opportunities. ESB has already held a contractors open day/meet the buyer event and we are always open to hearing from local businesses who are invited to complete a Supplier Registration Form.

Community benefit scheme

ESB is committed to offering £5,000 of community benefit per installed MW. This could equate to about £390,000 per year for 35 years (calculated on base assumptions on turbine numbers when the proposed development is consented and operational). This would equate to up to £13.6 million of community-benefit funding over the lifetime of the proposed development.

What is important is that any package provided reflects the distinct characteristics of the local area and has been developed in collaboration with relevant parties. ESB is also willing to explore the possibility of community ownership in the proposed development.

If the wind farm is approved, ESB will offer a community benefit scheme built around suggestions from the local community. For example, it could be used for supporting the creation of green jobs and apprenticeships, improving energy efficiency to reduce bills and carbon footprints, improving local connectivity and transport links and creation of new or improved community spaces. The local community are invited to provide suggestions for consideration at any point.

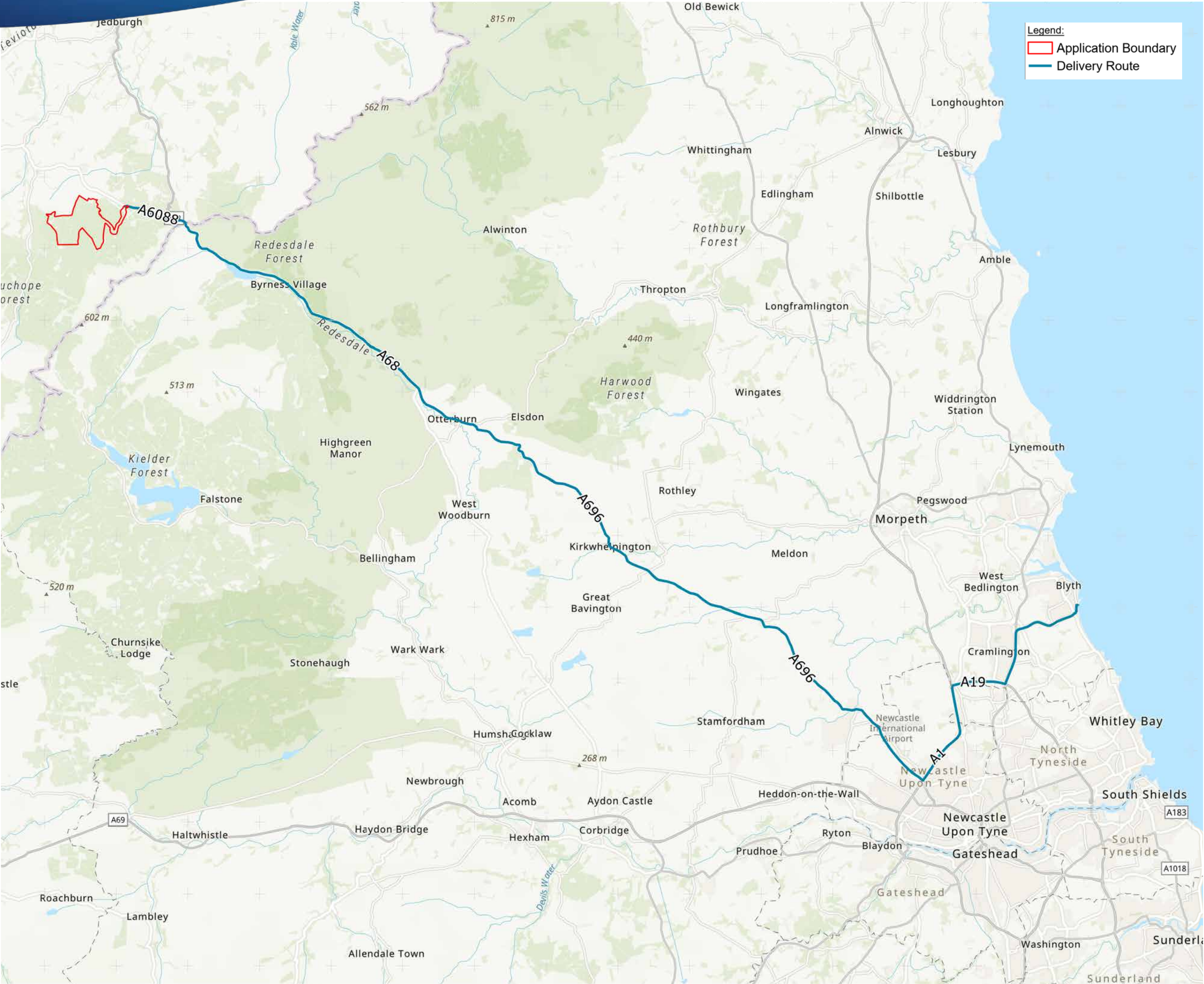
ESB's Approach

If the project is consented, ESB is committed to undertaking a detailed report that will analyse the local economic baseline, relevant regional and local strategies, and propose bespoke and innovative solutions under the four key themes identified in the Onshore Wind Sector Deal: supply chain, skills, empowering communities, and environmental protection and enhancement.

ESB will work collaboratively with local communities, businesses and residents in seeking to ensure that the socio-economic opportunities associated with the Proposed Development are maximised.

This approach will provide transparency and the flexibility to adapt to any changes as the project progresses.

Traffic and Transport



Route proposed to site.

Transportation of turbine components is an important topic locally in relation to impacts caused by turbine delivery in the Scottish Borders.

Impacts on the local communities is not anticipated as the abnormal load route to site for the proposed development would avoid settlements in the area.

Construction Traffic Routes

The main abnormal load traffic access route, from the port of entry at Blyth, is anticipated to comprise the A68(T) and would enter the site directly from the A6088 before Southdean.

Additionally, it is anticipated that general construction traffic, including material deliveries and staff movements, would use sections of the A7(T) to the north of the proposed development.

Impacts

To accommodate the delivery of turbine components and other abnormal loads, areas on the proposed route may require potential oversail or overrun. Areas where this could occur have been outlined in the Additional Information submission Route Survey Report.

Otherwise there will be no change to the assessment of effects, which were minor and non-significant, as reported in the EIA.

What's Next



Additional Information Submission

ESB submitted an Additional Information Report and standalone Planning Statement in September 2025. The Report provided the following information:

- Updated cumulative landscape and visual impact assessment and aviation lighting assessment
- Further design information including relocation of turbines and watercourse crossing details in response to consultation responses from Historic Environment Scotland and the Scottish Borders archaeologist
- Updated species and habitats reporting, including results of fish/aquatic surveys along nearby watercourses
- Enhanced Outline Habitat Management Plan
- Ornithological updates in response to consultee comments
- Updated assessment of impacts on peat and groundwater dependant terrestrial ecosystems in response to consultation responses from Ironside Farrar and Scottish Environmental Protection Agency
- Abnormal Load Route Assessment (ALRA) from the proposed port of entry at the Port of Blyth to the site entrance
- Clarifications relating to Ministry of Defence and National Air Traffic Services mitigation and Eskdalemuir seismic array
- An updated Wind Farm Forest Plan.

The documents are available for public viewing online. Scan the QR code or visit our project website:
www.esbenergy.co.uk/millmoor-rig-wind-farm



View in person at:

**Scottish Borders Council, Council Headquarters,
Newton, St Boswells, Melrose, TD6 0SA**

Monday to Thursday 8am–5pm, Friday 8am–4pm.

Printed copies of the application have also been provided to Southdean and Hobkirk Community Councils and are also available by request for a fee.

Representations

The submission of these documents to the Scottish Ministers means there has been another consultation period of 30 days, ending on the 27 October 2025, although the ECU may accept responses after this date.

If you wish to make a formal representation, this should be made to the Scottish Ministers and can be submitted via the Energy Consents Unit website:

www.energyconsents.scot/register.aspx

by email to the Scottish Government Energy Consents mailbox at: **representations@gov.scot**

or by post to:

**Scottish Government, Energy Consents Unit,
4th Floor, 5 Atlantic Quay 150 Broomielaw,
Glasgow G2 8LU.**

Representations should identify the proposal and specify grounds for representation.

Contact points

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Post:

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Glasgow G1 1RD**

