

HILLOF FARE WIND FARM PROPOSAL

Environmental Impact Assessment (EIA) considerations

Traffic and transport

Various studies have been undertaken to assess route options and help minimise potential impacts during the delivery of wind turbine components.

We are assessing traffic volumes in the local area to understand the impact of other construction traffic (HGVs, site plant, 4x4s) and identify ways to minimise disruption on road users. The site access point has been carefully designed with appropriate visibility splays to meet strict safety requirements. We are also in consultation with Aberdeenshire Council's roads department as well as the emergency services and other relevant consultees.

Aviation and radar

The Hill of Fare Wind Farm has the potential to impact aviation operations at Aberdeen Airport. Initially, the proposed layout impacted both the NATS En Route Limited (NERL) radar at Allanshill and the Air Traffic Control radar used by Aberdeen Airport at Perwinnes. NATS stated that there was no available mitigation, so RES redesigned the layout so that turbines were not visible to the Allanshill radar. This means that NATS can offer an infill feed from Allanshill to Perwinnes as a mitigation solution.

The original proposed layout also breached the Instrument Flight Procedures (IFPs) at Aberdeen Airport; specifically, two surveillance altitudes. However, the redesigned layout is likely to only impact one of these procedures and RES is currently waiting for Aberdeen Airport to confirm if the impact is acceptable or if further work is required to mitigate the effects.

Should the project be consented, a detailed Traffic Management Plan would be developed to mitigate potential impacts on road users and ensure road safety.

Indicative turbine delivery route



Aviation lighting

In accordance with the Air Navigation Order 2016, en-route obstacles at or above 150m, such as the turbines proposed at Hill of Fare, require to be lit at night with medium intensity red aviation lights. The aviation lighting is designed to focus the light across and upwards for the attention of aircraft rather than downward to those at ground level and, in some circumstances, not all turbines require to be lit.

The light intensity varies in response to weather conditions and visibility (via an atmospheric conditions and visibility sensor on the turbine) - with lighting dimmed to 10% of their intensity in good visibility (typically greater than 5km) but maximised in cloudy or foggy weather (where visibility is typically less than 5km). We are consulting with the Civil Aviation Authority (CAA) and the Ministry of Defence (MOD) to agree a lighting strategy with them. The proposed lighting strategy will be presented in the planning application which will also include a night-time assessment and visualisations.

Ecology and Ornithology

Protecting and minimising any potential direct or indirect impacts on local wildlife and their habitats is of utmost importance and we take this responsibility seriously. A wide range of ecological and ornithological studies have been undertaken as part of the Environmental Impact Assessment work.

We are also in consultation with relevant consultees, including Aberdeenshire Council, NatureScot, RSPB Scotland, North East Raptor Study Group, and the Dee District Salmon Fishery Board with regard to designated sites, protected areas and protected species. In addition, the comments received back from the public and local community who know the site and wildlife well are also considered.

We are also developing a Habitat Restoration and Management Plan as well as a Biodiversity Enhancement Plan for the site.

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