

# EIA considerations

## Traffic and transport

An initial Access Study and Swept Paths Analysis (SPA) were carried out by RES to assess route options and help minimise potential impacts during the delivery of wind turbine components.

The Access Study established a preferred route for deliveries, which is shown on the map below. The route involves entry at the Campbeltown dock before transportation to the site via the A83 to the site entrance.

We are now considering a turbine with a slightly longer blade length (although there is no change to the proposed 180m tip height), so we re-ran our transport and access assessments which concluded that no change to the proposed access route is required. The site access point will also need to be carefully designed with appropriate visibility splays to meet strict safety requirements.

## Noise

Noise is an important consideration and, should the project be consented, the wind farm will be designed to comply with strict noise limits set by Argyll and Bute Council.

Design work has taken account of residential properties in the surrounding area with buffers applied. Further survey work has assessed background noise levels at selected properties in the local area. These studies have informed the EIA, which includes an assessment of the impact of operational (and construction) noise in accordance with the relevant guidance (including ETSU R 97) and ensures the proposal is within mandatory noise limits.

## Aviation lighting

The turbines proposed for Killean are above 150m in height and will therefore require aviation lighting so that the turbines are visible to aircraft. We are consulting with the Civil Aviation Authority (CAA) to agree a lighting strategy with them.

It is worth noting that not all turbines are likely to be required to be lit (for example, lighting may just be required on outermost turbines). Furthermore, the (red) aviation lighting is designed to focus the light across and upwards for the attention of aircraft rather than downwards to ground level.

There are also variations in the intensity of the lighting with lower levels required in good visibility and higher levels required in cloudy or foggy weather. In some instances, infra-red lighting may be possible (which is invisible to the naked eye).

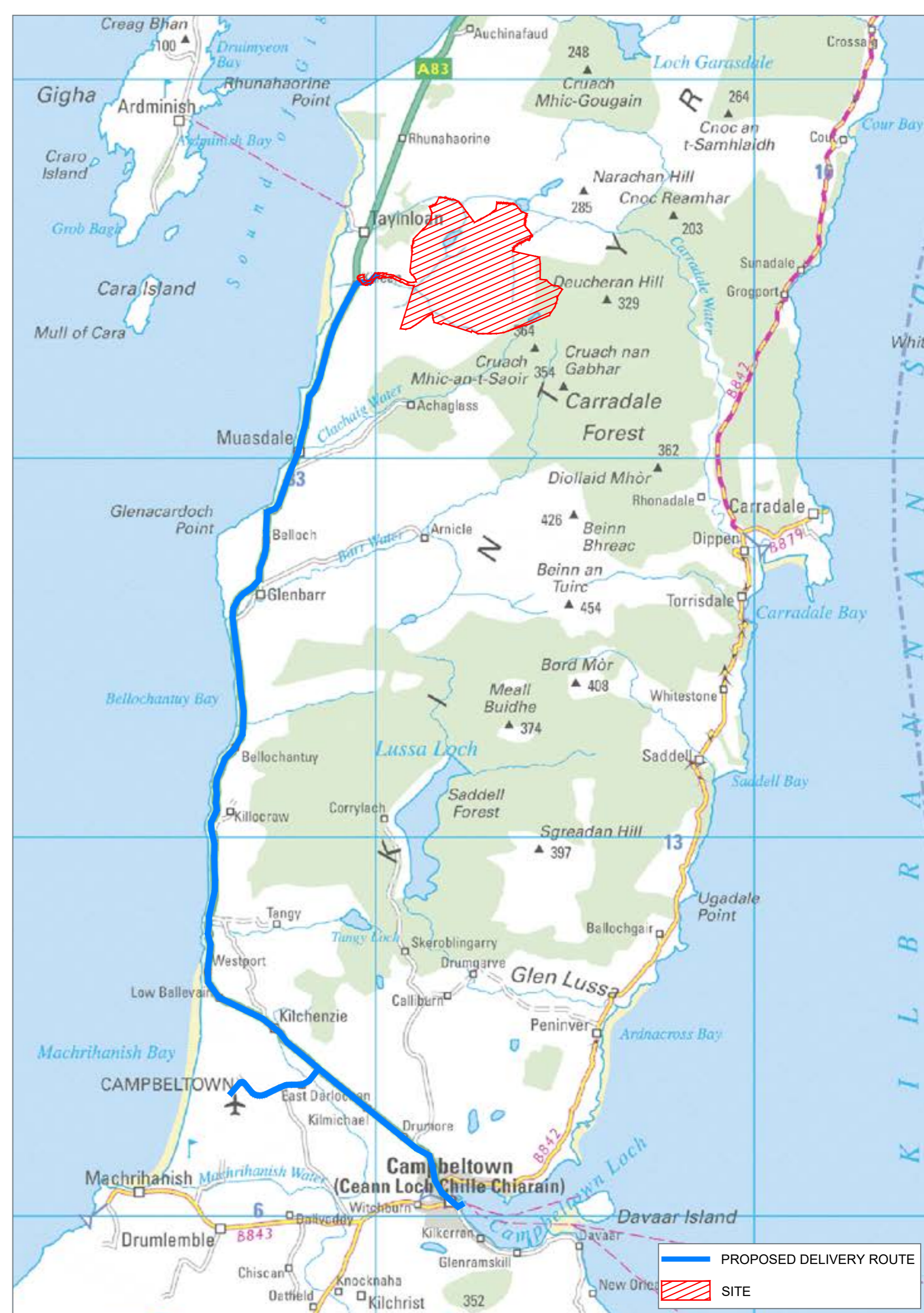
The proposed lighting strategy will be presented in the planning application.

## Aviation and radar

Radar systems can be susceptible to interference from wind turbines as the blade movement can cause intermittent detection by radars within their operating range. This is particularly relevant where there is a line of sight between the radar and the wind turbine development.

RES has undertaken an initial Aviation Assessment to identify any radar infrastructure which may be impacted by the proposed turbines. The closest infrastructure to the site is located at Campbeltown Airport and Lowther Hill, where there is potentially line of sight to the proposed turbines from both. Further assessment is being carried out to establish the level of impact and potential mitigation solutions.

Full consultation will be undertaken with all relevant consultees including the MoD, Civil Aviation Authority and Campbeltown Airport.



Turbine component delivery route