Rogart Community Council

Pollie Hill Scoping Report Comments

Ref ECU00006082

1. Most of the proposed site is in the Rogart Community Council area. We are surprised that we have had no engagement with the developers. We were first made aware of the proposal when a planning application was made for a met mast recently. We were written to by the developers on the day that the Scoping Report was lodged with planning authorities.
2. The name Pollie Hill is not widely known in the parish. The previous Balnacoil scheme had a more meaningful name. It will be better understood as Ben Armine. The site is 120m to 210m above sea level. 200m turbines effectively double the height of the hill.
3. The proposed site is nestled into Wild Land Area 35. We note that there is no requirement for a buffer zone; however, had the hill not been forested, WLA 35 would no doubt have included Pollie Hill. Wild Land Areas were established in 2014 by SNH after consideration of: perceived naturalness; rugged or challenging terrain; remoteness from public mechanized access; lack of built modern artefacts; relative wildness. How is the border between WLA35 and Pollie Hill windfarm to be delineated? A transitional area must be considered.
4. We note the viewpoints considered at 5.1.28. Crofting townships at Inchcape, Ardachu and Achork have been omitted from the settlements 10-20km (6-12 miles) away. There are many residential properties that are affected, not just Ben Armine Lodge (noted as a holiday cottage) and Balnacoil Lodge, whose owners are the main beneficiaries (and might be a second home). The three Rogart townships must be included as viewpoints in Table 5.1.3.
5. At 5.6.57 we are not happy for socio-economics to be scoped out of the EIA in exchange for a Socio-economic statement (SES). NPF 4 says that development proposals will only be supported where they maximise net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities. To understand fully the local impacts, wider research needs to be undertaken in the light of recent windfarm construction. Much existing research is outdated.
6. We note there is no be no construction traffic via A839. However, at 5.7.23 it is stated that the transport impact from operations is just a small number of 4x4s on an infrequent basis. This is not the Rogart experience from Gordonbush and Kilbraur windfarms with a number of vans daily via the village. Therefore, the route via the A839 from the Mound to Rogart and then north via Rhilochan crossroads should be noted as a possible route for operations vehicles and ruled in or out accordingly.

Frank Roach Chair Rogart Community Council 24.02.25