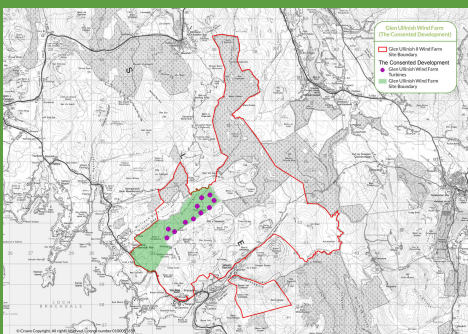




Glen Ullinish Wind Farm

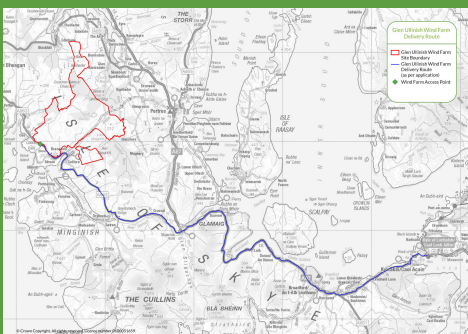
Muirhall Energy currently has planning permission to erect 8 wind turbines at 149.9m, and 3 turbines at 145m to tip at the site known as Glen Ullinish Wind Farm. The site is 1,800m southeast of Balmeanach Struan, in the northwest of Skye.

On 31st July 2023 Muirhall Energy submitted an application for Section 36 Consent for 47 turbines at 200m to tip, known as Glen Ullinish II Wind Farm. If consented, this project would replace Glen Ullinish Wind Farm.



As part of the Section 36 application, it is proposed to deliver turbine components from Kyle Harbour. Delivery from Kyle Harbour to the wind farm would comprise:

- Components travelling from Kyle to the Wind Farm (north of Struan) via the A87, turning onto the A863 at Sligachan.
- Approximately 40 miles.
- Broadford Airstrip would be used as a temporary laydown area.
- Blades would be transported on bladelifters from Kyle Harbour to Broadford Airstrip.
- Around 190 convoys required for 47 turbines (around 570 trips each way).
- An escort from Police Scotland would be required.



Concerns have been raised about the impact of deliveries on the local road network on local communities, businesses, tourism and emergency services.

Muirhall Energy has undertaken several studies investigating the suitability of other facilities around Skye and alternative approaches for delivery.

Further information is set out on the following boards:

- Feasibility Studies & Site Selection
- Proposal
- Environmental Impact Assessment
- Summary and Feedback

www.muirhallenergy.co.uk



Feasibility & Site Selection

Several options have been assessed to determine how components might best be transported to the Wind Farm. This has included the examination of existing facilities and proposals for new infrastructure and approaches.

Feasibility Considerations

The following considerations were used to assess whether various delivery options were suitable:

- Able to accommodate typical turbine delivery vessels:
 - Up to 130m long.
 - Draft clearance of 9.5m in channel & 8m at berth.
 - Safe navigation.
- Suitable land areas to offload components.
- Accessibility from the landing point to the site entrance.
- Impact of disruption to communities.



Existing Facilities Considered

Several existing facilities were considered throughout the Isle of Skye and the west coast of Mainland Scotland.

Dunvegan

Unsuitable water depth and scale of infrastructure. Dunvegan disruption.

Caroy Jetty

Unsuitable water depth and scale of infrastructure. Poor access to public road.

Uig

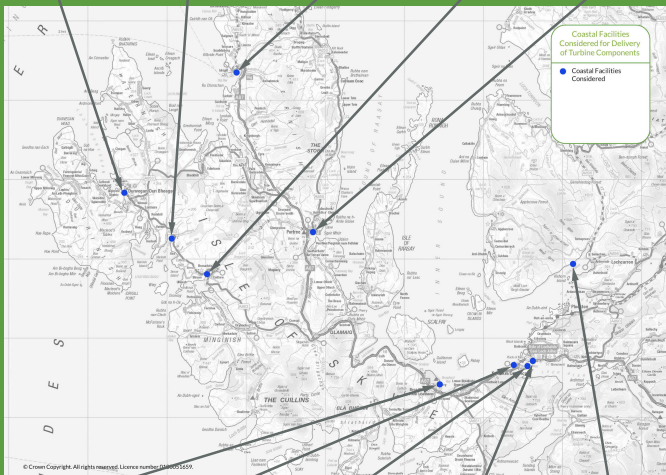
Good infrastructure but unsuitable water depth and limited operational capacity due to ferry service.

Struan Jetty

Unsuitable water depth and scale of infrastructure. Access to public road and Struan disruption.

Portree

Water depth, scale of infrastructure and existing users. A87 disruption.



Broadford

Water depth and scale of infrastructure. A87 disruption.

Kyleakin Mowi

Existing Mowi operations and limited by mill infrastructure. A87 disruption.

Kyleakin Slipway

Only suitable for use by small roll on/roll off vessels or barges. A87 disruption.

Kyle Harbour

Identified as the best option using an existing facility but requires the use of a bladelifter out of Kyle of Lochalsh before transfer at Broadford Airstrip. Likely disruption from the use of Skye Bridge/ A87.

Kishorn

Suitable water depths and size of infrastructure. A87 disruption or secondary landing for barges required.





Feasibility & Site Selection

Landing Options

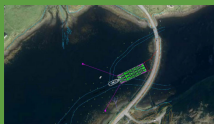
A variety of landing options were considered for existing, upgraded or new locations:



Traditional quay/pier berth

Pros: Higher capacity for deliveries and handling components.

Cons: Limited suitable locations within close proximity of Wind Farm



Temporary Landing with Barge

Pro: More landing opportunities with limited infrastructure required.

Cons: Requires the use of barges, taking longer. Lifting restrictions due to temporary nature of supporting structure.



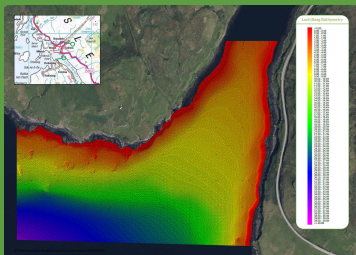
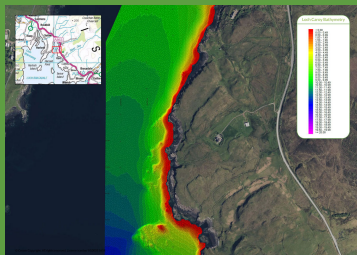
Roll on / Roll off Vessel (beach landing or ship-ship transfer)

Pros: More landing opportunities with limited infrastructure required.

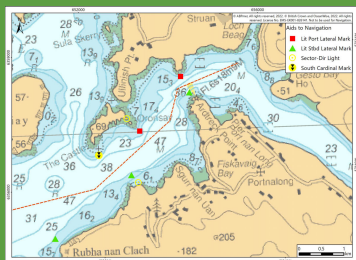
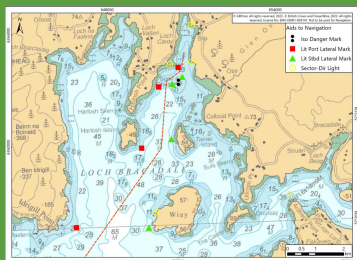
Cons: Small capacity per vessel movement, complex lifts and longer delivery period.

Loch Caroy & Loch Beag

Following initial rounds of feasibility studies, it was determined that the creation of a new landing point closer to the Wind Farm site access would be the best alternative to Kyle Harbour. Further assessment focused on Loch Caroy and Loch Beag, based on water depths.



The suitability of vessels navigating to these locations was considered through a Navigation Feasibility Assessment, which ruled out locations and confirmed the suitability of others.

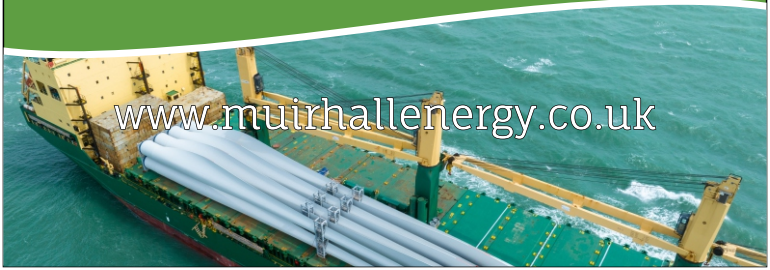


Loch Caroy was selected due to:

- Reduced visual impact.
- Proximity to the public road.
- Topography of land.
- Less disruption to nearby villages.

Loch Beag was discounted due to:

- Visibility from Gesto Bay and Amar River viewpoints.
- Difficult topography.
- Distance to public road, involving multiple landowners and crofts.
- Disruption to Struan.



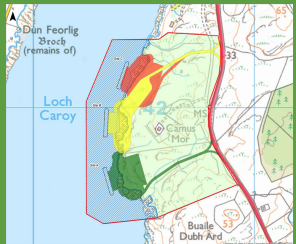


Proposed Development

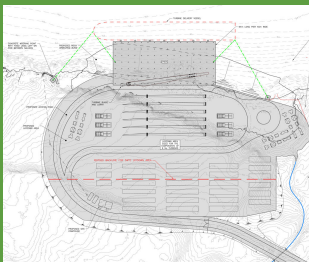
Loch Caroy Site Boundary and Options

Within Loch Caroy, three indicative locations have been identified.

Only one location will be progressed, which will be confirmed following the first round of public consultations and EIA Scoping, with the chosen location presented at the second round of public consultations.

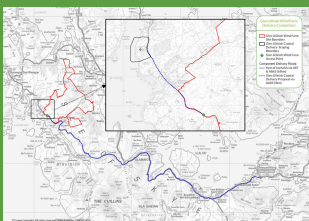


Design



- 94m x 40m Quay formed by land reclamation or open piled deck.
- Laydown area to store turbines.
- Areas for mobile cranes, with suitable separation distance for blade lifts.
- Access to the public road, with dual turning on the A863.
- Welfare unit, management office and storage areas.

Proposed Operations and Use



- 50-year operational life: Wind Farm Construction-Operation-Decommissioning.
- 50-80 vessel deliveries are required for 47 turbines for Glen Ullinish II Wind Farm.
- The length of the delivery on the public road network would be reduced from 40 to 2 miles.

The Quay will require a Harbour Master (on a full or part-time basis) and other staffing during operations. Muirhall Energy is engaging with other wind developers about the use of the Quay. Agreements would be subject to aligning construction programmes and commercial considerations.

Opportunities for other community, commercial or recreational uses will be explored with feedback welcomed. Options for delivering a set of pontoons adjacent to the quay have been considered but have been ruled out due to the following issues.

- Unsuitable wave climate for leisure moorings.
- A substantial breakwater required.
- Navigational and collision risk.
- Segregating land access would be difficult.



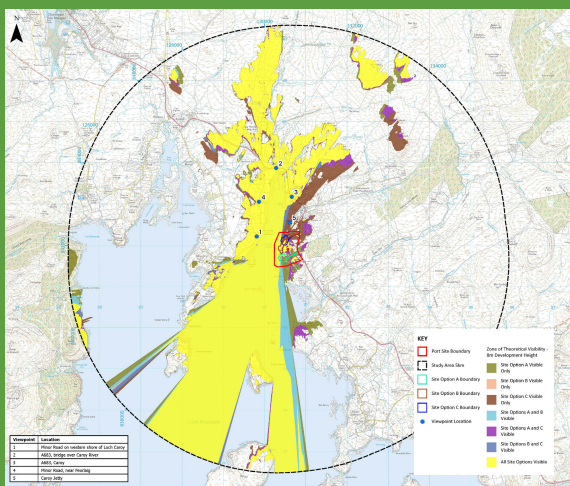
Environmental Impact Assessment (EIA)

An Environmental Impact Assessment (EIA) Report is required to support the planning application and marine licence, due to the size of vessels that could be accommodated by the Quay.

An EIA Scoping Report has been submitted to The Highland Council and Marine Scotland to confirm the scope of the EIA Report.

Landscape, Seascape and Visual Impact Assessment

An assessment will be undertaken by professional landscape architects to assess the impact on the current landscape setting and residential amenity of nearby properties.



Noise & Vibration

As part of the preparation of the EIA Report, a 1km survey buffer around the Quay will be considered to assess potential noise and vibration impacts on residential properties.

Cultural Heritage and Marine Archaeology

The potential effects of the Quay on cultural heritage and archaeology (marine and terrestrial) will be assessed as part of the EIA Report.

Ecology and Ornithology

A programme of ecology and bird surveys (both marine and terrestrial) is ongoing to inform the EIA Report. The survey results will inform the mitigation measures that will be put in place to minimise effects on wildlife and habitats in line with all relevant regulations and guidelines.

Other Topics Included in EIA Report:

- Air Quality
- Ground Conditions & Land Quality
- Coastal processes and Geomorphology
- Flood Risk, Drainage & Coastal Protection
- Socio Economics
- Traffic and Transport
- Commercial & Recreational Navigation
- Climate Change
- Water and Sediment Quality





Summary and Feedback

Purpose of this Consultation Event

- Provide background on the project;
- Outline initial proposals; and
- Facilitate feedback from the community.

Where are we Now

Initial survey and design work is ongoing. We have submitted an EIA Scoping Report to The Highland Council and Marine Scotland which you can find on our website, www.muirhallenergy.co.uk

Next Steps

- Review Scoping Opinion and collected feedback, this will inform the finalisation of the design.
- Ongoing consultations with the community and regulatory bodies.
- Second round of consultations in June to:
 - Update the community.
 - Demonstrate how feedback was taken into account.

Project Timelines

Below are the projected timelines, from EIA Scoping submission through to operational use:

| | |
|----------------------------|---|
| Submitted | EIA Scoping Submission |
| Feb 2024 | 1st round of consultation events |
| Spring / Summer 2024 | Ongoing surveys and assessments |
| June 2024 | 2nd round of Consultation events |
| Autumn 2024 | Marine Licence and Planning Application Submissions |
| Autumn 2024 to Spring 2025 | Consultation and determination of applications |
| Late 2025 / Early 2026 | Construction commences |
| 2027 Onwards | Delivery of components |

Feedback

You can speak to one of our team members or fill out a feedback form either here at the exhibition or on our website. You can also contact us at gucc@muirhallenergy.co.uk should you have any specific queries.

The boards from all consultation events, feedback forms and information sign-up forms will also be available on our website - www.muirhallenergy.co.uk

**Sign up for our information
mailing list:**



**We would like to hear your
feedback on the proposal:**



www.muirhallenergy.co.uk

