



# *Dulater Hill Wind Turbine Development - Forneth & Butterstone*

LUNAN VALLEY PROTECTION LTD. Registered in Scotland SC464745

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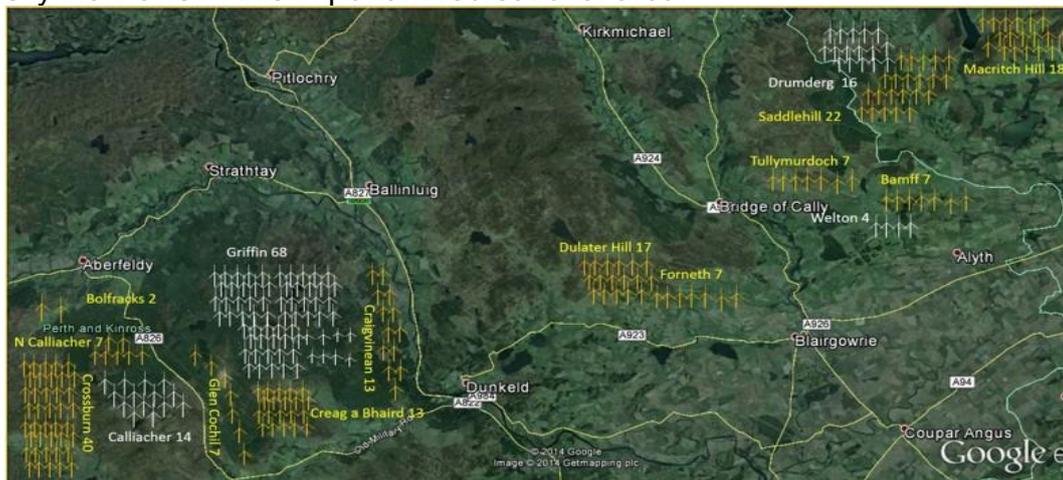
For the latest information: [www.lunanvalley.org.uk](http://www.lunanvalley.org.uk) or [www.dunkeldandbirnamnews.co.uk/trees-not-turbines](http://www.dunkeldandbirnamnews.co.uk/trees-not-turbines)

## Talking Points for Letters of Objection

The following ‘talking points’ are issues that you might want to think about as you prepare to write a letter in response to Ecotricity’s Dulater Proposal. When writing a letter, it is important to include concerns which directly reflect national and local planning issues, and to comment upon concerns and issues which have been identified as important in the Scoping Opinion (published by the Scottish Government as a guide to Ecotricity in the writing of their application). These are the points which keep coming up in relation to Dulater, and are also reflected in recent wind turbine appeal cases where the development was rejected. Whilst this is not a comprehensive list of the issues you might decide to comment upon, these points can be used to help you write an effective letter to be sent by email to [representations@scotland.gsi.gov.uk](mailto:representations@scotland.gsi.gov.uk) or by post to The Scottish Government, Energy Consents Unit, 4<sup>th</sup> Floor, 5 Atlantic Quay, 150 Broomielaw, Glasgow, G2 8LU. Letters should clearly state that you are objecting to “Proposed Section 36: Dulater Hill Wind Park in Perth and Kinross,” and include your name in block capital letters, date, your full address and email. Copies should be sent to PKC Planning Department ([DevelopmentManagement@pkc.gov.uk](mailto:DevelopmentManagement@pkc.gov.uk)). You can also send copies to John Swinney, MSP ([john.swinney.msp@scottish.parliament.uk](mailto:john.swinney.msp@scottish.parliament.uk)) and Murdo Fraser, MSP ([murdo.fraser.msp@scottish.parliament.uk](mailto:murdo.fraser.msp@scottish.parliament.uk)).

**Overview of Project:** 17 wind turbines up to 125 metres high (410ft) from ground to blade tip are proposed on the hill above Forneth and Butterstone, and could look like the picture above. Whilst the UK needs energy, and wind is one source, at the same time it is essential that the planning process protects unique and sensitive landscapes and that cumulative impact is minimised. There are sound planning reasons for rejecting this proposal given the potential impact of these proposed turbines on the landscape, ecology, economy and residents.

**Landscape and Visual Impact:** These turbines will be visible both locally and at a distance given their placement on the Highland Boundary Fault (HBF), the line of hills that mark the transition of lowland to highland landscape. The landscape of the HBF is important in the defining characteristics of the River Tay National Scenic Area, and these turbines would become a prominent feature of skyline views in this important recreational area.



**Cumulative Visual Impact:** From Aberfeldy to Alyth, 102 turbines have been approved (white) and 161 proposed (yellow). Dulater will fill in a line of turbines marching across Perthshire, highlighting the cumulative impact.

See <http://www.pkc.gov.uk/article/2305/Renewable-energy-proposals>

## Talking Points - Important Landscape and Visual Impact and the impact on the 'Special Qualities' of the River Tay National Scenic Area

1. An important issue is the Highland Boundary Fault, which is identified as an important Scottish landmark. First, there is the potential visual impact of turbines being seen on the striking line of hills marking the Highland Boundary Fault. These turbines would become a part of the unique visual experience of the transition between lowland and highland landscapes which is a part of the Highland Boundary Fault. Many of us experience this beautiful transition between hills and valleys every day as we drive on the A923 to and from Dunkeld, or travel on the roads and train between Perth and Dunkeld. These turbines will be seen together with the Drumerg turbines as you look east from Birnam Hill, adversely impacting the view from the King's Seat where the transition from lowland to highland scenery is seen over a distance, and which is described as 'an iconic Scottish viewpoint' (SNH, 2010).
2. There will be a visual impact of turbines seen from the A9 driving north as you look out over the River Tay Valley, a scene described as the 'Gateway to the Highlands' (SNH, 2010).
3. There will be a cumulative impact of wind turbine development in the local area, both current industrial sites and new applications.
4. This all has an adverse impact on the 'recreational value' of the area and the tourism industry.

The **Lunan Valley** environment has historically been protected given the ecological sensitivity of its birdlife, wildlife, plant life and protected waterways. **Road Construction** to enable the delivery of turbines parts will adversely impact the scenic nature of this road in a National Scenic Area, and the **Industrial Construction Traffic** threatens the safety of the environment, wildlife and residents in the short-term, with up to an additional 1700 HGV truck movements per month on the A923 at peak construction times. It is also essential to take into account the **potential for permanent damage to the Lunan Valley ecosystem** in the case of an accident involving Craiglush Loch, where the road is too narrow at places for two trucks to pass each other and the soft, narrow verge was not meant to support the weight of a crane or concrete truck. An accident such as the one pictured below would put at risk the wildlife, plant life, and bird life (including ospreys) of Craiglush and Loch of the Lowes, as well as the whole of the Lunan Valley system. The potential **Economic Risk** to the ecological and recreational value of the area far outweighs any benefits.



On this stretch of road immediately after a blind corner, the asphalt is too narrow at points for two lorries to pass, with tyres already often using the narrow wetlands verge.  
A923 at Craiglush Loch, Jan. 2014.



Blade's WT1000 was heading to the Gordonbush wind farm when the verge of the road gave way



The verge starts to drop off after only 10cm at this point, and sharply drops at 30cm.  
A923 at Craiglush Loch, Sept. 2013

## Talking Points – Ecological Impacts, Road Construction and Industrial Traffic

1. Potential threat to multiple SSSI's and other designated ecologically unique sites.
2. Potential impact on protected species and water quality.
3. Road safety and structural integrity during construction.
4. Long term impact on quality and safety of road, as well as the visual impact of changes planned on a unique road in a designated scenic area.
5. Evidence now of the risk of further wind turbine development once a road is adapted to take turbine components and abnormal loads.