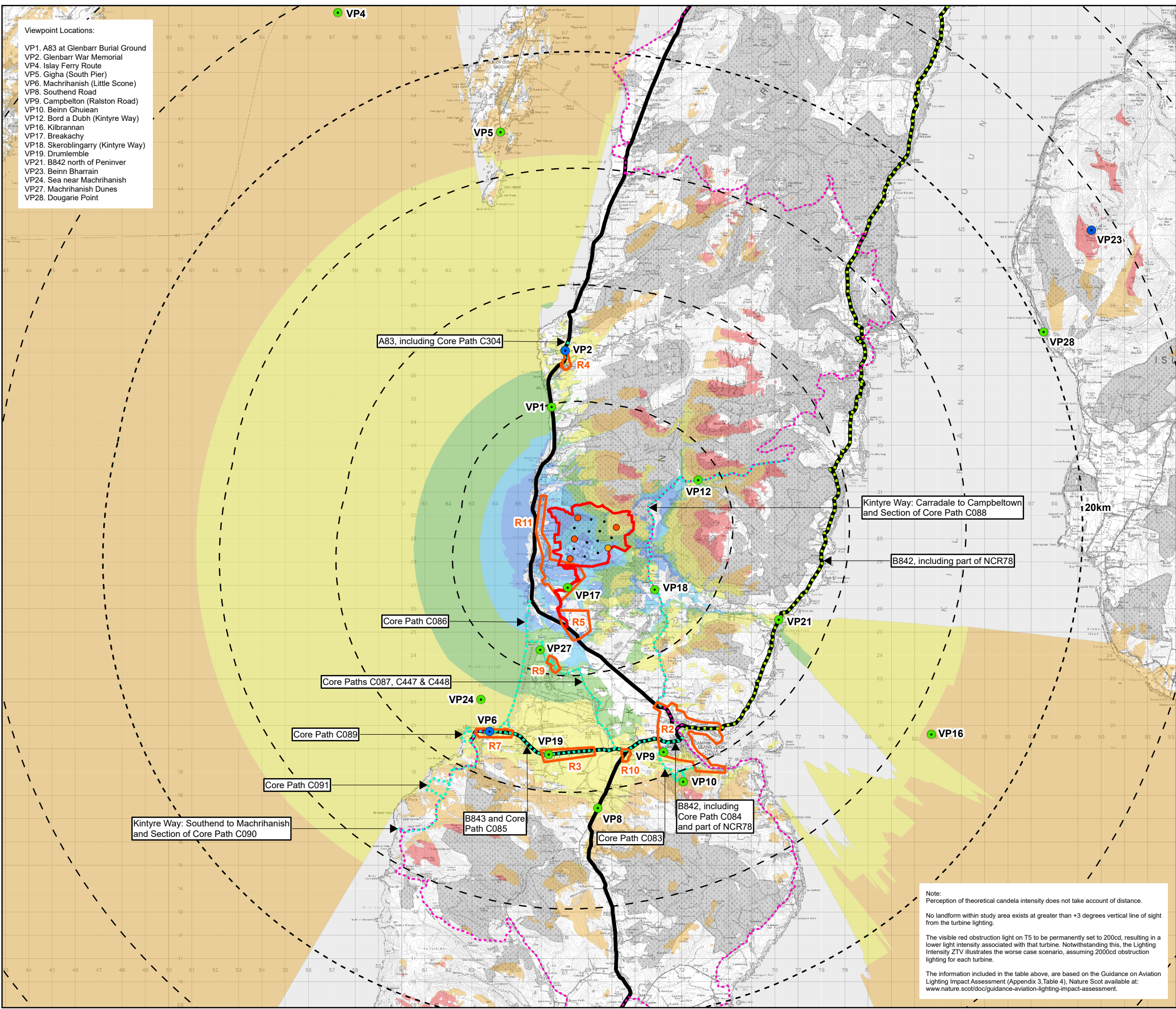




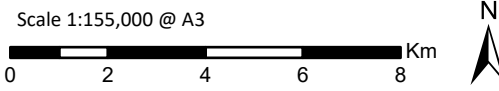
- Viewpoint Locations:
- VP1. A83 at Glenbarr Burial Ground
 - VP2. Glenbarr War Memorial
 - VP4. Islay Ferry Route
 - VP5. Gigha (South Pier)
 - VP6. Machrihanish (Little Scone)
 - VP8. Southend Road
 - VP9. Campbeltown (Ralston Road)
 - VP10. Beinn Ghuiean
 - VP12. Bord a Dubh (Kintyre Way)
 - VP16. Kilbrannan
 - VP17. Breakachy
 - VP18. Skeroblingarry (Kintyre Way)
 - VP19. Drumlemble
 - VP21. B842 north of Peninver
 - VP23. Beinn Bharrain
 - VP24. Sea near Machrihanish
 - VP27. Machrihanish Dunes
 - VP28. Dougarie Point



- Key**
- Red Line Boundary
 - Proposed Varied Development Turbine
 - Proposed Turbine to be Fitted with Visible Aviation Lighting
 - CAA-ANO 200cd
 - CAA-ANO 2000/200cd
 - 40km Wider Study Area
 - 20km Detailed Study Area
 - 5km Distance Radii
 - Visual Receptor Locations Scoped Into Assessment**
 - Viewpoint
 - Visible Aviation Lighting Photomontage Viewpoint
 - Residential Receptor Locations (RRLs)
 - Core Path
 - Kintyre Way
 - National Cycle Route 78 (NCR78)
 - Public Road

Lighting Intensity ZTV

Vertical Angle of Lighting from Hub (125m)	Turbine Lighting Intensity 2000cd Light	Turbine Lighting Intensity 200cd Light
3 degrees to 0 degrees	2200/2500cd	220/250cd
0 degrees to -1 degrees	2200/980cd	220/98cd
-1 degrees to -2 degrees	980/420cd	98/42cd
-2 degrees to -3 degrees	420/220cd	42/22cd
-3 degrees to -4 degrees	220/170cd	22/17cd
Below -4 degrees	Below 170cd	Below 17cd



Note:
Perception of theoretical candela intensity does not take account of distance.

No landform within study area exists at greater than +3 degrees vertical line of sight from the turbine lighting.

The visible red obstruction light on T5 to be permanently set to 200cd, resulting in a lower light intensity associated with that turbine. Notwithstanding this, the Lighting Intensity ZTV illustrates the worse case scenario, assuming 2000cd obstruction lighting for each turbine.

The information included in the table above, are based on the Guidance on Aviation Lighting Impact Assessment (Appendix 3, Table 4), Nature Scot available at: www.nature.scot/doc/guidance-aviation-lighting-impact-assessment.

Figure TA5.10-5
Visible Aviation Lighting: Visual Receptors with Theoretical Intensity ZTV

Tangy IV Wind Farm
S36C EIA Report 2026
Proposed Varied Development