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16. AVIATION

16.1. Introduction

16.1.1. This Chapter does not repeat the information set out in *Chapter 16: Aviation* of the Shepherds' Rig EIA Report (November 2018) where that information remains valid in the context of the reduced number of turbines now proposed as the Revised Development (**AEI Figure 4.1**). As such, the Additional Environmental Information (AEI) supplements Chapter 16 of the EIA Report (November 2018) and should be read in conjunction with it.

16.1.2. Whilst the VFR Chart Extract has not changed, **AEI Figure 16.1** has been updated to reflect the reduced number of turbines associated with the Revised Development.

16.1.3. Post-submission responses in regards to aviation are summarised in AEI Table 16.1.

AEI Table 10.1: Post-Submission Consultation Responses

Organisation	Consultee Comments	Response to Consultee
NATS (date of response)	NATS confirmed that a 'Single Cell Blank' would be required in order to mitigate the effect of the wind farm on the performance of the Great Dun Fell radar.	Negotiations with NATS have produced an agreement to contract NATS to undertake the required single cell blank.

16.2. Methodology

16.2.1. This section takes into account the legislation, policy and guidance referred to in the EIA Report (November 2018). The baseline information relied upon in order to make an assessment of the effects of the Proposed Development is that information which has been provided in the EIA Report (November 2018). To ensure consistency of approach, the same significance criteria and assessment methodology as referred to in the EIA Report (November 2018) has been followed. Taking into account the relevant policy and guidance, baseline information, and assessment criteria, an assessment is presented below which details the effect of the revised layout (**AEI Figure 4.1**).

16.3. Baseline Conditions

16.3.1. There is no change in baseline conditions, and Section 16.4 of the EIA Report (November 2018) remains valid. A revised CAA 1:250,000 chart extract is provided in **AEI Figure 16.1** illustrating the location of the site in an aviation context.

16.4. Change in Effects

16.4.1. Radar modelling has been undertaken using the revised layout. There is no substantive difference between this and the layout reported on in Section 16.5 of the EIA Report (November 2018) except that there are two less turbines. As

such, there is no change in effects from that identified within the EIA Report, and effects remain not significant in line with the EIA Regulations.

16.5. Mitigation

- 16.5.1. Radar mitigation has been agreed with NATS, to provide a 'single cell blank' for the Great Dun Fell radar. It is anticipated that this will remain the case for the revised layout (**AEI Figure 4.1**); however, NATS will confirm its position in response to the AEI.

16.6. Summary

- 16.6.1. The revised layout will have a negligible effect on the aviation assessment and the finding within Chapter 16 of the EIA Report (November 2018) remains valid.

16.7. Statement of Significance

- 16.7.1. Effects on aviation associated with the Proposed Development are considered to be not significant. This represents no change to the conclusions outlined in the EIA Report (November 2018).