

Appendix 12.4

Fear and Intimidation

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Glossary

Term	Definition
Environmental Impact Assessment	Environmental Impact Assessment (EIA) is a means of drawing together by the developer, in a systematic way, a description of the development and information relating to the likely significant environmental effects arising from a proposed development.
Environmental Impact Assessment Report	A document reporting the findings of the EIA and produced in accordance with the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017.
Links	Segments of roads with consistent features such as traffic volumes, number of lanes, speed limit and geometry.
Proposed Development	The Proposed Development comprises the Deucheran Hill 2 repowering and extension, including up to 14 wind turbines (three with a maximum tip height of 220 m, four at 200 m and seven at 180 m), and associated ancillary infrastructure.

List of Abbreviations

Abbreviation	Description
ATC	Automatic Traffic Count
ISEP	Institute of Sustainability and Environmental Professional

A12.4. Fear and Intimidation Assessment

A12.4.1. This assessment should be read in conjunction with **Volume 1, Chapter 12: Traffic and Movement**.

A12.4.2. Table 3.1 and Table 3.2 of the IEMA, (now Institute of Sustainability and Environmental Professionals (ISEP)) (2023) Guidelines were used to assess the level of fear and intimidation level for both the Baseline scenario, and the Baseline plus Proposed Development scenario (Proposed Development scenario).

A12.4.3. Table 3.3 of the IEMA (2023) Guidelines was then used to determine the magnitude of impact resulting from the addition of construction traffic from the Proposed Development to the local road network during the peak month.

A12.4.4. These tables are presented below for reference.

Table 12.4.1: IEMA guidance table 3.1 fear and intimidation degree of hazard

Average Traffic Flow Over 18-Hr Day – all vehicles/hr 2-way (a)	Total 18-Hr Heavy Vehicle Flow (b)	Average Vehicle Speed (mph) (c)	Degree of Hazard Score
+1,800	+3,000	>40	30
1,200-1,800	2,000-3,000	30-40	20
600-1,200	1,000-2,000	20-30	10
<600	<1,000	<20	0

Source: Natural Power, 2026

Table 12.4.2 : IEMA guidance table 3.2 levels of fear and intimidation

Level of Fear and Intimidation	Total Hazard Score (a+b+c)
Extreme	71+
Great	41-70
Moderate	21-40
Small	0-20

Source: Natural Power, 2026

Table 12.4.3: IEMA guidance table 3.3 fear and intimidation magnitude of impact

Magnitude of Impact	Change in Step/ Traffic Flows (AADT) From Baseline Conditions
High	Two changes in level
Medium	One step change in level but with >400 vehicles increase in average 18 hr AV all vehicle flow; and/or >500 HV increase in total 18 hr flow
Low	One step change in level but with <400 vehicles increase in average 18 hr AV two-way all vehicle flow; and/or <500 HV increase in total 18 hr HV flow
Negligible	No change in step changes

Source: Natural Power, 2026

Baseline Fear and Intimidation

- A12.4.5. As noted in **Section 12.7** of the chapter, Links A, B and C have been determined to meet the lower (10%) threshold and as a result will undergo further assessment to determine the magnitude of impact of the effect.
- A12.4.6. **Table 12.4.4** presents the baseline traffic flows and average vehicle speed used for the assessment.
- A12.4.7. The average vehicle speed was recorded during the ATC (Automatic Traffic Count) surveys. It is assumed to remain unchanged for the two assessed scenarios.

Table 12.4.4: Baseline traffic flows and average vehicle speed

Link	18-Hr ADF/Hr	HGV 18-Hr ADF	Average Vehicle Speed (mph)
A	125	155	49
B	128	171	50
C	133	124	40

Source: Natural Power, 2026

- A12.4.8. As per **Table 12.4.1** each corresponding degree of hazard score was calculated and shown in **Table 12.4.5** below.

Table 12.4.5: Baseline degree of hazard scores

Link	18-Hr ADF/Hr	Degree of Hazard Score	HGV 18-Hr ADF	Degree of Hazard Score	Average Vehicle Speed (mph)	Degree of Hazard Score
A	125	0	155	0	49	30
B	128	0	171	0	50	30
C	133	0	124	0	40	20

Source: Natural Power, 2026

A12.4.9. The total hazard score presented in **Table 12.4.6** is a summation of the above hazard scores identified for each link, along with the resulting baseline level of fear and intimidation.

Table 12.4.6: Baseline level of fear and intimidation

Link	Total Hazard Score	Level of Fear and Intimidation
A	30	Moderate
B	30	Moderate
C	20	Small

Source: Natural Power, 2026

Proposed Development Fear and Intimidation Assessment

A12.4.10. **Table 12.4.7** presents the baseline plus Proposed Development traffic flows for the peak month. It is assumed that 100% of the Proposed Development traffic will travel during the 18-Hr period (06:00-00:00).

A12.4.11. The average vehicle speed is not predicted to change as a result of the Proposed Development, therefore the degree of hazard score will remain the same for that part of the assessment.

Table 12.4.7: Proposed development degree of hazard scores

Link	18-Hr ADF/Hr	Degree of Hazard Score	HGV 18-Hr ADF	Degree of Hazard Score	Average Vehicle Speed (mph)	Degree of Hazard Score
A	132	0	229	0	49	30
B	136	0	244	0	50	30
C	140	0	197	0	40	20

Source: Natural Power, 2026

A12.4.12. The total hazard score presented in **Table 12.4.8** is a summation of the above hazard scores identified for each Link, along with the resulting Proposed Development level of fear and intimidation.

Table 12.4.8: < Proposed development level of fear and intimidation

Link	Total Hazard Score	Level of Fear and Intimidation
A	30	Moderate
B	30	Moderate
C	20	Small

Source: Natural Power, 2026

A12.4.13. The change in the level of fear and intimidation between the baseline scenario and the Proposed Development scenario is used to determine the magnitude of impact, in accordance with **Table 12.4.3**.

A12.4.14. **Table 12.4.9** below presents the outcome of the fear and intimidation magnitude of impact assessment.

Table 12.4.9: Proposed development magnitude of impact

Link	Baseline Level of Fear and Intimidation	Proposed Development Level of Fear and Intimidation	Magnitude of Impact
A	Moderate	Moderate	Negligible
B	Moderate	Moderate	Negligible
C	Small	Small	Negligible

Source: Natural Power, 2026

Conclusion

A12.4.15. The level of fear and intimidation has not changed between the baseline scenario and the Proposed Development scenario. Therefore, the magnitude of impact for each Link is negligible.