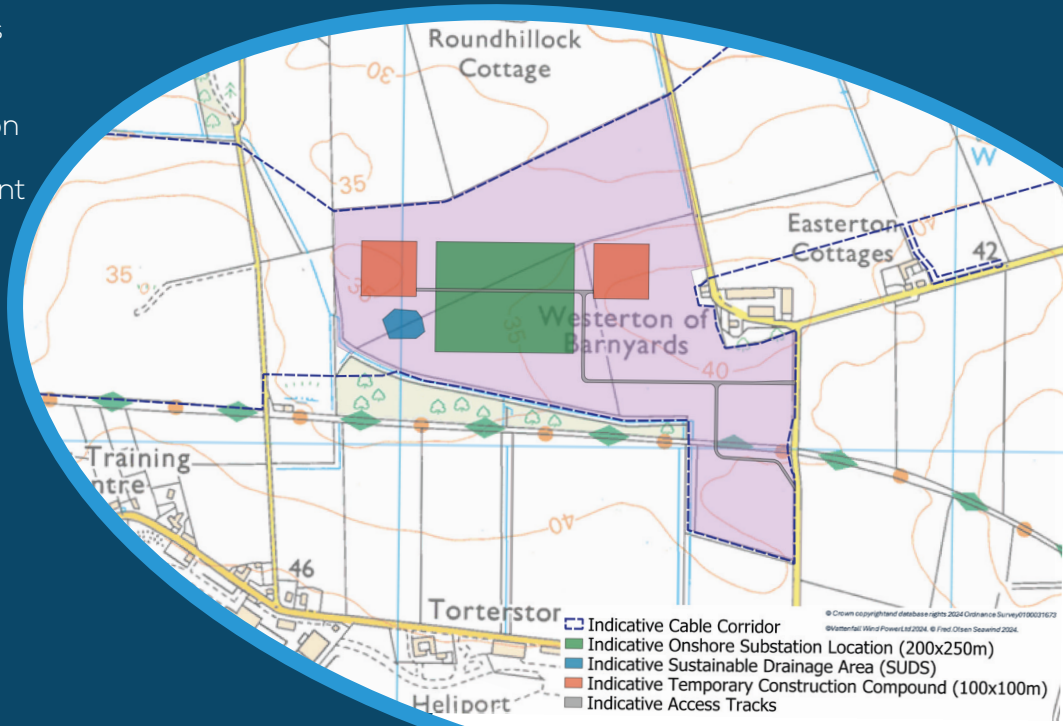
Onshore EIA - Proposed Mitigation

Environmental Impact Assessment (EIA) is an iterative process which aims to ensure early consideration of environmental issues at all stages of project development. In this way, the findings from the EIA can be fed into the design process, to avoid, reduce, and - if possible - remedy environmental effects. This approach has been followed in the process of refining the site boundary and likely location of the infrastructure. This includes changes made to the site boundary to avoid key environmental features where practicable, including assets of cultural heritage interest, areas of ancient and native woodland and peatland.

To reduce potential impacts that may arise from the proposed onshore development, mitigation measures will be put in place, including mitigation by design. The table overleaf lists some of the mitigation measures that are proposed as part of the design and development process. The final list will be included in the EIA Report.



MUIR MHÒR
OFFSHORE WIND FARM

A joint venture between
Fred. Olsen Seawind & Vattenfall

Environment	Potential Impact	Mitigation
Landscape and visual	Visual impact of the substation building	• Preparation of landscape, planting and reinstatement plans, including ensuring appropriate screening and bunding around the onshore substation to reduce visual impact. • Screening along the northern, southern and eastern boundaries. • Extend existing woodland plantation to the south of the Substation Zone, to utilise and enhance existing screening. • Consider wider views of the proposed substation and the potential appearance of mitigation planting on the skyline in these views.
Terrestrial ecology and ornithology	Impacts on birds, wildlife and habitats during construction and operation	• Deliver demonstrable biodiversity enhancement within the substation zone, following principles established in good practice by NatureScot. • Preparation and agreement of Species and Habitat Protection Plans. • Preparation of a Biosecurity Management Plan to avoid the introduction and spread of marine and terrestrial non-native species. • Appointment of a competent and experienced Environmental Clerk of Works (ECoW) to monitor the implementation of approved mitigation measures.
Noise	Noise and vibration impacts during construction and operation	• Any noise from the substation during its operation will comply with stringent limits in line with British Standards and Aberdeenshire Council requirements. • Installation/use of vibration isolation pads and anti-vibration mounts, if required, from equipment located within the substation. • The impacts of noise and vibration at sensitive receptors will be limited, for example, by utilising quieter equipment where reasonably practicable; all plant not in use to be switched off; operate only well-maintained construction plant selected for the specific activity; mobile plant and stationary plant items to be routed or located to maximise separation distance from noise-sensitive receptors (where possible). • Locations for horizontal directional drilling (HDD), cable route or construction compound mobilisation works and earthworks will be chosen to maximise distance from nearby residential properties as far as possible. • The duration of any HDD works will be minimised within practical and safety constraints. Residents potentially affected will be kept informed of the likely period during which the work will take place, the times and durations of planned works and the measures that are being taken to avoid unnecessary noise.
Hydrology and private water supplies	Pollution impacts and water supply issues	• Preparation of a Drainage Management Plan, which will apply to the operational phase. • Use trenchless crossing construction techniques such as HDD under major river crossings and sand dunes. • Implementation of measures to protect any private water supplies identified in proximity to the proposed development.
Traffic management	Damage to local road network, disruption during construction	• Preparation and agreement of a Construction Traffic Management Plan (CTMP). • Use trenchless crossing construction techniques such as HDD under main roads, where possible, e.g. the A90. • Preparation and agreement of a Public Access Management Plan.