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Mitigation measures

A variety of best practice and mitigation measures would be employed to ensure that construction of the onshore electrical infrastructure will not result in any unacceptable environmental effects or impacts upon residential amenity.

Any planning application for the proposed variation route would be accompanied by an Environmental Impact Assessment (EIA) Report or suite of Environmental Appraisal Reports. These will assess the potential adverse effects of the proposals on the environment and identify suitable mitigation to prevent, reduce and where possible offset these effects. It is anticipated that many of the best practice, mitigation and control measures that have been agreed for the approved cable route will be applicable to the proposed variation route.

Construction noise

The proposed alternative section of cable route will be closer to residential properties along Barry Road than the approved cable route. Mitigation measures will be employed to avoid unacceptable noise and vibration effects on these properties including the use of the quietest construction methods and plant where available and the regular and effective maintenance of equipment.

It is considered that potential construction noise and vibration impacts could be controlled through adoption of the same noise and vibration planning conditions as attached to the overall planning permission for the wider cable route. These set noise and vibration limits at the nearest sensitive properties and require the submission of a construction noise and vibration management plan for the approval of the planning authority, including detailed measures for the mitigation of noise and vibration and a complaint investigation and resolution procedure.

Traffic and transport

The potential traffic and transport effects associated with the proposed development include the effects of construction traffic on existing traffic flows and the public road network. However, given that the Council's Road Service have previously raised no significant concerns regarding construction vehicle movements associated with the project it is considered that the level of traffic anticipated could be accommodated on the existing road network.

Notwithstanding the above, mitigation measures to be employed are likely to include instructing HGVs, and site personnel as appropriate, to use only the approved access routes to the site; scheduling works outwith hours of peak activity on local roads if necessary; and use of appropriate construction techniques to avoid impacts on road infrastructure. These mitigation measures could be implemented through adoption of the same planning conditions as attached to the overall planning permission for the wider cable route

Dust and air quality

The potential dust and air quality effects associated with the cable installation include the generation of dust from the movement of soils and emissions from construction vehicles. Potential mitigation measures to prevent, reduce and where possible offset such effects include ensuring plant and machinery is well maintained, introducing dust suppression methods such as water sprays wherever possible and appropriate storage of soils away from sensitive receptors where possible.

It is considered that potential dust and air quality impacts could be controlled through adoption of the same planning conditions as attached to the overall planning permission for the wider cable route. These require the submission of a dust and air quality management plan for the approval of the planning authority, including detailed measures for the mitigation of dust from construction activities and a complaint investigation and resolution procedure.

Landscape and visual

The land use along the route of the proposed development is predominantly agricultural with some hedgerows, trees, and burns creating some subdivision.

Although some of these landscape elements may be temporarily affected by the construction of the proposed development, they will be restored thereafter.

As the cable will be underground, it will not be a visible element during the operational period although the Joint Bay access lids will be visible at ground level.