

# Stornoway Wind Farm

## Additional Information Non-Technical Summary



# 1. Stornoway Wind Farm

**This is a Non-Technical Summary (NTS) (Volume 1) that has been produced for the purpose of conveying the key findings of the Environmental Impact Assessment Report (EIA Report) (Volume 2 EIA Report, Volume 3 Figures, Volume 4 Appendices) and Additional Information (AI) in response to consultation for a Section 36 application submission. Other documents in the application submission include a revised Planning Statement and a pre-application consultation report, together with an application letter.**

## The Applicant

The Applicant is Stornoway Wind Farm Limited, a subsidiary of Lewis Wind Power Holdings Limited (LWP), which is a joint venture between EDF Renewables Ltd and Amec Project Investments Ltd in partnership with the Stornoway Trust.

The Development Site is owned by the Stornoway Trust, a community owned charitable trust established in 1923, with responsibility for an area covering some 28,000ha. The Stornoway Trust has been a long-standing supporter of the development of a renewable energy industry in the Western Isles and over the past ten years has explored a range of options to stimulate renewable energy projects on its land.

## Background to the Proposed Development

In September 2012, Scottish Ministers granted section 36 consent and deemed planning permission for a generating station comprising 36 wind turbines and ancillary development. In May 2015, an application was made under the Electricity Act 1989 to amend the layout, output and size

of the wind turbines (up to 145m to tip) and amendments to certain aspects of the ancillary development, with this being granted on 22 March 2016 (referred to as the 'Consented Development' in the EIA Report). Stornoway Wind Farm currently has a consented maximum generating capacity of 180MW. A further direction to extend the commencement of development date to 06 September 2020 was granted in June 2017 (referred to as the '2017 Direction' in the EIA Report).

A section 36 application was submitted to the Scottish Ministers in May 2019, which consisted of an EIA Report and other supporting documents. Consultation responses were received in mid-2019 in response to the application, which included requests for further information principally in relation to habitat management, ornithology and peat, including peat landslide risk assessment. An Interim Response Report (IRR) was submitted to the Scottish Ministers in December 2019, which summarised the consultation comments received to date; detailed the Applicant's response; and indicated where Additional Information (AI) would be provided. AI has subsequently been prepared and was submitted to the Scottish Ministers in February 2020.

View: A857 between Stornoway and Barvas





## 2. The Development Proposals

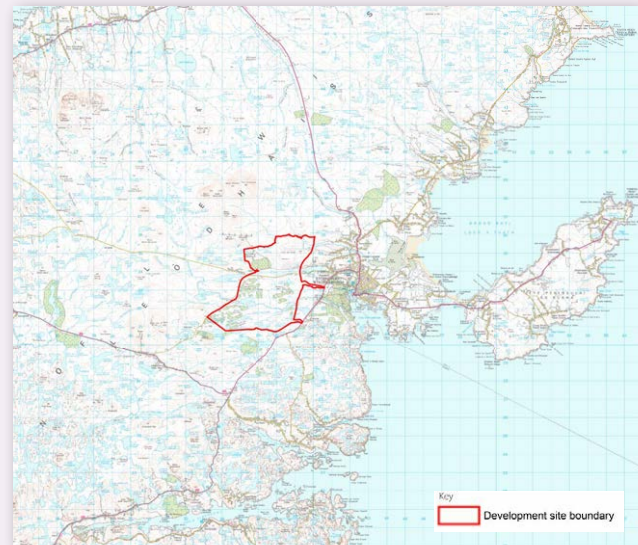
### The Development Site

The Development Site is located to the west of the town of Stornoway on the Isle of Lewis, with the nearest occupied residential property found around 1.5km from the site boundary. The A859 borders the east and south eastern boundary of the Development Site, and an unclassified road runs through it in an east / west alignment and then along the western boundary, heading south-west. Figure 1.1 and 1.2 of the EIA Report illustrate the Development location in regional and local context.

The surrounding area is sparsely populated, with the nearest occupied residential property found around 1.5km from the site boundary. The Development Site encloses an area of around 1,500ha, which mainly consists of a mixture of open moorland with areas of woodland and includes large number of streams and lochs. The Lewis Peatlands Special Protection Area (SPA) is located to the immediate west and north of the Development Site.

There is consent for the 36-turbine Stornoway Wind Farm on the Development Site (the 'Consented Development').

#### Wider context

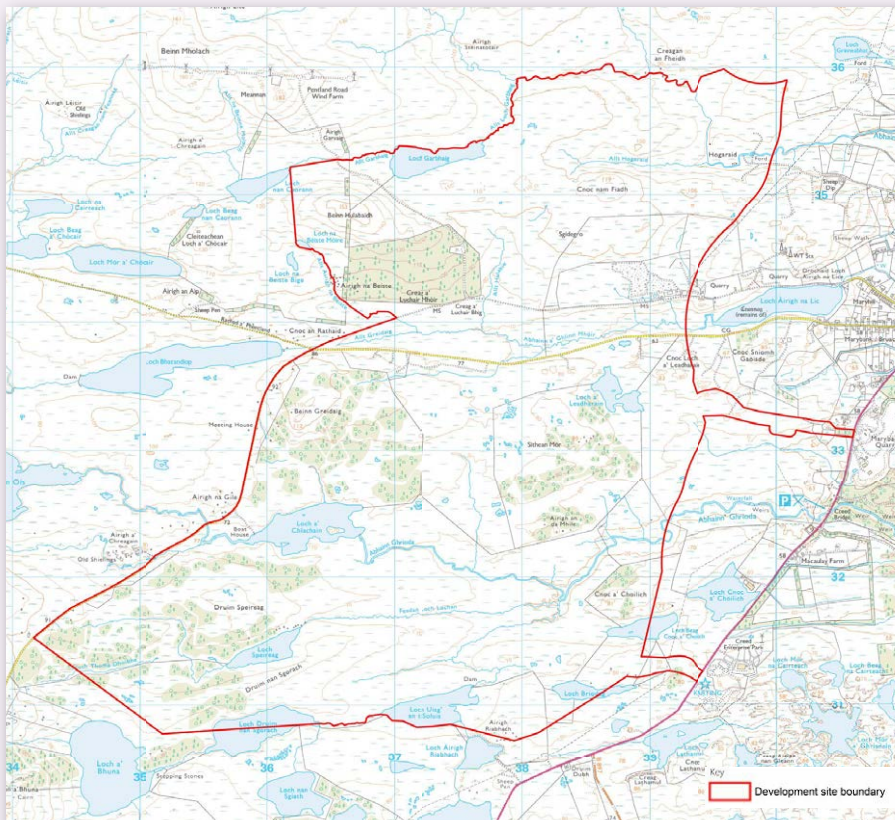


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### The Proposed Development

The Proposed Development comprises 35 wind turbines, together with associated infrastructure, on the site of the Consented Stornoway Wind Farm (the 'Development Site'). It is anticipated that the construction period would last up to 30 months.

#### Local context



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## Access

Four site entrances are proposed; two main entry points from the A859, and two on the unclassified road (Pentland) where the site tracks meet the road and cross it. During construction, turbines are expected to be shipped to the deep-water port of Arnish, which is capable of handling the turbine deliveries for the Proposed Development and which is located approximately 4km to the south east of the Development Site. The turbines would be transported along the existing port access road running north-west from it to the A859 and then delivered to the Development Site via the main entry points

## Turbines and associated infrastructure

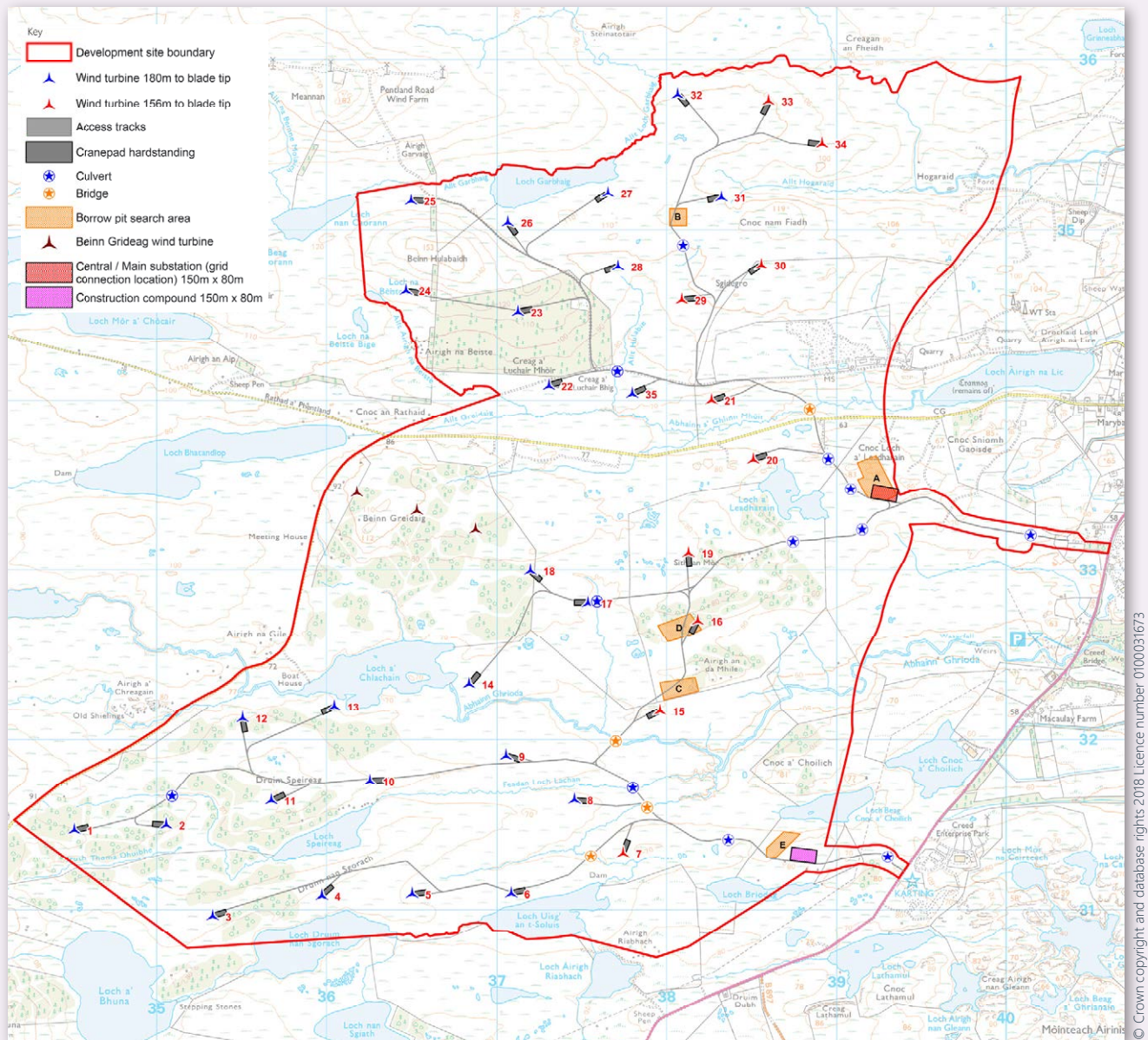
The Proposed Development comprises a different layout to that of the Consented Development, with two different turbine types. Along the eastern side of the Development Site, ten turbines have proposed heights of up to 156m to blade tip, whilst the remaining 25 turbines would be up to 180m to blade tip. The two turbine types would have an estimated generating capacity of approximately 5.6MW each giving a combined generating capacity of approximately 196MW.

Example of a wind turbine blade being delivered to a wind farm site





## Turbines and associated infrastructure



In addition, the Proposed Development also comprises:

- Hardstanding areas e.g. crane pads for each turbine;
- Access tracks connecting infrastructure elements;
- 5 borrow pits;
- 4 bridges;
- 12 culverts;
- Temporary construction compounds;
- A substation and underground cabling between this and the turbines;
- A grid connection (located to the south-east of the Development Site);
- Battery storage facilities; and
- Decommissioning after 25 years of operation

## Power generation

Turbines do not operate at full capacity all of the time due to issues such as variable wind speed, the efficiency of connection points and when turbine are shut down for maintenance. The amount of electricity produced by the Proposed Development has been estimated to be in the order to 820,707MWh per year which would be the equivalent to the domestic needs of approximately 229,184 homes in Scotland. Further details of this are presented in AI Appendix 9H PMP. This shows that approximately 352,904 tonnes of carbon dioxide may be saved each year as a result of the generation of electricity by the Proposed Developed, when compared to conventional power stations. Over its lifetime, Stornoway Wind Farm may therefore save approximately 8.8 million tonnes of carbon emissions.



Stornoway Wind Farm Public Exhibition February 2019

## Consultation

Consultation is a vital aspect of the EIA process, both to agree what work should be carried out and to understand the perception of a development in order to help in the design process. Consultation (including consultation with the public) was undertaken throughout the development of the design of the Proposed Development.

Consultation with the four statutory consultees was undertaken throughout the formal scoping process; and responses were received from Comhairle nan Eilean Siar (CnES), Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH) and Historic Environment Scotland (HES).

Consultation was also undertaken with a number of other non-statutory consultees and interested parties. Details of which are set out in the Scoping Opinion issued by the Scottish Ministers in September 2018 (EIA Appendix 2B).

The Applicant also undertook public consultation both as part of the pre-application process and through other mechanisms such as the public exhibitions which were held in Autumn 2018 and Winter 2019. The exhibitions were advertised in local newspapers and individual letters were sent to all properties in Stornoway and any other properties within a 5km radius of the Proposed Development. Further details of this area are set out in a Pre-Application Consultation Report (PAC Report) submitted as part of the application documents.

Since the submission of the application in May 2019, responses have been received from 22 consultees, and a summary of their responses are set out in the interim response report (IRR) (see AI Appendix 3A) submitted in December 2019.

SWL has committed to make up to 20% of the project available for community ownership and is working closely with the Stornoway Trust and CnES as they seek to develop a joint venture to acquire the Trust's option of up to 20% of the Proposed Development.



# 3. Environmental Impact Assessment

## Introduction

A Scoping Opinion (EIA Appendix 2A) issued by Scottish Ministers identified the potential significant effects of the Proposed Development. These have been subject to detailed assessment as part of the EIA, using methodologies appropriate to the different environmental topics considered. Summaries of the environmental topics and the assessment findings are set out below. The assessment work was an ongoing process carried out during the design of the Proposed Development in order to reduce potential significant effects through careful design. The design process is set out in detail in AI Chapter 3, and has been led by technical constraints, landscape considerations, the need to avoid areas of deep peat, and minimising impacts on birds and other ecology identified on site.

## Landscape and Visual

The Landscape and Visual Impact Assessment (LVIA) has been undertaken by chartered landscape architects at Wood in accordance with the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition, (Landscape Institute and IEMA, May 2013), hereafter referred to as GLVIA 3. The assessment process has encompassed the construction, operational and decommissioning phases of the Proposed Development and has included design iteration and assessment of the residual effects.

Consultation relevant to the landscape, visual and cumulative assessment has been undertaken with Scottish Natural Heritage (SNH) and Comhairle nan Eilean Siar (CnES) who commented on aspects of methodology, sources of information, scope of assessment, viewpoint assessment and developments to be considered as part of the cumulative assessment.

## Design Principles and Mitigation

The design of the Proposed Development has developed with reference to a series of principles drawn from the Consented Development, CnES Wind Energy Development Supplementary Guidance, Western Isles Landscape Capacity Study for onshore wind energy development and further advice from SNH and CnES, with the aim of utilising larger and more productive turbines, whilst also mitigating potential landscape, visual and cumulative effects.

The assessment results indicate that the geographical extent of potentially significant landscape and visual effects for the Proposed Development is broadly similar to those of the Consented Development.

The potential for the turbines larger than 150m to blade tip would necessitate use of aviation safety or warning lights, which have been assessed as a 'worst-case'.



## Significant Landscape, Visual and Cumulative Effects

In order to assess the effects of Development on the landscape, it is important to first understand the characteristics in which schemes are to be located. Landscape Character Types are identified to allow an assessment of the effect a scheme will have on different types of landscapes. Likely significant effects (including significant cumulative effects) arising as a result of the Proposed Development would be contained within the host Boggy Moorland (Boggy moor 1) and three other areas of surrounding landscape character within approximately 5km of the Proposed Development. There would be no predicted significant effect on the South Lewis, Harris and North Uist National Scenic Area.

A Zone of Theoretical Visibility (ZTV) has been produced to show the theoretical visibility of the Proposed Development; the ZTV indicates that the primary visibility will be within 14km of the Development Site. An assessment has been completed to consider the effects the scheme would have on a number of identified receptors including settlements, transport and recreation routes and the closest individual properties. Significant visual effects (including significant cumulative effects) have been assessed on ten settlements, seven transport routes, three regional and local recreational routes, and three visitor destinations, all contained within approximately 14km of the Proposed Development.

Significant effects have also been identified for a number of residential properties. As a result, a residential visual amenity assessment has been carried out (EIA Appendix 6C). This has identified that none of the residential properties identified as experiencing significant effects would experience such effects that would result in an overbearing effect from the Proposed Development, sufficient to affect the living standards of the individual property to such an extent that it would become an unattractive place to live (as opposed to less attractive) when judged objectively, and in the public interest.

Due to the height of the wind turbines proposed, aviation regulations require the turbines to be lit. The LVIA assessment has therefore considered the effects of the required lights (See EIA Appendix 6D). Significant night-time landscape effects would be contained within the host landscape character (Boggy Moorland) within approximately 5km of the Proposed Development. Significant night-time visual effects would be contained within approximately 10km of the Proposed Development and limited to parts of four settlements, seven transport routes, two regional recreational routes and three visitor destinations. All of these visual effects would be experienced in the context of existing light sources at Stornoway, the Eitsea transmission mast, and four existing wind energy developments within this same area.

## Historic Environment

The Historic Environment chapter considers the likely significant effects on archaeology and built heritage interests (heritage assets) from the construction and operation of the Proposed Development. The assessment has taken into account comments and information provided by Historic Environment Scotland (HES) and CnES.

The assessment was designed to identify and record any historic features present within the Development Site through examination of desk-based sources and a detailed site walkover, and to identify any heritage assets within the surrounding area that could have their settings affected by the Proposed Development.

There is a potential for as yet undetected buried archaeological remains to survive within the Development Site, which could be impacted by the construction of the Proposed Development. However, taking into account the limited extent of the ground disturbance by element of the Proposed Development, any effects would be limited and could be effectively mitigated by the implementation of an agreed scheme of archaeological work.

The Proposed Development has been designed to avoid where possible all significant archaeological remains. No significant direct effects are predicted on any of the historic features; however, a non significant direct effect would occur on a group of shieling huts (MWE146816) close to turbines T29 and T30 and a head-dyke (MWE145731) and peat cuttings associated with the former Lewis Chemical Works (MWE4325) at the site entrance. These effects can be mitigated through an agreement of a written scheme of archaeological works.

The iterative design process has been used to ensure that the effects of the Proposed Development on heritage assets has been minimised through maximising the effect of existing landscape screening and separation from heritage assets and by presenting a more compact and coherent appearance for the Proposed Development in views where it would be visible. Significant adverse effects have been identified on the Scheduled Stone Circle at Druim Dubh and the Category B listed Stornoway War Memorial. All other effects through change to setting would be non-significant.





## Ornithology

The layout of the turbines, road network and associated infrastructure has evolved through the design process, taking environmental constraints to avoid potentially adverse effects on ornithological features into account. Specifically, the layout was designed to avoid possible sensitive lochans used by breeding divers and areas of moorland planted with trees that are preferentially used by hen harrier. The ornithological baseline consisted of a desk study and field surveys from October 2017 – September 2019; surveys carried out over 2015 – 2016 in the north-western area of the Development Site and field surveys conducted in 2010/11 as part of the Stornoway Wind farm 2012 application.

The desk study identified two European sites and their qualifying features that were taken forward for assessment, Lewis Peatlands SPA and Lewis Peatlands Ramsar. Surveys recorded 33 key species of conservation concern over the two-year period. Of these, 25 were considered to have held breeding territories. All seven species listed as qualifying features of the Lewis and Peatlands SPA were recorded breeding, as were eight species listed on Schedule 1 of the Wildlife and Countryside Act (as amended) (WCA). Nine species were taken forward for full assessment.

The assessment has been based on the results of the desk study and field surveys, relevant published information (for example on the status, distribution, sensitivity to environmental changes and ecology of the ornithological features scoped in to the assessment, where this information is available), and professional knowledge of ecological processes and functions.

For each scoped-in ornithological feature, effects were assessed against the current baseline conditions for that feature during construction, operation and decommissioning.

The initial results of the assessment regarding potentially significant effects were used to inform whether additional baseline data collection was required, together with the identification of environmental measures that should be embedded into the Proposed Development to avoid or reduce adverse effects or to deliver enhancements. This was an iterative process with the results of desk study and surveys informing the requirement for additional scope of works / embedded mitigation. The results of the assessment therefore reflect the final scheme design (i.e. incorporating the environmental measures).

A full assessment, including where appropriate collision risk modelling and population viability assessment, of the screened in ornithological features was undertaken following CIEEM (2018) guidance. No significant effects were concluded for any species or site. A further cumulative assessment was undertaken for golden eagle, white-tailed eagle and red-throated diver; no cumulative significant effects were concluded for any of these species.



Hen harrier in flight, adult male (*Circus cyaneus*)

A range of environmental measures have been embedded into the Proposed Development to minimise any potential impacts on breeding and roosting birds. Working practices to minimise effects on ornithological features during construction are to be set out in a Bird Protection Plan. This would form part of an overarching Construction Environmental Management Plan and would be implemented under the direction / supervision of an Environmental Clerk of Works. Taking this and other mitigation measures into account, it was concluded that the Proposed Development would not have a significant effect on birds.

## Ecology

The layout of the turbines, road network and associated infrastructure has evolved through the iterative design process, taking consideration of environmental constraints to avoid potentially significant adverse effects on ecological features. Specifically, the layout was designed to avoid otter resting sites and path networks, the most sensitive areas of blanket bog habitat and rare plant species.

Similarly the iterative design process has incorporated embedded measures to minimise or 'design-out' the risk of significant effects on freshwater ecology: numbers of watercourse crossings have been restricted to a practical minimum; watercourse crossings have been designed in accordance with good practice, maintaining connectivity of watercourse habitat and avoiding impeding fish passage/migration; a minimum stand-off ('buffer') of 50m between wind farm infrastructure (permanent and temporary) and watercourses / waterbodies (with the exception of watercourse crossings) has been incorporated into the design; and the timing of in-channel works would avoid sensitive life stages of fish.



Red-throated diver (*Gavia stellata*)

Working practices to minimise effects on terrestrial and freshwater ecology during construction would be set out in a Construction Environmental Management Plan implemented under the direction/supervision of an Environmental Clerk of Works. A full Habitat Management Plan would be developed following the principles presented in the Outline Habitat Management Plan which is presented in AI Appendix 9I.

## Telecommunications and Aviation

Infrastructure, telecommunications and aviation are not technically environmental issues, however for completeness, a chapter has been included in the EIA. It addresses the potential impact of the Proposed Development on telecommunications, infrastructure and aviation interests.

Consultation has been carried out with organisations that own or operate infrastructure on or close to the Development Site. The results have shown that there are some utility infrastructure and communications links within the Development Site (electricity, water, telecommunications) that could be affected by the Proposed Development. The design process undertaken for the Proposed Development has ensured that wherever possible, the proposed turbines are located in areas where there would be no effects on infrastructure or telecommunications interests. Where this has not been possible, mitigation measures would be implemented so that these services would not be affected by the Proposed Development.



European common otter



Consultation has been carried out with organisations that own or operate communications infrastructure. NATS En-Route Ltd has indicated that the proposal would conflict with current safeguarding criteria. As a result, NATS En-Route Ltd is objecting to the Proposed Development due to risk to operation of 2 links between Sandwich and Eitshal. Discussions are ongoing with NATS to mitigate the effects on the communications infrastructure. It is anticipated that there would be either no impact or negligible impact on links operated by JRC, BT, MBNL and Highlands and Islands Enterprise, however BT and Highlands and Islands Enterprise are seeking micro-siting limitations in relation to their links. The Ministry of Defence has not indicated that turbines would be visible to its Air Defence Radar infrastructure. A separate survey has confirmed that the turbines would not be visible to Air Defence Radars in the region. The main safeguarding concern of the Ministry of Defence with respect to wind turbines is their potential to create a physical obstruction to air traffic movements. This can be satisfactorily resolved with the requirement for lighting in line with the UK Air Navigation Order and Regulations 2016 and Civil Aviation Authority Policy on aviation lighting. Highlands and Islands Airports Ltd has indicated that the Proposed Development falls inside the safeguarded areas of Stornoway Airport and has advised that turbines would require to be lit with a single aviation light. An assessment of lighting is included in Appendix 6D of the EIA Report, which is based on the worst-case scenario (i.e. that required by UK Air Navigation Order and Regulations (2016)).

Mitigation to address the concerns raised from the Met Office in terms of the long distance weather forecast radar on the Isle of Lewis, can be controlled by the implementation of conditions should consent be granted for the Proposed Development

## Geology, Hydrology and Hydrogeology

The main potential water effects associated with the Proposed Development relate to the construction phase, which would involve excavation and dewatering of borrow pits; formation and upgrading of access tracks; excavation, dewatering and placement of turbine foundations; and formation and upgrading of watercourse crossings. Such activities could result in, for instance, the interception of surface water and groundwater and the generation of additional, silt-laden runoff, and fuel, oil, and chemical spillages, with resulting detrimental water quality (including flooding) and quality effects on the above-named receptors.

Potential effects on the water environment as a result of the Proposed Development would be more limited in the operational phase. Nevertheless, operational traffic and maintenance activities could still result in the generation of additional, silt-laden runoff and fuel, oil and chemical spillages, with resulting detrimental water quantity (including flooding) and quality effects on the receptors noted. Similar potential effects are predicted during the decommissioning phase, albeit to a slightly lesser degree.





It has been determined that only potential significant effects are predicted with respect to two low value groundwater-dependent habitats on Cnoc Loch a' Leadharain. The effects are principally due to the proposed excavation of a borrow pit across the two habitats and their catchments. No cumulative effects on the water environment have been identified. Additional mitigation over that embedded in the design of the Proposed Development has been considered. Borrow pit micro-siting is contemplated but is not advocated, because when considering the effects on the wider-scale wet heath and blanket bog habitat rather than the water conditions supporting the local habitats, the overriding ecology assessment advocates the adoption of a Habitat Management Plan. In addition, a water quality 'monitoring and respond' programme is recommended.

On this basis, with both embedded and additional mitigation in place, standalone and cumulative effects of the Proposed Development on all water receptors are not significant, with the exception of conditions supporting two groundwater-dependent habitats, which are in any case not considered a concern in the overriding ecology assessment.

## Noise

The likely effects from noise on nearby residential properties from the operation of the Proposed Development have been assessed. The results of background noise monitoring presented in the 2011 ES remain applicable for this EIA Report, as agreed with CnES. As baseline noise levels normally increase over time, the use of this data to represent residential receptors is considered a conservative approach. The residential receptors and criteria within the EIA Report remain the same as within the 2011 ES.

The noise from the Proposed Development has been predicted using computer noise modelling incorporating international calculation methodology and the latest guidance on wind farm assessment. The predictions have been completed for two scenarios; the Proposed Development

in isolation and another with other nearby wind farms contributing to noise at identified residential locations. The results show that predicted wind farm noise in both scenarios do not exceed noise limits. Therefore, the effect of noise from the operation of the Proposed Development would be not significant.

## Traffic and Transport

The likely significant effects of the Proposed Development with respect to traffic and transport have been assessed. The potential effects of changes in road traffic movements on the users of the road network (pedestrians, cyclists, equestrians and drivers) and those living close to it during the construction and operational periods of the Proposed Development have been considered.

The levels of traffic during the construction phase are greater than those associated with the operational phase and were compared against existing traffic volumes in order to determine their significance. Construction traffic associated with the Proposed Development would result in no significant effects in terms of severance, driver delay, pedestrian delay and amenity, fear and intimidation, and accidents and safety.

A Construction Traffic Management Plan would be prepared to manage the daily movements and routing of HGVs. This would ensure that vehicles access the Proposed Development via the most appropriate route and that their arrivals / departures and working hours are programmed to lessen the impact on the road network. Measures, such as temporary signage and traffic management, would also be put in place to ensure safe passage of all vehicles.

## Socio-Economics

In terms of Socio-Economics, the potential effects on population, health, employment and economy, tourism and recreation and land use as a result of the Proposed Development have been considered.



It is estimated that the capital cost of constructing the Proposed Development could equate to investment estimated to be up to between £229m and £353m. During the construction phase, the Proposed Development could directly support up to 307 Full Time Equivalent (FTE) local jobs, and up to 921.3 FTE jobs within Scotland for the duration of the construction phase (about 30 months). During its operational phase, employment related to operations and maintenance for the Proposed Development could directly support up to 208.3 FTE jobs, of which up to 87.7 FTE jobs could be local and up to 120.6 FTE jobs would be likely to be within Scotland. Other employment is likely to be supported or generated through induced and indirect economic and employment effects throughout all phases of the Proposed Development. Details of how the figures stated above have been calculated are set out in EIA Chapter 14 Socio-Economics.

The construction, operational and decommissioning effects as a result of the Proposed Development, whether individually or cumulatively, are not predicted to result in significant effects in an EIA context on tourism or recreational receptors. During construction and decommissioning, public access within the Development Site would be subject to short term temporary restrictions (e.g. for health and safety reasons), however once operational, the Development Site would offer improved access, through the construction of 28.7km of new access tracks.

Compensatory payments will be made to crofters for loss of grazing land as a result of the Proposed Development.

In addition to the economic benefits during the construction, operation and decommissioning phases, the proposed community benefit fund would result in significant local level benefit. The Proposed Development would make an annual payment of £5,000 (index-linked) per MW over the lifetime of the project. For the 196MW Proposed Development this would mean an annual payment of over £980,000 which would equate to over £24.5m during the 25 year operational period.

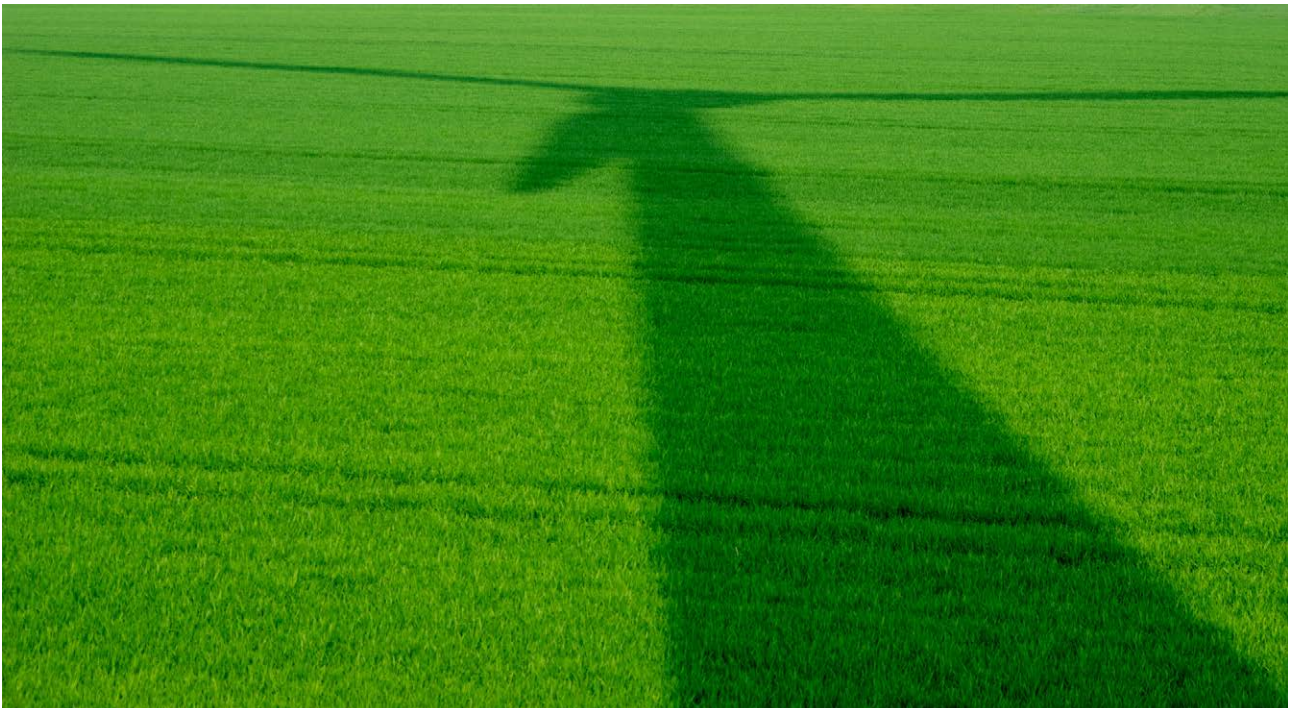
There are no significant effects predicted in an EIA context for population, health or tourism and recreation from the construction, operation and decommissioning phases of the Proposed Development.

## Shadow Flicker

Under certain combinations of geographical position, time of day and time of year, the sun may pass behind the rotor of a wind turbine and cast a shadow over neighbouring properties. When the blades rotate, the shadow moves across the ground. Where the shadow is cast through a window or an open door, it may appear to flicker on and off, this is known as 'shadow flicker'.

Experience has shown that shadow flicker has the potential to cause annoyance to occupants of affected properties under certain circumstances. A study has therefore been undertaken to identify whether shadow flicker is likely to occur at residential properties in the vicinity of the Proposed Development. At UK latitudes, shadow flicker effects are only likely to occur at properties within 10 rotor diameters of a turbine where they are located within 130 degrees either side of north of any turbine.

As there are no residential properties located within 1,550m (10 rotor diameters of up to 150, plus 50m micro-siting) and 130 degrees either side of north of any turbine, shadow flicker was not predicted to occur at any of the nearby residential properties as a result of the Proposed Development.



## 4. Summary of Mitigation

Mitigation and enhancement measures for the construction and operation of the Proposed Development is set out in each chapter and then pulled together in AI Chapter 16 Table 16.1. A short summary of the proposed mitigation is set out below:

- An Environmental Management Plan incorporating general mitigation and other plans including a Habitat Management Plan, Waste Management Plan, Peat Management Plan etc. The development of a Construction Method Statement, a Construction Traffic Management Plan, Pollution Prevention Plan, Water Management Plan and a Decommissioning Plan.
- The application of best practice guidance such as avoiding watercourses, fencing working areas and the production of risk assessment and method statements;
- A programme of archaeological works to be agreed with CnES Archaeologist to allow for the identification and recording of archaeological features and deposits of archaeological interest within the Development Site;
- Appointment of an Environmental Clerk of Works (ECoW);
- Development of a Bird Management Plan to detail the mitigation approach for all bird receptors;
- Restoration and reinstatement of affected blanket bog and wet heath within the Development Site that is affected by the Proposed Development;
- 50m buffer zones between construction element and watercourses (other than at watercourse crossing points);
- An integrated fish, freshwater invertebrate and water quality and river habitat monitoring plan to monitor the effects of the construction on freshwater ecology;
- A Species Protection Plan for otter;
- A detailed plan for the restoration of each borrow put would be developed and agreed with CnES to ensure that the ground is stable, safe and their visual appearance improved;
- The use of floating roads on areas of peat depths greater than 1m, which would be constructed in line with good practice guidance;
- A Compensatory Planting Plan to replace all forestry to be lost as a result of the Development.
- All construction activities would be undertaken in accordance with good practice as set out in BS5228-1:2009+A1:2014;
- A traffic timing strategy ensuring vehicle arrivals / departures and working hours are programmed to lessen the impact on the highway network;
- A traffic routing strategy ensuring vehicles access the Development Site via the most appropriate routes and avoid unnecessary conflict with sensitive areas; and
- The use of temporary signage to inform local road users of construction access points and the presence of HGVs.
- Restrictions on microsites to avoid communication links;
- Radar mitigation scheme for the Met office long distance weather radar; and
- Mitigation scheme to offset effects on the NATS telecommunications links.



## 5. Obtaining further information

The EIA Report and other supporting documentation are available online <https://lwp.scot/>

DVD copies of the EIA Report and AI and other supporting documentation are available free of charge when requested in writing. Paper copies of the entire application submission may be obtained at a cost of £1,000 including postage and packaging while stocks last. To request a copy of the application please contact:

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Hard copies of the application submission are available to view at the following locations:

- **Scottish Government Library** at Victoria Quay, Edinburgh, EH6 6QQ;
- **Comhairle nan Eilean Siar Council Offices**, Sandwick Road, Stornoway, Isle of Lewis, HS1 2BW. Monday to Friday 8am-5.30pm;
- **Stornoway Library**, 19 Cromwell Street, Stornoway, Isle of Lewis, HS1 2DA. Tuesday to Saturday 10am-5pm, closed Monday; and
- **Lewis Wind Power**, 9 Harbour View, Cromwell Street Quay, Stornoway, HS1 2DF. Monday to Friday 9am-5pm.

