Galileo 05 Limited

Lynemore Wind Farm

Environmental Impact Assessment Report (Volume 1)

Chapter 14 – Schedule of Environmental Commitments

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14 SCHEDULE OF COMMITMENTS

14.1 Introduction

14.1.1 The assessment of the Proposed Development has identified a number of impacts that would arise as a result of its construction and operation. Mitigation measures that have accordingly been identified and developed to counter adverse impacts and reduce the significance of residual effects on the receiving environment.

14.1.2 The embedded and additional environmental mitigation measures identified during the EIA process are reported in **Chapters 5** to **13** of **Volume 1** of the EIA Report (EIAR). Subject to the granting of consent, these measures will form a mandatory schedule of commitments under the terms of any contract(s) for the construction and operation of the Proposed Development.

14.1.3 The Schedule of Environmental Commitments is provided in **Table 14-1**.

14.2 Table 14-1: Summary of Mitigation and Best Practice Commitments

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
Chapter 2 Proposed Development					
2.1	Micrositing	The proposed turbine locations and ancillary infrastructure would be subject to maximum micrositing tolerance of 50 m in any direction. In those places where environmental features may be affected by micrositing, tolerance would be constrained to less than 50 m, and such changes would be changed in consultation with an Environmental Clerk of Works (ECoW) for the Proposed Development during its construction phase. Any movement of turbines or other infrastructure from the Proposed Development layout, outwith the micrositing tolerance, would be agreed with the Highland Council (THC)	Construction	Applicant / Contractor	Chapter 2: Proposed Development in Volume 1 of the EIA Report
2.2	Battery Energy Storage System (BESS)	The battery technology type for the Proposed Development would meet all the relevant safety and environmental standards. All requirements for environmental (e.g., Pollution Prevention Control (PPC) permitting) or health and safety consents (e.g., Control of Major Accident Hazards (COMAH)) would be discussed, confirmed and agreed with THC prior to construction. To minimise additional land- take, the substation construction compound (150 m x 100 m) will be utilised. Sufficient space within the substation construction compound remains to accommodate the battery energy storage facility alongside any bunding or drainage required. • The applicant's final choice of battery model would ensure compliance with the above parameters. The number, dimensions, housing type, finish, arrangement, security fencing and landscaping of energy storage elements would be agreed with THC prior to construction of the battery storage facility.	Pre-construction	Applicant / Contractor	Chapter 2: Proposed Development in Volume 1 of the EIA Report
2.3	Construction hours	The main construction hours for the Proposed Development would be between 07:00 and 19:000 from Monday to Fridays, and 07:00 and 13:00 hours on Saturdays unless otherwise agreed with the THC. Certain activities, such as electrical works in the substation, or turbine erection in	Construction	Contractor	Chapter 2: Proposed Development in

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		the event of delays due to high winds, may require to be undertaken outside these hours. Construction hours generally also apply to the delivery of materials to the Proposed Development, however, abnormal loads may be delivered outwith these hours, when the road network is at its quietest, to reduce traffic disturbance. Delivery of the nacelles, towers and blades to the Site would require the use of abnormal sized and slow-moving trucks. These trucks would require a police escort and the timing of these deliveries may be dictated by the police.			Volume 1 of the EIA Report
2.4	Environmental Management	All construction works would be conducted in accordance with a project Construction Environmental Management Plan (CEMP). The CEMP would be submitted to THC for review and approval prior the construction works commencing.	Construction	Contractor	Chapter 2: Proposed Development in Volume 1 of the EIA Report
2.5	Maintenance and Operation of Wind Turbines	Routine servicing of the turbines would typically be taken twice a year, with a full annual service and minor service every intervening six months. In the first year, there is also likely to be an initial three-month service post-commissioning. Individual turbines would be switched off when servicing is ongoing. Maintenance and servicing would include activities such as changing of gearbox oils and individual turbine components. Blade inspections would likely be required between every two and five years. These are traditionally undertaken using a cherry picker or similar but may also be performed with a 50-tonne crane and a man-basket, or using drones. Repairs to blades would use the same equipment. Light winds and warmer, dry conditions are required for any blade repairs, hence summer (June to August) would be the most appropriate period for this work.	Operation	Applicant / Contractor	Chapter 2: Proposed Development in Volume 1 of the EIA Report
2.6	Access	During construction, access to areas where construction is taking place, or when there are construction related activities, may be restricted for health and safety purposes in accordance with the Construction (Design and Management) Regulations 2015. In this instance, notices would be placed in prominent locations around the Site outlining any areas of restricted access. Measures for ensuring public safety during construction would be	Construction	Applicant / Contractor	Chapter 2: Proposed Development in Volume 1 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		agreed in advance with THC's Access Officer and set out in the CEMP. The CEMP would outline measures to inform recreational users of the construction work and direct users into safe areas where there would be no conflict with plant and machinery.			
2.7	Substation Compound	The substation compound would measure approximately 150 m x 100 m and would contain a storage yard/laydown area. The substation compound would be enclosed by palisade type fencing. Lighting would be kept to a minimum and would be limited to working areas only and would comply with health and safety requirements. Lighting would be down lit and linked to timers and movement sensors to reduce potential light pollution.	Operation	Applicant / Contractor	Chapter 2: Proposed Development in Volume 1 of the EIA Report
2.8	Operational Waste	Operational waste would generally be restricted to small volumes of waste generated from machinery repair and maintenance. Maintenance contractors would dispose of any such waste off-site, in line with Scottish waste management regulations and duty of care.	Operation	Applicant / Contractor	Chapter 2: Proposed Development in Volume 1 of the EIA Report
Chapter 5: Landscape and Visual Amenity					
5.1	Construction Impact	Construction Mitigation A Construction Environmental Management Plan (CEMP) would be agreed prior to construction commencing. This will include measures to mitigate adverse landscape and visual effects during construction such as the restriction of construction traffic to designated routes, to avoid creation of wheel ruts and ensure these are cleared-up and reinstated. Peat and topsoil will be handled in accordance with a Peat Management Plan (PMP). There would be regular environmental monitoring and reporting to ensure the removal, reinstatement, and clear up of the temporary construction compound / laydown areas and any related construction arisings / redundant material. A Site Restoration Plan will be submitted for approval by THC before construction begins. The key elements will include the reinstatement of the borrow pit working areas, construction compound, laydown areas and cable	Construction	Applicant / Contractor	Chapter 5: Landscape and Visual in Volume 1 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		trenches. Site tracks would be 'softened' with shoulders graded with excavated subsoil or peat and completed with the original topsoil or turfs.			
5.2	Landscape specific mitigation: Forestry, design and management	As noted in Chapter 13: Other Issues, the net area of tree felling lost due to the infrastructure components (not the turbines) would be 4.29 ha. Of this, 2.46 ha will be permanently lost to infrastructure and 1.83 ha will be available for restocking. The net area of permanent loss of FLS long term retention woodland in compartment 2046 is 0.75 ha. Similarly, the loss of upland juniper woodland would be 0.06 ha. Figure 13.5 indicates the areas of proposed felling. As the Proposed Development involves the permanent removal of woodland, the Scottish Government's CWP has been fully considered to establish whether Scottish Forestry would require an area of new woodland establishment to compensate for the area felled. In addition, THC's LDP (2012) specifies the inclusion of compensatory planting as part of an application for development. The need for compensatory planting to offset the permanent loss of woodland would be in the areas removed for the access track corridor and construction compound. Therefore, the area for compensatory woodland planting would be 2.46 ha which has been included adjacent to the A9 and illustrated in Figure 13.7. Native species are proposed with a high percentage of Scots pine, birch and common alder. Sequential viewpoint analysis of the A9 is illustrated by 39 wireframe aligned photographs in Figures 5.18a-u. The sections of road where existing woodland vegetation already provide screening are illustrated by the majority of the sequential viewpoints. Examples of how the woodland planting would provide landscape and visual mitigation is illustrated in sequential viewpoints 23-24. The mitigation planting would be undertaken in the first available planting season from the commencement of the construction period.	Operation	Applicant / Contractor	Chapter 5: Landscape and Visual in Volume 1 of the EIA Report
5.3	Landscape specific mitigation: new site	A total of approximately 13.1 km of wind farm access tracks would be constructed of which 3.7 km would be floating tracks to minimise potential excavation and to avoid disruption of surrounding peatland. Temporary	Operation	Applicant / Contractor	Chapter 5: Landscape and

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	access and internal access tracks	passing places would also be provided every 500m (as required). The tracks would feature local widening on corners and would be surfaced with coarse aggregate (see Figure 2.10 for typical track cross sections). On completion of Site construction, the Site entrance and access tracks would be cleared of any construction signage and left in a tidy and co-ordinated condition with verges restored and field boundary fencing neatly tied into new gates / access details. Access to the site would be taken from the A9 as shown in Figure 2.9. The LVIA has taken account of the access tracks which have been illustrated in photomontages for viewpoints within 10 km and appear to varying degrees in Viewpoints 2, 3, 4, 6, 7, 8 and 10.			Visual in Volume 1 of the EIA Report
5.4	Landscape specific mitigation: wind turbines	A total of 14 wind turbines are proposed with a blade tip height of up to 200m, each with an associated crane pad. The turbines would be a uniform, semi-matte pale grey colour (no company logos or advertising) to reduce their contrast with the background sky and minimise their reflectivity. The proposed turbines would all rotate in the same direction at a slow and predictable speed of approximately 5 revolutions per minute (rpm) up to a maximum of approximately 17.5rpm. The transformer required for each turbine will be located within the turbine tower. Aviation warning lights would be required and a lighting strategy to provide mitigation of the potential landscape and visual effects at night (being mitigation of the lighting that could have been required by the CAA) is proposed on seven of the 14 turbines which has been approved by the CAA. An assessment of the effects of the aviation warning lights is reported in Technical Appendix 5.4.	Operation	Applicant / Contractor	Chapter 5: Landscape and Visual in Volume 1 of the EIA Report
5.5	Landscape specific mitigation: temporary construction compound	During the construction period, two construction compounds would be required that would include a laydown area for wind turbine components, and dimensions would be approximately 30 m x 50 m. The typical construction compound is shown on Figure 2.14. The locations have been selected partly because it has low landscape sensitivity and would largely not be visible from surrounding receptors, primarily due to intervening landform and forestry.	Operation	Applicant / Contractor	Chapter 5: Landscape and Visual in Volume 1 of the EIA Report

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		The areas would be prepared by stripping soil, laying down a geotextile material and then a working surface of stone. The stripped soil would be stored adjacent to the compound for subsequent use in reinstatement works at the end of the construction period. The site compounds and laydown areas would be fully re-instated with stored turfs or excavated soil and / or re-seeded to match the local contours and the existing vegetation.			
5.6	Landscape specific mitigation: borrow pits	One borrow pit location has been identified, as described in Chapter 2: The Proposed Development and shown as borrow pit search area in Figure 2.5. It is anticipated that further detail regarding the location and specifications of any on-site borrow pit will be provided post-consent, following completion of detailed ground investigation and technical studies. The borrow pit search area location has a low landscape sensitivity and very limited visibility from the surrounding area. Upon completion, the borrow pit would be reinstated and repurposed to form the Substation and BESS compound, drawing upon the advice of a landscape architect and implemented in agreement with THC, SEPA and NS. This will ensure that proposed reinstatement materials and techniques are suitable and may identify appropriate environmental enhancement opportunities.	Operation	Applicant / Contractor	Chapter 5: Landscape and Visual in Volume 1 of the EIA Report
5.7	Landscape specific mitigation: substation and battery storage compound	The main substation and control building would have a very low visibility from the surrounding areas, primarily due to the surrounding landform. The substation is illustrated indicatively in Figure 2.13 and would typically include two single-storey, pitched roofed buildings comprising the network operator building and the wind farm control building, with switchgear infrastructure and car parking. The substation would also be enclosed by a 2.7m high security fence with a low visibility style and colour. The colour of the building would be selected to have a low contrast with the surrounding uplands. A Battery Energy Storage System (BESS) would be constructed next to the Substation and consist of a palisade fenced open compound of batteries along with inverters and transformers connected by an underground cable	Operation	Applicant / Contractor	Chapter 5: Landscape and Visual in Volume 1 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		to the substation. The colour of the associated battery containers would be co-ordinated with the substation to have a low contrast with the surrounding landscape.			
5.8	Landscape specific mitigation: operational mitigation	The operation of the Proposed Development would cover a period of 50 years and include site management to ensure the adequate maintenance of site facilities and landscape features, such as access tracks, field boundaries, gates, and signage. The proposed woodland planting within the Site boundary would be maintained for 5-Years until established and monitored for a total of 10-Years.	Operation	Applicant / Contractor	Chapter 5: Landscape and Visual in Volume 1 of the EIA Report
5.9	Landscape specific mitigation: decommissioning	The Proposed Development would be decommissioned at the end of its operational period which is expected to take up to approximately 6 months. In accordance with Chapter 2: The Proposed Development, all visible, above ground structures (turbines, substation and battery storage compound) would be removed upon decommissioning, thereby rendering the vast majority of the landscape and visual effects as reversible. Subject to landowner requirements, the main operational site entrance and some of the internal access tracks would remain as permanent features, with redundant areas and crane hard standings removed and restored in accordance with industry guidance. A Site Decommissioning Plan will set out environmental protection measures and restoration principles which will be implemented. This Plan will be agreed with THC.	Operation	Applicant / Contractor	Chapter 5: Landscape and Visual in Volume 1 of the EIA Report
Chapter 6 Ecology and Biodiversity					
6.1	Direct habitat loss due to the construction of infrastructure	Best practice and embedded mitigation measures will be taken for habitats and species, such as complying with best practice, micrositing provisions, provision of biodiversity management and enhancement measures, presence of an ECoW during works, and adherence to a detailed CEMP and SPP.	Construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report
6.2	Otters	Embedded mitigation and good practice, including SPPs and pre-construction protected species surveys for all protected species potentially present, is built into the Proposed Development via the CEMP to enable legislative protection.	Pre-construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
					Volume 1 of the EIA Report
6.3	Water Voles	Embedded mitigation and good practice, including SPPs and pre-construction protected species surveys for all protected species potentially present, is built into the Proposed Development via the CEMP to enable legislative protection. .	Pre-construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report
6.4	Badgers	Embedded mitigation and good practice, including SPPs and pre-construction protected species surveys for all protected species potentially present, is built into the Proposed Development via the CEMP to enable legislative protection. .	Pre-construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report
6.5	Red Squirrels	Embedded mitigation and good practice, including SPPs and pre-construction protected species surveys for all protected species potentially present, is built into the Proposed Development via the CEMP to enable legislative protection. .	Pre-construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report
6.6	Other notable mammal species; pine marten, wildcat and mountain hare	Embedded mitigation and good practice, including SPPs and pre-construction protected species surveys for all protected species potentially present, is built into the Proposed Development via the CEMP to enable legislative protection..	Pre-construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report
6.7	Bats	Embedded mitigation including SPPs and pre-construction surveys of trees identified for felling (or where disturbance to roosting bats could potentially result from felling) will be drafted post-consent via the CEMP and implemented in full before any tree felling or construction commences, to prevent breaches of legislation pertaining to bat roosts. . Construction would mainly take place during daylight hours during the season when bats are active (April to October, inclusive).	Pre-construction / construction / Operation	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		Embedded 'stand-off' distances from habitat features in accordance with the NatureScot guidance, is considered adequate mitigation to avoid potentially significant operational mortality risks to bats at most low-risk locations due to bat collision risk and barotrauma mortality during the operational phase			
6.8	Fish	Good practice scheme design and embedded mitigation measures, including a Water Quality and Fish Monitoring Plan and measures to avoid and/or minimise the potential for pollutant impacts upon aquatic habitats and ensure the free passage of fish within the Site is maintained, are embedded within the Proposed Development, and included within the CEMP.	Pre-construction / construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report
6.9	Invertebrates, amphibians and reptiles	standard mitigation measures to be implemented via the CEMP to ensure legislative protection, .	Pre-construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report
6.10	Indirect construction-phase impacts to habitats associated with pollution and dust	Indirect construction-phase impacts to habitats associated with pollution and dust are to be prevented via controls implemented under the CEMP	Construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report
6.11	Need for an Outline Habitat Enhancement and Management Plan (OHEMP)	A Outline Habitat Enhancement Management Plan (OHEMP) includes a variety of measures designed to mitigate and compensate for impacts on important habitat features, including blanket bog. The OHEMP includes a commitment to control and manage some of the pressure factors which are contributing to the degradation of blanket bog habitat within the Site, such as removal and control of regenerating trees in areas where these are seeding onto peatland habitat and blocking of any suitable ditches which may be present and facilitating drainage of the Site. The OHEMP includes specific measures to improve the condition of degraded bog habitat within the Site, which includes 218 ha of enhancement and restoration comprised of the following measures:	Pre-construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		• Open bare ground translocation • Translocation into gullies • Restoration by reprofiling and damming of gullies on shallow slopes <5° • Restoration by reprofiling and localised damming / baffles of gullies on moderate slopes 5-7.5° • Restoration by reprofiling only on steeper slopes >7.5° • Hand restoration of 'micro-erosion'. Detailed proposals are available in the OHEMP, which also includes monitoring and suggested mitigation/ remedial measures in the event of failure. The implementation of these measures will result in an overall increase in the quality of retained blanket bog and modified bog habitats at the Site, and reverse some of the degradation of bog habitat which is already taking place under baseline conditions, and which it should be noted may be expected to continue in the absence of the Proposed Development, potentially eventually leading to a loss of the further bog due to modification.			
6.12	Deer Assessment	A Deer Management Strategy (DMS) would be agreed in consultation with NatureScot, the landowner and adjacent interested parties. This will ensure that the deer density is at sustainable levels for bog habitats and that an appropriate number of deer are to be culled, considering existing density within the Site. Long term monitoring would week to identify and establish the cause of failure of habitat restoration efforts if this is considered to be occurring, including any evidence of grazing pressures from deer. This will allow action to be taken to prevent failing habitat restorations. Monitoring of deer road casualties on the adjacent A9 will also be carried out during the construction, and during periods of operational phase maintenance works, of the scheme, so that action can be taken if	Pre-construction / construction	Applicant / Contractor	Chapter 6: Ecology and Biodiversity in Volume 1 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		increased levels of deer/traffic collisions occur. This may include action such as revising the DMS and/ or constructing a deer fence along the eastern Site Boundary			
Chapter 7 Ornithology					
7.1	Ornithological Features	During the construction phase, the following embedded mitigation would be implemented to ensure legal compliance and minimise the likelihood of significant effects on IOFs, and this has been taken into consideration in the assessment: To ensure all reasonable precautions are taken to avoid impacts on birds during construction and decommissioning, the Applicant will appoint a suitably qualified Ecological Clerk of Works (ECoW) prior to the commencement of construction and decommissioning and they will advise the Applicant and the Principal Contractor on all ornithological matters (with the assistance of a suitably qualified/licenced ornithologist if required). The ECoW will be required to be present on Site during the construction and decommissioning periods and will carry out monitoring of works and briefings with regards to any ornithological sensitivities on the Site to the relevant staff within the Principal Contractor and subcontractors; and A Breeding Bird Protection Plan (BBPP) will be implemented during construction of the Proposed Development. The BBPP will detail measures to ensure legal compliance and safeguard breeding birds known to be in the area and will include species-specific guidance. The BBPP shall include pre-construction surveys and good practice measures during construction. Pre- and during-construction surveys will be undertaken to check for any new breeding bird activity in the vicinity of the construction works. The ECoW will oversee the implementation of the above measures.	Pre-Construction / Operation	Applicant / Contractor	Chapter 7: Ornithology in Volume 1 of the EIA Report
7.2	Potential reduction in habitat quality/availability	Mitigation, compensation and significant enhancement measures are proposed as part of the Proposed Development's OHEMP, detailed in Appendix 6.5.	Construction / Operation	Applicant / Contractor	Chapter 7: Ornithology in Volume 1 of the EIA Report
Chapter 8 Hydrology, Geology, Hydrogeology and Peat					

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
8.1	Potential effects on watercourses	Water quality monitoring during the construction phase would be undertaken for the surface water catchments that drain from the Proposed Development to ensure that none of the tributaries of the main channels are carrying pollutants or suspended solids. Monitoring would be carried out at a specified frequency (depending upon the construction phase) on these catchments. The monitoring programme would be agreed with SEPA, NatureScot, THC, Marine Science Scotland, Findhorn, Nairn and Lossie Rivers Trust and it is expected to include monitoring of the watercourses which drain from the site.	Pre-construction / Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat in Volume 1 of the EIA Report
8.2	Peat and Peat Management	A comprehensive programme of peat depth probing has been undertaken in order to accurately determine the volume of peat which will be disturbed by the Proposed Development. This data has been used to prepare a site specific Peat Management Plan (see **Appendix 8.2: Outline Peat Management Plan**). As shown in **Chapter 6: Ecology and Biodiversity, Appendix 8.4: Peat Landslide Hazard Risk Assessment** and **Appendix 8.2,** measures have been proposed to ensure the stability of peat and carbon rich soils and that peat and soils that would be disturbed by the Proposed Development can be safeguarded and beneficially re-used on Site. **Appendix 8.2** aligns with habitat and biodiversity enhancement measures, including peatland restoration opportunities, as identified in Appendix 6.5. Measures include general and embedded mitigation, such as complying with best practice, micrositing provisions, presence of an ECoW and adherence to a detailed Construction and Environmental Management Plan (CEMP).	Pre-construction / Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat in Volume 2 of the EIA Report
8.3	Peat Landslide Hazard	A Design and Geotechnical Risk Register would be compiled to include risks relating to peat instability, as this would be beneficial to both the developer and the Contractor in identifying potential risks that may be involved during construction. Good construction practice and methodologies to prevent peat instability within areas that contain peat deposits are identified in **Appendix 8.1: Good Practice Methods**.	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat in Volume 2 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
8.4	Watercourses and Watercourse crossing	The crossings would be designed to pass the 200-yr flood event and their design and construction details would be agreed with SEPA and THC as part of the final CEMP. Further details are provided in **Appendix 8.5: Watercourse Crossing Inventory.**	Pre-construction / Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat in Volume 2 of the EIA Report
8.5	Groundwater Dependent Habitats	Measures, such as permeable access tracks and regular cross track drains, have been proposed to safeguard existing water flow paths and maintain existing water quality. It is considered therefore that the water dependent habitats identified by the NVC mapping can be sustained. This would be confirmed, in accordance with good practice, by the Ecological Clerk of Works (ECoW) at the time of the construction who would ensure existing surface water flow paths and water flushes are maintained. Further details are provided in **Appendix 8.7: GWDTE Assessment.**	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat in Volume 2 of the EIA Report
8.6	Pollution Risk Erosion and Sedimentation	Good practice measures would form part of the final CEMP, to be applied in relation to pollution risk, erosion and sedimentation and management of surface runoff rates and volumes. Any further specific mitigation which may be required to reduce the significance of a potential effect is identified in the assessment of likely effects during the construction and operation phases. As a principle, preventing the release of any pollution/sediment is preferable to dealing with the consequences of any release. General Measures are identified in **Appendix 8.1: Good Practice Methods.**	Pre-Construction / Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat in Volume 2 of the EIA Report
8.8	Fluvial Flood Risk	In all construction designs Sustainable Drainage Systems (SuDS) will be incorporated to maintain current hydrological systems and to minimise effects of the Proposed Development on the hydrological environment.	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat in Volume

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
					1 of the EIA Report
8.9	Water Abstractions	Any water abstraction would only be made with authorisation from SEPA and in accordance with the CAR. Good practice that would be followed in addition to the CAR Licence regulations includes: • Water use would be planned so as to minimise abstraction volumes; • Water would be re-used where possible; • Abstraction volumes would be recorded; and Abstraction rates would be controlled to prevent significant water depletion in a source.	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat in Volume 1 of the EIA Report
8.11	Potential Operational Impacts	Should any maintenance be required onsite during the operational life of the project which would involve construction activities; mitigation measures would be adhered to along with the measures in the final CEMP to avoid potential effects. Should any non-routine maintenance be required at the sections of track crossing wet areas (defined visually onsite by a contractor or operational personnel) there would be potential for erosion and sedimentation effects to occur due to the existence of disturbed material. Should this type of activity be required, then the good practice measures as detailed for the construction phase would be required on a case by case basis. Extensive work at water crossings/adjacent to the water environment may require approval from SEPA under the CAR (depending upon the nature of the activity).	Operation	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat in Volume 1 of the EIA Report
Chapter 9 Archaeology and Cultural Heritage					
9.1	Physical Impact	Construction impacts on MHG23810 Perth-Inverness, General Wade's Military Road would be mitigated by a programme of archaeological fieldwork. It is proposed that this work comprises archaeological monitoring of groundworks during construction.	Construction	Applicant / Contractor	Chapter 9: Archaeology and Cultural Heritage in

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		Accidental direct physical impact during construction is possible upon one known heritage asset: HA2 a modern memorial cairn, for which suitable protection measures would be agreed within a CEMP (Construction Environment Management Plan) prior to construction commencing to ensure that the likelihood of any impact is minimized. The scope and nature of additional mitigation will be outlined in a Written Scheme of Investigation and agreed with THC in advance of construction, to include a methodology for physical impacts and protection of known heritage assets. A detailed Construction Environmental Management Plan (CEMP) will be prepared that collates all measures required during construction including those to mitigate any direct physical impacts upon hitherto unknown heritage assets, or accidental impacts upon known heritage assets within the Site during construction.'			Volume 1 of the EIA Report
9.2	Archaeological Potential	Although archaeological potential of the Site is considered to be negligible for important archaeological remains, impacts on unexpected archaeological remains may occur during the construction phase. Preservation by record through archaeological monitoring is likely to be required over some or all construction groundworks for the Proposed Development. The scope and nature of additional mitigation will be outlined in a Written Scheme of Investigation and agreed with THC in advance of construction.	Construction	Applicant / Contractor	Chapter 9: Archaeology and Cultural Heritage in Volume 1 of the EIA Report
Chapter 10 Traffic and Transport					
10.1	Construction Traffic	A Construction Traffic Management Plan (CTMP) would be in place during the construction period to actively mitigate the effects as discussed above. An outline CTMP has been prepared as part of the Planning Application which identifies the mitigation measures proposed during the construction stage.	Pre-construction, Construction	Applicant / Contractor	Chapter 10: Traffic and Transport in Volume 2 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		This Outline CTMP identifies the high-level principles for managing the effects of vehicles associated with the Proposed Development during construction. The CTMP is a 'live document' and will be regularly reviewed by the Applicant (as appropriate, in conjunction with appointed contractor/s) prior to and during the construction phase. The CTMP will accordingly be subject to amendment through the detailed design and construction stages to ensure the most appropriate measures are implemented as and where necessary, and approved by the Highland Council and Transport Scotland. The preparation of the Detailed CTMP will be a condition to the planning consent. Management measures have been identified for the transport of HGVs and general construction traffic, which when implanted will help to ensure that the route to site remains a safe environment and disruption to local traffic flows are kept to a minimum. This is provided as **Technical Appendix 10.2.**			
10.2	Need for an Abnormal Load Transport Management Plan	An Abnormal Load Transport Management Plan (ATMP) would be prepared in advance of construction to cater for all AIL movements to and from the Site. This would include: • Procedures for liaising with the emergency services to ensure that police, fire and ambulance vehicles are not impeded by the loads. This is normally undertaken by informing the emergency services of delivery times and dates and agreeing communication protocols and lay over areas to allow overtaking; • A diary of proposed delivery movements to liaise with the communities to avoid key dates such as popular local events, etc;	Construction	Applicant / Contractor	Chapter 10: Traffic and Transport in Volume 1 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		• A protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic; and • Proposals to establish a Community Liaison Group to ensure the smooth management of the project / public interface with the Applicant, the construction contractors, the local community and, if appropriate, the police forming the committee. This committee would form a means of communicating and updating on forthcoming activities and dealing with any potential issues arising.			
Chapter 11 Noise and Vibration					
11.1	Construction Phase Noise impacts	Activities that may give rise to audible noise at the surrounding properties and heavy goods vehicle deliveries to the Site would be limited to the hours 07:00 to 19:00 Monday to Friday and 08:00 to 13:00 on Saturdays unless otherwise approved in advance by THC (except in case of an emergency). Those activities that are unlikely to give rise to noise audible at the project area boundary, or light vehicles accessing the site such as that involved with staff mobilization, may continue outside of the stated hours. Construction noise would be managed via a site-specific Noise Management Plan (NMP) provided to THC. The embedded mitigation contained in the NMP will include the commitment to liaise directly with local residents, and the wider community. Where practicable, night-time working will not be carried out. Local residents shall be notified in advance of any night-time construction activities likely to generate significant noise levels. All equipment would be maintained in good working order and any associated noise attenuation such as engine casing and exhaust silencers shall remain fitted at all times.	Construction	Contractor	Chapter 11: Noise and Vibration in Volume 1 of the EIA Report

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		Where flexibility exists, activities would be undertaken away from residential properties, set back by the maximum possible distances. A Construction Traffic Management Plan (CTMP) will be developed and secured through planning condition to control the movement of vehicles to and from the Proposed Development. Construction plant capable of generating high noise and vibration levels would be operated in a manner to restrict the duration of the higher magnitude levels. Solid screening or temporary acoustic barriers would be placed close to the boundary of the northern nearest receptors of sufficient height to screen noise from the track construction activities. Noise monitoring during this phase of construction activities would be undertaken at the most affected properties to assist in managing the noise impacts from the track works and would be implemented in the CEMP. The site contractors shall be required to employ the best practicable means of reducing noise emissions from plant, machinery, and construction activities, as advocated in BS 5228-1. Where practicable, the work programme will be phased, which would help to reduce the combined effects arising from several noisy operations. All sub-contractors appointed by the main contractor will be formally and legally obliged, and required through contract, to comply with all environmental noise conditions. Any plant equipment normally required for operation at night (23:00 – 7:00), shall be silenced or suitable shielded to ensure that the night-time lower threshold of 45 dB L_{Aeq} shall not be exceeded at the nearest noise-sensitive receptors.			

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		Rock extractions from borrow pits by means of blasting operations is possible, and a Blast Management Plan will be prepared by the Contractor in advance of any blasting operations.			
11.2	Operational Phase	• The design of the turbine layout of the Proposed Development has been iteratively developed to avoid potentially significant operational noise effects, based on a representative candidate turbine model, whilst maintaining, as far as possible, the generation capacity of the Proposed Development. (in addition to other design considerations). This included consideration of the cumulative effects with neighbouring wind farms, where relevant. • The Proposed BESS and Substation location has been set at a significant distance of more than 2 km from nearest-sensitive receptors to avoid any potential operational noise impacts. • The locations of the turbines and other infrastructure would be subject to 'micrositing'. This process allows for minor changes in turbine or infrastructure locations to respond to possible variations in ground conditions across the Site, which would only be confirmed following detailed Site investigation work carried out immediately prior to construction. It is anticipated that the agreed tolerance micro-siting distance of 50 m would form a condition accompanying any consent. A change of 50 m in position will have negligible effects (<0.5 dB) on the turbine noise levels and as such the results of this assessment remain valid and accounts for the micro-siting tolerance of 50 m.	Operation	Applicant / Contractor	Chapter 11: Noise and Vibration in Volume 1 of the EIA Report
Chapter 13 Other Issues					
Forestry					
13.1	Felling and Utilisation	The method of felling and utilisation would be based on whole tree utilisation. All the timber and branch wood would be removed from site so there would minimal arisings left on site. Felling areas and timber volume to be removed is detailed in Table 13.7 (Appendix 13.1). The method would be as indicated below.	Construction	Applicant / Contractor	Chapter 13: Other Issues

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
		• A conventional harvester and forwarder would be used to fell and extract the timber from all felled areas. A forwarder would then be used to gather the brash. It would then be taken to roadside and put through a chipper which would chip all the brash which is blown in walking floor type trailer on an articulated lorry. • The round timber is likely to be sent to local timber markets for onward processing with the wood chip element being sold for biomass.			
13.2	Waste Materials	Given the negligible quantities of forestry waste likely to be produced from the proposed felling, these impacts have not been considered. However, all waste materials will be managed in accordance with SEPA's guidance notes – Land Use Planning System, SEPA Guidance Note LUPS-GU27 – Use of Trees Cleared to Facilitate Development on Afforested Land and the SEPA (2017) Guidance WST-G-027 version 3 Management of Forestry Waste.	Construction	Applicant / Contractor	Chapter 13: Other Issues
13.6	Compensatory Planting	As the proposed development involves the permanent removal of woodland for the purposes of conversion to another type of land use, the Scottish Government's CWP has been fully considered to establish whether Scottish Forestry would require an area of new woodland establishment to compensate for the area felled. In addition, The Council's Highland Wide Local Development Plan (2012) specifies the inclusion of Compensatory Planting as part of an application for development. The need for compensatory planting to offset the permanent loss of woodland would be in the areas removed for the access track corridor and construction compound. The maximum area of land that will be needed as compensation (the Scottish Forestry default position) is an area equivalent to the area being kept clear of trees, which in this case is estimated to be 2.46 ha. Compensatory planting could take the form of native species with a high percentage of Scots pine, birch and common alder in the area shown on Figure 13.6. There is opportunity for expanding native woodland under the Scottish Governments Forest Grant Scheme Eligibility Native Woodland Habitat Network and Target Woodlands for Riparian Benefits.	Construction	Applicant / Contractor	Chapter 13: Other Issues
Aviation					

Ref	Issue	Description of Mitigation Measures	Timing / phase	Responsible Party	Document Source
13.7	PSR at RAF Lossiemouth	The turbine layout has been designed to avoid all line of sight from the PSR at RAF Lossiemouth	Pre-construction	Applicant	Chapter 13: Other Issues
13.8	Aviation lighting scheme	Article 222 of the Air Navigation Order requires all objects with a maximum height above ground level of 150m or more to be fitted with visible spectrum aviation warning lights. The Article also provides for the CAA to approve lighting schemes in which not all of a group of obstacles, such as turbines in a wind farm, are fitted with lighting. The Proposed Development complies with those provisions and a lighting scheme was submitted to the CAA for approval (approved 14th February 2025). The lighting scheme approved by the CAA will consist of: • visible spectrum lighting on seven of the fourteen turbines; • infra-red lighting on all fourteen turbines; • no mid-tower lighting; and • the visible lighting will be dimmed to 10% of its normal intensity when the meteorological visibility exceeds 5km.	Pre-construction	Applicant	Chapter 13: Other Issues
13.9	PSR at Inverness Airport	The Applicant will enter into an agreement with HIAL to provide mitigation for effects on the Inverness Airport PSR based on use of the Terma Scanter wind farm-tolerant radar at the airport.	Pre-operation	Applicant	Chapter 13: Other Issues
13.10	Inverness Airport IFPs	The Applicant will enter into an agreement with HIAL to provide mitigation for effects on the Inverness Airport IFPs through amendment, approval and promulgation of revised procedures.	Pre-construction	Applicant	Chapter 13: Other Issues