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INTRODUCTION 16-1



INTRODUCTION

- 16.1 The Schedule of Commitments provides a summary of mitigation, compensation and enhancement measures that have been proposed throughout the EIA Report to prevent, reduce or offset the effects of the Proposed Development on the environment.
- 16.2 Mitigation measures have been integral to the design evolution of the Proposed Development as described in **Chapter 2: Site Description and Design Evolution**. A series of environmental and technical constraint design reviews were undertaken to minimise potential significant environmental impacts prior to finalising the final design of the Proposed Development.
- 16.3 The mitigation measures in **Table 16-1** are those which would be applied during the construction, and operation of the Proposed Development.

Table 16-1: Schedule of Commitments

Chapter	Type of Mitigation, Compensation or Enhancement	Mitigation, Compensation or Enhancement Measure
Chapter 3: Description of the Development	Pre and during Construction (CEMP)	<p>Construction and Environment Management Plan (CEMP)</p> <p>An outline CEMP is provided as Technical Appendix 3.1. In acknowledgement that the CEMP is a live document that would evolve throughout the construction phase of the Proposed Development, only the principles of the CEMP are outlined at this stage. The final CEMP would be secured through a suitably worded planning condition.</p> <p>It is anticipated that most of the soil resources within areas directly affected by construction activities would be able to be stored and reinstated as close as possible to where they were excavated in accordance with best practice; so that the site would be restored with minimal movement of material from its original location.</p>
	Construction (Micrositing)	<p>Micrositing</p> <p>It is proposed that a 50m micrositing tolerance of turbines and all other infrastructure would be applied to the Proposed Development (so long as infrastructure moves no closer to any identified watercourse or other relevant known constraints). Within this distance any changes from the consented locations would be subject to approval of the Environmental Clerk of Works (EnvCoW) as required and in consideration of other known constraints.</p> <p>This could be secured by a suitably worded planning condition.</p>
	Construction (Construction Hours)	<p>Construction Hours</p> <p>The construction working hours for the Proposed Development would be 07:00 to 19:00 Monday to Friday and 07:00 to 16:00 on Saturdays. It should be noted that out of necessity some activities, for example abnormal load deliveries, concrete deliveries during foundation pours and also the lifting of the turbine components, may occur outside the specified hours stated. These activities would not be undertaken without prior approval from THC. The principal contractor would keep local residents informed of the proposed working schedule, where appropriate, including the times and duration of any abnormally noisy activity that may cause concern, all under the terms of a traffic management plan as set out in Chapter 12: Site Access, Traffic and Transport.</p> <p>Construction working hours would be set out in a construction traffic management plan (CTMP) and could be secured by a suitably worded planning condition.</p>

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Chapter 3: Description of the Development	Construction (HMP)	<p>Forestry</p> <p>The Proposed Development includes the felling of an area of up to 77.75ha of commercial conifer forest for the purposes of restoring this area to blanket bog habitat, as part of the Habitat Management Plan (HMP)(Technical Appendix 8.5). The peatland restoration would be done by clearing stunted conifer plantation forestry and ditch blocking to restore the original pre-forestry conditions.</p> <p>This would be included within the HMP.</p>
	Construction (SWMS)	<p>Site Waste Management Strategy (SWMS)</p> <p>A Site Waste Management Strategy forms part of the CEMP and would be developed for implementation during construction, as discussed in the outline CEMP (Technical Appendix 3.1). This outlines the materials requirements and waste generation during construction and how the Applicant intends to consider the management of these aspects.</p> <p>This would be included within the CEMP.</p>
	Construction (PMP)	<p>Peat Management Plan</p> <p>Soils that are excavated during construction would be set aside for backfilling the batter areas around turbine bases and hardstandings and use of small bankings either side of access tracks. Further details of soil storage are contained in Technical Appendix 10.2: Peat Management Plan.</p> <p>This would be included within the PMP.</p>
	Construction (Borrow Pits)	<p>Borrow Pits</p> <p>Four borrow pit search areas have been identified onsite, to provide up to approximately 141,500m³ of aggregate to construct the Proposed Development. A proportion of aggregate for track formations and subbases is assumed to be sourced from the proposed four onsite borrow pits with all higher grade aggregate assumed to be sourced offsite.</p> <p>This would be included within the CEMP.</p>

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Chapter 3: Description of the Development	Post Construction (Link Paths)	<p>Link Paths</p> <p>There is potential for linkages to be formed between the Proposed Development tracks and other routes in the area. This could benefit walkers by creating a ‘loop’ emanating from the village of Edinbane rather than various linear tracks. This is further explored in the Preliminary Access Management Plan provided as Technical Appendix 14.2.</p> <p>This would be included within the Access Management Plan (AMP).</p>
	Post Construction (Access Tracks)	<p>Access Tracks</p> <p>At the end of the construction period the edges of all new tracks would be restored using materials stripped from excavations.</p> <p>This would be included within the CEMP.</p>
Chapter 8: Ecology	Pre Construction (Surveys)	<p>Otter, Badger and Pine Marten</p> <p>A pre-construction survey for otter, badger and pine marten would be undertaken. This would cover all watercourses and other suitable habitat within 250m of wind farm infrastructure. The results of the pre-construction surveys would inform the need for further mitigation (if required) in respect of working practices, or consultation with NatureScot, if required.</p> <p>This would be undertaken by an Environmental Clerk of Works (EnvCoW).</p>
	Construction (Environmental Clerk of Works (EnvCoW))	<p>Environmental Clerk of Works</p> <p>A suitably qualified EnvCoW would be employed to oversee activity at key points for the duration of the construction and reinstatement periods (at a frequency to be agreed with THC and NatureScot), to ensure natural heritage interests are safeguarded. The role of the EnvCoW would include the following tasks:</p> <ul style="list-style-type: none"> • to give toolbox talks to all staff onsite, e.g. an ecological induction, so staff are aware of the ecological sensitivities on the site and the legal implications of not complying with agreed working practices; • to undertake pre-construction surveys (otter, badger and pine marten) and advise on ecological issues where required; and • to carry out pre-construction inspections of areas which require reptile mitigation (i.e. supervision during vegetation clearance).

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Chapter 8: Ecology		<p>The EnvCoW would also undertake additional roles such as assisting with hydrological measures or checking for nesting birds.</p> <p>This could be secured by a suitably worded planning condition.</p>
	Pre and During Construction	<p>Reptiles</p> <p>Proposed mitigation would involve identification/removal of potential refugia and hibernacula if present. The proposed site speed limit of 15mph would also reduce the likelihood of accidental injury/killing of reptiles by construction traffic.</p> <p>Otters</p> <p>During construction, site speed limits of 15mph would reduce the likelihood of accidental injury/killing of otter by construction traffic.</p> <p>All potentially dangerous substances or materials within the construction compound would be carefully stored to prevent then causing any harm to otters which may enter the compound at night.</p> <p>During construction, all excavations greater than 1m depth would include a ramp to allow otter and other animals a means of escape should they fall in.</p> <p>This would be set out within the CEMP and undertaken and enforced by an Environmental Clerk of Works (EnvCoW).</p>
	Construction	<p>Fish</p> <p>A minimum 50m buffer has been ensured between all proposed infrastructure and the watercourses.</p> <p>Reptiles</p> <p>Good practice mitigation measures aimed at reptiles would be implemented during the construction phase, to prevent the inadvertent injury or killing of individuals.</p> <p>Otter</p> <p>There is a 50m minimum stand-off of infrastructure from watercourses.</p> <p>Bats</p> <p>Construction would mainly take place during daylight hours during the season when bats are active (April to October, 07:00 to 19:00)</p>

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Chapter 8: Ecology		<p>hrs).</p> <p>Habitat restoration proposals involve the restoration of c. 77.75ha of peatland habitat, through conifer plantation felling and peatland restoration and management activities.</p> <p>Red Deer</p> <p>Good practice measures put in place for otter during construction, specifically safe storage of materials and providing a means of escape would also protect deer from harm during construction. A site speed limit of 15mph would be implemented, which would minimise the likelihood of deer traffic collisions within the site.</p> <p>This would be set out within the CEMP and undertaken and enforced by an Environmental Clerk of Works (EnvCoW).</p>
	Construction and post Construction	<p>Habitat Management Plan</p> <p>A Habitat Management Plan (HMP) would be produced, which would detail compensation and enhancement measures to compensate for the significant residual effects of habitat loss associated with the Proposed Development. The broad principle aim of the Outline HMP (Technical Appendix 8.5) is to restore and manage c. 77.75ha of peatland habitat (i.e. clearing of dead and stunted conifer plantation forestry, ditch blocking and ground smoothing to restore conditions enabling the development of peatland habitats).</p> <p>The following measures and specific objectives are proposed within the Habitat Management Area (HMA) (see Technical Appendix 8.5: Outline HMP for further details):</p> <ul style="list-style-type: none"> • fell trees within a 77.75ha area of conifer plantation within the HMA; • treat the ground surface post-felling to increase its suitability for bog regeneration, e.g. through surface smoothing; • increase the water table across the HMA, and create bog pools through ditch blocking; • address species composition and integration into the wider ecosystem network by seeding or encouraging self-setting of species representative of reference ecosystems and of local genetic origin; • to maintain the HMA free of trees, particularly non-native conifer regeneration; • to control threats to regenerating bog habitats such as grazing and fire; • to monitor bog regeneration to assess if the necessary conditions have been created that should, in time, increase the abundance and distribution of bog plants, particularly peat forming Sphagnum mosses, and facilitate its recovery back to

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Chapter 8: Ecology		<p>active peatland habitat; and</p> <ul style="list-style-type: none"> to facilitate the monitoring and evaluation process by identifying areas of reference habitats within/ adjacent to the HMA against which regeneration progress can be measured and collecting baseline data within these and the proposed restoration locations. <p>Monitoring of the water table height and botanical monitoring would be undertaken to measure the success of the restoration and adapt management if necessary; further details are provided in Technical Appendix 8.5: Outline HMP.</p> <p>Vegetation monitoring would be undertaken as part of the HMP.</p> <p>These measures would be included within the HMP.</p>
	Operation	<p>Fish</p> <p>No hazardous chemicals would be stored on the site during the operational phase. During major maintenance events, temporary storage of hazardous chemicals could occur on site, but would be subject to implementation of standard pollution prevention control measures. There is a 50m standoff between infrastructure and watercourse.</p> <p>Reptiles</p> <p>Maintenance traffic would be restricted to driving along onsite access tracks only, with an applied speed limit. No hazardous chemicals would be stored on the site during the operational phase. Temporary storage of hazardous chemicals would be subject to implementation of standard pollution prevention control measures and works would not take place within 50m of any watercourses.</p> <p>Otter</p> <p>Human activity associated with wind farm maintenance would be limited to the permanent infrastructure areas and only minimal maintenance traffic would be present, which would be restricted to the access tracks and subject to similar speed limits to those in place during construction.</p>

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Chapter 8: Ecology		<p>Deer</p> <p>The Habitat Management Area would be subject to botanical monitoring, which includes monitoring grazing impacts on vegetation. Maintenance traffic during the operational phase would be subject to the 15mph site speed limit.</p> <p>Measures for the storage of hazardous chemicals on site and standoff between infrastructure/works and watercourses would be set out in the CEMP.</p> <p>Measures for maintenance traffic routes and speed limits would be set out in the CTMP.</p> <p>Measures for botanical monitoring would be set out in the HMP.</p>
Chapter 9: Ornithology	Pre and during construction (Good Practice Measures)	<p>Timing of Works and Pre-commencement Surveys</p> <p>Avoidance of damage to, or destruction of nests, or disturbance to sensitive species whilst nesting can be achieved through careful timing of construction activities; for example restricting activities in sensitive areas as far as practicable in the early part of the breeding season until the location and breeding status of nesting birds has been established. If site clearance and construction activities are required to take place during the main breeding bird season, from mid-March to August inclusive, pre-commencement survey work would be undertaken to ensure that nest destruction and disturbance to sensitive species (i.e. breeding raptors and waders) are avoided. Where applicable, construction would not take place within specified disturbance-free buffer zones for certain sensitive species during the breeding season.</p> <p>Measures required dependent on the timing of construction activities and pre-commencement surveys would be set out in the CEMP.</p> <p>Disturbance-free buffer zones around nest sites of sensitive species would be applied and monitored closely. For breeding waders, disturbance-free buffer zones are only required until chicks have hatched and are capable of walking away from any sources of disturbance.</p> <p>Based on 2020 and 2022 survey data and the relevant literature (e.g. Goodship and Furness 2022), the following disturbance-free</p>

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Chapter 9: Ornithology		<p>buffer zones are considered likely to be required to help prevent nest failure due to disturbance during construction. It should be noted that these distances represent a guide only and these may vary according to topography and other factors at each nest site.</p> <ul style="list-style-type: none"> • white-tailed eagle – 250-500m; • golden eagle – 750-1000m; • hen harrier – 300-750m; and • golden plover – 200-500m. <p>Suitable buffer zones would be set out within the CEMP and enforced by an Environmental Clerk of Works (EnvCoW).</p> <p>Environmental Clerk of Works</p> <p>A suitably qualified Environmental Clerk of Works (EnvCoW) would be employed to oversee activity at key points for the duration of the construction and reinstatement periods (at a frequency to be agreed with THC and NatureScot), to ensure natural heritage interests are safeguarded. The role of the EnvCoW would include the following specific roles with regard to the ornithology interest of the site:</p> <ul style="list-style-type: none"> • prior to the start of construction and/or the breeding bird season, the EnvCoW would make contractors aware of the ornithological sensitivities within the site (particularly with regard to the potential presence of sensitive breeding species, i.e. breeding waders and raptors); and • the EnvCoW would undertake surveys for nesting birds throughout the construction period that falls within the nesting season and set up and monitor appropriate exclusion areas whilst nests of relevant species are in use. <p>The employment of a EnvCoW could be secured by a suitably worded planning condition.</p> <p>Monitoring</p> <p>A programme of post consent monitoring is proposed, the requirements of which should be coordinated with the adjacent Ben Sca and Extension Wind Farm and the neighbouring Glen Ullinish Wind Farm (both consented). The exact scope of works would be confirmed after consultation but is likely to include collision monitoring, flight activity surveys and breeding raptor surveys. It is important that any monitoring is designed to assess the actual versus predicted impacts on birds and to allow for a flexible monitoring plan to be undertaken during the post consent period.</p>

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Chapter 9: Ornithology		<p>It is proposed that ornithological monitoring should take place during and post-construction, in line with NatureScot guidance (SNH, 2009) as outlined below:</p> <ul style="list-style-type: none"> • year-round collision monitoring: carcass searches, carcass persistence trials and observer efficiency trials should be completed at least once per month throughout the first year, to determine whether actual bird collisions are in line with predicted values. Carcasses of all species found on site should be recorded; • flight activity surveys should be undertaken from the same VP locations used during baseline surveys to monitor the flight activity of target species. This would help establish any disturbance/displacement effects of the operational turbines on the resident bird species; and • targeted raptor surveys should also be undertaken to monitor the status of ground-nesting raptor species within the vicinity of the Proposed Development, in order to further determine the displacement effect. <p>It is proposed that the monitoring can take place annually during construction, and after the Proposed Development becomes operational, during years 1-3, 5, 10 and 15, with the requirement for further surveys to be determined based on previous survey results.</p> <p>Availability of carrion is a key aspect influencing eagle flight activity in a particular area. It is recommended that fallen stock / deer removal within 500m of each turbine is carried out and a plan for this is secured via planning condition.</p> <p>Furthermore, it is proposed that a close collaboration with the HRSG is established in order to facilitate a research programme aimed at furthering understanding of white-tailed eagle and golden eagle population prospects in the light of an increasing number of renewable energy projects on the Isle of Skye. The overarching objective of this research programme would be the monitoring of the breeding populations of the two eagle species, and the effects of the wind farm developments in the northern part of Skye on these species. It is envisaged that GPS or suitable alternative technology could be used to understand eagle movement patterns and use of breeding and non-breeding areas. This approach would allow to explore their habitat use and home ranges across the annual cycle, and also to monitor any collisions and displacement effects that might occur as a result of already existing and proposed wind farm developments.</p>

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Chapter 9: Ornithology		<p>This research initiative would work best as a collaborative effort between a number of wind farm developers whose renewable energy assets are located in the northern part of Skye and the Applicant is committed to pursuing these discussions through the Skye Developer Forum.</p> <p>Monitoring results would be reported annually (in years when monitoring takes place) and recommendations made for changes to management prescriptions if objectives are not being met, as appropriate.</p> <p>Post consent monitoring could be secured by a suitably worded planning condition.</p>
Chapter 10: Hydrology, Hydrogeology and Soils	Pre and During Construction	<p>Peat Management</p> <p>As shown in Technical Appendices 10.1 (PLHRA) and 10.2 (PMP) 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.</p> <p>Good construction practice and methodologies to prevent peat instability within areas that contain peat deposits are detailed in Technical Appendix 10.1 (PLHRA). These include:</p> <ul style="list-style-type: none"> • measures to ensure a well-maintained drainage system, to include the identification and demarcation of zones of sensitive drainage or hydrology in areas of construction; • minimisation of “undercutting” of peat slopes has already been included in the preliminary design and will be further reviewed once the ground investigation on site is complete but where this cannot be avoided, a more detailed assessment of the area of concern by the geotechnical engineer would be required; • careful micro-siting of turbine bases, crane hardstandings and access track alignments to minimise effects on the prevailing surface and sub-surface hydrology during the final design phase following the ground investigation; • raising peat stability awareness for construction staff by incorporating the issue into the site induction (e.g. peat instability indicators and good practice); • although the risk of a peat slide is considered to be low for the majority of the development, it is recommended that methodologies detailed in Technical Appendix 10.2 Peat Management Plan and developed within the detailed CEMP as a contingency to minimise the effects to watercourses in the unlikely event of peat instability; • developing methodologies to ensure that degradation and erosion of exposed peat deposits does not occur as the break-up

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Chapter 10: Hydrology, Hydrogeology and Soils		<p>of the peat top mat has significant implications for the morphology, and thus hydrology, of the peat (e.g. minimisation of off-track plant movements within areas of peat);</p> <ul style="list-style-type: none"> • developing robust drainage systems that would require minimal maintenance; and • developing drainage systems that would not create areas of concentrated flow or cause over/under-saturation of peat habitats. <p>Peat management measures would be set out within the CEMP.</p> <p>Watercourses</p> <p>A buffer of at least 50m has been applied to all known watercourses.</p> <p>Good Practice Measures (Construction Site Licence)</p> <p>In accordance with Controlled Activity Regulations (CAR) prior to any construction at site a Construction Site Licence application would be made to SEPA. The Licence, which is regulated by SEPA, is used to ensure that runoff from a construction site does not cause pollution of the water environment. The Construction Site Licence requires the development of a pollution prevention measures, which once agreed with SEPA is adhered to on site.</p> <p>Good Practice Measures (General Measures)</p> <p>Prior to construction, site-specific drainage plans would be produced. These would consider any existing local drainage which may not be mapped and incorporate any site-specific mitigation measures identified during the assessment.</p> <p>Measures would be included in the final CEMP for dealing with pollution/sedimentation/flood risk incidents and would be developed prior to construction. This would be adhered to should any incident occur, reducing the effect as far as practicable.</p> <p>The final CEMP would contain details on the location of spill kits, would identify ‘hotspots’ where pollution may be more likely to originate from; provide details to site personnel on how to identify the source of any spill and state procedures to be adopted in the case of a spill event. As identified in the outline CEMP (Technical Appendix 3.1), a specialist spill response contractor would be identified to deal with any major environment incidents.</p> <p>A wet weather protocol would be developed. This would detail the procedures to be adopted by all staff during periods of heavy rainfall. Tool box talks would be given to engineering /construction /supervising personnel. Roles would be assigned to site staff and the inspection and maintenance regimes of sediment and runoff control measures would be adopted during these periods. In</p>

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Chapter 10: Hydrology, Hydrogeology and Soils		<p>extreme cases, this protocol would dictate that work onsite may have to be temporarily suspended until weather/ground conditions allow.</p> <p>Measures for the avoidance of and dealing with pollution/sedimentation/flood risk incidents would be set out within the CEMP.</p> <p>Good Practice Measures (Water Quality Monitoring)</p> <p>Water quality monitoring before and during the construction phase would be undertaken for the surface water catchments that drain from the site 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.</p> <p>Monitoring would continue throughout the construction phase and immediately post construction. Monitoring would be used to allow a rapid response to any pollution incident as well as assess the impact of good practice or remedial measures. Monitoring frequency would increase during the construction phase if remedial measures to improve water quality were implemented. Water quality monitoring plans would be developed during detailed design (SEPA, THC, SWRFT and SDSFB would be consulted on the plan) and would be contained within the final CEMP.</p> <p>The performance of the good practice measures would be kept under constant review by the water monitoring schedule, based on a comparison of data taken during construction with a baseline data set, sampled prior to the construction period.</p> <p>Measures for water quality monitoring and potential remedial measures would be set out within the CEMP.</p> <p>Good Practice Measures (Pollution Risk)</p> <p>Good practice measures in relation to pollution prevention would include the following:</p> <ul style="list-style-type: none"> • refuelling would take place at least 50m from watercourses and where possible it would not occur when there is risk that oil from a spill could directly enter the water environment; • foul water generated onsite would be managed in accordance with best practice and be drained to a sealed tank and routinely removed from site; • a vehicle management plan and speed limit would be strictly enforced onsite to minimise the potential for accidents to occur; • drip trays would be placed under stationary vehicles which could potentially leak fuel/oils; • areas would be designated for washout of vehicles which are a minimum distance of 50m from a watercourse; • washout water would also be stored in the washout area before being treated and disposed of; • if any water is contaminated with silt or chemicals, runoff would not enter a watercourse directly or indirectly prior to

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Chapter 10: Hydrology, Hydrogeology and Soils		<p>treatment;</p> <ul style="list-style-type: none"> • water would be prevented as far as possible, from entering excavations; • procedures would be adhered to for storage of fuels and other potentially contaminative materials in line with the CAR, to minimise the potential for accidental spillage; and • a plan for dealing with spillage incidents would be designed prior to construction, and this would be adhered to should any incident occur, reducing the effect as far as practicable. This would be included in the final CEMP. <p>Measures for dealing with potential pollution incidents would be set out within the CEMP.</p> <p>Good Practice Measures (Erosion and Sediment)</p> <p>Good practice measures for the management of erosion and sedimentation would include the following:</p> <ul style="list-style-type: none"> • all stockpiled materials would be located out with a 50m buffer from watercourses, including on up gradient sides of tracks and battered to limit instability and erosion; • where possible, stockpiled material would either be seeded or appropriately covered, minimising the area of exposed bare ground; • monitoring of stockpiles/excavation areas during rainfall events; • water would be prevented as far as possible, from entering excavations through the use of appropriate cut-off drainage; • where the above is not possible, water that enters excavations would pass through a number of settlement lagoons and silt/sediment traps to remove silt prior to discharge into the surrounding drainage system. Detailed assessment of ground conditions would be required to identify locations where settlement lagoons would be feasible; • clean and dirty water onsite would be separated and dirty water would be filtered before entering the water environment; • if the material is stockpiled on a slope, silt fences would be located at the toe of the slope to reduce sediment transport; • the amount of ground exposed, and time period during which it is exposed, would be kept to a minimum and appropriate drainage would be in place to prevent surface water entering deep excavations, specifically borrow pit excavations; • a design of drainage systems and associated measures to minimise sedimentation into natural watercourses would be developed - this may include silt traps, check dams and/or diffuse drainage; • silt/sediment traps, single size aggregate, geotextiles or straw bales would be used to filter any coarse material and prevent increased levels of sediment. Further to this, activities involving the movement or use of fine sediment would avoid periods of heavy rainfall where possible; and • construction personnel and the Principal Contractor would carry out regular visual inspections of watercourses to check for

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Chapter 10: Hydrology, Hydrogeology and Soils		<p>suspended solids in watercourses downstream of work areas.</p> <p>Good Practice Measures (Fluvial Flood Risk)</p> <p>It is proposed to adopt Sustainable Drainage Systems (SuDS) as part of the Proposed Development. SuDS techniques aim to mimic pre-development runoff conditions and balance or throttle flows to the rate of runoff that might have been experienced at site prior to development. Good practice in relation to the management of surface water runoff rates and volumes and potential for localised fluvial flood risk would include the following:</p> <ul style="list-style-type: none"> • drainage systems would be designed to ensure that any sediment, pollutants or foreign materials which may cause blockages are removed before water is discharged into a watercourse; • onsite drainage would be subject to routine checks to ensure that there is no build-up of sediment or foreign materials which may reduce the efficiency of the original drainage design causing localised flooding; • appropriate drainage would attenuate runoff rates and reduce runoff volumes to ensure minimal effect upon flood risk; • where necessary, check dams would be used within cable trenches in order to prevent trenches developing into preferential flow pathways and trenches shall be backfilled with retained excavated material; and • as per good practice for pollution and sediment management, prior to construction, site-specific drainage plans would be developed and construction personnel made familiar with the implementation of these. <p>Site-specific drainage plans and good practice measures would be set out within the CEMP.</p> <p>Good Practice Measures (Water Abstraction)</p> <p>Abstraction of water for construction activities may be possible from a suitable source yet to be identified. If deemed to be suitable, an application for a CAR Licence would be made to SEPA and managed through the regulation of the CAR Licence. Should a suitable source not be identified, a water bowser would be used. Good practice that would be followed in addition to the CAR Licence regulations includes:</p> <ul style="list-style-type: none"> • 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.

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Chapter 10: Hydrology, Hydrogeology and Soils	Construction	<p>Pollution Risk</p> <p>The risk of a pollution incident occurring would be managed using industry standard good practice measures. Many of these practices are concerned with undertaking construction activities away from watercourses, sensitive peat and vegetation habitats and identifying safe areas for stockpiling or storage of potential pollutants that could otherwise lead to the pollution.</p> <p>Erosion and Sedimentation</p> <p>Adherence to good practice measures would ensure that any material generated is not transported into nearby watercourses, to groundwater, or onto areas of peat.</p> <p>Location specific good practice measures will form part of the final CEMP and would be used to minimise the potential for erosion and sedimentation.</p> <p>Fluvial Flood Risk</p> <p>Adherence with good practice measures including appropriate drainage design and compliance with the final CEMP.</p> <p>It is proposed that any rainwater and limited groundwater ingress which collects in the turbine excavations during construction would be stored and attenuated prior to controlled discharge to ground or surface water network adjacent to the excavation.</p> <p>Attenuation of runoff generated within the proposed turbine excavations would allow settlement of suspended solids within the runoff prior to discharge in accordance with 'Site control' component of the SuDS 'management train'.</p> <p>Infrastructure and Man-made Drainage</p> <p>Location specific good practice measures will form part of the final CEMP and would be used to minimise the potential for drainage and dewatering effects.</p> <p>Measures to avoid the potential of pollution incidents occurring, to minimise the potential for erosion and sedimentation and to deal with rainwater and groundwater ingress during construction would be set out within the CEMP.</p> <p>Monitoring</p> <p>A programme of water monitoring would be required prior to any construction activity and during construction of the Proposed Development. The monitoring programme would be agreed with THC, SEPA and SWRFT and it is expected to include monitoring</p>

Chapter	Type of Mitigation, Compensation or Enhancement	Mitigation, Compensation or Enhancement Measure
Chapter 10: Hydrology, Hydrogeology and Soils		<p>watercourses identified as potentially at risk without incorporation of best practice construction and mitigation techniques.</p> <p>Measures for water monitoring would be set out within a Water Quality Monitoring Plan (WQMP) which would form part of the CEMP.</p>
	Operational	<p>Maintenance</p> <p>Should any maintenance be required onsite during the operational life of the project which would involve construction type activities; mitigation measures would be adhered to along with the measures in the final CEMP.</p> <p>Pollution Risk</p> <p>Storage of fuels/oils onsite would be limited to the hydraulic oil required in turbine gearboxes and this would be banded to prevent fluid escaping.</p> <p>Erosion and Sedimentation</p> <p>Appropriate design of the drainage system, incorporating sediment traps, would reduce the potential for the increased delivery of sediment to natural watercourses.</p> <p>Immediately post-construction, flow attenuation measures would remain and be maintained to slow runoff velocities and prevent erosion until vegetation becomes established.</p> <p>Should any non-routine maintenance be required at the sections of track crossing wet areas (defined visually onsite by a contractor or operational personnel), then the good practice measures as detailed for the construction phase would be required on a case by case basis.</p> <p>Fluvial Flood Risk</p> <p>In accordance with good practice routine inspection and clearing of the culverts or bridges at site would be undertaken.</p> <p>Measures to avoid the potential of pollution incidents occurring, to minimise the potential for erosion and sedimentation and to deal</p>

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		with maintenance of drainage systems and bridges on site during operation would be set out within the CEMP.
Chapter 11: Cultural Heritage and Archaeology	Construction	<p>Fencing</p> <p>Appropriate mitigation undertaken during construction would be in the form of fencing off and avoidance of the five known assets (SLR91, SLR93, SLR54, SLR55 and SLR56) that could otherwise be accidentally damaged during construction works.</p> <p>Watching Brief</p> <p>A targeted watching brief during groundworks adjacent to the four known closest assets (SLR91, SLR93, SLR54, and SLR56) that may have the potential to have a direct impact on unrecorded buried archaeology.</p> <p>The precise scope of the watching brief would be negotiated with THC Historic Environment Team on behalf of the Applicant and the agreed mitigation programme would be documented in an agreed Written Scheme of Investigation.</p> <p>This could be secured by a suitably worded planning condition.</p>
Chapter 12: Site Access, Traffic and Transport	Construction	<p>Construction Traffic Management Plan (CTMP)</p> <p>A CTMP would be in place to actively mitigate effects and a Framework CTMP has been prepared at this stage and submitted as part of the planning application to outline the mitigation measures recommended during the construction stage. This is provided as Technical Appendix 12.2.</p> <p>The purpose of the Framework CTMP is to provide preliminary details of proposed traffic management measures and associated interventions that would be implemented during the construction phase of the Proposed Development in order to minimise disruption and ensure safety. The Framework CTMP will be supplemented with additional information as appropriate by the Applicant’s appointed contractor(s), prior to commencement of construction activities. Should consent be granted, the Framework CTMP would be updated to a CTMP, the content of which would be agreed with THC through consultation and enforced via a planning condition. The CTMP would be used during the construction phase of the Proposed Development to ensure traffic to, from and on the site is properly managed. It is possible that a collaborative approach with the assessed cumulative sites may be incorporated as part of the CTMP at a later date.</p> <p>In addition to the use of general good practice an Abnormal Load Traffic Management Plan (ATMP) would be drawn up to secure</p>

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Chapter 12: Site Access, Traffic and Transport		<p>permissions for the movement of abnormal loads, and would include details of any required temporary widening and other road improvement measures, together with detailed consideration of vehicle swept paths, loadings, structural assessments (where required) and temporary street furniture removal details. The document would be prepared in consultation with the Roads Authority, Transport Scotland and the emergency services, including Police Scotland. An element of preparation of the TMP would be a trial run, which would be undertaken through a special licence, with the Roads Authority and Police Scotland in attendance.</p> <p>Information, with regards to abnormal loads, would be provided to local residents and users of amenities to alleviate stress and anxiety.</p> <p>Mitigation measures to reduce the potential for dust and dirt to make its way on to the local highway network would be undertaken including the cleaning of vehicle wheels during wet periods and the sheeting of aggregate lorries.</p> <p>Good Practice (General Measures)</p> <p>Good construction practice would be deployed, including the following:</p> <ul style="list-style-type: none"> • all vehicles delivering plant and materials to the site would be roadworthy, maintained and sheeted as required; • suitable traffic management would be deployed for the movement of HGVs and other site traffic; • banksmen and police escort would be deployed for the movement of abnormal loads as required; and • HGV loads would be managed to ensure that part load deliveries would be minimised where possible, to limit the overall number of loads. <p>Construction Hours</p> <p>The construction working hours for the Proposed Development would be 07:00 to 19:00 Monday to Friday and 07:00 to 16:00 on Saturdays other than in exceptional circumstances. It should be noted that out of necessity some activity, for example abnormal load deliveries and the lifting of the turbine rotors, may need to occur outside the specified hours stated, although they would not be undertaken without prior approval from THC.</p> <p>Measures to mitigate effects from construction traffic and to secure permissions for the movement of abnormal loads would be set out within the CTMP and ATMP.</p> <p>Construction working hours would be set out within the CTMP and could be secured by a suitably worded planning condition.</p>

Chapter	Type of Mitigation, Compensation or Enhancement	Mitigation, Compensation or Enhancement Measure
Chapter 12: Site Access, Traffic and Transport	Pre Construction and Post Construction (Road Condition Survey)	Road condition survey (including assessment of existing structures as appropriate) prior to the commencement of construction and a similar assessment following completion of the works. Proposals for a road condition survey pre and post-construction would be included within the CTMP.
Chapter 13: Noise	Construction	<p>Good Practice Measures</p> <p>The precise noise mitigation measures to control noise from construction activities, with respect to the Proposed Development, may require agreement with THC prior to the works starting. However, generic measures are provided below to illustrate the range of techniques available:</p> <ul style="list-style-type: none"> • all roads would be kept clean and maintained in a good state of repair to avoid unwanted rattle from vehicles; • materials would be handled in a manner that minimises noise; • all plant would have noise emission levels that comply with the limiting levels defined in EC Directive 2000/14/EC, and any subsequent amendments; • consideration would be given to the recommendations set out in Annex B of BS5228-1:2009+A1:2014 with respect to noise sources, remedies and their effectiveness; • plant would be operated in a proper manner with respect to minimising noise emissions, i.e. minimisation of drop heights, no unnecessary revving of engines, etc.; • plant would be started up sequentially, rather than all at once; • plant would be subject to regular maintenance and kept in good working order to meet manufacturers’ noise rating levels; • plant that is used intermittently would be shut down when not in use; • vehicles would not wait or queue on the public highway with engines idling; and • reversing alarms would incorporate one of the following features where practicable – directional sounders, broadband signals, self-adjusting sounders or flashing warning lights. Alternative and comparable systems could be used to minimise noise and nuisance from reversing alarms. <p>Measures to control the noise from construction activities would be set out within the CEMP.</p>
	Operation	The scoping response requested that a mitigation scheme is to be provided that could be implemented should noise levels from the Proposed Development be subsequently found to exceed the consented limits. If required in practice, a mitigation scheme would be developed following the identification of the specific receptor, together with the wind speeds and directions at which the consented

Chapter	Type of Mitigation, Compensation or Enhancement	Mitigation, Compensation or Enhancement Measure
		noise limits are exceeded.
Chapter 15: Other Considerations	Construction and Operation (Good Practice Measures)	<p>Accidents</p> <p>The construction works for the Proposed Development would be undertaken in accordance with primary health and safety legislation, including the Health and Safety at Work Act 1974 and the Construction (Design and Management) (CDM) Regulations 2015 which will include a requirement to produce emergency procedures in a Construction Phase (Health & Safety) Plan in accordance with the Regulations.</p> <p>Fires</p> <p>Technical Appendix 3.1: Outline CEMP contains measures for reducing the risk of fires occurring during the construction of the Proposed Development</p> <p>Fire risk reduction measures would be set out within the CEMP.</p> <p>Link Paths and Signage</p> <p>A Preliminary Access Management Plan (PAMP) is provided in Technical Appendix 14.2 accompanied by a proposed paths plan which shows the informal recreational routes throughout the site and local area including the proposal for a link path from the Proposed Development to the Edinbane Wind Farm access tracks. Appropriate warning signs would be installed concerning restricted areas such as the substation compound, switchgear and metering systems. All onsite electrical cables would be buried underground with relevant signage.</p> <p>This would be included within the Access Management Plan (AMP).</p>
	Construction and Operation (NATS)	<p>NATS</p> <p>An agreement is being entered into between NATS (En-Route) Plc, NATS (Services) Ltd (NATS) and the Applicant for the design and implementation of an identified and defined mitigation solution in relation to the Proposed Development that will be completed under agreement.</p> <p>This could be secured by a suitably worded planning condition.</p>

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Chapter 15: Other Considerations	Construction and Operation (Waste and Environmental Management)	<p>Waste and Environmental Management</p> <p>The outline CEMP (Technical Appendix 3.1) provides a general overview on how waste and other environmental issues would be managed during the construction phase. Technical Appendix 10.2: Soil and Peat Management Plan also details how excavated peat is controlled, stored, re-used and disposed of during the construction phase of the Proposed Development.</p> <p>A site-specific waste management plan for the control and disposal of waste generated onsite could be secured by a suitably worded planning condition.</p>
	Construction and Operation (Aviation)	<p>Aviation</p> <p>Aviation safety lighting (infrared, non-visible) is proposed on the turbines.</p> <p>This could be secured by a suitably worded planning condition.</p>