



Nadara Limited

Millennium East Wind Farm

Technical Appendix 2.2: Schedule of Environmental Commitments

664052



RSK GENERAL NOTES

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of RSK Environment Ltd.

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1 INTRODUCTION

- 1.1 The assessment of the Proposed Development has identified a number of impacts likely to arise as a result of its construction and operation. Mitigation measures have accordingly been identified and developed to counter adverse impacts and reduce the significance of effects on the receiving environment.
- 1.2 Environmental mitigation measures identified during the EIA process are reported in **Chapters 5 to 14 of Volume 1** of the EIA Report (EIAR), to which this document is a technical appendix. Subject to the granting of consent, these measures would form a mandatory schedule of commitments under the terms of any contract(s) for the construction and operation of the Proposed Development.
- 1.3 The Summary of Environmental Commitments is provided in **Table 1** overleaf.

Table 1: Summary of Environmental Commitments

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
02 Proposed Development					
2.1	Micrositing	- The proposed turbine locations and ancillary infrastructure would be subject to a maximum micrositing tolerance of 50 m in any direction. In those places where environmental features may be potentially affected by micrositing, tolerance would be constrained to less than 50 m, and such changes would be managed in consultation with an appropriately qualified and experienced Environmental Manager or Environmental Clerk of Works (EnvCoW) during the construction phase of the Proposed Development. - Any movement of the turbines from the Proposed Development layout outwith the micrositing tolerance would be agreed with the Council and would be in accordance with the mitigation set out in the EIAR.	Construction	Applicant / Contractor	Chapter 2: Proposed Development
2.2	Environmental Management	All construction works would be conducted in accordance with a project Construction Environmental Management Plan (CEMP), which would be based on the submitted outline CEMP (Technical Appendix 2.1). The CEMP would be submitted to the Council for review and approval prior the construction works commencing.	Construction	Applicant / Contractor	Chapter 2: Proposed Development
2.3	Construction Compounds and Stockpiles	- The construction compounds and laydown areas would be constructed by first stripping the topsoil/peat, which would be stored in a mound for subsequent reinstatement at the end of the construction period, in line with industry best practice¹. - Care would be taken to maintain separate stockpiles for turf and the different soil/peat types to prevent mixing during storage. A geotextile would then be placed on the substratum, which would be overlain by a working surface of stone to approximately 400 mm thickness.	Construction	Contractor	Chapter 2: Proposed Development

¹ Current best practice includes *Good Practice during Wind Farm Construction* (2019), A joint publication by Scottish Renewables; Scottish Natural Heritage; Scottish Environment Protection Agency; Forestry Commission Scotland; Historic Environment Scotland; Marine Scotland Science; AEECoW. 4th Edition. https://www.scottishrenewables.com/assets/000/000/453/guidance_-_good_practice_during_wind_farm_construction_original.pdf?1579640559 [accessed December 2022]

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
2.4	Pollution Prevention	The western section of the southern temporary compound encroaches a 50 m watercourse buffer, as shown in Figure 2.2, on an existing hardstanding. No activities that could impact the hydrological features of the Site would be permitted to take place at this section of the compound (e.g., refuelling, storage of fuels and oils, any other construction activities, etc.).	Construction	Contractor	Chapter 2: Proposed Development
2.5	Construction hours	The main construction hours for the Proposed Development would be between 07.00 and 19.00 from Monday to Friday, and 08.00 and 13.00 on Saturdays unless otherwise agreed with the Council. Certain activities, such as electrical works in the substation or turbine erection in the event of delays due to high winds, may require to be undertaken outwith these hours. Construction hours generally also apply to the delivery of materials to the Proposed Development; however abnormal loads may be delivered out of these hours when the road network is at its quietest to reduce traffic disturbance.	Construction	Contractor	Chapter 2: Proposed Development
2.6	Maintenance and Operation of Wind Turbines	- Routine servicing of the turbines would typically be undertaken twice a year, with a full annual service and a 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 would traditionally be undertaken using a cherry picker or similar but may also be performed with a 50-tonne crane and 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
2.7	Operational Waste	Operational waste would generally be restricted to small volumes of waste generated from machinery repair and maintenance. The 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
06 Ecology					
6.1	Outline Biodiversity Enhancement	An oBEMP is submitted as Appendix 6.7, which includes a variety of measures designed to mitigate and compensate for impacts on important habitat features, including blanket bog and bog pools and enhance habitats.	Pre-Construction,	Applicant / Contractor	Chapter 6: Ecology

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
	Management Plan	- Preliminary peatland restoration search areas totalling 143.2 ha have been identified based on survey data, satellite imagery cross referenced with GIS data, and taking consideration of logistical constraints. The oBEMP 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 This includes but is not limited to bracken control, and rewetting measures, including some blocking of suitable ditches present. This would result in an overall increase in the quality of 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. - The oBEMP also details measures for riparian planting of native broad-leaved trees, this would be carried out in appropriate areas within the Site, where such planting would not compromise the integrity of underlying habitat (i.e. planting would be avoided on areas of bog and pristine heath), and which would provide enhancement in relation to native broad-leaved woodland habitat. Location of tree planting would also be sensitive to turbine locations as to not potentially create linear corridors towards turbines which bats may use for foraging and commuting. - Detailed proposals are available in the oBEMP, which also includes monitoring and suggested mitigation/ remedial measures in the event of any failure. (See Section 6.11.1 onwards of Chapter 6)	Construction, Operation		
6.2	Habitat Specific Protection Plan	The CEMP would include Habitat Specific Protection Plans (HSPPs) detailing good practice measures for construction works within the most sensitive habitats (Annex I, SBL or potential GWDTE habitats). HSPPs would detail measures required to manage construction works within these sensitive habitats and include habitat restoration measures. (See Section 6.11.6 of Chapter 6)	Construction	Applicant / Contractor	Chapter 6: Ecology
6.3	Bats	To reduce effects on foraging/commuting bats, during the operation phase of the Proposed Development, additional mitigation in the form of pitching the blades out of the wind (“feathering”) to reduce rotation speeds below two revolutions per minute (rpm) while idling, as detailed in Joint Agencies Guidance (2021) would be implemented. Feathering would be	Operation	Applicant / Contractor	Chapter 6: Ecology

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
		implemented using automated Supervisory Control and Data Acquisition (SCADA) data for the lifetime of the Proposed Development. To establish the effectiveness of feathering a monitoring programme would be adopted, this may be in the form of bat activity surveys and/or carcass searching. The monitoring programme approach would be agreed with NatureScot and the Council in accordance with a suitably worded condition. (See Section 6.11.7 onwards of Chapter 6)			
6.4	Fish	To minimise disturbance on fish during the construction of the watercourse crossing, these works would be undertaken outside of the recommended spawning, incubation and emergence times. (See Section 6.11.9 of Chapter 6)	Construction	Applicant / Contractor	Chapter 6: Ecology
6.5	Monitoring	- Monitoring would be undertaken during construction in accordance with the CEMP (see oCEMP in Appendix 2.1) in relation to pollution prevention measures, fish monitoring and also water quality monitoring (see details in Section 6.7 of Chapter 6). - The monitoring plan would also include details of checks of the habitat mitigation (peatland compensation) and habitat enhancement measures, and details of response and remediation measures in the event mitigation/enhancement measures are found not to be performing. - The monitoring plan would include details of checks for grazing pressures from deer and to monitor the effectiveness of 'feathering' which would include bat activity surveys and/or carcass searching. The monitoring programme approach would be agreed with NatureScot and the Council in accordance with a suitably worded condition. (See Section 6.11.10 onwards of Chapter 6)	Pre-construction, Construction, Operation	Applicant / Contractor	Chapter 6: Ecology
6.6	Protected Species (Pre-construction Surveys and Species Protection Plans)	Pre-construction surveys for protected species would be undertaken, within a defined period (as appropriate to the species being surveyed for) prior to the commencement of construction works as outlined within the oCEMP (see Appendix 2.1). This would cover all areas within 250 m of the Proposed Development infrastructure and associated working areas. Trees or structures within a Zone of Influence (ZoI) of construction works would be surveyed for the presence of bats roosts and red squirrel dreys.	Pre-construction, Construction	Applicant / Contractor	Chapter 6: Ecology

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
		- The results of the pre-construction surveys would inform the need for further mitigation (if required) to be implemented in accordance with approved SPPs, further surveys and/or species to be considered, sensitive working practices, and the requirement to consult with NatureScot, in relation to protected species licensing. - Species Protection Plans covering key protected species, including otter, pine marten, badger, water vole and red squirrel, would be drafted post-consent for approval by the Council and NatureScot. These SPPs would set out mitigation measures to be implemented and potential licensing requirements in the event that pre-construction surveys find evidence of active places of shelter (e.g. roosts, holts, dens, setts) within a Zol of construction works, to prevent breaches of legislation relating to disturbance and/or displacement. (See Section 6.7.9 onwards of Chapter 6)			
6.7	Environmental Clerk of Works	- A suitably qualified EnvCoW would be employed for the duration of the construction and reinstatement periods, to ensure ecological interests are safeguarded, although this may not necessarily be a full-time role throughout. The role of the EnvCoW related to ecological work would include the following tasks: - provide toolbox talks and information to all staff on-site, so staff are aware of the ecological sensitivities within the Site and the legal implications of not complying with agreed working practices; - agree and monitor measures designed to minimise damage to retained habitats; - undertake pre-construction surveys and advise on ecological issues and working restrictions where required; - complete Site-supervision works as required, in relation to sensitive habitats and protected species; - report to the Council any material breaches of the CEMP; and - oversee restoration of working areas following construction. (See Section 6.7.13 of Chapter 6)	Pre-construction, Construction, Operation	Applicant / Contractor	Chapter 6: Ecology
6.8	Decommissioning Plan	A decommissioning plan would be produced prior to the decommissioning of the Proposed Development, in accordance with good practice guidance that is available at the time. (See Section 6.10.63 of Chapter 6)	Decommissioning	Applicant / Contractor	Chapter 6: Ecology
07 Ornithology					

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
7.1	Construction Breeding Bird Protection Plan	- Prior to the commencement of construction activities, a Construction Breeding Bird Protection Plan (CBBPP) would be prepared and submitted for agreement in consultation the Council and NatureScot which would form part of the CEMP. - The CBBPP would be informed by a pre-commencement breeding bird survey to establish the status and distribution of Schedule 1 breeding birds within the site and within 1 km of disturbing activities. This would be carried out in the breeding season preceding the construction phase of the Proposed Development to ensure the most updated information is considered, following receipt of consent. Note, surveys would also be undertaken during the construction phase to inform of 'live' constraints. - The CBBPP would detail the following measures, and any additional measures required on account of findings from the pre-commencement breeding bird survey, to ensure the protection of breeding birds over the course of construction works during the breeding season is updated to reflect best available species guidance applicable at the time. - The CBBPP would be extended to include an annex regarding measures to be adopted during the operation phase, to minimise effects on lekking black grouse (further details are provided in Section 7.10 of Chapter 7). (See Section 7.7.6 onwards of Chapter 7)	Pre-Construction, Construction	Applicant / Contractor	Chapter 7: Ornithology
7.2	Environmental Clerk of Works	- A suitably qualified EnvCoW would be employed for the duration of the construction and reinstatement periods, to ensure ornithological interests are safeguarded, although this may not necessarily be a full-time role throughout. The role of the EnvCoW would include the following tasks: - Provide toolbox talks and information to all staff on-site, so staff are aware of the ornithological sensitivities of the Site and the legal implications of not complying with agreed working practices; - Agree and monitor measures designed to minimise damage to retained habitats; - Undertake pre-and during construction surveys and advise on ornithological issues and working restrictions (including compliance monitoring) where required; and - Complete site-supervision works as required, in relation to sensitive habitats and protected ornithological species. (See Section 7.7.12 of Chapter 7)	Pre-Construction, Construction	Applicant / Contractor	Chapter 7: Ornithology

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
7.3	Habitat clearance activities	- Habitat clearance activities, where these coincide with the breeding bird season (1 March to 31 August, inclusive) would be subject to a pre-clearance survey by the EnvCoW or a competent ornithologist to identify any active wild bird nests. Should any active nests or leks be found, works would only proceed under the advice of the EnvCoW/appointed ornithologist and following a disturbance risk assessment. This would include all works within the Site. - Work exclusion buffers around identified nest or lek sites would be implemented where necessary in accordance with best available species guidance applicable at the time and/or as agreed in consultation with NatureScot. (See Section 7.7.13 onwards of Chapter 7)	Pre-Construction	Applicant / Contractor	Chapter 7: Ornithology
7.4	Decommissioning Environmental Management Plan	Prior to the point of decommissioning, a decommissioning plan would be developed through consultation with the Council, NatureScot and other relevant consultees in line with relevant legislation and guidance at that point in time. This would detail those measures to be adopted to ensure the protection of key ecological receptors. This would typically mirror those measures adhered to in the CEMP and would include pollution prevention protocols and pre-decommissioning surveys. (See Section 7.7.15 of Chapter 7)	Decommissioning	Applicant / Contractor	Chapter 7: Ornithology
7.5	Biodiversity Enhancement Management Plan	- Enhancement measures designed to benefit ornithological features at the Site would be implemented. An outline BEMP setting out the broad principles is provided in Appendix 6.7. - The oBEMP also includes information into monitoring to be undertaken if the Proposed Development is consented. This would include ornithological monitoring, including breeding bird surveys, with the protocol agreed with the Council and NatureScot. (See Section 7.13.1 of Chapter 7)	Pre-Construction, Construction, Operation	Applicant / Contractor	Chapter 7: Ornithology
08 Hydrology, Hydrogeology, Geology and Peat					
8.1	Surface Watercourses, Groundwater,	A Drainage Management Plan (DMP), Pollution Prevention Plan (PPP) and a Water Quality Management Plan (WQMP) would be implemented as part of the CEMP to address and reduce effects to the water environment.	Pre-construction, Construction	Applicant / Contractor	Chapter 8: Hydrology, Hydrogeology,

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
	and Pollution Prevention	- Concrete batching and washdown areas would be in a controlled areas of the central temporary construction area so that any leakage or spills can be captured and managed appropriately. - Micrositing of infrastructure may be required to take account of local conditions. In the event that this is required, consideration would be given to the potential effects on hydrology, geology and peat, including proximity to watercourses, water features, the presence of peat. Where micrositing is required, where possible, this would not increase proximity to the sensitive hydrological, hydrogeological, geological and peat features identified. A suitably qualified EnvCoW and Geotechnical Engineer would be present on Site during the construction period to provide initial onsite advice for micrositing. - The southern temporary construction compound is proposed within a 50 m watercourse buffer, on an existing hardstanding. As a precautionary measure storage of any fuels, oils of chemicals would be restricted to the eastern section of the compound, outwith the 50 m watercourse buffer. - The springs within 100 m of new proposed or existing infrastructure would be demarked and/ or fenced-off on Site for their protection. - All construction staff would be made aware of the sensitivity of the catchments downstream (surface water, Drinking Water Protected Areas,, fish and Special Areas of Conservation for salmon and freshwater pearl mussel) and the peatland habitat as part of induction toolbox talks. - Watercourse crossing and drainage system conditions would be regularly monitored for blockages or signs of erosion. - During the construction phase, an Environmental Clerk of Works (EnvCoW) would undertake observations and monitoring regarding drainage management during construction workings. - All dewatering activities would be managed through SEPA dewatering permits and method statements agreed with SEPA. The EnvCoW must be consulted and agree pumping and associated mitigation measures prior to commencement of works. - Suitable mitigation measures would be installed to minimise the volume of silt contained within pumped waters and to avoid or minimise the impact of the pumped water discharge on the water environment, including:			Geology and Peat

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
		○ Installation of upgradient cut off drains to reduce the volume of water entering excavations; ○ To prevent disturbance from the base of excavations or from the bed of watercourses during abstraction, any pump intakes would be protected from sediment by raising the intake using a floating rose and a geotextile filter; and, ○ The discharge of abstracted water through sediment control structures and over natural vegetation to filter and infiltrate. • Loose track material generated during the use of access tracks would be prevented from reaching watercourses by adequate maintenance of the track. In dry weather, dust suppression methods would be employed. • Standard erosion control techniques and sediment control structures would be used across the Site during the construction period. • Drainage would be installed on either side of tracks to enable appropriate management, capture and discharge of clean, and potentially sediment laden runoff. Regular discharge of upgradient water to down gradient vegetation would be installed and appropriate sediment control structures to manage contact water. • Roadside drains likely to carry high sediment loads would not be allowed to discharge directly into watercourses but would discharge into sediment control structures or buffer areas of adequate width. The purpose of these drainage ditches would be to collect track drainage, control run-off during intense rainfall events and mitigate erosion. These ditches would have filter check dams at intervals along their length to encourage infiltration and reduce velocity of flow within the channels. • Careful consideration would be given to the location of topsoil and subsoil storage areas for all facilities during construction, either by siting in a flat dry area away from watercourses or by the addition of cut-off drains above the storage, which would help to maintain a buffer from streams. The areas would be regularly inspected to ensure that erosion of the material is not taking place. • Settlement lagoons and silt traps would be inspected regularly especially after periods of heavy rainfall. This inspection period would be agreed with SEPA during the development of the Construction Method Statements. Maintenance would be carried out in periods of dry weather where practicable.			

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
		All additional best practice and mitigation measures outlined in Appendix 8.1 would be implemented. (See Section 8.9.3 onwards of Chapter 8 and Appendix 8.1)			
8.2	Private Water Supplies	With best practice drainage management and chemical storage techniques, there is unlikely to be a risk of contamination of the borehole during construction activities. As a precautionary measure, an appropriate monitoring regime for the identified Private Water Supply named Beinneun Sub Station (NGR 22647 81065) would be agreed with SEPA and the Council prior to commencement of construction works. In the unlikely event that construction works lead to the temporary deterioration of the supply, an alternative supply would be provided. (See Section 8.11.10 of Chapter 8)	Pre-construction, Construction	Applicant / Contractor	Chapter 8: Hydrology, Hydro-geology, Geology and Peat
8.3	Peat Translocation and Re-use	- Extracted peat would be appropriately reused and restored concurrently without storage, however where this is not feasible it would be stored appropriately in proximity to its reuse location. - The translocation of peat would be used to restore existing wind farm infrastructure (existing southern temporary construction area and the central borrow pit area surrounding the proposed substation) to improve ground conditions and connectivity of peat areas. Additionally, the translocation of peat would be used to restore actively eroding and drying out peat gullies that have been identified that would benefit from restoration and that are close to the proposed infrastructure. - All excavated peat volumes would be appropriately re-used on Site. The peat restoration and reuse strategy for the excavated peat is focused on immediate reinstatement of peat around infrastructure and restoration through the translocation of peat to suitable areas such as eroded gullies. This reduces potential degradation of peat through storage and links areas of peat together. - All additional best practice and mitigation measures outlined in Appendix 8.1 would be implemented. (See Section 8.11.16 onwards of Chapter 8 and Appendix 8.1)	Pre-construction, Construction	Applicant / Contractor	Chapter 8: Hydrology, Hydro-geology, Geology and Peat

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
8.4	Peat Restoration Monitoring	- Peat reinstatement, restoration and enhancements would be monitored during the lifetime of the development, with a higher frequency of monitoring during the construction and immediate period following this to ensure good peatland recovery. - Peat restoration monitoring would be carried out for a minimum of five years after construction and reinstatement works have concluded and if required, further mitigation would be undertaken. If required, mitigation recommendations would follow from the monitoring. (See Section 8.11.21 onwards of Chapter 8 and Appendix 8.3)	Operation	Applicant / Contractor	Chapter 8: Hydrology, Hydro-geology, Geology and Peat
09 Archaeology and Cultural Heritage					
9.1	Physical Impacts and Archaeological Potential	- Where construction impacts are unavoidable, these would be offset by excavation and recording of the remains in accordance with NPF4 Policy 7(o) and PAN2/2011, sections 25-27, and the Council's HwLDP Policy 57. - The scope and nature of additional mitigation would be outlined in a Written Scheme of Investigation (WSI) and agreed with the Council in advance of construction. (See Section 9.7.5 onwards of Chapter 9)	Pre-construction, Construction	Applicant / Contractor	Chapter 9: Archaeology and Cultural Heritage
9.2	Micrositing	- Should micrositing be required, proposed amendments to the development layout would be reviewed by a professional and experienced archaeological consultant in relation to the baseline information presented in this chapter. Micrositing would be designed to avoid direct or indirect physical impacts to the following heritage assets: - MHG56580 Possible shieling hut - S of Glenmoriston - MHG53757 Ceann a' Mhaim Cairn Rows (See Section 9.7.10 of Chapter 9)	Construction	Applicant / Contractor	Chapter 9: Archaeology and Cultural Heritage
9.3	Accidental Impacts	- Risk of accidental physical impacts would be minimised through fencing-off the following heritage assets throughout construction: - MHG56580 Possible shieling hut - S of Glenmoriston; and - MHG53757 Ceann a' Mhaim Cairn Rows. (See Section 9.7.13 of Chapter 9)	Construction	Applicant / Contractor	Chapter 9: Archaeology and Cultural Heritage

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
10 Traffic and Movement					
10.1	Construction Phase Mitigation	- A Construction Traffic Management Plan (CTMP) would be in place during the construction period to actively mitigate the effects discussed in Chapter 10. An outline CTMP has been prepared as part of the Planning Application which identifies the mitigation measures proposed during the construction stage. This is provided as Appendix 10.1. A final CTMP would be prepared post-consent and prior to construction works commencing. - The following measures would be implemented through a CTMP during the construction phase. The CTMP would be agreed with the Council prior to construction works commencing: - Where possible, further detailed design processes would minimise the volume of material to be imported to Site to help reduce HGV numbers; - A Site worker transport and travel arrangement plan, including transport modes to and from the Site (including pick up and drop off times); - A Traffic Management Plan to control the operation of the access junctions; - All materials delivery lorries (dry materials) would be sheeted to reduce dust and stop spillage on public roads; - Specific training and disciplinary measures would be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway; - Should there be evidence of this following this commencement of construction, suitable measures would be implemented within the Site to ensure deleterious materials are not transferred onto the highway; - Road cleaning would take place, if required, to remove any deleterious materials that are carried from the Site; - Normal Site working hours would be limited to between 07:00 - 19:00 Monday to Friday and 08:00 – 13:00 on Saturdays, unless otherwise agreed with the Council, though component delivery and turbine erection may take place outside these hours; - Provide construction updates on the project website and or a newsletter to be distributed to residents within an agreed distance of the Site; and	Pre-construction, Construction	Applicant / Contractor	Chapter 10: Traffic and Movement

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
		○ All drivers would be required to attend a detailed induction prior to undertaking any works on the Site. • Advance warning signs would be installed on the approaches to the affected road network. Information signage would be installed to help improve driver information and allow other road users to consider alternative routes or times for their journey (where such options exist). • The location and numbers of signs would be agreed post-consent and would form part of the wider traffic management proposals for the Proposed Development. • The Applicant would also ensure information would be distributed through its communication team via project website, local newsletters and social media. • Post-consent, the Applicant would establish a Community Liaison Forum, in collaboration with the Council and local Community Councils. The forum would allow the community to be kept up to date with project progress and allow communication on the provision of transport-related mitigation and publicise the timings of turbine component deliveries. The Community Liaison Forum would be maintained until construction is complete and the Proposed Development is operational. • The Applicant would enter into a Roads (Scotland) Act 1984, Section 96 (wear and tear) Agreement or a suitable alternative for the local adopted roads / routes to be used by construction vehicles. A pre-construction works inspection of the roads would be carried out with both parties in attendance with their condition recorded. Following completion of construction of the Proposed Development, a further inspection would be carried out by both parties with repairs being agreed to return the roads to their pre-construction condition, to be carried out in a timely manner for approval by the Council. Notwithstanding this, the Applicant would carry out regular monitoring of the carriageway condition during the construction of the Proposed Development. Necessary repair works would be carried out in a timely manner to prevent further deterioration of the carriageway during the works. Priority would be given to any damage which would be dangerous to users of the road affected. (See Section 10.10.1 onwards of Chapter 10)			

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
10.2	Abnormal Load Transport Management Plan	- An Abnormal Load Transport Management Plan 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.; - 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. - A Police Scotland escort would be required to facilitate the delivery of the AILs. The police escort would be further supplemented by a civilian pilot car to assist with the escort duty. It is proposed that an advance escort would warn oncoming vehicles ahead of the convoy, with one escort staying with the convoy at all times. The escorts and convoy would remain in radio contact at all times, where possible. - The AIL convoys would be no more than three vehicles long, or as otherwise advised by Police Scotland, to permit safe transit along the delivery route and to allow limited overtaking opportunities for following traffic where it is safe to do so. - The times in which the convoys would travel would need to be agreed with Police Scotland who have sole discretion on when loads can be moved. (See Section 10.10.8 onwards of Chapter 10)	Pre-construction, Construction	Applicant / Contractor	Chapter 10: Traffic and Movement
11 Noise and Vibration					
11.1	Construction and	Noise during the construction and decommissioning stages, including noise from construction traffic, would be minimised through the adoption of Best Practicable Means . Detailed methods for mitigating and minimising noise would be set out in a detailed CEMP	Construction, Decommissioning	Contractor / Applicant	Chapter 11: Noise and Vibration

Ref	Issue	Description of Mitigation Measure (reference within text)	Timing	Responsible Party	Document Source
	Decommissioning Activities	that would be prepared in advance of the construction and decommissioning stages. An outline CEMP has been produced as part of this EIA Report and presented in Appendix 2.2. (See Section 11.5.1 of Chapter 11)			
12 Aviation and Radar					
12.1	Aviation obstacle lighting	- As a form of standard mitigation, the turbines would be fitted with aviation obstacle lighting, to meet the requirements of both the CAA and the MOD. - A lighting design was proposed to all relevant aviation stakeholders for approval or comment. All stakeholders, including the CAA and the MOD, have approved the reduced lighting design. Details of the approved design are as follows: - medium intensity steady red (2000 candela) lights on the nacelles of turbines 1, 5, 7 and 8 (4 in total); - a second 2000 candela light on the nacelles of the above turbines would act as alternatives in the event of a failure of the main light; - the lights on these turbines would be capable of being dimmed to 10% of peak intensity when the visibility as measured at the wind farm exceeds 5km; - Infrared lighting to MOD specification would be fitted to the nacelles of turbines 1, 5, 7 and 8; these lights would not be dimmed under conditions of good visibility; and - the lights would operate from dusk until dawn. (See Section 12.8.1 onwards of Chapter 12)	Construction, Operation	Applicant / Contractor	Chapter 12: Aviation and Radar