TABLE OF CONTENTS

TABLES

14 SCHEDULE OF ENVIRONMENTAL COMMITMENTS

14.1 Introduction

14.1.1 Best practice in Environmental Impact Assessment (EIA) recommends the use of a Schedule of Environmental Commitments, which can act as a reference for anyone interested in the mitigation measures to which the Applicant has committed to implementing and upon which the assessment of residual effects presented in this EIA Report has been based. It will be utilised by the Applicant's design team throughout development of the detailed design, and the appointed Contractors will be required to allow for, and ultimately implement, each of the measures in this schedule as a minimum at the construction stage.

14.1.2 **Table 14.1** presents a schedule of environmental commitments for the Proposed Development, listed according to the relevant topic area. Individual EIA Report Chapters should be referred to for full details of the commitments.

Table 14.1: Summary of Environmental Commitments

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
2. Proposed Development and Design Evolution					
2.1	Micrositing	A micrositing allowance of up 50 m in all directions is being sought in respect of each turbine and its associated infrastructure. This tolerance allows for minor changes in turbine or infrastructure location to respond to possible variations in ground conditions across the site, which will be confirmed following detailed site investigation work carried out prior to construction. Any movement of turbines or other infrastructure from the Proposed Development layout (shown in **Figure 2.5**), outwith the micrositing tolerance, would be agreed with Argyll & Bute Council (A&BC) prior to construction, in accordance with the mitigation measures set out in this EIA Report.	Construction	Applicant/Contractor	Volume 2, Chapter 2 Proposed Development and Design Evolution EIA technical chapters 5 to 13.
2.2	Turbines, Turbine Foundations and Turbine Hardstanding	Detailed Site Investigation (SI) surveys will be completed prior to construction. This will inform the final foundation and crane hardstanding design.	Pre-construction	Applicant/Contractor	Volume 2, Chapter 2 Proposed Development and Design Evolution
		The turbines would be three bladed, horizontal axis turbines with solid tubular towers. The final colour and finish of the wind turbine blades, nacelles and towers are likely to be semi-matt finish with a mid-grey colour but this would be subject to agreement with A&BC and controlled through a condition should consent be granted.	Construction and Operation	Applicant	

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
2.3	Access Tracks	Existing onsite access tracks, where possible, will be re-used and upgraded (where required). An assumption has been made by an experienced engineer that the rock onsite would be suitable for track and hardstanding construction, pending confirmation during subsequent SI	Pre-construction	Applicant/Contractor	Volume 2, Chapter 2 Proposed Development and Design Evolution Chapter 10: Traffic and Transport
2.4	Watercourse Crossings	The watercourse crossings (as described in **Technical Appendix 8.7**) will be subject to registration under The Water Environment (Controlled Activities) (Scotland) Regulations (2011) (as amended) (CAR) and Water Environment (Miscellaneous) (Scotland) Regulations (2017). Further consultation with Scottish Environment Protection Agency (SEPA) will be undertaken prior to commencement of construction by the Applicant, to ensure compliance with CAR.	Pre-construction	Applicant/Contractor	Volume 2, Chapter 2 Proposed Development and Design Evolution Chapter 8: Hydrology, Hydrogeology, Geology and Peat
2.5	Drainage Design	A detailed drainage management plan (DMP) design will be developed and submitted to A&BC, in consultation with Scottish Environment Protection Agency (SEPA), for approval prior to construction.	Pre-construction	Applicant/Contractor	Volume 2, Chapter 2 Proposed Development and Design Evolution

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
2.6	Construction Compounds and Work Areas	Construction works would comply with the project's CEMP, best practice guidance, and with any suitably worded condition imposed on the deemed planning permission. Lighting will be kept to a minimum and will be limited to working areas only and will comply with health and safety requirements. Any lighting would be directional in accordance with Institute of Lighting Professionals (ILP) guidance so that light pollution is kept to a minimum. On completion of construction works, all temporary structures will be removed. Construction compounds and laydown areas would be reinstated.	Pre-construction	Applicant/Contractor	Volume 2, Chapter 2 Proposed Development and Design Evolution
2.7	Construction Hours	The construction working hours for the Proposed Development, unless otherwise agreed with A&BC would be 7 am to 7 pm Monday to Sunday. Noisy activities on weekends would be restricted to reduce disturbance to nearby properties. Construction working hours for any upgrade/construction works for the access track within 500 m of residential properties will be prohibited in the CEMP on Saturday afternoons (13:00 to 19:00) and Sundays. Certain activities, such as electrical works in the substation, or turbine erection in the event of delays due to high winds, may need to be	Construction	Applicant/Contractor	Volume 2, Chapter 2 Proposed Development and Design Evolution

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		undertaken outside of the hours cited above.			
2.8	Construction Environmental Management Plan (CEMP)	Construction Method Statements and a Construction Environmental Management Plan (CEMP) would be prepared prior to the start of construction, detailing measures to avoid or mitigate potential effects associated with key construction activities. These would reflect and expand upon measures identified in this EIA Report and would be agreed with A&BC, SEPA, NatureScot and other stakeholders, where appropriate. The CEMP would contain the following documents, which the Principal Contractor and their sub-contractors would be required to adhere to throughout the construction process: • Pollution Prevention Plan (PPP); • Construction Method Statements (CMS); • Peat Management Plan (PMP); and • Site Waste Management Plan (SWMP). The CEMP shall describe how the Applicant will ensure suitable management of the following environmental issues during construction of the Proposed Development:	Pre-Construction	Applicant/Contractor	Volume 2, Chapter 2 Proposed Development and Design Evolution

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		• Dust and air pollution; • Peat management • Surface and groundwater; • Cultural heritage; • Waste (domestic and construction); • Dust and air pollution; and • Noise and vibration			
2.9	Access	During construction, some restrictions on use of the tracks running through the Site and along the Site Access may be required for public safety in accordance with the Construction (Design and Management) Regulations (2015). Notices would be placed in prominent locations around the Site, outlining any areas of restricted access. Once the construction period and commissioning of the Proposed Development is complete, no special restrictions on access are anticipated. Informal recreational access within the Site and along the Site Access during the operational phase, would be permitted in line with existing arrangements. Appropriate warning signs would be installed concerning restricted areas such as the substation compound, transformers, switchgear and metering systems. All onsite electrical cables would be buried underground with relevant signage.	Pre-Construction/Construction and Operation	Applicant / Contractor	Volume 2, Chapter 2 Proposed Development and Design Evolution

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
2.10	Maintenance and Operation of Wind Turbines	It is anticipated that 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 would likely 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.	Operation	Applicant	Volume 2, Chapter 2 Proposed Development and Design Evolution
5. Landscape and Visual Impact					
5.1	Turbine Design	The proposed turbines would likely be of a semi-matt finish with a mid-grey colour.	Construction	Applicant / Contractor	Chapter 5: Landscape and Visual impact Assessment
6. Ecology					
6.1	ECoW	To ensure all reasonable precautions are taken to avoid negative effects on habitats, protected species and aquatic interests, a suitably qualified Ecological Clerk of Works (ECoW) would be appointed prior to the commencement of construction to advise the applicant and the Principal Contractor on all ecological matters. The ECoW will be required to be present onsite during the construction phase and will carry out monitoring of works and briefings with regards to any ecological sensitivities on the Site to the relevant staff of the Principal Contractor and subcontractors.	Pre-Construction	Applicant / Contractor	Chapter 6: Ecology

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
6.2	Protected Species	A Species Protection Plan (SPP) will be developed and then implemented during the construction phase. The SPP details measures to safeguard protected species known or likely to be in the area. The SPP includes pre-construction surveys and good practice measures during construction. Pre-construction surveys will be undertaken to check for any new protected species in the vicinity of the construction works. The results of the pre-construction surveys will be used to update the draft SPP ahead of construction starting. The SPP will remain a live document to be updated as required where changes to the distribution and status of protected species and features are recorded.	Pre-construction	Contractor	Chapter 6: Ecology
6.3	Outline Biodiversity Enhancement and Habitat Management Plan (OBE-HMP)	A detailed and final Biodiversity Enhancement and Habitat Management Plan (BEHMP), based on the OBE-HMP presented in **Technical Appendix 6.10**, will be agreed with A&BC and NatureScot in advance of construction and would ensure the Proposed Development secures significant biodiversity and habitat enhancements by conserving, enhancing and restoring important habitats and associated species within the Beinn Ghlas OBE-HMP Study Area Given the generality of this overall aim, it has been subdivided into the seven discrete 'objectives' for which particular	Agreement on OBE-HMP – Pre-construction / Construction. Implementation of OBE-HMP - Post-construction and Operation	Applicant/Contractor	Chapter 6: Ecology

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		work packages and methods have been identified.			
7. Ornithology					
7.1	Impact on conditions for bird species	A number of additional enhancement measures are proposed within the OBE-HMP to improve conditions for a range of bird species. These would be secured by way of appropriately worded planning conditions. These include: • Fence marking a 1 km stretch of deer fence to reduce the potential for black grouse collisions. • Installation of rafts for breeding red-throated divers to improve breeding distribution, the number of breeding pairs and improve breeding success. • Provision of nest boxes for woodland passerines such as redstart and pied flycatcher; and • Installation (subject to landowner agreement) of an artificial white-tailed eagle nest to encourage breeding away from the Proposed Development.	Pre-Construction	Applicant / Contractor	Chapter 7: Ornithology
7.2	Impact on breeding raptor populations	The OBE-HMP includes a proposal to monitor breeding raptor populations and	Pre-Construction	Applicant / Contractor	Chapter 7: Ornithology

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		to help evaluate the additional enhancement measures. These include: • Breeding bird surveys, including breeding diver species and nest box use; and • Monitoring of the location and breeding performance of eagle species within 6 km of the Proposed Development.			
8. Hydrology, Hydrogeology, Geology and Peat					
8.1	Baseline Water Quality Monitoring	A Water Quality Monitoring Plan (WQMP) will be produced and implemented as part of the CEMP and approved by A&BC as part of the planning conditions post consent. Water Quality Monitoring will be undertaken before, during and after construction of sensitive watercourses and the PWSs downstream of the Proposed Development. A similar control catchment with no infrastructure will be monitored for comparison. During the construction phase, an Ecological Clerk of Works (ECoW) or Hydrological Clerk of Works (HCoW) will undertake observations and monitoring regarding drainage management during construction workings.	Pre-construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat
8.2	CEMP	A CEMP, including surface water management and pollution prevention measures (e.g. Pollution Prevention Plan), will be produced. The CEMP will	Construction/Post-Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology,

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		remain a live document and will be continually updated as the work progresses. Mitigation measures will be incorporated into the CEMP, which will include a Construction Method Statement (CMS). The CEMP will be submitted prior to commencement of the Proposed Development for approval by A&BC, in consultation with SEPA and other agencies such as NatureScot. During and following construction the drainage measures deployed at the site (temporary and permanent), the works would be subject to routine inspection by the dedicated site Environmental Clerk of Works (EnvCoW) on behalf of the developer. This would be specified in a site-specific CEMP and would be secured by an appropriately worded pre-development condition of consent.			Hydrology and Peat
8.3	Sedimentation, pollution and drainage or flow alteration	Good practice measures for the management of erosion and sedimentation would include the following: • The new 120m section of access track along an ephemeral drain with the area of an M6a flush will be microsited to the west where possible to avoid the drain, avoidance of the infrastructure crossing at the confluence and theM6a habitat; and	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		• A robust drainage management plan will be developed and implemented in order to mitigate potential impact on the three PWS receptors identified in proximity to the proposed excavated Site Access track. In addition, monitoring of water quality and flow will be undertaken and an alternative supply will be identified for Barguillean Farm PWS, Dailmanac PWS and Achnameadhonach PWS to be connected in case of any significant impact on this receptor. Full details of these mitigation measures will be provided in a Construction Environmental Management Plan (CEMP) which would be prepared and agreed with A&BC post consent as part of a planning condition. Production and implementation of a robust CEMP containing drainage management plan (DMP), pollution prevention plan (PPP), water quality monitoring plan (WQMP) and emergency incident response plan (EIRP) for the access track will reduce the likelihood of an adverse pollution, sedimentation or alteration of natural drainage.			

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
8.4	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 **Technical Appendix 8.3.** As shown in **Chapter 6: Ecology, Appendix 8.4** 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 6.10**. 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
8.5	Peat Landslide Hazard	A Design and Geotechnical Risk Register (as referenced in **Technical Appendix 8.4**) 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	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		risks that may be involved during construction. A number of mitigation opportunities exist to further reduce the risk levels identified at the Site. These range from infrastructure specific measures (which may act to reduce peat landslide likelihood, and, in turn, risk) to general good practice that should be applied across the Site to engender awareness of peat instability and enable early identification of potential displacement and opportunities for mitigation. Risks may be mitigated by: • Post-consent site specific review of the ground conditions contributing to Moderate and High likelihoods which may result in a reduced likelihood, and in turn, further reduction in risk; • Impact reduction measures; and • Precautionary construction measures – including use of monitoring, good practice and a geotechnical risk register relevant to all locations. Good construction practice and methodologies to prevent peat instability during construction and post-construction (i.e.during operation) within areas that			

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		contain peat deposits are identified in **Appendix 8.4**. These include: • Location-specific mitigation • Good practice prior to construction • Good practice during construction; and • Good practice post-construction			
8.6	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 A&BC as part of the final CEMP.	Pre-construction / Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat
8.7	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 The following good practice measures will be undertaken: • Where infrastructure excavations are required, any water captured	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		should be discharged in close proximity and down gradient of the infrastructure and in a diffuse manner to maintain continuity of flow; • Drains running parallel to tracks should be routed to regular and frequent cross drains to avoid the tracks acting as interceptors to both surface and groundwater flow; and • If more diffuse zones are crossed a series of small culverts to promote hydrological continuity are recommended.			
8.8	Peat landslide Hazard Risk Assessment	The mitigation measures outlined in **Technical Appendix 8.4** of the EIA Report in regards to peat landslide hazard in the two runout zones that have the highest level of risk, 22 and 23 are: 1. Demonstrate reduced likelihood of failure by collecting location-specific geotechnical data on the peat and underlying substrate, undertaking site-specific stability analysis using high resolution topographic data (e.g. LiDAR, drone-acquired or topo-surveyed DTMs) and re-running loaded analyses in light of this new information. If this demonstrates	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		higher Factors of Safety (i.e. lower likelihoods) then these locations maybe de-risked. 2. If 1. does not demonstrate the required reduction in likelihood, changing the mode of track construction to cut and fill would mitigate the risk from undrained loading. 3. If 2. is not practical or appropriate (to be determined as part of the detailed design process), temporary catch-fences could be installed for the duration of construction (i.e. the period during which cranes would be using the tracks). These would be installed downslope of the floating track sections to mitigate any movement of peat downslope of the fences. In addition, good practice measures (such as allowing the tracks to fully consolidate during construction and limited passage by cranes to dry periods) would further minimise the likelihood of instability. Full details of these mitigation measures will be provided in a Construction Environmental Management Plan (CEMP) which would be prepared and			

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		agreed with A&BC post consent as part of a planning condition.			
8.9	Fluvial Flood Risk	Sustainable Drainage Systems (SuDS) shall be incorporated as part of the Proposed Development. Impermeable areas of the Proposed Development could increase the runoff rates from the Site and drainage management is required to attenuate runoff. The track network and turbine layout has been designed to avoid, as far as is practicable, areas that have been identified as at risk of flooding, with the exception of watercourse crossings. Good practice methods employed for flow attenuation and SUDs along with the infrastructure having semi permeable surfaces.	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat
8.10	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 berecorded; and	Construction	Applicant / Contractor	Chapter 8: Geology, Hydrogeology, Hydrology and Peat

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		• Abstraction rates would be controlled to prevent significant water depletion in a source.			
9 Cultural Heritage					
9.1	Accidental Impacts and Micro-siting	Accidental direct physical impact during construction is possible upon HA01 the Deirdre Shieling Memorial, a modern sculpture. Mitigation by fencing for its protection throughout construction is proposed. The sculpture's location should also be included on construction plans and its presence highlighted in project inductions to minimise the potential for accidental impacts.	Pre – Construction / Construction	Applicant / Contractor	Chapter 9: Cultural Heritage and Archaeology
9.2	Possible impacts on undiscovered archaeological remains	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. It is anticipated that preservation by record through archaeological monitoring (watching brief) is likely to be required over construction groundworks for the Proposed Development. The scope and nature of additional mitigation will be outlined in a Written Scheme of Investigation (WSI) and agreed with A&BC in advance of construction and it is assumed this will be proportionately tailored to the negligible archaeological potential of the Site.	Pre – Construction / Construction	Applicant / Contractor	Chapter 9: Cultural Heritage and Archaeology

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
10. Traffic, Access and Transport					
10.1	Construction Traffic Management Plan	A Construction Traffic Management Plan (CTMP) would be in place to manage all the construction traffic related to the Proposed Development, with particular reference to environmental safeguards and mitigation required to address impacts identified in the EIA Report. An outline 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 10.2**.	Construction	Contractor	Chapter 10: Traffic and Transport
10.2	Abnormal Load Transport Management Plan (ALTMP)	An Abnormal Load Transport Management Plan (ALTMP) would be prepared to cater for all movements to and from the Proposed Development 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	Construction	Applicant / Contractor	Chapter 10: Traffic and Transport

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		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. • A police escort would be required to facilitate the delivery of the abnormal loads. 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 abnormal loads convoys would be no more than three abnormal load vehicles long, or as advised by the police, to permit safe transit along the delivery route and to allow limited overtaking opportunities for following traffic where it is safe to do so.			

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		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.			
10.3	Interactions between road users and the delivery of abnormal loads.	Post-consent, the Applicant would establish a Community Liaison Forum, in collaboration with A&BC 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	Pre-construction/Construction	Applicant / Contractor	Chapter 10: Traffic and Transport
10.4	Abnormal wear on its road network/ damage to road infrastructure	The Applicant would enter into a 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 the completion of construction of the Proposed Development, a further inspection would be carried 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 A&BC.	Pre-construction/Construction	Applicant	Chapter 10: Traffic and Transport

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		Notwithstanding, 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.			
11. Noise and Vibration					
11.1	Construction noise	To reduce the potential effects of construction noise, the following good practice measures are proposed: Noise-generating construction activities and heavy goods vehicle (HGV) deliveries to the Site (except for abnormal loads) would be limited to the hours 07:00 to 19:00 Monday to Sundays. Those activities that are unlikely to give rise to noise audible at noise-sensitive receptors (such as training, staff mobilisation or limited equipment maintenance) may continue outside of the stated hours. Some activities such as concrete pours for foundation or turbine component lifting may also be required outside the above working hours, but this would not include	Construction	Applicant / Contractor	Chapter 11: Noise and Vibration

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		the associated preparation and mobilisation work which would be restricted to the above working hours. All construction activities shall adhere to good practice as set out in BS 5228. • All equipment will be maintained in good working order and any associated noise attenuation such as engine casing and exhaust silencers shall remain fitted at all times. • Where flexibility exists, construction activities will be separated from residential neighbours by the maximum possible distances. • Construction plant capable of generating significant noise and vibration levels will be operated in a manner to restrict the duration of the higher magnitude levels.			
11.2	Construction blasting	No borrow pits are proposed. If blasting is required as part of construction activities: • blasting should take place under controlled conditions with the agreement of A&BC • good practices during the setting and detonation of charge should	Construction	Applicant / Contractor	Chapter 11: Noise and Vibration

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		be followed, in order to control air overpressure, in line with guidance set out in PAN50 (Scottish Government, 1996) and British Standard BS 5228-2. • vibration levels at the nearest sensitive properties are best controlled through onsite testing processes, with progressively increased charges, carried out in consultation with A&BC. • blasting within 1 km of the noise-sensitive receptors should also be avoided during Saturday afternoons and Sundays.			
11.3	Construction noise (access track)	Construction working hours for any upgrade/construction works for the access track within 500 m of residential properties will be prohibited in the CEMP on Saturday afternoons (13:00 to 19:00) and Sundays.	Construction	Applicant / Contractor	Chapter 11: Noise and Vibration
11.4	Operational noise	The selection of the final turbine to be installed for the Proposed Development would be made on the basis of enabling the relevant noise limit of 35 dB LA90 to be achieved at all neighbouring residential properties, including any relevant tonality corrections. This could be secured through conditions attached to the planning consent, including the requirement that, in the event of a noise complaint, noise levels resulting from the operation of the wind farm are measured in order to demonstrate compliance with	Operational	Applicant / Contractor	Chapter 11: Noise and Vibration

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		the conditioned noise limits. Such monitoring should be done in full accordance with ETSU-R-97 and relevant good practice.			
13. Other Issues					
13.1	Compensatory Planting and Biodiversity Enhancement	As per the CWR Policy, the maximum area of land that would be needed for compensatory planting (the SF default position) is an area equivalent to the area being felled and left unplanted (i.e. permanent felling), which in this case is estimated to be approximately 1.1 ha. As part of the measures proposed in the Outline Biodiversity Enhancement and Habitat Management Plan (**Technical Appendix 6.10**), there is an objective to improve nature networks onsite and in the surrounding area through the planting of broadleaved riparian planting (including in target areas for riparian planting identified under the Forestry Grant Scheme). The following best practice measures would be adhered to in relation to potential forestry impacts: • Timber harvesting will be conducted in accordance with the UK Woodland Assurance Standard (2018), consideration would be given in regard to	Embedded	Applicant	Chapter 13 of the EIA Report

Ref	Subject Area	Commitment	Development Phase	Responsible Party	Document Sources
		leaving forest residues in situ or in 'habitat piles' so long as this does then not create habitat for pest and diseases; • All forestry plans and operations will fully comply with the UK Forestry Standard (2017); and The extraction of the timber produce will be carried out after the access tracks have been installed, so as all the felled trees will be very close to the access tracks, most of the timber extraction will be carried out on the hard road and not over the bare ground. This will avoid/minimise any damage to the soil.			