

TECHNICAL APPENDIX 3.3: SCHEDULE OF MITIGATION MEASURES

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1. SCHEDULE OF MITIGATION MEASURES

1.1 Introduction

1.1.1 The purpose of this Technical Appendix is to provide a summary of the mitigation measures proposed throughout this EIA Report, to minimise or offset the potential effects of the Proposed Development on the receiving environment.

1.1.2 During the construction and dismantling phases of the project, relevant mitigation measures will be detailed within and implemented through the site-specific Construction Environmental Management Plan (CEMP). An Outline CEMP is provided in **Volume 4, Technical Appendix 3.6**.

1.2 Summary of Measures

1.2.1 **Table 1** provides a summary of those mitigation measures identified throughout the EIA Report.

Table 1 - Summary of Mitigation Measures Identified Throughout the EIA Report

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
General Mitigation			
G1	Construction Employment and Hours of Work	Construction working is likely to be during daytime periods only. Working hours are anticipated to be Monday to Friday between approximately 07.00 to 19.00 March to September and 07.30 to 17.00 (or within daylight hours) October to February. Weekend working could also be proposed with slightly reduced working hours (i.e. works to cease at 16.00). Working hours would be confirmed by the Principal Contractor and agreed with The Highland Council (THC) as local authority.	Volume 1, Chapter 3: Project Description – Paragraph 3.11.3
G2	Best Practice Construction Measures, GEMPs and SPPs	All works would be carried out in accordance with industry best practice construction measures, guidance and legislation, together with General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs) that have been developed by the Applicant.	Volume 1, Chapter 3: Project Description – Paragraph 3.13.1 – 3.13.6 Also refer to: Volume 4, Technical Appendix 3.2 - General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs)
G3	Construction Environmental Management Plan (CEMP)	A contractual management requirement of the Principal Contractor would be the development and implementation of a Construction Environmental Management Plan (CEMP). This document would detail how the Principal Contractor would manage the site in accordance with all commitments and mitigation detailed in the EIA Report, statutory consents and authorisations, and industry best practise and guidance. The CEMP would also reference the GEMPs and SPPs (See Ref G2). The implementation of the CEMP would be managed on site by a suitably qualified and experienced Environmental Clerk of Works (ECoW), with support from other environmental professionals as required.	Volume 1, Chapter 3: Project Description – Paragraph 3.13.4 – 3.13.6 Also refer to: Volume 4, Technical Appendix 3.2 - General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs) Volume 4, Technical Appendix 3.6 - Outline CEMP
G4	Restoration and Reinstatement	Reinstatement works are generally undertaken during construction (and immediate post-construction phase) and aim to address any areas of ground disturbance and changes to the landscape as part of the	Volume 1, Chapter 3: Project Description – Paragraph 3.8.28 – 3.8.35

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<p>construction works. Such works would involve the reinstatement of areas disturbed during the construction phase.</p> <p>A site reinstatement and restoration plan has been prepared to describe the principles and best practice guidance and measures that would be followed in the reinstatement and restoration of disturbed ground.</p> <p>This is included in Technical Appendix 3.4 and would be developed by the Applicant, the Principal Contractor and consenting authorities as required prior to construction commencing.</p>	<p>Also refer to:</p> <p>Volume 4, Technical Appendix 3.4 - Outline Site Restoration Plan</p>
Mitigation for Landscape and Visual (see Volume 2 – Chapter 7)			
LV1	Implementation Stage - General Landscape and Visual Mitigation	Mitigation measures to be considered during the implementation of the Proposed Development would include the use of best practice construction and restoration techniques.	<p>Volume 1, Chapter 7: Landscape and Visual – Paragraph 7.11.2</p> <p>Also refer to:</p> <p>Volume 4, Technical Appendix 3.4 - Outline Site Restoration Plan</p>
LV2	Implementation Stage – General Reinstatement of Working Areas and Tracks	<p>The reinstatement of areas disturbed during construction would be fundamental to ensuring that the Proposed Development would be successfully accommodated into the existing landscape in the longer term. Careful reinstatement of landform would be employed across working areas, cable laying corridors and temporary tracks, re-using materials excavated during the construction period to reflect the terrain within adjacent areas. Further details on these measures are included in Technical Appendix 3.4: Outline Site Restoration Plan. Landform would be remodelled around new steel lattice towers, and new, permanent tracks to ensure that these tied smoothly into their surroundings and to minimise the visual extent of these features where possible – for example, to help conceal foundations or the running surfaces of tracks from visual receptor locations or within the wider landscape.</p> <p>Reinstatement of landform would include the creation of suitable gradients for cut and fill slopes associated with access tracks to enable the replacement of peat / soils and re-establishment of vegetation. Where the receiving terrain is not suitable to allow these gradients, the use of suitable geoengineering techniques, such as jute matting would be utilised to help establish vegetation and prevent erosion.</p> <p>The natural regeneration of native species is the preferred method of achieving vegetation restoration, as outlined in the Outline Site Restoration Plan (see Technical Appendix 3.4), and Peat Management Plan (PMP) (see Technical Appendix 10.1). Where native soils or vegetation were considered insufficient to support natural re-vegetation, this would be supplemented by seeding with an agreed seed mix.</p>	<p>Volume 1, Chapter 7: Landscape and Visual – Paragraph 7.11.3 – 7.11.5</p> <p>Also refer to:</p> <p>Volume 4, Technical Appendix 3.4 - Outline Site Restoration Plan</p> <p>Volume 4, Technical Appendix 10.1 - Peat Management Plan</p>

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
Mitigation for Terrestrial Ecology (see Volume 1 –Chapter 8)			
EC1	Mitigation Pre-Construction and Construction – Construction Environmental Management Plan (CEMP)	The appointed Principal Contractor would be committed to the implementation of a comprehensive and Site-specific CEMP. This document would detail how the Principal Contractor would manage the works in accordance with all commitments and mitigation detailed in the EIA, the Applicant’s GEMPs and SPPs, statutory consents and authorisations, and industry good practice and guidance, including pollution prevention guidance. It would also detail measures to manage, control and monitor the potential effects of construction including noise, dust, waste, pollution and personnel / vehicular movements. Best practice pollution control measures, with reference to Guidance for Pollution Prevention (GPPs) ¹ and COSHH guidelines ² , would be included in the CEMP. Particular reference would be made to managing handling, storage and use of hazardous chemicals and fuels used during the construction process. A detailed spill response plan would be developed as part of the CEMP and fully-briefed to all site operatives. An Ecological Management Plan (EMP) would also be included as part of the CEMP, which will include relevant information on habitats and protected species local to the Proposed Development, requirements for pre-construction surveys and toolbox talks (TBTs), reference to relevant SPPs and information on licencing requirements and procedures. An Outline CEMP is provided in Technical Appendix 3.6 .	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.7.5 Also refer to: Volume 4, Technical Appendix 3.2 - General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs) Volume 4, Technical Appendix 3.6 - Outline CEMP
EC2	Mitigation Pre-Construction – Protected Species	Pre-construction surveys for protected species will be undertaken no more than 6 months in advance to identify any new ecological constraints and to ascertain the activity status of previously identified features within proximity of planned works.	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.7.6
EC3	Mitigation Pre-Construction – Micrositing	Any micrositing of infrastructure within the defined Limit of Deviation (LOD) will be based on a review of existing ecological data and the completion of pre-construction surveys, to take into consideration the potential for direct encroachment onto protected species features, sensitive habitats or Ground Water Dependent Terrestrial Ecosystems (GWDTEs), or indirect alteration of hydrological flows supporting sensitive habitats of GWDTEs. Any micrositing will also take consideration of any buffer distances on protected features identified, as detailed within the SPPs (see Technical Appendix 3.2: General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs)).	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.7.7 Also refer to: Volume 4, Technical Appendix 3.2 - General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs)

¹ Guidance for Pollution Prevention (GPPs). NetRegs. Environmental guidance for your business in Northern Ireland and Scotland <https://www.netregs.org.uk/environmental-topics/guidance-for-pollution-prevention-gpp-documents/>

² Control of Substances Hazardous to Health (COSHH) <https://www.hse.gov.uk/coshh/>

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
EC4	Mitigation Pre-Construction – Ecological Clerk of Works (ECoW)	To ensure all reasonable precautions are taken to avoid negative effects on habitats, protected species and aquatic interests, a suitably qualified ECoW will 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 as appropriate during the construction phase and will carry out monitoring of works and briefings with regards to any ecological sensitivities to the relevant staff of the Principal Contractor and subcontractors.	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.7.9
EC5	Mitigation During Construction – Site Restoration Plan	A Site Restoration Plan (see Technical Appendix 3.4) is proposed as part of the CEMP (see Technical Appendix 3.6) which will detail how habitats around tower locations and temporary access tracks will be excavated, restored and managed to reduce potential impacts to sensitive habitats. The plan will also include details on management of woodland and scrub habitats regenerating within the operational wayleave.	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.9.2 Also refer to: Volume 4, Technical Appendix 3.4 - Outline Site Restoration Plan Volume 4, Technical Appendix 3.6 - Outline CEMP
EC6	Specific Mitigation During Construction – Designated Sites	The boundary of the Garry Falls SSSI will be clearly demarcated on the ground to prevent any accidental vehicle access or storage of materials during the construction phase. All site staff will be briefed on the sensitivity of the site and the demarcation by the ECoW during toolbox talks.	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.9.5
EC7	Specific Mitigation During Construction – Sensitive Habitats	<p>During construction of the access tracks through areas of blanket bog or wet modified bog, the ECoW will supervise the stripping, handling and storage of vegetation and peat, ensuring all works are undertaken in line with measures detailed in the Peat Management Plan (PMP) (see Technical Appendix 10.1) to protect the integrity of the peat and associated vegetation. Stripped turves will be stored in a suitable area adjacent to the temporary construction compound, out with the remaining areas of blanket bog.</p> <p>In addition, potential adverse effects on sensitive habitats will be minimised by:</p> <ul style="list-style-type: none"> • using temporary Trackway and/or use of specialised low ground bearing pressure vehicles to prevent damage to surface vegetation, avoid compaction of underlying peat and maintain hydrological pathways; • use of floating track construction methods on areas of deeper peat, where practicable; • the extent of excavations within these habitats will be kept to a minimum during construction activities and reinstatement would be undertaken in line with the proposed restoration principles 	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.9.7 and 8.9.8 Also refer to: Volume 4, Technical Appendix 10.1 - Peat Management Plan

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<p>set out in the CEMP, ensuring that vegetation is initially stripped, suitably stored and then relaced on the surface to recreate the former habitat as far as possible; and</p> <ul style="list-style-type: none"> the ECoW will monitor any excavations within proximity to these habitats to ensure that hydrological pathways and water quality is sustained during all phases of the Proposed Development 	
EC8	Specific Mitigation During Construction – Sensitive Habitats	Pre-construction surveys will include searches for the Nationally Scarce Green Shield-moss in suitable habitat within woodland habitats by a suitably experienced bryophyte specialist within 30 m of any temporary or permanent infrastructure. If the moss is identified during surveys, appropriate mitigation measures will be implemented and monitored by the ECoW, in consultation with a suitably experienced bryophyte specialist as required.	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.9.9
EC9	Specific Mitigation During Construction – Invasive Species	As part of the CEMP, an invasive species management plan will be developed prior to works commencing to prevent the spread of NNIS within and out with the Site. An outline CEMP is provided in Technical Appendix 3.6 .	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.9.10 Also refer to: Volume 4, Technical Appendix 3.6 - Outline CEMP
EC10	Specific Mitigation During Construction – Protected Species	<p>The following measures will further minimise the potential effects on protected species:</p> <ul style="list-style-type: none"> prior to construction commencing, a professional ECoW would undertake a pre-construction survey within 250 m of construction activity to ascertain the presence and level of activity of all protected mammal species in the area; these pre-construction surveys will include assessment of whether any shelters (e.g. squirrel dreys / pine marten dens are active and in use); ramps or gently sloping faces would be employed within excavations to allow safe egress for any mammal species that may become trapped; the workforce would be briefed (prior to commencing work) by TBTs on the protected species present in the general area, the legislative context and potential signs of activity; and in the event of any significant signs of mammal activity being found additional to those identified during the course of surveys, the ECoW will advise on how works should progress in line with measures detailed in the species specific SPP (see Technical Appendix 3.2: General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs)), and if necessary, consult with NatureScot. 	Volume 1, Chapter 8: Terrestrial Ecology – Paragraph 8.9.11 Also refer to: Volume 4, Technical Appendix 3.2 - General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs)

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
Mitigation for Ornithology (see Volume 2 – Chapter 9)			
O1	Bird Protection Plan	A Bird Protection Plan (BPP), devised in consultation with NatureScot, would be in place prior to the onset of construction and dismantling activities (see Technical Appendix 3.2: General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs) , which includes the Applicants bird SPP). The overall BPP and the species-specific plans in place for certain species would describe the survey methods for the identification of sites used by protected birds and details protocols for the prevention, or minimisation, of disturbance to birds as a result of activities associated with the Proposed Development. The BPP would be overseen by the ECoW.	Volume 1, Chapter 9: Ornithology – Paragraph 9.7.1 – 9.7.2 Also refer to: Volume 4, Technical Appendix 3.2 - General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs)
O2	Operation	Line marking is proposed along the earth wire from Towers 31 to 38. The earth wire will be marked using reflective Bird Flight Detectors and spaced at 5 m intervals. These will be maintained for the duration of the operational period.	Volume 1, Chapter 9: Ornithology – Paragraph 9.11.3
Mitigation for Geology, Soils and Water (see Volume 1 – Chapter 10)			
GSW 1	Good Practice Measures	The Proposed Development will be constructed in accordance with good practice guidance, including UK and Scottish guidance on good practice for construction projects. In addition, the Applicant has established best practice construction techniques and procedures that have been agreed with statutory consultees, including SEPA and NatureScot. These are set out within the Applicant's General Environmental Management Plans (GEMPs) included in Technical Appendix 3.2 . The Proposed Development would be constructed in accordance with these plans.	Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.4 – 10.7.5 Also refer to: Volume 4, Technical Appendix 3.2 - General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs)
GSW 2	Construction and Environmental Management Plan	A contractual management requirement of the successful Principal Contractor would be the development and implementation of a comprehensive and site-specific CEMP. This document would detail how the successful Principal Contractor would manage the works in accordance with all commitments and mitigation detailed in the EIA Report, Applicant's GEMPs, statutory consents and authorisations, and industry best practise and guidance, including pollution prevention guidance. The CEMP will also outline measures to ensure that the works minimise the risk to groundwater, surface water, private water supplies, DWPA's and licensed water uses.	Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.6 – 10.7.8 Also refer to: Volume 4, Technical Appendix 3.2 - General Environmental Management Plans (GEMPs)

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<p>It is expected that the following will be included in the CEMP and would ensure the works are undertaken in accordance with good practice guidance, which includes, but is not limited to the following:</p> <ul style="list-style-type: none"> • measures to protect and safeguard private water supplies, DWPA's and associated distribution pipework; • any above ground on-site fuel and chemical storage would be bunded; • emergency spill response kits would be maintained during the construction works; • a vehicle management system would be put in place wherever possible to reduce the potential conflicts between vehicles and thereby reduce the risk of collision; • suitable access routes will be chosen which minimise the potential requirement for either new access tracks or for tracking across open land which could contribute to the generation of suspended solids; • a speed limit would be used to reduce the likelihood and significance of any collisions; • drip trays will be placed under vehicles which could potentially leak fuel/oils; • any temporary construction / storage compounds required will be located remote from any sensitive surface water receptors or private water supplies and will be constructed to manage surface water run-off in accordance with best practice; • any water contaminated with silt or chemicals will not be discharged directly or indirectly to a watercourse without prior treatment; and • water for temporary site welfare facilities will be brought to site, and foul water will be collected in a tank and collected for offsite disposal at an appropriately licensed facility. 	<p>and Species Protection Plans (SPPs)</p> <p>Volume 4, Technical Appendix 3.6 - Outline CEMP</p>
GSW 3	Wet Weather Protocol / Construction and Environmental Management Plan	<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 and the inspection and maintenance regimes of sediment and runoff control measures would be adopted during these periods.</p> <p>In extreme cases, the above protocol would dictate that work onsite may have to be temporarily suspended until weather/ground conditions allow.</p> <p>Further, Scottish Water best practice guidance for construction and land management practices in DWPA's will be adhered to and included in the CEMP.</p>	<p>Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.9 – 10.7.11</p> <p>Also refer to:</p> <p>Volume 4, Technical Appendix 3.6 - Outline CEMP</p> <p>Volume 4, Technical Appendix 10.3 - Drinking Water Protected Area and Private Water Supply Risk Assessment</p>

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
GSW 4	Environmental Clerk of Works	<p>To ensure all reasonable precautions are taken to avoid negative effects on the water environment, a suitably qualified ECoW will be appointed prior to the commencement of construction to advise the Applicant and the Principal Contractor on all ecological and hydrological matters.</p> <p>With respect to the water environment, the ECoW would also have responsibility to ensure water flow paths and quality to water dependant habitat are sustained during all phases of the Proposed Development.</p>	Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.12 – 10.7.13
GSW 5	Peat Landslide Hazard and Risk Assessment / Good Practise Measures	<p>Good construction practice and methodologies to prevent peat instability within areas that contain peat deposits are identified in the PLHRA (See Technical Appendix 10.2: Peat Landslide Hazard Risk Assessment). 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, but where this is necessary, a more detailed assessment of the area of concern would be required; • careful micro-siting of access track alignments to minimise effects on the prevailing surface and sub-surface hydrology; • raising peat stability awareness for construction staff by incorporating the issue into the Site Induction (e.g. peat instability indicators and good practice); • introducing a ‘Peat Hazard Emergency Plan’ to provide instructions in the event of a peat slide or discovery of peat instability indicators; • developing methodologies to ensure that degradation and erosion of exposed peat deposits does not occur as the break-up 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); and • developing drainage systems that would not create areas of concentrated flow or cause over-, or under-saturation of peat habitats. 	<p>Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.16</p> <p>Also refer to:</p> <p>Volume 4, Technical Appendix 10.1 - Peat Management Plan</p> <p>Volume 4, Technical Appendix 10.2 - Peat Landslide Hazard Risk Assessment</p>
GSW 6	Carbon Rich Soils and Peat / Good Practise Measures	<p>Good construction practices and methodologies, detailed design and construction practices would need to consider the particular ground conditions and the specific works at each location throughout the construction period. An experienced and qualified engineering geologist / geotechnical engineer would be appointed as a supervisor, to provide advice during the setting out, micro-siting and construction phases of the Proposed Development.</p>	Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.17

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
GSW 7	Water Quality Monitoring	<p>Water quality monitoring before and during the construction phase would be undertaken of water sources which have been identified as potentially at risk from the Proposed Development, see Technical Appendix 10.3 (Drinking Water Protected Area and Private Water Supply Risk Assessment) without implementation of best practice measures.</p> <p>The monitoring would be used to ensure that the quality and/or quantity of water to these sources is not significantly impacted. Monitoring would be carried out at a specified frequency (depending upon the construction phase) on these catchments.</p> <p>This monitoring would continue throughout the construction phase and immediately post construction when works are undertaken near a water source. Monitoring would be used to allow a rapid response to any pollution incident and also to 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 (Scottish Water, SEPA, THC and NDSFB would be consulted on the plan) and would be contained within the CEMP.</p>	<p>Volume 1, Chapter 10: Geology Soils and Water – Paragraph 10.7.20 – 10.7.26</p> <p>Also refer to:</p> <p>Volume 4, Technical Appendix 3.6 - Outline CEMP</p> <p>Volume 4, Technical Appendix 10.3 - Drinking Water Protected Area and Private Water Supply Risk Assessment</p>
GSW 8	Pollution Risk / Good Practise Measures	<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 50 m from watercourses and where possible it would not occur when there is risk that oil from a spill could directly enter the water environment. For example, periods of heavy rainfall or when standing water is present would be avoided; • foul water generated onsite would be managed in accordance with PPG4; • areas would be designated for washout of vehicles which are a minimum distance of 50 m from a watercourse; • washout water would also be stored in the washout area before being treated and disposed of; • a vehicle management plan and speed limit would be strictly enforced onsite to minimise the potential for accidents to occur; • if any water is contaminated with silt or chemicals, runoff would not enter a watercourse directly or indirectly prior to treatment; • water would be prevented as far as possible, from entering excavations such as tower foundations; 	<p>Volume 1, Chapter 10: Geology Soils and Water – Paragraph 10.7.28</p> <p>Also refer to:</p> <p>Volume 4, Technical Appendix 3.6 - Outline CEMP</p>

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<ul style="list-style-type: none"> procedures would be adhered to for storage of fuels and other potentially contaminative materials in line with the Controlled Activity Regulations, 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 for the Proposed Development. 	
GSW 9	Erosion and Sedimentation / Good Practise Measures	<p>Good practice measures for the management or erosion and sedimentation would include the following:</p> <ul style="list-style-type: none"> all stockpiled materials would be located out with a 50 m buffer from watercourses; water would be prevented as far as possible, from entering excavations such as tower foundations through the use of appropriate cut-off drainage; where the above is not possible, water would pass through a number of settlement lagoons and silt/sediment traps to remove silt prior to discharge into the surrounding drainage system; 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; 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 The Applicant's construction personnel and the Principal Contractor would carry out regular visual inspections of watercourses to check for suspended solids in watercourses downstream of work areas. 	Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.29
GSW 10	Fluvial Flood Risk / Good Practise Measures	<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 prior to development. Good practice in relation to the management of surface water runoff rates and volumes where new permanent tracks or temporary compounds and laydown areas are proposed 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; 	<p>Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.30</p> <p>Also refer to: Volume 4, Technical Appendix 3.6 - Outline CEMP</p>

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		<ul style="list-style-type: none"> 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; and appropriate drainage would attenuate runoff rates and reduce runoff volumes to ensure minimal effect upon flood risk. <p>Further information on ground conditions and drainage designs would be provided in the final CEMP.</p>	
GSW 11	Water Abstraction / Good Practise Measures	Abstraction of water for construction activities is not anticipated. If, however, a source of water is required for construction, an application for a CAR Licence would be made to SEPA and managed through the regulation of the CAR Licence(s). Should a suitable source not be identified, a water bowser would be used.	Volume 1, Chapter 10: Geology Soils and Water – Paragraph 10.7.32 – 10.7.33
GSW 12	Watercourse Crossings / Good Practise Measures	<p>Good practice in relation to new water crossings involves the following aspects:</p> <ul style="list-style-type: none"> the design of the watercourse crossings would be agreed with SEPA prior to construction and be regulated in accordance with CAR; the appropriate crossing type would be identified from SEPA's good practice guidance and would consider geomorphological, ecological and hydrological constraints; and the crossing would be sized and designed so as to minimise effect upon flood risk (sized to accommodate at least the 200 year flow). 	Volume 1, Chapter 10: Geology Soils and Water – Paragraph 10.7.33
GSW 13	Temporary Access Tracks	<p>All new tracks would be constructed in accordance with best practice construction methods, and with reference to NatureScot's good practice guide on constructing tracks in Scottish uplands.</p> <p>Fording will be used where an appropriate crossing point is already in place (on current tracks) with a suitable bed for crossing (where necessary the bed will be protected by the installation of bog mats or similar for running on). Fording will only be used where limited traffic is expected and impacts on the bed and crossing point generally will be monitored with appropriate mitigation being implemented if required.</p> <p>For watercourses less than 2 m wide, General Binding Rules will be adhered to. Bog mats, or similar, will be positioned across the watercourse to enable access, where necessary, side rails will be installed with silt mitigation at either end and across if required to ensure that silt impacts from vehicles crossing are controlled at all times. Crossings will be cleaned at the end of the day if required.</p>	Volume 1, Chapter 10: Geology Soils and Water – Paragraph 10.7.34 – 10.7.40

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		<p>Where possible large water crossings will be avoided by works being accessed and undertaken on either side of the watercourse. Appropriate protection measures (trestles and tables, pilot lines and supports etc.) will be implemented for conductor works to ensure that conductor does not enter the watercourse.</p> <p>Once access routes have been confirmed, water crossing requirements will be assessed in advance of works with regards to compliance with the CAR and any required authorisations will be gained prior to works progressing – at this time it is expected that all works will be able to be completed under appropriate General Binding Rules (GBRs).</p> <p>All proposed crossing locations and methodologies would be reviewed and approved by the ECoW, prior to any works being undertaken.</p>	
GSW 14	Dismantling the Existing OHL	Removal of conductors from the existing OHL would be undertaken with minimum disturbance to watercourses. Where conductors need to be pulled across watercourses, this operation would be undertaken swiftly and with minimum disturbance to riparian habitats or stream beds. All dismantling works would be supervised by the project ECoW.	Volume 1, Chapter 10: Geology Soils and Water – Paragraph 10.7.45
GSW 15	Temporary OHL Wood Pole and Permanent Trident Steel Pole Construction	<p>The following measures are proposed to mitigate the effects of temporary wood pole and steel pole foundation construction on the water environment:</p> <ul style="list-style-type: none"> • poles would be located and excavated wherever possible in the driest locations with well consolidated superficial geology, and wetland areas such as deep peat would be avoided. Wherever possible, poles would not be located within 20 m of waterbodies and watercourses; • wherever possible, poles would be located out with floodplains to reduce potential effects on flooding; • where excavations for poles encounter localised limited quantities of groundwater or become flooded due to surface water runoff or heavy rainfall, appropriate treatment of dewatering would be instigated under direction of the site ECoW; • no dewatering discharge would be permitted directly adjacent to watercourses; • unless directed otherwise by the site ECoW, dewatering discharge would drain across buffer areas of vegetation (e.g. grassland, heather) of at least 20 m width, which would provide for natural attenuation and dispersal of the flow and removal of silt; 	<p>Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.46</p> <p>Also refer to: Volume 4, Technical Appendix 3.6 - Outline CEMP</p>

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<ul style="list-style-type: none"> • where no suitable vegetation is available for natural treatment of dewatering, the discharge would be passed through on-site settling tanks/lagoons prior to discharge by soakaway or to watercourse; • the requirement for dewatering would be minimised in all locations by timely and efficient excavation of the foundation void and subsequent backfilling; • excavated soils would be used to restore each foundation and be placed in the order they were removed from the foundation; • turves would be used to dress the restored foundations; and • all procedures for dewatering would be agreed by the Principal Contractor with SEPA, THC and NatureScot and detailed within the Final CEMP. 	
GSW 16	Permanent Steel Lattice Tower Foundation Construction	<p>The following measures are proposed to mitigate the effects of tower foundation construction on the water environment:</p> <ul style="list-style-type: none"> • tower foundations would be located and excavated wherever possible in the driest locations with well consolidated superficial geology, and wetland areas such as deep peat would be avoided. Wherever possible, towers would not be located within 20 m of waterbodies and watercourses; • wherever possible, towers would be located outwith floodplains to reduce potential effects on flooding; • where excavations for tower foundations encounter localised limited quantities of groundwater or become flooded due to surface water runoff or heavy rainfall, appropriate treatment of dewatering would be instigated under direction of the site ECoW; • no dewatering discharge would be permitted directly adjacent to watercourses; • unless directed otherwise by the site ECoW, dewatering discharge would drain across buffer areas of vegetation (e.g. grassland, heather) of at least 20 m width, which would provide for natural attenuation and dispersal of the flow and removal of silt; • where no suitable vegetation is available for natural treatment of dewatering, the discharge would be passed through on-site settling tanks/lagoons prior to discharge by soakaway or to watercourse; • the requirement for dewatering would be minimised in all locations by timely and efficient excavation of the foundation void and subsequent concrete pouring and backfilling; • excavated soils would be used to restore foundations and be placed in the order they were removed from the foundation; • turves would be used to dress the restored foundations; 	Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.47

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<ul style="list-style-type: none"> all procedures for dewatering would be agreed by the Principal Contractor with SEPA, THC and NatureScot and detailed within the CEMP; and the Principal Contractor would develop a method statement to address the transport, transfer, handling and pouring of liquid concrete at tower foundation sites. 	
GSW 17	Concrete Batching, Transport and Pouring	<p>In relation to works involving concrete batching, transport and pouring, the following mitigation would be adopted:</p> <ul style="list-style-type: none"> where concrete transfers are required, measures would be adopted at the point of concrete transfer to prevent accidental spillage of liquid concrete and no transfers would be undertaken in proximity to watercourses or areas of standing water; there would be no wash-out of concrete carrying vehicles at tower foundation sites (except the concrete chute) with wash-out undertaken at the nearest compounds where suitably bunded/protected facilities would be provided. Chutes would be washed out to a suitable container, allowed to settle and disposed at suitably licensed facilities; excess concrete or wash-out liquid would not be discharged to drains or watercourses. Drainage from washout facilities would be collected and treated or removed to an appropriate treatment point/licensed disposal site; and vehicles and plant working at tower foundations would be confined to the area required for safe working only to prevent compaction, rutting and habitat damage to adjacent areas of land. Working areas would be clearly marked out and temporary fencing used where risk assessments indicate a requirement. Similar procedures would be adopted to demarcate areas where plant access is required for conductor stringing and tensioning works. 	Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.48
GSW 18	Forest Felling	Where felling is required to construct and operate the OHL, this would be undertaken in accordance with best practice guidance published by FLS and overseen by the project ECoW.	Volume 1, Chapter 10: Geology, Soils and Water – Paragraph 10.7.49
Mitigation for Cultural Heritage (see Volume 1 – Chapter 11)			
CH1	Preservation in Situ	<p>Should micro-siting of the OHL be required, associated forestry felling works, poles and associated infrastructure would be located, where possible, away from heritage assets. No micrositing would take place without prior consultation with the appointed Archaeological Clerk of Works (ACoW).</p> <p>Heritage assets would be excluded from construction working areas, ground-breaking works at proposed tower positions, and construction access tracks, as far as reasonably practicable and as advised by the appointed ACoW. This would be achieved through marking out the locations of assets to be avoided</p>	Volume 1 – Chapter 11: Cultural Heritage - Paragraph 11.9.3 – 11.9.10

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<p>using high visibility markers placed a minimum of 2 m from the outermost edge of the identified features but noting that some assets may require a larger protection buffer. It may also be appropriate to employ tracking mats over earthworks and to define access corridors so as to minimise disturbance to linear features such as field boundary banks and tracks.</p> <p>Known heritage assets and archaeologically sensitive areas, would not be used for storage of material or as parking areas for vehicles or machinery.</p> <p>Where linear assets survive as upstanding features (principally field banks and drystone walls), such as the field wall (1b) and enclosure boundary (6a), access tracks would be routed through any existing gates or through broken or less well-preserved sections of banks or walls wherever possible, within the consented LOD. Disturbance to field banks and walls would be kept to the minimum necessary to facilitate the Proposed Development, to ensure that most of the remains would be retained intact. In the case of upstanding drystone walls breached to facilitate access, these would be made good upon completion of the works using traditional drystone walling techniques.</p> <p>The following heritage assets would be marked out for avoidance during the construction phase:</p> <ul style="list-style-type: none"> • Field banks (5a and 5c) • Clearance cairns (5b) <p>Construction contractors would be made aware of the need to avoid these assets during construction works and any markers would be removed upon completion of the Proposed Development.</p> <p>In the event that the clearance cairns (5b) at Dail a' Chuirn cannot be avoided, allowance will be made for the excavation of the features to a scheme to be agreed with THC under the terms of a Written Scheme of Investigation (WSI).</p>	
CH2	Watching Briefs	<p>The Applicant would seek to agree the scope of the archaeological watching brief(s) with THC in advance of development works (forestry felling activity and construction phase). The scope of the agreed works would be confirmed in a Written Scheme of Investigation (WSI) to be signed-off prior to commencement of work on site, including any required enabling works.</p>	Volume 1 – Chapter 11: Cultural Heritage - Paragraph 11.9.11 – 11.9.13

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<p>Taking account of the avoidance through design, and the character of the identified cultural heritage baseline, it is recommended that watching briefs be carried out at the following locations:</p> <ul style="list-style-type: none"> • Dail a' Chuirn farmstead (5): where access routes lie in proximity to known settlement remains (5a-c). An archaeological watching brief would be carried out during ground-breaking works for the temporary access route passing the settlement, to identify and record any potential surviving remains that may be encountered. • Blar an Ruighe, quern stone (2): where access routes lie in proximity to the recorded findspot of a prehistoric trough quern. An archaeological watching brief would be carried out during ground-breaking works for the new access route east of the Torr Dhuin car park, to identify and record any potential remains that may be encountered. <p>Where buried remains are encountered during archaeological monitoring of groundworks, further mitigation may be required to the approval of THC. The preferred mitigation will be preservation in situ.</p> <ul style="list-style-type: none"> • Where topsoil removal is required for the purposes of constructing access tracks or establishing compounds or laydown areas, preservation of any exposed archaeological deposits could be achieved by recording the locations and extents of any features identified and retaining them unexcavated beneath a geotextile membrane placed on the subsoil surface and beneath the track or compound make up layer. • Where disturbance of the remains is unavoidable (for example, where tower foundations are required) allowance will be made for the excavation of any features encountered to a scheme to be agreed with THC under the terms of the WSI. 	
CH3	Post Excavation Assessment and Reporting	<p>If new, archaeologically significant discoveries are made during archaeological monitoring, and it is not possible to preserve the discovered remains in situ, provision will be made for the excavation where necessary, of any archaeological deposits encountered. The provision will include the consequent production of written reports, on the findings, with post-excavation analysis and publication of the results of the works, where appropriate.</p>	Volume 1 – Chapter 11: Cultural Heritage - Paragraph 11.9.14
CH4	Construction Guidelines	<p>Written guidelines will be set out in the WSI, outlining the need to avoid causing unnecessary damage to known heritage assets. The guidelines will set out arrangements for calling upon retained professional support if buried archaeological remains of potential archaeological interest (such as building remains, human remains, artefacts, etc.) should be discovered during any construction activities.</p>	Volume 1 – Chapter 11: Cultural Heritage - Paragraph 11.9.15–11.9.16

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<p>The guidelines will make clear the legal responsibilities placed upon those who disturb artefacts or human remains.</p>	
Mitigation for Traffic and Transport (see Volume 1 – Chapter 12)			
TS1	Construction Traffic Management Plan	<p>The following measures would be implemented through a CTMP during the construction phase. The CTMP would be agreed with THC prior to construction works commencing:</p> <ul style="list-style-type: none"> • Where possible the detailed design process 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 work site (including pick up and drop off times); • All materials delivery lorries (dry materials) should be sheeted to reduce dust and stop spillage on public roads; • Specific training and disciplinary measures should be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway; • Wheel cleaning facilities may be established at the Site entrance, depending on the views of THC; • Normal Site working hours would be limited to between the following hours: <ul style="list-style-type: none"> ○ March to September – 07:00 to 19:00 Weekdays and 07:00 to 16:00. Weekend working could also be proposed with slightly reduced working hours (i.e. works to cease at 16.00). ○ October to February – 07:30 to 17:00 (or during daylight hours). Weekend working could also be proposed with slightly reduced working hours (i.e. works to cease at 16.00). • Appropriate traffic management measures would be put in place on the A87 and A82 to avoid conflict with general traffic, subject to the agreement of the Transport Scotland. Typical measures would include HGV turning and crossing signs and / or banksmen at the Site access and warning signs; • Provide construction updates on the project website and or a newsletter to be distributed to residents within an agreed distance of the Site; • Adoption of a voluntary speed limit of 20 mph for all construction vehicles travelling through local villages and towns; 	Volume 1 – Chapter 12: Traffic and Transport – paragraph 12.8.1 – 12.8.2

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<ul style="list-style-type: none"> • Adoption of a maximum speed limit of 15 mph for all construction vehicles travelling on the U1163 and tracks; • All drivers would be required to attend an induction to include: <ul style="list-style-type: none"> ○ A toolbox talk safety briefing; ○ The need for appropriate care and speed control; ○ A briefing on driver speed reduction agreements (to slow Site traffic at sensitive locations through the villages); and <p>Identification of the required access routes and the controls to ensure no departure from these routes.</p>	
TS2	Road condition survey	<p>THC and Transport Scotland may require an agreement to cover the cost of abnormal wear and tear on roads within the Study Area. Video footage of the pre-construction phase condition of the construction vehicles route would be recorded to provide a baseline of the state of the road prior to any construction work commencing. This baseline would inform any change in the road condition during the construction stage of the Proposed Development. Any necessary repairs would be coordinated with the Roads Authority. Any damage caused by traffic associated with the Proposed Development, during the construction period that would be hazardous to public traffic, would be repaired immediately.</p> <p>Any damage to road infrastructure caused directly by construction traffic would be made good, and street furniture that is removed on a temporary basis would be fully reinstated.</p> <p>There would be a regular road edge review and any debris and mud would be removed from the public carriageway to keep the road clean and safe during the initial months of construction activity, until the construction junction and immediate access track works are complete.</p> <p>Overhead high voltage crossing points would be identified prior to the commencement of construction activities and appropriate actions would be undertaken to highlight these.</p>	Volume 1 – Chapter 12: Traffic and Transport – Paragraph 12.8.3 – 12.8.6
TS3	Access Improvements	All access junctions would be designed and constructed in accordance with THC design standards.	Volume 1 – Chapter 12: Traffic and Transport – Paragraph 12.8.7
TS4	Public Information	The Applicant would ensure information is distributed through its communication team via the project website, local newsletters and social media.	Volume 1 – Chapter 12: Traffic and Transport – Paragraph 12.8.8

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
TS5	Outdoor Access Management Plan	<p>Consideration would be given to pedestrians and cyclists alike due to potential interactions between construction traffic and users of the core path network. These measures would be formulated into an Outdoor Access Management Plan.</p> <p>The Principal Contractor would ensure that speed limits are always adhered to by their drivers and associated subcontractors. This is particularly important within close proximity to the core path network and at crossing points. Advisory speed limit signage would also be installed on approaches to areas where core path users may interact with construction traffic.</p> <p>Signage would be installed on the Site exit that makes drivers aware of local speed limits and reminding drivers of the potential presence of pedestrians and cyclists in the area. This would also be emphasised in weekly toolbox talks.</p>	<p>Volume 1 – Chapter 12: Traffic and Transport – Paragraph 12.8.9 – 12.8.11</p> <p>Also Refer to: Volume 4, Technical Appendix 15.3 - Draft Outdoor Access Management Plan</p>
TS6	Impact to Horses and recreation	<p>The British Horse Society has made recommendations on the interactions between HGV traffic and horses. Horses are normally nervous of large vehicles, particularly when they do not often meet them. Horses are flighty animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.</p> <p>The main factors causing fear in horses in this situation are:</p> <ul style="list-style-type: none"> • Something approaching them, which is unfamiliar and intimidating; • A large moving object, especially if it is noisy; • Lack of space between the horse and the vehicle; • The sound of air brakes; and • Anxiety on the part of the rider. <p>The British Horse Society recommends the following actions that will be included in the Site training for all HGV staff:</p> <ul style="list-style-type: none"> • On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible; • If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so); • The vehicle should not move off until the riders are well clear of the back of the HGV; 	<p>Volume 1 – Chapter 12: Traffic and Transport – Paragraph 12.8.12 – 12.8.14</p>

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<ul style="list-style-type: none"> If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them; and <p>All drivers delivering to the Site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.</p>	
TS7	Operational Phase Mitigation	Site entrance roads would be well maintained and monitored during the operational life of the development. Regular maintenance would be undertaken to keep the Site access track drainage systems fully operation and to ensure there are no run-off issues onto the public road network.	Volume 1 – Chapter 12: Traffic and Transport – Paragraph 12.8.15
Mitigation for Noise (see Volume 1 – Chapter 13)			
N1	Dismantling of existing OHL	To mitigate a Major impact significance from the dismantling of the 132 kV Fort William to Fort Augustus OHL at Noise Sensitive Receptors (NSRs) 6, 8, 9, 11, 12, and 13, working hours would be restricted to daytime weekdays.	Volume 1 – Chapter 13: Noise and Vibration – Paragraph 13.6.2
N2	Construction Noise	<p>In accordance with best practice, construction noise would be controlled with a Construction Noise Management Plan (CNMP), in accordance with the guidance and procedures outlined in BS 5228-1. Procedures will include:</p> <ul style="list-style-type: none"> Minimising the noise as much as is reasonably practicable at source. Attenuation of noise propagation. Carrying out identified high noise level activities at a time when they are least likely to cause a nuisance to residents. <p>Providing advance notice of unavoidable periods of high noise levels to residents</p>	Volume 1 – Chapter 13: Noise and Vibration – Paragraph 13.6.3 - 13.6.5
Mitigation for Forestry (see Volume 1 – Chapter 14)			
FR1	Good Practise Measures	<p>Good practice measures with respect to felling requirements would be incorporated into environmental management controls, including:</p> <ul style="list-style-type: none"> adherence to Forestry Commission (Scottish Forestry) Guidelines³ e.g. to ensure protection and enhancement of the water environment; 	Volume 1 – Chapter 14: Forestry – Paragraph 14.5.3

³ The UK Forestry Standard. Forestry Commission (2017)

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		<ul style="list-style-type: none"> management of forestry waste (SEPA)⁴ to ensure all excess waste resulting from forestry operations is correctly disposed of; and implementation of tree harvesting and extraction methods to ensure minimisation of soil disturbance and compaction. 	
FR2	Good Practise Measures	All woodland and forestry removal operations contracted by the Applicant would adhere to the UKFS ⁵	Volume 1 – Chapter 14: Forestry – Paragraph 14.5.5
FR3	Micrositing	The areas of ancient and semi natural woodland impacted by the Proposed Development (7.64 ha) could potentially be further reduced through micrositing within the LOD where a combination of factors (e.g. topography, tower height, tree species and height) may reduce the area of ancient semi-natural woodland defined as being within the OC. For example, the extent of tree clearance may be reduced where it can be demonstrated through further detailed survey that the trees can be safely overflown by the OHL conductors or that the trees can be accommodated within closer proximity to the Proposed Development with either no work being required, or a degree of crown reduction only. There may also be opportunities to further retain scrub/understorey layers in areas where existing tree cover does not breach safety clearances and allows for safe construction activity.	Volume 1 – Chapter 14: Forestry – Paragraph 14.7.2
FR4	Woodland Reports	<p>Woodland Reports, included within Technical Appendix 14.1: Woodland Reports, identify all areas of felling required to form the OC and ancillary works access tracks. In addition, the Woodland Reports has sought to reduce the risk of future wind throw by identifying felling to stable forest edges (outside of the OC).</p> <p>The delivery of the felling identified in the Woodland Reports has been developed in conjunction with the landowners / forest managers to deliver felling and restocking out with the OC. The Applicant has agreed the use of the ‘Woodland Report’ to confirm the extent of woodland removal required. This proposed felling will be further reviewed with the landowners to link this with their existing LTFP/LMP, which will, once amended, be required to adhere to the UKFS as part of the approval process with Scottish Forestry. This approval is required prior to any felling being undertaken out with the Proposed Development OC or proposed ancillary works access tracks. This method of addressing felling has been successfully used on</p>	<p>Volume 1 – Chapter 14: Forestry – Paragraph 14.7.3 – 10.7.4</p> <p>Also refer to: Volume 4, Technical Appendix 14.1: Woodland Reports</p>

⁴ SEPA Guidance WST –g-027, version 3 (2017)

⁵ The UK Forestry Standard. Forestry Commission (2017)

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference
		a number of recent large OHL projects and has delivered forest design to the satisfaction of Scottish Forestry as the statutory authority.	
FR5	Compensatory Planting	Given that the Proposed Development would result in the permanent loss of woodland, the Applicant is committed to making arrangements to plant off-site the equivalent area of woodland as Compensatory Planting, meeting the Scottish Government's CoWRP ⁶ objective of no net loss of woodland.	Volume 1 – Chapter 14: Forestry – Paragraph 14.7.6
Mitigation for Socio Economics Recreation and Tourism (see Volume 1 – Chapter 15)			
SE1	Outdoor Access	An Outdoor Access Plan would be developed in consultation with The Highland Council and implemented during the construction phase of the project to minimise disruption and ensure the safe use of recreational routes. A Draft Outdoor Access Management Plan is included in Volume 4, Appendix 15.3 .	Volume 1 – Chapter 15: Socio Economics Recreation and Tourism - Paragraph 15.8.3 Also Refer to: Volume 4, Technical Appendix 15.3 - Draft Outdoor Access Management Plan

⁶ The Scottish Government's Policy on Control of Woodland Removal, Forestry Commission (2009)