CHAPTER 18: SCHEDULE OF MITIGATION

18.1 Introduction 18-1

18. Schedule of Mitigation

18.1 Introduction

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

18.1.2 During the construction phase these shall be detailed within and implemented through the site-specific Construction Environmental Management Plan (CEMP), refer to Technical Appendix 3.1: Draft CEMP of this EIA Report.

18.1.3 Table 18.1 provides a summary of those mitigation measures identified throughout the EIA Report.

Table 18.1 – Mitigation Measures Identified within EIA Report

Ref.	Issue	Mitigation / Monitoring Measure	EIA Report Reference	Responsibility
General Mitigation				
G1	Restoration and Reinstatement	Site reinstatement would be programmed and carried out to allow rehabilitation of disturbed areas as early as possible.	3.5.2, 3.6.15 – 3.6.19 Appendix 3.1	Contractor
G2	Restoration and Reinstatement	Following construction, borrow pits would be reinstated with a suitable restoration profile.	3.4.6, Appendix 11.1: 3.2	Contractor
G3	Construction Hours	Construction activities are anticipated to be between 07.00 and 19.00 hours Mondays to Fridays and 07.00 to 14.00 hours on Saturdays. No working activities would be planned on Sundays. In the event of work being required outwith these hours, the Planning Authority would be notified, wherever possible. Any blasting on site shall only take place between the hours of 10.00 to 16.00 on Monday to Friday inclusive and 10.00 to 12.00 on Saturdays with no blasting taking place on a Sunday or on National Public Holidays, unless otherwise approved in advance in writing by the Planning Authority.	3.5.5, 3.5.6	Contractor
G4	Environmental Management	Prior to construction works, sensitive ecological areas and other specific sensitive locations would be marked out as appropriate on site to avoid unnecessary encroachment and protect sensitive areas during construction. No vehicle movements or other activities would take place outwith the approved working area.	3.6.1	Contractor / Environmental Clerk of Works (ECoW)
G5	Micrositing	A 50m micrositing limit is proposed. Any micrositing of elements of the Proposed Development beyond 50m would be sought from the Planning Authority in consultation with SEPA. Any micrositing would require agreement of the specialist advisors.	3.6.2	Contractor / ECoW
G6	Construction Environmental Management	In accordance with the principles set out for Stronelairg Wind Farm, a CEMP will be produced outlining site specific details of all on-site construction works, pollution prevention, waste management, post construction reinstatement, drainage and mitigation (see Technical Appendix 3.1: Draft Construction Environmental Management Plan).	3.6.3, 3.6.4, 8.8.8 Appendix 3.1	Applicant / Contractor

G7	Community Liaison	Consultation with the local community during the construction of the Proposed Development would be an important consideration for the Applicant and the Principal Contractor. For Stronelairg Wind Farm, a community liaison group was set up which provided the local community with information about key construction activities and a mechanism by which concerns from within the local community could be shared and discussed. A similar working group would be established during the construction of the Proposed Development.	3.6.20	Applicant
G8	Decommissioning	Detailed decommissioning proposals would be established and agreed with relevant authorities prior to commencement of decommissioning activities.	3.6.26	Applicant
Landscape and Visual Amenity Mitigation (see Chapter 7)				
LV1	Reinstatement	Reinstatement would be carried out for areas disturbed during the construction of the Proposed Development including compounds, working areas and borrow pits to minimise the degree of landscape effect. The formation of smooth gradients to tie into adjacent undisturbed areas and the use of Best Practice techniques for the handling and reinstatement of soil and peat as outlined in the Draft CEMP (Appendix 3.1) would be used.	7.13.2 Appendix 3.1	Contractor
Mitigation for Ecology (see Chapter 8)				
E1	Deep Peat	Where peat depth is >1m, track construction would generally be of a floating design where practicable rather than a cut design, in order to minimise the disturbance to peat. The track design would have due regard to key principles set out in the joint SNH and Forestry Commission Scotland (FCS) guide to floating roads on peat (SNH et al., 2010).	8.8.1	Contractor
E2	Watercourses	A 50m buffer would be applied around watercourses and waterbodies, where possible, excluding watercourse crossings.	8.8.2	Contractor
E3	Deer Management	Technical Appendix 8.5: Deer Management Plan details the measures that would be undertaken during construction to ensure deer numbers are kept at a low level to avoid damage to the blanket bog qualifying habitat in the Monadhliath SAC and SSSI.	8.8.4, Appendix 8.5	Contractor / ECoW
E4	Deer Management	Measures include restricting speed limits and construction traffic to the construction site boundary and implement an annual deer cull plan. Vegetation monitoring would be completed in the Monadhliath SAC and SSSI to verify the effectiveness of the mitigation.	8.8.5 Appendix 8.5	Contractor / ECoW
E5	Otter Breeding	If blasting is required in the proposed borrow pit located within 115m and 166m of two potential otter holts, the breeding status of the two holts would be confirmed by a suitably qualified and experience ECoW under an SNH licence.	8.8.6	Contractor, ECoW
E5	Construction – Good Practice	Standard mitigation measures would be implemented during the construction work, including compliance with the requirements of the CEMP, as detailed in Technical Appendix 3.1: Draft Construction Environmental Management Plan. Species Protection Plans (SPPs) would form part of the CEMP and would address protected species known to be present in the study area and would provide details on the actions required if other species not recorded during surveys are encountered during construction.	8.8.7	Contractor / ECoW

E6	CEMP	At all watercourse crossing locations, appropriate pollution response spill kits and silt mitigation measures would be installed as described within the CEMP. As a minimum, these would follow SEPA Guidelines for Water Pollution Prevention from Civil Engineering Contracts (SEPA, 2006a) and Special Requirements (SEPA, 2006b). Construction requirements for watercourse crossings are detailed in Technical Appendix 10.3: Watercourse Crossings.	8.8.9 Appendix 10.3	Contractor / ECoW
E7	CEMP	Any excavations that remain uncovered overnight, where there would be the potential for mammals to become trapped, would have a slope at one end or mammal ramps deployed. These measures would be included in the SPPs within the CEMP. Additionally, all pipes would be capped, and chemicals stored securely.	8.8.10	Contractor / ECoW
E8	CEMP	A suitably qualified and experienced ECoW would be employed to input into the CEMP and oversee the implementation of surface water management and ecological mitigation measures during construction.	8.8.11	Contractor / ECoW
E9	Protected Species	Prior to work commencing, a repeat protected species survey following best practice guidance, similar to the one undertaken during the EIA, would be undertaken within eight months prior to the start of construction, particularly for otter and water vole. SPPs would be included in the CEMP. The SPPs would be followed during construction of the Proposed Development.	8.8.12	Contractor / ECoW
E10	Micrositing	Micro-siting of infrastructure and / or the configuration of the construction working areas within the Proposed Development would seek to avoid localised ecological sensitivities wherever possible.	8.8.13	Contractor / ECoW
E11	Hydrological Connectivity	Suitable drainage and surface water measures would be used to maintain hydrological connectivity in peatland and wetland habitats, particularly blanket bog and M15 wet heath. This would include measures such as diverting drainage around working areas and maintaining hydraulic connectivity in track design by using small diameter pipes in the sub-base.	8.8.14	Contractor
E12	Hydrological Connectivity	Greenfield run-off (i.e. non-silty surface water flow that has not yet passed over any disturbed construction areas) would be kept separate from potentially contaminated water from construction areas, where possible. Where appropriate, interceptor ditches and other drainage diversion measures would be installed immediately in advance of any excavation works in order to collect and divert greenfield run-off around construction disturbed areas. All surface water within disturbed areas would be managed in accordance with sustainable drainage system techniques, using a multi-tiered approach to provide both flow attenuation and treatment through infiltration, where possible, and physical filtration prior to discharge.	8.8.15	Contractor
E13	Hydrological Connectivity	In accordance with industry guidance (SNH et al., 2019), ditches would follow the natural flow of the ground with a generally constant depth to ditch invert. They would have shallow longitudinal gradients, where possible. Regular check-dams would be used where necessary to control the rate of run-off. The ditches would be designed to intercept any stormwater run-off and to allow clean water flows to be transferred independently through the works without mixing with construction drainage.	8.8.16	Contractor
E14	Hydrological Connectivity	Greenfield run-off would be discharged into an area of vegetation for dispersion or infiltration, mimicking natural	8.8.17	Contractor

		flows, so as not to alter downstream hydrology or soil moisture characteristics.		
E15	Habitat Reinstatement	Areas of temporary wind farm infrastructure, such as the concrete batching plants and borrow pits, would be reinstated as soon as possible to allow the recolonisation of natural habitats. Further details on the proposed approach to habitat reinstatement is set out in Technical Appendix 3.1: Draft Construction Environmental Management Plan.	8.8.18, Appendix 3.1	Contractor / ECoW
E16	Good Practice Measures during Operation	In accordance with the Applicant's accredited ISO 14001 Environmental Management System (EMS), an operational site Environmental Management Plan (EMP) would be prepared and would serve as the means by which the Applicant shall ensure that Cloiche Wind Farm operates in compliance with all applicable environmental legislation, planning conditions and other regulatory commitments.	8.8.20	Contractor / Applicant
E17	Good Practice Measures during Operation	The risk of pollution from surface run-off to watercourses and aquatic habitats would be prevented by ensuring that run-off control measures, such as interceptor drains and silt traps to assist in maintaining water quality, are in place. Additionally, interceptor drains would be used to control the flow of any run-off from operational activities.	8.8.21	Contractor / Applicant
E18	Good Practice Measures during Operation	Where possible, appropriate pollution response spill kits and silt mitigation measures would be installed at or close to watercourse crossing locations.	8.8.22	Contractor / Applicant
E19	Habitat Restoration	Active restoration of the peatland habitats in the study area would be carried out in line with Technical Appendix 8.6: Outline Habitat Management Plan. A minimum of 13.92ha of peatland would be restored in areas comprised of actively eroding peat with only limited vegetation cover, such as hags and gullies, which are extensive in the study area.	8.8.23	Contractor / Applicant
Mitigation for Ornithology (see Chapter 9)				
O1	General Bird Protection Measures	Pre-construction breeding raptor surveys, completed by suitably experienced ornithologists, would be carried out in order to help inform the approach to the construction works associated with the Proposed Development so that breeding Schedule 1 species (e.g. golden eagle, merlin, red throated diver, common scoter and greenshank) active nest sites are protected and would not be disturbed by construction works, including vehicle movements along the main access track, during the breeding season.	9.9.3 Appendix 9.4	Experienced Ornithologist
O2	General Bird Protection Measures	In the spring / summer prior to any construction works being undertaken (including enabling works and ground investigations) surveys would be undertaken to identify any Schedule 1 species breeding activity and to demarcate areas potentially sensitive to disturbance. The Applicant would appoint a suitably experienced ECoW to oversee the works and help ensure that suitable protection zones are established and adhered to during the works. Species and site-specific buffer zones, following current best practice, would be established, appropriate to the specific circumstances, under the advice of a suitably experienced ornithologist.	9.9.4 Appendix 9.4	Applicant / ECoW / Experienced Ornithologist
O3	General Bird Protection Measures	In addition to the pre-construction surveys for Schedule 1 bird species, all works areas would be checked by a suitably experienced ecologist / ornithologist or the ECoW for the presence of any nesting birds in advance of works commencing during the main bird breeding season. Should any active nest sites be found in areas where construction	9.9.5 Appendix 9.4	ECoW / Experienced Ornithologist

		works are proposed, the location of the nest would be protected from damage and disturbance.		
O4	General Bird Protection Measures	All works would be monitored by a suitably experienced ecologist / ornithologist or the ECoW to help ensure that protection measures are properly implemented and maintained and that works proceed in accordance with best practice and the requirements of the legislation protecting breeding birds. The ECoW would provide a toolbox talk before any personnel start on site which will cover the issue of breeding birds, their legal protections, what to look for and what to do should breeding bird behaviour or a potential nest site be found.	9.9.6 Appendix 9.4	ECoW / Experienced Ornithologist
O5	Black Grouse	Surveys for black grouse along the main access track would be undertaken in the Spring prior to works commencing, at which point the need for further monitoring would be reviewed.	9.9.7 Appendix 9.4	ECoW / Experienced Ornithologist
O6	Black Grouse	A species protection plan for black grouse would be implemented, similarly to the approach that was agreed for the construction of Stronelairg Wind Farm, so that potential effects on lekking black grouse present near to the main access track is minimised during the peak spring lekking period.	9.9.8 Appendix 9.4	ECoW / Experienced Ornithologist
O7	Breeding Bird Surveys and Monitoring	A detailed breeding bird monitoring plan would be developed, in consultation with SNH, at least 12 months prior to the start of construction works.	9.9.9, 9.9.10 Appendix 9.4	Applicant / ECoW
O8	Breeding Bird Surveys and Monitoring	General breeding bird surveys would start (as a minimum) in the breeding season prior to works commencing and for at least the first ten years of wind farm operation (i.e. annually for the first three years, then fifth and tenth years), at which point the need for further monitoring would be reviewed.	9.9.11 Appendix 9.4	ECoW / Experienced Ornithologist
O9	Breeding Bird Surveys and Monitoring	Surveys for breeding greenshank, following the methods detailed in Hancock *et al.* 1997, would be completed in at least one breeding season prior to construction works commencing.	9.9.12 Appendix 9.4	ECoW / Experienced Ornithologist
O10	Breeding Bird Surveys and Monitoring	Annual surveys for golden eagle would continue for the lifetime of the wind farm and would include continuing to gather data on golden eagle breeding success and productivity.	9.9.13, 9.9.16 Appendix 9.4	Applicant/ ECoW / Experienced Ornithologist
O11	Breeding Bird Surveys and Monitoring	Surveys for golden eagle, white-tailed eagle, common scoter, Slavonian grebe and red-throated diver would be co-ordinated with the RSPB, HRSG and the Regional Eagle Conservation Management Plan (RECMP) project officer to avoid any unnecessary duplication and disturbance.	9.9.14 Appendix 9.4	Applicant/ ECoW / Experienced Ornithologist
O12	Bird Carcase Monitoring	Systematic bird carcass searches would be completed annually for three years after the wind farm becomes operational and then in the fifth and tenth years. The searches would be within a 50m radius area of each turbine and would be completed on a monthly basis.	9.9.15 Appendix 9.4	Applicant/ ECoW / Experienced Ornithologist
O13	Breeding Eagle Protection and Monitoring	The measures undertaken for Stronelairg Wind Farm to reduce the risk to golden eagle from that development (i.e. removal of deer carcases / gralloch from within the wind arm area and provision of winter larders in suitable locations) would also apply to the Proposed Development.	9.9.17 Appendix 9.4	Applicant/ ECoW / Experienced Ornithologist
O14	Outline Bird Protection Plan (BPP) – Operational Mitigation for Eagles	Annual surveys for golden eagle would continue for the life-time of the wind farm (as part of the RECMP, funded by the Applicant) and would include continuing to gathering data on golden eagle occupancy, breeding	9.9.18 Appendix 9.4	Applicant / Experienced Ornithologist

		success, productivity, and juvenile ranging behaviours for all the territories near to the Proposed Development.		
Mitigation for Hydrology and Hydrogeology (See Chapter 10)				
HH1	Chemical Pollution	The potential for impacts on the water environment through the release of pollutants or sediments during the construction phase would be managed through the implementation of a CEMP. The CEMP would incorporate measures to ensure that the release of sediments or pollutants to the surrounding environment is avoided.	10.8.2 Appendix 3.1	Contractor / ECoW
HH2	Chemical Pollution	Unless otherwise agreed by the ECoW the storage of potentially contaminative materials (oils, cements/grouts) would be carried out at least 50m from watercourses and drainage paths. Fuels, oils or chemicals stored onsite would be sited over an impervious base and according with the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended).	10.8.3	Contractor / ECoW
HH3	Sediment and Erosion	The CEMP would include measures to minimise potential adverse effects related to surface water and groundwater discharge, including impacts associated with dewatering which may arise from the excavation of borrow pits and turbine foundations.	10.8.4 Appendix 3.1	Contractor / ECoW
HH4	Sediment and Erosion	Where required, interceptor ditches would divert waters to locations downstream of proposed excavation or soil disturbance works associated with the installation of turbine foundations, the development of construction compounds and batching plants, groundworks during the installation of the substation and the excavation of borrow pits. Sediment capture methods to be implemented at the site would be detailed in the CEMP.	10.8.6, 10.8.7 Appendix 3.1	Contractor
HH5	Sediment and Erosion	A detailed Borrow Pit Assessment would be prepared including details of the proposed drainage layout at each location and details of methods by which stockpiled materials would be separated from surface runoff as far as practicably possible.	10.8.8 Appendix 11.1	Contractor
HH6	Sediment and Erosion	Where drains are installed, either temporarily during the construction phase or in association with the installation of site infrastructure, check dams would be installed at suitable intervals (as defined by the gradient of the drain) to reduce flow velocity and allow the settlement of sediment loads prior to discharge to watercourses.	10.8.9	Contractor
HH7	Alteration to Surface Water Flows and Runoff	Details of Sustainable Drainage Systems (SuDS) would be included in the final CEMP, as required, to provide a surface water management and treatment drain that would mitigate potential adverse impacts on the hydrology of the site and surrounding areas during the construction phase. A full SuDS solution would be developed prior to construction. Construction site plans and proposed drainage measures would form a Drainage Impact Assessment (DIA) that would be compiled by the contractor.	10.8.10 Appendix 3.1	Contractor
HH8	Alteration to Surface Water Flows and Runoff	Where required, the installation of SuDS measures shall be supervised by the ECoW during the construction phase of works. The requirement for monitoring of water quality within watercourses downstream of the Proposed Development would be agreed with SEPA and Marine Scotland. Procedures for this would be detailed in the CEMP. Prior to works, baseline water quality monitoring would be carried out (both upstream and downstream) and repeated during the construction works at agreed intervals.	10.8.11 Appendix 3.1	Contractor / ECoW

HH9	Mitigation during Operation	A site maintenance programme with regard to site plant and infrastructure would be implemented by the successful contractor.	10.8.12	Applicant
HH10	Mitigation during Operation	A maintenance schedule would be developed for all SuDS and drainage assets installed at construction stage to ensure that the function and benefit provided by the asset remains for the lifetime of the Proposed Development.	10.8.13	Applicant
Mitigation for Geology and Carbon Balance (See Chapter 11)				
G1	Peat Stability Risk Assessment – General Mitigation	The following list of mitigation measures is provided to minimise the risk of potentially inducing peat landslides during construction: • Raise Health and Safety awareness of the peat environment for construction staff by incorporating the issue into the Site Induction. Include peat slide risk assessment information (e.g. peat instability indicators, best practice and emergency procedures) in toolbox talks with relevant operatives e.g. plant drivers; • Introduce a 'Peat Hazard Emergency Plan' to provide instructions for site staff in the event of a peat slide or discovery of peat instability indicators; • For sections of track that require track side cuttings into peat, suitable support measures will need to be designed to maintain the stability of the adjacent peat terrain; • Refine / optimise the design through the pre-construction phase following completion of a detailed ground investigation; and • Develop methodologies to ensure that accelerated degradation and erosion of exposed peat deposits does not occur.	Appendix 11.2: 5.2	Contractor
G2	Peat Stability Risk Assessment – Drainage Measures	To maintain hydrological conditions, the following requirements of the drainage measures should be met: • Development of drainage systems that will not create areas of concentrated flow or cause over, or under, saturation of peat habitats; • Development of robust drainage systems that will require minimal maintenance; and • Development of drainage systems that will minimise increased sedimentation into natural watercourses (e.g. by use of silt traps, silt fences or settlement ponds).	Appendix 11.2: 5.2	Contractor
G3	Peat Stability Risk Assessment – Drainage Measures	It is recommended that a Geotechnical Risk Register be compiled prior to construction to include risks relating to peat instability, as this will be beneficial to both the Developer and the Contractor in identifying potential risks that may be involved during construction.	Appendix 11.2: 5.2	Contractor
G4	Handling and Storage of Excavated Peat	A final construction Peat Management Plan will be produced in agreement with SEPA to prescribe precise methods and timing involved in excavating handling and storing peat for use in reinstatement. A method statement to govern the process will be produced.	Appendix 11.3	Contractor
Mitigation for Cultural Heritage (See Chapter 12)				
CH1	Protection of Archaeological Sites	All known heritage assets within 50m of the proposed working areas, including all areas to be used by construction vehicles, would be fenced off under archaeological supervision prior to construction. These are expected to be Sites 20, 21, 49, 59, 64 and 66, most of which are adjacent to the existing access road; however, the need for fencing will be confirmed by the archaeologist on site. This fencing would be maintained	12.8.3	Contractor / ACoW

		throughout the construction period to ensure the preservation of these assets.		
Mitigation for Access, Traffic and Transport (See Chapter 13)				
T1	Traffic Management	A Traffic Management Plan (TMP) would be prepared and agreed with THC and Transport Scotland prior to construction commencing.	3.2.4 13.8.2 Appendix 13.1	Contractor
T2	General Construction Traffic	During the construction period, a community liaison group would be set up to disseminate information and take feedback. The Applicant would maintain a project website that would be regularly updated to provide the latest information relating to traffic and abnormal load movements associated with vehicles accessing the Site. This would be agreed with THC.	3.6.20 13.8.1 Appendix 13.1: 8.3	Contractor / Applicant
T3	General Construction Traffic	The following measures would be implemented during the construction phase through the Construction TMP: • All materials on delivery lorries (dry materials) would be sheeted to reduce dust and stop spillage on public roads; • Specific training and disciplinary measures would be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway; • Wheel wash facilities would be established at the Site entrance; • Working hours would be limited to between 0700 and 1900 Monday to Saturday though deliveries would be prohibited after 1400 on a Saturday save for Abnormal Indivisible Load (AIL) component delivery which could take place outside these hours; • Avoidance of transit through the rural communities identified during arrival and departure times of schools; • Police escorts would be utilised for the movement of AIL with the aim of having several vehicles in convoy to minimise the disruption caused to road users. Abnormal load escorts would also warn oncoming vehicles of approaching loads and would pull vehicles over to allow the convoy to pass. They would also pull the convoy over at predetermined locations allowing vehicles to pass reducing the risk of any large build-up of traffic; • Appropriate traffic management measures would be put in place at the A82 / B862 junction and along the B862 to avoid conflict with general traffic, subject to the agreement of THC; • Appropriate traffic management measures would be put in place at the site access junction. Typical measures would include speed limit, Heavy Goods Vehicle (HGV) turning and crossing signs and / or banksmen at the site access and warning signs; and • Provision of construction updates on the project website and a newsletter to be distributed to residents within an agreed distance of the Site.	13.8.2 Appendix 13.1: 8.5	Contractor / Applicant
T4	General Construction Traffic	All drivers would be required to attend an induction to include: • A safety briefing; • The need for appropriate care and speed control; • A briefing on driver speed reduction agreements (to slow site traffic at sensitive locations); • Identification of specific sensitive areas; • Identification of the specified route; and	13.8.3 Appendix 13.1: 8.6	Contractor

		• The requirement not to deviate from the specified route.		
T5	General Construction Traffic	Video footage of the pre-construction phase condition of the AIL access route and 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 allow identification of any change in the road condition during the construction stage of the Proposed Development. Any necessary repairs would be coordinated with THC and any damage caused by traffic associated with the Proposed Development during the construction period that would be hazardous to public traffic would be repaired as soon as possible.	13.8.4 Appendix 13.1: 8.7	Applicant / Contractor
T6	General Construction Traffic	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.	13.8.5 Appendix 13.1: 8.8	Contractor
T7	General Construction Traffic	There would be a daily road edge review and debris and mud would be removed from the carriageway using an on-site road sweeper to keep the road clean and safe.	13.8.6 Appendix 13.1: 8.9	Contractor
T8	Mitigation during Operation	Site entrance roads would be well maintained and monitored.	13.8.7 Appendix 13.1: 8.10	Contractor
Mitigation for Socio-economics and Tourism (See Chapter 14)				
SE1	Best Practice in Construction	The Applicant would set up a community liaison group to provide the local community with information about key construction activities and a mechanism by which concerns from within the local community could be shared and discussed.	3.6.20 14.8.7	Applicant
Mitigation for Land Use and Recreation (See Chapter 15)				
LU1	Recreation	An Outdoor Access Management Plan would be prepared in agreement with THC. During construction, every effort would be made to ensure access to existing recreational routes are maintained but to ensure safety of the public some additional measures may be required, including appropriate signage (on the construction access route and wider access network), implementation of site rules and setting a reduced speed limit for construction traffic.	15.8.3 - 15.8.7 Appendix 15.1	Applicant
Mitigation for Aviation (See Chapter 16)				
A1	Aviation	Agreement of a suitable lighting scheme with MOD. MOD Obstruction Lighting Guidance indicates a requirement of 25 candela / infrared combi lighting on cardinal turbines and 25 candela or infrared lighting on the remaining perimeter turbines.	16.8.2	Applicant
Mitigation for Noise (See Chapter 17)				
N1	Noise	Achievement of the noise limits determined by the assessment presented in Chapter 17: Noise would be a key determining factor in the final choice of wind turbines for the site.	17.8.1	Applicant