

Appendix 3.3: Schedule of Mitigation, Good Practice, Enhancement and Monitoring

Appendix 3.5: Schedule of Mitigation, Good Practice, Enhancement and Monitoring

This appendix provides a consolidated list of good practice, mitigation, good practice, enhancement and monitoring measures which have been identified through the EIA process, and which will be implemented during construction and operation of the Proposed Development. Measures are presented on a topic-by-topic basis, reflecting the chapters of the EIA Report. The assessment of effects is undertaken assuming that good practice embedded mitigation will be implemented and will be effective as an integral part of project design.

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
General Construction Good Practice (as detailed in Chapter 3: Development Description)		
<p>Construction Method Statements (CMS) and a Construction Environmental management Plan (CEMP) will be prepared prior to the start of construction, detailing measures to avoid or further mitigate potential effects associated with construction activities. These will reflect and expand upon measures identified in the EIA Report, and will be agreed with SBC, SEPA, NatureScot and other stakeholders, where appropriate. An Outline CEMP is provided as Appendix 3.1 and provides a framework from which a final CEMP will be developed by the Principal Contractor.</p> <p>The purpose of the CEMP is to:</p> <ul style="list-style-type: none"> ■ Provide a mechanism to ensure that construction methods avoid, minimise and control potentially adverse significant environmental effects, as identified in the EIA Report. ■ Ensure that good construction practices are adopted and maintained throughout the construction of the Proposed Development. ■ Provide a framework for mitigating unexpected effects during construction. ■ Provide assurance to third parties that agreed environmental performance criteria will be met. ■ Establish procedures for ensuring compliance with environmental legislation and statutory consents. 	<p>Additional mitigation is set out as required for each topic below.</p>	<p>Monitoring will be required as part of the CEMP.</p>

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<ul style="list-style-type: none"> ■ Detail the process for monitoring and auditing environmental performance. <p>The CEMP will be updated when appropriate to account for changes or updates to legislation and good practice methods throughout the construction phase. The CEMP will also be amended to incorporate information obtained during any further detailed ground investigations which might be undertaken post consent and prior to construction activities. Compliance with the CEMP (including procedures, record keeping, monitoring and auditing) will be overseen by a suitably qualified and experienced ECoW (Environmental Clerk of Works).</p> <p>The CEMP will contain the following documents, which the Principal Contractor and their sub-contractors will be required to adhere to throughout the construction process:</p> <ul style="list-style-type: none"> ■ A Pollution Prevention Plan (PPP); ■ Construction Method Statements (CMS); ■ Soil and Peat Management Plan (SPMP) (following the principles set out in the draft Peat Management Plan (PMP) presented in Appendix 8.3; ■ Site Waste Management Plan (SWMP); ■ Construction Traffic Management Plan (CTMP) (following the principles set out in the draft CTMP presented in Appendix 10.1); ■ Outdoor Access Management Plan (OAMP) (following the principles set out in the Outline OAMP presented in Appendix 3.3); and ■ Site Restoration Plan. <p>The CEMP will also contain the following information:</p> <ul style="list-style-type: none"> ■ The name, qualifications and CV of the nominated person(s) with the responsibility for all environmental matters, for approval. 		

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<ul style="list-style-type: none"> ■ A completed register of contacts confirming the contact details for all key personnel for managing environmental issues, including the Applicant's representatives, the ECoW, Principal Contractor contacts and appropriate regulator contacts. ■ The construction programme and detailed working method statements. ■ A site-specific action plan, providing a register of environmental risks and outlining the requirement for accompanying site-specific mitigation, monitoring and reporting procedures. ■ Audit and inspection procedures. <p>The Principal Contractor will be responsible for the continual development of the CEMP to take account of monitoring and audit results during the construction phase and changing environmental conditions and regulations.</p> <p>The services of other specialist advisers will be retained as appropriate, to be called on as required to advise on specific environmental issues.</p> <p>Performance against these documents will be monitored by the Applicant's Construction Project Manager and the ECoW throughout the construction period. They will ensure that the works carried out will be in accordance with the relevant legislation and best practice guidance documents.</p>		
Chapter 4: Landscape and Visual Impact Assessment		
<p>Potential landscape and visual effects associated with the Proposed Development were a key consideration in the design evolution, to be balanced against onsite constraints and optimising wind yield. Landscape and visual objectives included the consideration of effects on residential visual amenity from nearby properties and the composition of the layout in key views. Further information on the design process is included in Chapter 2: Site Selection and Design Strategy.</p> <p>The primary assessment in Chapter 4 considers a scenario in which Fallago Rig Wind Farm is operational</p>	<p>Measures such as arrangements for vegetation and soil removal, storage and replacement and the restoration of disturbed areas after construction will be detailed in a Construction Environmental Management Plan (CEMP) produced following consent and prior to construction, which will also include reference to Construction Method Statements.</p> <p>The following landscape mitigation and habitat enhancement measures are proposed (see Outline</p>	<p>No monitoring of landscape and visual effects is proposed.</p>

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<p>and forms part of the landscape and visual baseline, as will be the case until at least 2043. However, the understanding that Fallago Rig may be decommissioned at a future date, resulting in the Proposed Development being a standalone scheme, was a consideration in the development of the design for the Proposed Development. As such, the project was designed to look coherent, both with and without Fallago Rig.</p>	<p>Restoration and Enhancement Plan (OREP) Appendix 6.6 for further details):</p> <ul style="list-style-type: none"> ■ Objective 1 - Riparian shrub/ woodland planting of key river corridors; ■ Objective 2 - Species-rich grassland; ■ Objective 3 – Native shrub regeneration; ■ Objective 4 – Re-wetted areas (bog and heath enhancement); and ■ Objective 5 – Heath improvement. 	
Chapter 5: Cultural Heritage		
<p>Following initial consultation site specific design principles for cultural heritage were applied as part of the iterative design process. These comprised seeking to avoid physical interaction with heritage assets and to limit the intervisibility between key heritage assets.</p> <p>Alongside other technical design considerations, between Layout 1 (Preliminary Layout) and Layout 2 (Scoping Layout), the design was altered to avoid designated heritage assets. Layouts 3 and 4 (Interim Layouts) sought to revise proposed Layout 2 turbine locations to reduce the dominance of turbines in views from the Mutiny Stones (SM361). Between Layouts 5 and 12 (Interim Layouts) turbines T4 and T7 were removed from the design due to their proximity to the Mutiny Stones (SM361), and a 1 km minimum setback established. In addition, at Layout 13 (Final Layout) the alignment of the access track to the north-east cluster (T2, T3 and T5) moved north slightly to avoid crossing an additional historic field boundary and utilise existing tracks.</p> <p>The Outline CEMP (Appendix 3.1) for the Proposed Development identifies construction best practice mitigation for the historic environment.</p>	<ul style="list-style-type: none"> ■ No specific mitigation for significant effects has been identified. Mitigation for non-significant effects is identified in Appendix 5.1. ■ While the potential for previously unrecorded heritage assets, including buried archaeological remains, within the footprint of the Proposed Development has been assessed to be low, mitigation in the form of archaeological monitoring and recording will help to offset any (potential partial) loss through preservation by record. ■ The SBC Archaeology Service will provide guidance on appropriate conditions to be applied as part of an eventual consent. It is recommended that archaeological monitoring and recording be undertaken by an Archaeological Clerk of Works (ACoW) or Historic Environment Clerk of Works (HECoW) appointed by the Applicant. 	<ul style="list-style-type: none"> ■ An ACoW or HECoW to monitor ground-breaking operations and provide onsite advice on avoidance of effects (e.g. providing onsite identification and recording of previously unrecorded heritage assets, and liaising with the local authority archaeological adviser as necessary). ■ Preparation of a Written Scheme of Investigation (WSI) to be submitted to the local authority for approval prior to any construction works (including enabling works) commencing onsite. Measures within the WSI are likely to include the implementation of a working protocol should unrecorded heritage assets, including buried archaeological remains, be discovered, and provision of written guidelines and constraints mapping to all contractors, accompanied by appropriate briefing / toolbox talks to ensure sensitivities are understood. ■ It is considered that, following construction of the Proposed Development, no further surveys or monitoring will be required.
Chapter 6: Ecology		

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<p>In addition to measures outlined in the CEMP (Appendix 3.1) the following measures have been embedded in the design process.</p> <ul style="list-style-type: none"> ■ The development and implementation of an Outline CEMP (Appendix 3.1), which will set out (amongst others) guidance on compliance with nature conservation legislation and policy. This will include: <ul style="list-style-type: none"> – Production of and compliance with a Pollution Prevention Plan (PPP) and adherence to Guidelines on Pollution Prevention (GPPs), which will significantly reduce the likelihood and severity of pollution events; – Production of and compliance with Construction Method Statements (CMS); – Production of and compliance with a Water Protection Plan (WPP). This will include the application of appropriate buffers around watercourses, which will protect riparian habitat while reducing disturbance and the likelihood of pollution events. – Production of and compliance with a Peat Management Plan (See Appendix 8.3) to set out a number of good practice measures in relation to minimising disturbance and the management of peat during construction (further detail provided in Chapter 8); – The use of temporary access tracks and ‘brash mats’ or other appropriate methods to reduce potential for soil erosion as appropriate; – An Advisory Ecological/Environmental Clerk of Works (ECoW) will be appointed to advise on the content of the CEMP and its delivery. The ECoW will be present during construction and will also monitor compliance with the CEMP 	<p>An OREP (Appendix 6.6) has been developed to demonstrate contribution to the enhancement of biodiversity as a result of the Proposed Development. Areas identified within the OREP for mitigation and enhancement will be further refined within the Detailed Restoration and Enhancement Plan to be produced post-consent. This will require to have cognisance of the following:</p> <ul style="list-style-type: none"> ■ Areas of higher grade peat and head waters will be avoided during shrub/ tree planting; ■ Appropriate exclusion zones will be established to protect Heritage sites (See Chapter 6); ■ Appropriate planting schedules will be developed to include native shrub and tree planting of local provenance and appropriate to the soil and hydrological conditions present; ■ Areas identified for mitigation/enhancement will require further consideration in relation to terrain, soil conditions and hydrological regimes within the Site; ■ Works will be undertaken under the guidance of an Ecological Clerk of Work; and ■ Grazing regimes of the OREP area and resulting pressures will require to be reviewed and taken into account when developing the detailed planting schedules for habitat mitigation and enhancement areas. <p>The following mitigation and enhancement principles will be implemented as part of the OREP, further details are included in Appendix 6.6 and Figure 6.10a and 6.10b:</p> <ul style="list-style-type: none"> ■ Areas to the south and centre of the Study Area have been identified for heath/ bog habitat improvement which will include drain blocking; ■ The enhancement or riparian corridors (see below) will be supported by the improvement a 	<p>The development of an integrated post-consent monitoring plan will be implemented as part of the Outline CEMP and OREP for the Proposed Development. This will include monitoring of planted trees to assess their success of establishment and ongoing health with regards to disease or grazing.</p> <p>There is also the need to update protected species surveys prior to construction. This will be addressed in the SPPs, as will ongoing monitoring requirements. This will include the following:</p> <ul style="list-style-type: none"> ■ Pre-construction surveys of all water crossings immediately prior to construction (i.e. with season immediately prior) to assess use of the locations by otter; ■ Pre-construction protected species surveys of proposed infrastructure locations and access routes no more than six months prior to construction, to assess the current status and usage of the Site; ■ Pre-construction fish habitat surveys in the season prior, to microsite the crossings away from potentially sensitive habitats wherever possible, and to confirm the habitat baseline within a buffer of up to 100 m upstream and downstream; ■ Monitoring of a range of ecological features by the ECoW throughout construction of the Proposed Development; ■ Post-construction fish habitat surveys and monitoring programme to be established in line with best practice^{Error! Bookmark not defined.} to ensure mitigation measures are effective, that crossings maintain fish passage, and that potentially sensitive habitats are retained, and to identify any requirement for improvements or remedial works; and ■ A programme of bat mortality monitoring will be implemented once the Proposed Development is

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<p>and relevant legislation. The ECoW will maintain a record of activities and compliance, updated on a weekly basis throughout the construction period, which will be made available to all relevant site staff including the developer. A detailed Scope of Works for the role will be agreed with NatureScot before construction commences.</p> <ul style="list-style-type: none"> – Best practice will be followed in relation to pollution prevention. In particular, all Guidance for Pollution Prevention (GPPs)¹ will be adhered to in detailed design and construction. – All watercourse crossings will be designed and constructed in line with current best practice and in accordance with a Construction Site Licence (CSL) (from SEPA) that will be necessary before works commence; – Regular ecological survey updates will be undertaken, to ensure survey data being relied upon during construction is not more than 12 months old as per best practice guidelines⁹, in the season immediately prior to construction (particularly for mobile species, including bats, otter and badger). Where surveys find evidence of new protected features (e.g. resting sites), micrositing will attempt to avoid effects. If this is not possible, the ECoW will make the necessary protected species licence applications. – Excavations and trenches will be fenced, covered or a means of escape provided when 	<p>number of grassland areas to include more diverse species rich native grasslands; and</p> <ul style="list-style-type: none"> ■ The proposed single new water crossing (an Arch section culvert) will be designed to support the passage of mammals/fish and other species. <p>As a result of the OREP the following enhancement measures will be developed:</p> <ul style="list-style-type: none"> ■ Watercourses that run from west to east within the Study Area will benefit from the creation of enhanced riparian corridors, which will include native broadleaved trees, shrubs and potentially understory planting. This will provide greater habitat connectivity to the wider landscape and create suitable habitats for sheltering and foraging for a range of species, particularly those qualifying features of designated areas within the Study Area. ■ Habitat enhancement to provide areas of species rich native grassland, heath improvement and rewetting/drainage blocking to encourage bog restoration. These measures will be developed to specifically address local and national biodiversity priorities. <p>Species Protection Plans (SPPs) will be implemented during operation of the Proposed Development. This will include details of a programme of bat mortality monitoring once the Proposed Development is operational. Where monitoring provides results that highlight potential concerns regarding bat mortality at specific locations, additional measures will be considered that alter the blade rotation to reduce the risks to bats, for example reduced rotation speed while idling and/or curtailment of specific turbines during seasons, times and wind conditions of high risk</p>	<p>operational, this will be in line with relevant best practice guidelines.</p>

¹ NetRegs (2021) Guidance for Pollution Prevention (GPP) documents. Available at: <https://www.netregs.org.uk/environmental-topics/guidance-for-pollution-prevention-gpp-documents/> [Accessed June 2023]

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<p>left unattended to prevent animals falling in and becoming trapped;</p> <ul style="list-style-type: none"> – Temporary open pipe systems will be capped when unattended to prevent animals accessing them and becoming trapped; – Production of a SPP to set out the approach to the monitoring of protected species prior to and during construction. The SPPs will include, but not be limited to, the following measures: <ol style="list-style-type: none"> 1. Pre-construction update surveys will confirm the current status of the Site with regards to the protected and notable species that have been confirmed to be present within the Site. 2. Security lighting will be designed to minimise light-spill on sensitive habitat features such as watercourses, waterbodies, and woodland edges. 3. Pre-construction fish habitat surveys will be undertaken at watercourse crossings to provide the habitat baseline within a buffer of up to 100m upstream and downstream and to allow micrositing of the crossings away from potentially sensitive habitats wherever possible. 4. Pre-construction surveys of proposed infrastructure routes within forested areas no more than six months prior to construction. 5. Micrositing of the infrastructure will avoid any notable features identified (e.g. sett/drey/den) during pre-construction surveys in forested areas. If unavoidable, 		

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<p>the ECoW will make necessary protected species licence applications.</p> <p>6. The ECoW will be consulted during micro-siting and construction of watercourse crossings to ensure protection of the water environment and sensitive ecological features (including otter, water vole and fish habitat), and to ensure implementation of the design principles.</p> <p>7. Pre, during and post-construction fish habitat surveys and monitoring will be undertaken to ensure that mitigation measures are effective, that crossings maintain fish passage, and that potentially sensitive habitats are retained, and to identify any requirement for improvements or remedial works. The SPP will also detail proposals for longer-term monitoring, including fisheries</p> <p>8. The level of survey effort and the scope of SPP will be proportionate and cognisant of the limited evidence of protected species identified.</p> <ul style="list-style-type: none"> – Relevant method statements and controls will be implemented in relation to biosecurity. – All watercourse crossings will be designed and constructed in line with current best practice and in accordance with a CSL (from SEPA) that will be necessary before works commence. <p>■ Development and implementation of an OREP (See Appendix 6.6 and Figure 6.10a and 6.10b) which aims to improve habitat connectivity, increase biodiversity of habitats and increase</p>		

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<p>climate resilience of habitats within the Study Area; and</p> <ul style="list-style-type: none"> ■ Post construction monitoring to ensure mitigation remains successful and proportionate. ■ Avoidance of all watercourses which form part of the River Tweed SAC maintaining a minimum 50 m buffer between them and all new infrastructure; ■ A minimum 50 m buffer between turbine locations and watercourses/bodies has been implemented; ■ Minimisation of watercourse crossings; ■ Incorporation of mammal-passable watercourse crossings; ■ Avoidance of the most ecologically important habitats such as Ground Water Dependent Terrestrial Ecosystems (GWDTEs); ■ Avoidance of deep peat deposits and the use of floating track construction methods where deep peat deposits cannot be avoided; and ■ Avoidance of protected species resting places (including best practice buffers where appropriate) 		
Chapter 7: Ornithology		
<p>The following good practices measures and embedded mitigation is proposed in reference to the protection of ornithological interests during the construction and operation of the Proposed Development:</p> <ul style="list-style-type: none"> ■ All electrical cabling between the proposed turbines and the associated infrastructure will be underground in shallow trenches which would be reinstated post-construction and, in most cases, follow the proposed access tracks. ■ Any ground disturbance areas around permanent infrastructure during construction will be temporary 	<ul style="list-style-type: none"> ■ Specific additional mitigation for curlew has been considered. Nesting or foraging curlew may be at risk of displacement from habitat around turbines or other infrastructure. Curlew have been identified as a key ornithological feature in the OREP (Appendix 6.6), with Objectives 2, 4 and 5 specifically determined to deliver focussed habitat enhancement to maintain and increase the breeding curlew population. It should be noted that these objectives will also be of benefit to other breeding waders (including lapwing and golden plover). 	<ul style="list-style-type: none"> ■ Pre-construction surveys will be undertaken as part of the BDMP). These will focus on searching for nesting Schedule 1 (of the Wildlife and Countryside Act 1981, as amended) species within 500 m of the proposed infrastructure and access routes and will be undertaken monthly between March and July the breeding season directly prior to construction. Surveys will focus on searching for breeding merlin, barn owl and short-eared owl and will follow the same survey methodology as outlined for the baseline ornithology surveys (refer to Appendix 7.1 Annex B for detail).

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<p>and land will be reinstated or restored before the construction period ends.</p> <ul style="list-style-type: none"> ■ To ensure all reasonable precautions are taken to avoid negative effects on ornithological interests during construction and decommissioning, the Applicant will appoint a suitably qualified Ecological Clerk of Works (ECoW) prior to the commencement of construction and decommissioning, and they will advise the Applicant and the Principal Contractor on all ornithological matters (with the assistance of a suitably qualified/licenced ornithologist if required). The ECoW will be required to be present on Site during the construction and decommissioning periods and will carry out monitoring of works and briefings with regards to any ornithological sensitivities on the Site to the relevant staff within the Principal Contractor and subcontractors. ■ A Bird Disturbance Management Plan (BDMP) will be implemented during construction of the Proposed Development. The BDMP will detail measures to ensure legal compliance and safeguard breeding birds known to be in the area and will include species-specific guidance. The BDMP shall include pre-construction surveys and good practice measures during construction. Pre-construction surveys will be undertaken to check for any new breeding bird activity in the vicinity of the construction works. The ECoW will oversee the implementation of the above measures. ■ Breeding locations and key foraging areas of target species were taken into consideration from the early stages of the Proposed Development design process, to minimise the risk of disturbance, displacement and collision effects. In summary, the following steps have been taken in 		<ul style="list-style-type: none"> ■ To monitor the success of objectives 1-5 of the OREP in relation to the improvement of breeding and foraging habitats for curlew within the Site, breeding wader surveys will be undertaken monthly between April and July in years 1, 2, 3, 5, 10, 15, 20 and 25 of the operational lifespan of the Proposed Development. Surveys will focus on establishing the number of breeding pairs of curlew, lapwing and golden plover, however surveys will also keep a watching brief for any breeding attempts by target raptor or owl species (likely to be barn owl, merlin and short-eared owl for this Site). Surveys will follow the same survey methodology as outlined for the baseline ornithology surveys (refer to Appendix 7.1 Annex B for detail). ■ Any breeding attempts for target raptor or owl species located during monitoring surveys will be reported to the Scottish Raptor Monitoring Scheme annually to assist with ongoing analysis of national and regional trends for these species

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<p>the design process to minimise the risk of significant effects on IOFs:</p> <ul style="list-style-type: none"> – Avoidance of the recorded merlin nesting location by at least 500 m; and – Minimising new tracks/utilising existing wind farm tracks to minimise potential displacement of breeding waders. <ul style="list-style-type: none"> ■ Similar embedded mitigation to that outlined during the construction phase will be undertaken (BDMP, ECoW and pre-decommissioning surveys). 		
Chapter 8: Hydrology, Hydrogeology, Geology, and Peat		
<ul style="list-style-type: none"> ■ A 50 m infrastructure buffer from all blue-line watercourses and water features shown on 1:25,000 Ordnance survey maps was applied at the early project design phase. Ordnance Survey water feature data was obtained for the Site area and buffered accordingly. Smaller watercourses and drains identified during the survey work were considered and buffered wherever possible. Locations where the recommended buffers could not be met are assessed in Appendix 8.1. ■ From the outset of the project, deeper areas of peat (>1m) have been treated as a key constraint to siting wind farm infrastructure. Through a series of design workshops, the overlap of infrastructure with the deepest peat deposits have been minimised. Details of the iterative design approach are provided in Chapter 2: Site Selection and Design Strategy of the EIA Report and form the first tier of the peat management strategy ('prevent') at the Proposed Development. The second tier of the strategy is to reuse excavated peat, and the approach to reuse is described in the Peat Management Plan (Appendix 8.3). No need 	<ul style="list-style-type: none"> ■ The Pollution Prevention Plan (PPP) will contain details of the location specific additional mitigation for relevant infrastructure and the contractor will be legally obliged to comply with the pollution control and drainage measures agreed in the PPP and CAR Construction Site Licence (CSL). An ECoW will be present onsite during construction to monitor and assess the works and check the mitigations outlined in the PPP are adhered to and function properly. If monitoring or assessment identifies non-compliance, ineffective mitigations, or impacts beyond those predicted in the EIA Report, this will be raised with the Contractor who will be required to demonstrate and deliver compliance. ■ Additional mitigation and SuDS (e.g. silt fences, settlement ponds) will be installed around the following working areas, crossings and access tracks during construction to reduce the risk of sediment/silt runoff to the water environment during construction: <ul style="list-style-type: none"> – Watercourse crossings of the proposed and existing tracks; 	<ul style="list-style-type: none"> ■ Pre, during and post construction fish habitat and watercourse monitoring surveys will be carried out (see Chapter 6 - Ecology) and there will be an ECoW involved throughout the construction works to monitor effectiveness of the measures implemented. ■ Groundwater monitoring will be put in place to assess the quantitative and chemical effect of the infrastructure to check that the groundwater flow and quality to GWDTEs TN1 and TN2 are not statistically significantly changed post construction. Monitoring will be carried out based on SEPA guidance and will comprise groundwater monitoring at the flushes/seeps and at a series of groundwater monitoring wells. Details of the monitoring will be agreed with SEPA and set out in the CEMP. ■ Monitoring of water quality and quantity of the groundwater abstractions for Fallago Rig will be undertaken before, during and after construction to ensure no contamination of the supply. Monitoring will be undertaken by an ECoW (or equivalent) and monitoring locations will be identified in the CEMP.

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<p>has been identified for recycling or disposal of excavated materials.</p> <ul style="list-style-type: none"> ■ Through careful design, including consideration of early Peat Landslide Hazard Risk Assessment (PLHRA) likelihood results, the vast majority of proposed infrastructure has been sited or routed away from areas of Moderate peat landslide likelihood or Factor of Safety <1.4 (using best estimate parameters). ■ Watercourse crossings were avoided and minimised as much as possible during early iterations of the turbine and track layouts. ■ A 100 m buffer was maintained where possible between all GWDTE from the track and turbine layouts where excavation was to be over 1m deep. Where excavation was to be over 2.5 m depth (e.g. turbine foundations) a buffer of 250 m from GWDTE was applied where possible. A detailed GWDTE Assessment is included as Appendix 8.6, for the two locations where the recommended buffers were encroached. ■ A number of good practice pollution prevention and control measures will be put in place during the construction phase. These will be embedded into the project design and reflect best practice guidance and recognised industry standards, as well as the Applicant's experience of constructing wind farms. Many of the measures mitigate several potential effects (e.g. mitigation to minimise sedimentation and pollution such as Sustainable Drainage Systems (SuDS) which can also serve to attenuate surface water runoff and minimise flood risk). Embedded mitigation measures are described in Chapter 3: Development Description and Appendix 3.1: Outline Construction Environmental Management Plan (CEMP) and include: 	<ul style="list-style-type: none"> – Buffer encroachment A – proposed battery storage area; – Buffer encroachment B – proposed borrow pit 3; – Buffer encroachment C – proposed access track upgrades within the 50 m buffer <ul style="list-style-type: none"> ■ The bed and banks of watercourses at crossing locations will be re-established to their previous condition immediately after construction. ■ Dewatering will be avoided where possible and permanent physical cut-offs will be avoided. ■ Additional mitigation and monitoring are proposed to minimise the effects on GWDTEs, as follows: <ul style="list-style-type: none"> – The track to T4 will be designed to enable subsurface flows to the GWDTE to be maintained. Monitoring will be put in place to assess the quantitative and chemical effect of the infrastructure to ensure that the groundwater flow and quality to the GWDTE (TN1 and TN2) are not statistically significantly changed post construction. Monitoring will be carried out based on SEPA guidance and will comprise groundwater monitoring at the two seeps. ■ Safeguarding of the Fallago Rig groundwater abstractions and pipework and avoidance will be required during detailed substation design and during construction works. Monitoring of the abstraction will be undertaken before and during construction and an alternative water supply will be provided, if required. ■ Any excavated peat will be stored appropriately nearby and re-used as soon as possible for reinstatement purposes or tying in of infrastructure. Peat restoration will be undertaken primarily through drain blocking using established 	<ul style="list-style-type: none"> ■ If the water quality deteriorates during construction (e.g. discoloured, high sediment content, hydrocarbons) an alternative water supply will be installed, such as portable bowsers, to ensure minimal disruption of supply. The contractors will have a supply of bowsers ready to deploy, if required. ■ Mitigation of residual peat instability risks will be supported by good practice construction measures and by monitoring both during and after construction. Further details are provided in Appendix 8.4, Section 6.3, and Section 6.4. ■ Satisfactory implementation of the PMP in order to mitigate peat loss / disturbance will be assured by monitoring both during and after construction. Further details are provided in Appendix 8.3, Section 7.6. ■ An ECoW (or equivalent) will be on site throughout the construction to monitor the effectiveness of the embedded and additional mitigation measures.

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<ul style="list-style-type: none"> – SuDS to minimise/attenuate surface runoff from new hardstanding and tracks; – SuDS to reduce sedimentation and erosion; – SuDS to reduce pollution and accidental spillage; – Pollution control measures to be put in place at watercourse crossings; and – Peat management measures. <p>Drainage measures for new access tracks and infrastructure include (but are not limited to):</p> <ul style="list-style-type: none"> ■ Appropriately sized culverts passing under the tracks that do not restrict flow and allow small watercourses, intercepted field drains and ephemeral streams/surface water flow pathways to pass under the tracks. ■ Interceptor drainage ditches on the upgradient side of all proposed infrastructure to intercept and divert 'clean' surface water runoff draining towards the construction areas. ■ Installation and maintenance of swales and track drains to intercept, collect and treat runoff from access tracks and hardstanding areas of the Site and channel runoff to stilling ponds for sediment settling. ■ As a minimum, the contractor will be required to follow the guidance contained in SEPA Guidance for Pollution Prevention (GPPs) and to follow the SEPA's general binding rules (GBR) under the Water Environment (Controlled Activities) (Scotland) Regulations 2011, as amended (CAR Regulations). ■ A concrete batching plant is proposed within construction compound 3 to reduce concrete transport on access and public roads for foundation pours. As concrete batching is 	<p>techniques rather than by using peat generated during wind farm construction.</p> <ul style="list-style-type: none"> ■ Further minimisation of peat landslide risk may be achieved through further micro-siting and / or careful construction management and through such mitigation, landslide risks are interpreted to be negligible post-mitigation. ■ Cognisance of Scottish Water services and pipework will be required during detailed design and prior to and during construction works, particularly relating to the pipework supplying water to the Rawburn WTW. The Applicant will undertake detailed discussion with Scottish Water, including on-site meetings to avoid pipework and plan suitable mitigation measures to install during construction to ensure no damage to SW assets. ■ An ECoW (or equivalent) will be on site throughout the construction to monitor the effectiveness of the embedded and additional mitigation measures. ■ There is also peatland restoration proposed as part of the Proposed Development which is discussed in the Ecology section above and in Appendix 6.6: Outline Restoration and Enhancement Plan (OREP). 	

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<p>proposed on-site, specific measures will be put in place to manage runoff from these operations, which is highly alkaline and can cause pollution if it gets into watercourses. Good practice, as described in SEPA WAT-SG-75 guidance², will be followed to isolate, collect, reuse and dispose of runoff from concrete operations. Concrete wash water and waste will be sent off-site to a licensed facility for treatment and/or disposal, in accordance with the Duty of Care for Waste.</p> <ul style="list-style-type: none"> ■ In terms of watercourse crossings, engineering activities on minor watercourses do not normally require authorisation under the SEPA CAR Regulations. SEPA defines minor watercourses as those not shown on the 1:50,000 scale Ordnance Survey maps. One of the new crossings (Crossing ID1) required for the Proposed Development is over a minor watercourse and therefore falls under GBR 6 and GBR 9. This crossing will not require registration or a licence under CAR; however, the work will follow general good construction practice and GBR 6 and GBR 9. ■ Two of the proposed new crossings will require either registration or a simple licence under CAR and will require specific mitigation measures. Bridging solutions will be designed to avoid affecting the bed and banks of watercourses. Fording of watercourse will be avoided. Design and implementation of crossings will follow best practice, including recommendations by SEPA (2010)³, Scottish Renewables et al. (2019)⁴ and SNH (2015)⁵ 		

² SEPA (2021) Supporting Guidance (WAT-SG-75) Sector Specific Guidance: Water Run-Off from Construction Sites September 2021

³ SEPA (2010) Engineering in the Water Environment Good Practice Guide - River Crossings

⁴ Scottish Renewables et al. (2019) Good Practice during Windfarm Construction

⁵ SNH (2015) Constructed tracks in the Scottish Uplands

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<ul style="list-style-type: none"> ■ During construction, temporary construction SuDS will be put in place at each watercourse crossing to ensure no sedimentation from construction works or pollution from plant or machinery can enter the watercourse. The temporary construction SuDS could be a series of settlement ponds or settlement tanks and silt fences. ■ A Construction Site Licence (CSL) will be obtained from SEPA under the CAR Regulations in advance of the construction works. This will include a detailed Pollution Prevention Plan (PPP) to ensure that any discharges of water runoff from the Site to the water environment do not cause pollution. This will be prepared in advance of construction and authorisation from SEPA is required before construction commences. ■ Prior to construction and on completion of ground investigations and micro-siting, a site waste management plan shall be produced; including site soil and peat management good practice. Any excavated peat will be appropriately managed and re-used. This is detailed further in the Peat Management Plan (Appendix 8.3). ■ A detailed CEMP will be developed and agreed with SBC and SEPA in advance of the works. An outline CEMP is provided as Appendix 3.1. The CEMP will establish a framework to ensure that health and safety and environmental best practice are adopted throughout the works and will include: <ul style="list-style-type: none"> – A Surface Water Management Plan, or similar, which will detail proposed surface drainage measures to treat and deal with all the surface runoff from the Site, will be designed in accordance with SuDS principles and all best practice guides and recognised industry standards. 		

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<ul style="list-style-type: none"> – The approved PPP, which will detail the proposed mitigation measures to address each identified pollution risk. – A plan to monitor and plan the timing of works to avoid construction during periods of heavy rainfall. – A plan to detail emergency procedures in the event of spillages or any other breach. – A plan to detail monitoring and inspections of the water quantity and quality of sensitive GWDTE and watercourses. All actions will be recorded. – A Site Waste Management Plan to detail proposals for managing the extraction and storage of waste. <p>■ A Peat Management Plan (see Appendix 8.3)</p>		
Chapter 9: Noise and Vibration		
<ul style="list-style-type: none"> ■ The turbine layout of the Proposed Development has been iteratively developed to avoid significant operational noise effects, based on a representative candidate turbine model, whilst maintaining, as far as possible, the generation capacity of the Proposed Development (in addition to other design considerations). This included consideration of the cumulative effects of the neighbouring Fallago Rig Wind Farm. ■ To minimise the potential effects of construction noise, the following good practice measures are proposed: <ul style="list-style-type: none"> – Those activities that may give rise to audible noise at the surrounding properties and heavy goods vehicle (HGV) deliveries to the Site will be limited to the hours of 07:00 to 19:00 	<ul style="list-style-type: none"> ■ No additional mitigation measures are proposed. 	<ul style="list-style-type: none"> ■ It is proposed that if consent is granted for the Proposed Development, conditions attached to the consent will include the requirement that, in the event of a noise complaint, noise levels resulting from the operation of the wind turbines on the Site are measured to demonstrate compliance with the specific conditioned noise limits (based on Table 13 and Table 14 in Appendix 9.1). Such monitoring will be done in full accordance with ETSU-R-97 and include penalties for characteristics of the noise (if present). The final turbine model to be installed for the Proposed Development would therefore be chosen such that these noise limits can be achieved in practice.

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<p>Monday to Friday and 07:00 to 12:00 on Saturdays.</p> <ul style="list-style-type: none"> – Turbine deliveries would only take place outside these times with the prior consent of the SBC and Police Scotland. Those activities that are unlikely to give rise to noise audible at the Site's boundary will continue outside of the stated hours. – All construction activities will 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, activities will be separated from residential neighbours by the maximum possible distances. – A Site management regime will be developed to control the movement of vehicles to and from the Site. – 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. <p>■ If blasting is used at the proposed borrow pits:</p> <ul style="list-style-type: none"> – Blasting should take place under controlled conditions with the agreement of the relevant local authority (SBC or ELC); – Good practices during the setting and detonation of charge should be followed, in order to control air overpressure, in line with guidance set out in PAN50 (Scottish 		

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<p>Government, 1996) and British Standard BS 5228-2; and</p> <ul style="list-style-type: none"> – Vibration levels at the nearest sensitive properties are best controlled through onsite testing processes, with progressively increased charges, carried out in consultation with the relevant local authority. ■ The above measures will be implemented as part of the Construction Environment Management Plan (CEMP) which will be secured through a planning condition and include measures to control construction noise as set out above. An Outline CEMP is presented in Appendix 3.1. 		
Chapter 10: Access, Traffic and Transport		
<p>Construction Traffic Management Plan (CTMP)</p> <ul style="list-style-type: none"> ■ A Construction Traffic Management Plan (CTMP) is proposed which will be secured via a planning condition. The proposed measures to be implemented in the CTMP are set out in Chapter 10: Access, Traffic and Transport and include measures to minimise traffic numbers, measures to minimise potential for dust/debris pollution, traffic management measures and working hours as well as speed limits. <p>Offsite Mitigation</p> <ul style="list-style-type: none"> ■ Video footage of the pre-construction phase condition of the abnormal loads access route and the construction vehicles route will be recorded to provide a baseline of the condition of the road prior to any construction work commencing. This baseline will provide evidence of any change in the road condition during the construction phase. Any necessary repairs will be coordinated with Scottish Borders Council's roads team. Any damage caused by traffic associated with the proposed development during the construction 	<ul style="list-style-type: none"> ■ No additional mitigation measures are proposed. 	<ul style="list-style-type: none"> ■ Site entrance roads will be well maintained and monitored during both the construction phase and operational life of the Proposed Development and it is anticipated to be monitored post decommissioning (where applicable). With regards to the construction phase, this will be done as part of the CTMP and will involve monitoring the Site access junction and public road network in the vicinity of the Site to ensure mud and debris from construction activities are not tracked on to the road network. Furthermore, monitoring of the public road network will be undertaken as part of the road conditions surveys, that will likely be required by the Scottish Borders Council. ■ During the operational life of the Proposed Development, regular maintenance will be undertaken to keep the Site access track drainage systems fully operational and to ensure there are no run-off issues onto the public road network. ■ The following measures will be monitored and updated where relevant to mitigate any adverse

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<p>period, that will be hazardous to public traffic, will be repaired immediately.</p> <ul style="list-style-type: none"> ■ Damage to road infrastructure caused directly by construction traffic will be remediated, and street furniture that is removed on a temporary basis will be fully reinstated. ■ There will be a regular road review, and any debris and mud will be removed from the carriageway using an onsite road sweeper to ensure road safety for all road users. <p>Before the AILs traverse the route, the following tasks will be undertaken to ensure load and road user safety:</p> <ul style="list-style-type: none"> ■ ensure any vegetation which may foul the loads is trimmed back to allow passage; ■ confirm there are no roadworks or closures that could affect the passage of the loads; ■ check no new or diverted underground services on the proposed route are at risk from the abnormal loads; and ■ confirm the police are satisfied with the proposed movement strategy. <p>Abnormal Indivisible Loads (AIL)</p> <p>The AIL Route Survey Report (RSR) highlights a number of pinch points which have been assessed within the report using swept path assessment software. The locations of the constraint points and the swept path drawings are included as Appendix A, within Appendix 10.1.</p> <p>AIL Transport Management Plan</p> <p>An Abnormal Load Transport Management Plan will be prepared and will likely be subject to a planning condition, to cater for all movements to and from the Proposed Development. As outlined in Chapter 10 it will include:</p>		<p>effects of construction traffic during the construction phase:</p> <ul style="list-style-type: none"> – Construction Traffic Management Plan; – Abnormal Load Transport Management Plan; – Access Management Plan; – Staff Travel Plan.

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<ul style="list-style-type: none"> ■ procedures for liaising with the emergency services to ensure that police, fire, and ambulance vehicles are not impeded by the loads. This is normally undertaken by informing the emergency services of delivery times and dates and agreeing communication protocols and lay over areas to allow overtaking; ■ a diary of proposed delivery movements to liaise with the communities to avoid key dates such as local events; ■ a protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic; and ■ proposals to establish a construction liaison group to ensure the smooth management of the project / public interface with the applicant, the construction contractors, the local community, and if appropriate, the police forming the liaison group. This group will provide a means of communicating and updating on forthcoming activities and dealing with any potential issues arising. <p>Onsite Measures delivered using an Access Management Plan (AMP)</p> <p>Within the Site, consideration has been given to pedestrians and cyclists alike due to potential interactions between construction traffic and users of the paths. If required by the Scottish Borders Council, a Path Planning Study will be conducted post consent and will be secured through a planning condition. Findings from the study will be used to formulate a set of measures into an Outdoor Access Management Plan (AMP). An Outline OAMP is included within Chapter 3 of the EIA Report as Appendix 3.3. Onsite measures are specified in Chapter 10 and include measures such as separating pedestrians from traffic with barriers, enforcing speed limits for construction traffic, signage installed, toolbox talks including training on passing horse riders,</p>		

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<p>Signage will be installed on the Site exits that makes drivers aware of local speed limits and reminding drivers of the potential presence of pedestrians and cyclists in the area. This will also be emphasised in the weekly toolbox talks.</p> <p>Staff Travel Plan</p> <p>A Staff Travel Plan will be deployed where necessary, to manage the arrival and departure profile of staff and to encourage sustainable modes of transport, especially car-sharing. A package of measures could include:</p> <ul style="list-style-type: none"> – appointment of a Travel Plan Coordinator (TPC); – provision of public transport information; – mini-bus service for transport of Site staff; – promotion of a car sharing scheme; and – car parking management. 		
Chapter 11: Aviation		
<p>No embedded mitigation measures are proposed.</p>	<p>Mitigation During Operation</p> <ul style="list-style-type: none"> ■ MOD Air Defence Radar <ul style="list-style-type: none"> – If required, discussions will take place with the MOD to establish the technical mitigation option. It is likely that if mitigation is required, it will be through the application of a 'Non Auto Initiation Zone' (NAIZ), a technical process already available within the capability of the radar system using the same mitigation method applied at the adjacent Fallago Rig Wind Farm. This may require the applicant and the MOD to follow what is known as the 'Front Door Process', which is the MOD method of identifying and applying radar mitigation to a wind farm. This is part of the process required to enable the discharge of any air defence radar mitigation planning condition. Once the mitigation is in place, the 	<p>No monitoring is proposed.</p>

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
	<p>effect of the Proposed Development upon the radar will be negligible.</p> <ul style="list-style-type: none"> ■ NATS En Route Great Dun Fell Radar <ul style="list-style-type: none"> – Technical mitigation options will be discussed with NERL (prior to consent) to agree a Statement of Common Understanding (SOCU) leading to a mitigation agreement. It will be for NERL to decide the best mitigation method in this location taking into account the availability and coverage of other radars in the network that are unaffected by the Proposed Development and the operational coverage requirement, however it is likely that an agreement to fund a ‘blanking contract’ and infill with another radar already in the network will suffice. ■ Aviation Lighting <ul style="list-style-type: none"> – An aviation lighting and mitigation scheme consisting of a minimised lighting layout has been designed and was submitted to the CAA and MOD for approval as detailed in Appendix 11.1. CAA approval has now been granted and this is reflected in the Appendix 11.1. This also addresses the regulatory situation in relation to future potential Automatic Detection Lighting Systems (ADLS). 	
Chapter 12: Other issues		
<p>Climate Change</p> <ul style="list-style-type: none"> ■ No specific mitigation measures are proposed in relation to climate change, although a Construction Traffic Management Plan (CTMP), as referenced in Chapter 10, will be implemented as good practice, with the intention that measures will be implemented to ensure traffic movements are undertaken efficiently during construction, and unnecessary journeys avoided. ■ The Proposed Development is designed to cope with changes in temperature and rainfall. Turbines 	<ul style="list-style-type: none"> ■ No additional mitigation measures are proposed for Climate Change. ■ It is not considered that additional mitigation for shadow flicker effects is required based on the assessment in Chapter 12. Should EDF Energy Renewables Ltd (the Applicant) receive any complaints from nearby properties regarding shadow flicker effects, these will be fully investigated, and suitable mitigation will be implemented in agreement with SBC. 	<ul style="list-style-type: none"> ■ No monitoring is proposed.

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<p>will shut down if winds are too strong or if overheating occurs, and appropriate infrastructure design including maintaining up to a 50 m buffer around watercourses where possible and the incorporation of standard good practice measures for site drainage (including Sustainable Drainage System (SuDS) principles and designing all watercourse crossings and infrastructure to withstand a 1:200 year flood event where appropriate) will be achieved.</p> <p>Shadow Flicker</p> <ul style="list-style-type: none"> ■ As part of the design of the Proposed Development, proximity of turbines to properties was considered in relation to reducing effects on residential visual amenity and operational noise and a minimum buffer of 1.2 km was adopted. This in turn has helped to minimise the potential for shadow flicker occurrence at certain properties. <p>Population and Human Health, including Dust</p> <ul style="list-style-type: none"> ■ The Applicant is committed to adopting good practice measures for dust management during construction and will implement these through the CEMP, thereby controlling and reducing any potential effects that dust generation may have on health (see Appendix 3.1). Dust management measures include: <ul style="list-style-type: none"> – Where possible all machinery and dust-causing activities will be located away from the sensitive receptors mentioned above. – Operatives of all construction vehicles must switch off engines when not moving or working on site. – All road-going vehicles will comply with current emissions standards. 		

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<ul style="list-style-type: none"> – Movement of construction traffic around the site will be minimised, where possible. – Appropriate speed limits will be set around the site. – Loads will be covered if the load has the potential to generate dust. – Dust and road cleanliness on the public road at the main Site access will be monitored. – A wheel wash facility will be installed at the site compound and should it be deemed necessary a road sweeper will be deployed. – Material deliveries and vehicle access will be timed to avoid the need for traffic to queue. – Water will be used as a dust suppressant, where required and particularly in dry conditions, including at borrow pits and at the concrete batching area. – Prolonged storage of material and debris on the site will be kept to a minimum. – Completed earthworks and exposed areas will be covered or re-vegetated as soon as is practicable. – Slopes of any stockpiles and mounds will not be greater than the natural angle of repose of the material. The stockpiles/mounds must not have sharp changes in shape. Should a problem be identified with a stockpile then appropriate measures would be taken such as suppressants or sheeting. – Appropriate wetting of soil surfaces will be carried out during earth moving activities to minimise contamination through airborne dust. This may be done using a water bowser or static sprinklers. 		

Good Practice / Embedded Mitigation	Additional Mitigation / Enhancement	Monitoring
<ul style="list-style-type: none"> – Hard surfacing of internal roads will be completed as soon as practical to aid in minimising dust re-suspension. – The existing Fallago Rig access track passes through Wedderlie Farm (near to the site entrance). The section through the farm will be re-surfaced with tarmac to minimise dust disturbance caused by construction and operational vehicles accessing Dunside and Fallago Rig Wind Farms. 		