17 Schedule of Environmental Commitments

Contents

This page is intentionally blank.

17 Schedule of Environmental Commitments

17.1 Introduction

17.1.1 Best practice in Environmental Impact Assessments (EIA) recommends the use of a Schedule of Environmental Commitments, which can act as a quick reference for anyone interested in the mitigation measures to which the Applicant has committed to implementing and upon which the assessment of residual effects presented within the EIA report has been based. It will be utilised by the Applicant throughout development of the detailed design, and the appointed contractors will be required to allow for, and ultimately implement, each of the measures in this schedule as a minimum.

17.1.2 Table 17.1 presents a Schedule of Environmental Commitments for the Proposed Development, listed according to the relevant environmental topic area. Individual EIA Report chapters should be referred to for full details of the mitigation.

Table 17.1 - Schedule of Environmental Commitments

Subject Area	Commitment	Timing
3. Proposed Development		
Construction Environmental Management Plan (CEMP)	As part of the construction contract, the Applicant will produce, and adhere to, a CEMP. The CEMP shall be developed in accordance with the joint Scottish Renewables, SNH, SEPA, Forestry Commission Scotland and Historic Environment Scotland guidance on Good Practice During Windfarm Construction (2019). The CEMP shall describe how the Applicant will ensure suitable management of, but not limited to, the following environmental issues during construction of the Proposed Development: ▪ noise and vibration; ▪ dust and air pollution; ▪ surface and ground water; ▪ ecology (including protection of habitats and species); ▪ agriculture (including protection of livestock and land); ▪ cultural heritage; ▪ waste (construction and domestic); ▪ pollution incidence response (for both land and water); and ▪ site operations (including maintenance of the construction compound, working hours and safety of the public). The Applicant shall provide the following for integration within the CEMP: ▪ details of the all the environmental mitigation which is described within this chapter that is required during construction of the Proposed Development, and of how the Applicant will implement this mitigation and monitor its implementation and effectiveness;	Pre-construction / construction

Subject Area	Commitment	Timing
	▪ details of how the Applicant will abide by the local and national legislative requirements e.g. The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended); ▪ details of how the Applicant will implement and monitor construction best practice techniques e.g. the control of noise and dust; ▪ details of a Waste Management Plan which will include opportunities to reduce and re-use waste on-site, recycling of waste which cannot be reused and disposal of waste to landfill; and ▪ details on how the Applicant will liaise with the public and local landowners and how they will respond to any queries and/or complaints. The Applicant shall consult with SNH, SEPA, Historic Environment Scotland and OIC on the relevant aspects of the CEMP. The Applicant shall amend and update the CEMP as required throughout the construction and decommissioning period. The CEMP shall, where applicable, cross-reference and correspond with the Construction Traffic Management Plan (CTMP). The CTMP will detail the management of traffic to and from site, including abnormal loads and daily workers commute. It shall also include mitigation for impacts to public transport, local private access and public footpaths. The Applicant shall amend and update the CTMP as required throughout the construction and decommissioning period. Specific requirements of the CEMP for each of the environmental topics assessed in the EIA are provided in the relevant EIA Report chapters and an outline CEMP is provided in Appendix 3.1.	
Design	There will be a micro-siting allowance of up to 50 m in respect of each turbine and its associated infrastructure in order to address any potential difficulties which may arise in the event that preconstruction surveys identify unsuitable ground conditions or environmental constraints that could be avoided. Should micro-siting be required, the turbine locations will not be moved within the accepted telecommunications buffer (75 m clearance from the blade tip) unless otherwise agreed with BT. In addition, the separation distance to the closest residential property (Thurvoe) will not be reduced.	Pre-construction

Subject Area	Commitment	Timing
Pollution Prevention Strategy	A pollution prevention strategy, contained within the CEMP, will be agreed with OIC and SEPA to ensure that appropriate measures are put in place to protect watercourses and the surrounding environment. Any fuel or oil held on-site will only be of an amount sufficient for the plant required. This will be stored in a bunded area within the temporary construction compound, to prevent pollution in the event of a spillage. There will be no long-term storage of lubricants or petrochemical products on-site at the Proposed Development. High standards of health and safety will be established and maintained. At all times, all activities will be undertaken in a manner compliant with applicable health and safety legislation and with relevant good practice as defined under applicable statutory approved codes of practice and guidance.	Pre-construction and construction
Operation Environmental Management Plan (OEMP)	The OEMP will be developed in consultation with SNH, SEPA and OIC and will include but not be limited to: ▪ details on the track, water crossing and turbine maintenance; ▪ the control and monitoring of noise; ▪ the control and monitoring of surface and groundwater; ▪ a pollution prevention plan and a pollution incidence response plan; ▪ details of how the Applicant will abide by the local and national legislative requirements e.g. The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended); and ▪ a Habitat Management Plan and relevant protected species management plans (if required).	Operation
7. Ornithology		
CEMP	All ornithological mitigation measures will be incorporated into a Construction Environmental Management Plan (CEMP). This CEMP will outline all required mitigation for ornithological receptors, providing details of key sensitivities present and timings. A Site Restoration Plan (SRP) will be developed as part of the CEMP to ensure the regeneration of those areas of habitat that have been temporarily lost through development.	Pre-construction and construction

Subject Area	Commitment	Timing
Ecological Clerk of Works (ECoW)	A suitably experienced Ecological Clerk of Works (ECoW) will oversee all works to ensure adherence to the mitigation measures.	Construction
Site clearance works	Site clearance works including stripping of vegetation will occur, where possible, outwith the bird breeding season (April to August) therefore between September and March to ensure no active nests are damaged or destroyed by the works. The extent of ground clearance will be minimised as far as practicable to avoid disturbance to habitats, particularly previously undisturbed habitats. All power and cabling on site from and between the wind turbines will be buried in trenches located adjacent to the access track where possible in order to minimise ground disturbance. Cabling routes will avoid any areas of ornithological interest.	Construction
Ecological toolbox talk	An ecological toolbox talk will be given to all construction personnel as part of site induction on the potential presence of ornithological species and any measures that need to be undertaken should such species be discovered during construction activities. The toolbox talk will also include the requirement to report and log any bird casualties at the Proposed Development during construction and operation of the site.	Construction/ operation
Restoration	In order to facilitate site restoration, reinstatement of vegetation will be focused on natural regeneration utilising vegetated turves or soils stripped and stored with their intrinsic seed bank. To encourage stabilisation and early establishment of vegetation cover, where available, topsoil and vegetation turves in keeping with the surrounding vegetation type will be used to provide a dressing for the final surface.	Construction
Implementation of a Breeding Bird Protection Plan, including pre-construction breeding bird surveys to inform the need for mitigation	A suitably qualified ECoW will be employed on site during the bird breeding season (April to August inclusive) to carry out pre-construction breeding bird surveys prior to commencement of works, to locate active nests and to inform how works can best be programmed to avoid disturbance. Any active nests will be cordoned off to a suitable distance (agreed in consultation with SNH) and construction operations delayed within the cordon until the young have successfully fledged (or breeding has failed). The ECoW will also carry out a watching brief during works. Further details provided in Chapter 7.	Construction

Subject Area	Commitment	Timing
to avoid disturbance and nest damage.		
Avoid disturbance to breeding red-throated divers	No construction works within 500 - 750 m (to be agreed with SNH) of an occupied red-throated diver lochan during the breeding season (April to August). During the breeding season (April to August), construction will not take place along the section of access track between T4, T5 and T6, nor installation of the turbine at T5, before mid-May. Construction may only commence within the aforementioned areas from mid-May onwards if pre-construction surveys indicate that the closest red-throated diver lochan is not occupied. If the lochan is occupied, construction of the aforementioned infrastructure will commence only after the breeding attempt is completed (young fledged) or has failed, or if no eggs are laid by mid-July.	Construction
Avoid disturbance to breeding hen harriers	Construction works to be constrained to safe working distance from any active hen harrier nest (500 m – 750 m to be agreed with SNH) during the breeding season (April to August). During the breeding season (April to August) construction will not take place along the section of access track between T2 and T4 nor installation of the turbines at T3 and T4 before mid-May. Construction may only commence within the aforementioned areas from mid-May onwards if pre-construction surveys indicate that there is no occupied hen harrier nest site within 500 m. If nests are found within 500 m, construction of the aforementioned infrastructure will commence only after the breeding attempt is completed (young fledged) or has failed. Works may commence from mid-May if there are nests at 500 m – 750 m, but these nests will be monitored by the ECoW and the works would cease if disturbance was observed.	Construction
Avoid disturbance to breeding short-eared owls	Construction works to be constrained to safe working distance from any active short-eared owl nest (300 m – 500 m to be agreed with SNH) during the breeding season (April to August). During the breeding season (April to August) construction will not take place along the section of access track between T2 and T4 nor installation of the turbines at T3 and T4 before mid-May. Construction may only commence within the aforementioned areas from mid-May onwards and only if pre-construction surveys (ORN1) indicate that there is no occupied short-eared owl site within 300 m. If an occupied site is found within 300 m, construction of the	Construction

Subject Area	Commitment	Timing
	aforementioned infrastructure will commence only after the breeding attempt is completed (young fledged) or has failed. Works may commence from mid-May if there are occupied sites at 300 m – 500 m, but these sites will be monitored, and the works would cease if disturbance was observed.	
8. Ecology		
ECoW	A suitably qualified Ecological Clerk of Works (ECoW) will be appointed prior to the commencement of any construction activities take place. The ECoW will be present and oversee construction activities as well as providing toolbox talks to all site personnel with regards to priority species and habitats, as well as undertaking monitoring works and briefings to relevant staff and contractors as appropriate.	Pre-construction / construction
Otters and Mountain Hare	Pre-construction otter survey to establish if the species has established within the site in the intervening time and to devise mitigation to avoid significant effects, if necessary. Development of an otter and mountain hare-specific protection plan inclusive of: ▪ Cap any exposed pipe systems when not being worked and provide exit ramps for any exposed trenches or excavations (to prevent otters entering and becoming trapped). ▪ Driver awareness and 10 mph speed controls within the Proposed Development site to limit the risk of road traffic accident mortality. ▪ Implementation of an exclusion zone of at least 30 m to be implemented around any new holt or resting place.	Pre-construction/ construction
Pollution	In order to prevent impacts on fish and pollution of watercourses within the site (with particulate matter or other pollutants such as fuel), best practice techniques will be employed. The stream crossing design, construction and micro-siting will incorporate suitable mitigation measures to avoid impacts on habitats and fish movements.	Construction

Subject Area	Commitment	Timing
	Regular monitoring of turbidity and suspended solids within watercourses will be required during construction. The monitoring will include a responsive element, with an on-site ECoW checking areas where active works are taking place and areas where sediment run-off may be a concern during periods of high rainfall.	
CEMP	Full details of construction mitigation measures will be provided in a Construction Environment Management Plan (CEMP) to be agreed with OIC, in consultation with SNH and SEPA, post-consent but prior to development commencing.	Pre-construction
Habitat Management	A habitat protection plan will be developed that will include demarcation of no-go areas in sensitive habitats, such as dry heath, high quality wet heath and blanket bog, and pools. As described in Appendix 8.5 (Outline Habitat Management Plan), blanket bog restoration is proposed for degraded habitats both on-site and at an off-site location. This will be done through a combination of using peat excavated for the Proposed Development as well as through control of grazing and peat cutting, and through hag-profiling (at the off-site location).	Pre-construction / construction /operation
9. Noise		
Good practice measures	The following good practice measures will be implemented during construction to limit unnecessary noise: ▪ avoid unnecessary revving of engines and switching off plant when not required (i.e. no idling); ▪ haul routes to be kept well maintained; ▪ minimising the drop height of materials during delivery to, and movement around, site; ▪ starting up plant and vehicles sequentially, rather than all together; ▪ specification of plant with white-noise or directional reversing alarms, rather than beeper type alarms; ▪ where possible, selection of quiet / noise reduced plant;	Construction

Subject Area	Commitment	Timing
	▪ vehicles accessing the site will have regard to the normal operating hours of the site and the location of nearby NSRs; and ▪ use and siting of equipment will be considered such that noise is minimised. For example, any generators or powered cabins within the construction compound will be sited such that noise from the generator exhaust is directed away from the closest NSRs, and cabins and other infrastructure are used to screen noise from such plant wherever possible.	
Fixed (non-turbine) plant noise	Noise from non-turbine operational plant will comprise noise from substations only. The sound power level and final location of the substation(s) are yet to be finalised, however, noise from the final type and location of the substation will be attenuated by acoustic enclosure (if required), such that it meets the derived non-turbine noise limits (see Chapter 9, Section **Error! Reference source not found.**). A total sound power level of 97 dB(A), equivalent to a sound pressure level of 68 dB(A) at 10 m, would enable the noise limit to be met. The installed plant will meet these criteria.	Operation
Noise limits	The Applicant has committed to meeting noise limits for the Proposed Development agreed through the consenting process.	Operation
Turbine Selection	Final turbine selection will be undertaken with a view to achieving compliance and minimising the amount of curtailment (subject to the eventual Overall Noise Limit applied). The assessment in Chapter 9 of the EIA has been undertaken using the Vestas V136. Should a different turbine model be chosen then a supplementary noise assessment will be undertaken to confirm compliance with the derived noise limits. A warranty covering the noise emissions of the selected turbine will be obtained from the turbine supplier/manufacturer.	Operation
Noise complaint	In the event of a noise complaint, a noise assessment will be commissioned by the Applicant to determine compliance with the consented noise limits. Should any exceedances of noise limits attributable to the Proposed Development be identified, the Applicant will either implement an operational noise management plan, or amend its existing plan, such that noise limits are met.	Operation
10. Cultural Heritage		

Subject Area	Commitment	Timing
Detailed earthworks survey	A detailed earthwork survey using survey grade GPS which would map the full extent and nature of assets in the vicinity of proposed infrastructure would be undertaken prior to the commencement of development. This would provide a clearer understanding of the network of defensive features within the site, including a better understanding of their current condition.	Pre-construction
Archaeological sites	Following completion of the survey all known heritage assets within 50 m of the proposed working areas, including all areas to be used by construction vehicles, will, where appropriate, be fenced off under archaeological supervision prior to construction. This fencing will be maintained throughout the construction period to ensure the preservation of these assets.	Pre-construction/ construction
Unrecorded buried remains	The potential for previously unrecorded buried remains to be affected will be addressed by a programme of archaeological works, undertaken as a condition of planning consent which will be undertaken prior to the commencement of construction of the Proposed Development. These works will include archaeological trial trenching targeted on a representative percentage of the total footprint of the development infrastructure. Depending on the results of these investigations further works prior to or during construction including further excavations and/or an archaeological watching brief are likely to be required. The purpose of such works will be to identify any archaeological remains threatened by the Proposed Development, to assess their significance and to mitigate any impact upon them either through avoidance or, if preservation in situ is not warranted, through preservation by record. Depending upon the results post-excavation analyses and publication of results, could be required. Details of mitigation will be agreed with OIC in consultation with the Orkney Country Archaeologist through a WSI.	Pre-construction
Heritage trail	A way marked Heritage Trail will be established within the site which will improve physical access to the Second World War heritage remains and will direct visitors from the Command Bunker to the selected heritage assets on Wea Fea. Interpretation boards will be provided at key points along the trail to explain the importance of the Command Bunker and nearby Underground Fuel Reservoirs as well as the more subtle earthwork features on Wea Fea. Links with the military remains and visitor centre at Lyness will also be highlighted.	Operation
11. Geology, Hydrology, and Hydrogeology		

Subject Area	Commitment	Timing
Watercourse Crossing	It is anticipated that the single watercourse crossing can be achieved via a piped culvert, suitably sized to convey greenfield flow conditions. The culvert will be designed in accordance with SEPA Good Practice Guidance (2010).	Construction
CEMP	With specific reference to the SEPA 'Guidelines for Water Pollution Prevention from Civil Engineering Contracts' and 'Special Requirements', the contractor will produce a CEMP.	Pre-construction / Construction
Weather	Site management will check the local weather forecast daily and prime all site staff to ensure that everyone is aware of their responsibilities to maintain the pollution control system during wet weather.	Construction
Pre-construction Site Investigations	Detailed pre-construction site investigations would be conducted, focusing on areas where construction is proposed to be undertaken to inform suitable micro-siting of the turbines and associated infrastructure. Targeted monitoring and assessment of the groundwater levels and flows beneath the site would also be carried out to inform micro-siting and to assist in the detailed design of infrastructure, the selection of appropriate materials for use during the construction process, and the requirement for any additional measures required to ensure protection of groundwater during construction. This will help to clarify whether identified areas of potential GWDTE are in fact groundwater fed and if any micro-siting or additional protective measures are required to minimise impacts to groundwater quality and flow in these areas. Pre-construction baseline water quality sampling and analysis would be undertaken at the Burn of Ore and Burn of Longigill. A programme of regular monitoring and analysis of the water quality of the watercourses would be implemented throughout the construction period.	Pre-construction / construction
Control of Pollution from Chemical Contaminated Runoff	All fuel and other chemicals will be stored in accordance with best practice procedures, including in a designated fuelling site located at a safe distance from watercourses and any identified areas of ecological sensitivity (e.g. the small pools observed near the proposed track to T2), in appropriate impermeable bunded containers/areas which will be defined within the CEMP. These will be designed to capture any leakage, whether from a tank or from associated equipment such as filling and off-take points, sighting gauges etc., all of which will be located within the bund.	Construction

Subject Area	Commitment	Timing
	Oil booms and soakage pads will be maintained in all work areas and spill kits kept in all vehicles to enable a rapid and effective response to any accidental spillage or discharge. All construction staff will be trained in the effective use of this equipment. Construction vehicles and plant will be regularly maintained and all maintenance, fuelling and vehicle washing will be undertaken on appropriate impermeable surfaces away from watercourses in order to minimise risks of leaks to soil and surface waters. The contractor will develop a method statement to address the transport, transfer, handling and pouring of liquid concrete at foundations. Cement, grout and unset concrete will not be allowed to enter the water environment. No operations involving concrete transfer between vehicles or into vehicles will take place within 50 m of watercourses. All vehicles used for delivery of concrete will only be washed out at locations to be agreed with SEPA. Excess concrete or wash-out liquid will not be discharged to watercourses on site or at compounds. Drainage from washout facilities will be collected and treated or removed to an appropriate treatment point/licensed disposal site. The requirement for dewatering will be minimised in all locations by timely and efficient excavation of the foundation void and subsequent concrete pouring and backfilling.	
Surface Water Drainage	Prior to construction, a detailed Drainage Strategy (DS) would be developed and agreed with SEPA and OIC. The DS would detail the site drainage design, including the type of surface to be used for the access tracks, the soft engineering and habitat enhancement measures proposed to slow surface water flows and any necessary ponds, swales, cross drains and bunds, to ensure that runoff from hard surfaces would be controlled and the hydrology of surrounding peatland and identified sensitive habitats (i.e. the small pools near the proposed track to T2) would be maintained. The DS would also detail the dimensions and final design of the one proposed watercourse crossing as noted above. Where topography dictates that working platforms are needed, these would be formed to ensure that surface water drains away from watercourses.	Pre-construction / construction / operation

Subject Area	Commitment	Timing
Peat	Given the short stretches of new cut track anticipated to cross deep peat (two segments of <150 m and <50 m, respectively), it is not considered practical to construct floated roads across these sections. If pre-construction detailed site investigation work identifies longer stretches of track needing to cross deep peat, with no opportunity for micro-siting (considered an unlikely scenario based on survey findings), then tracks would be floated to reduce the requirement for excavation of peat. Subject to detailed engineering design and confirmation of suitability, this would involve placing of a geotextile membrane on existing topsoil and vegetation followed by aggregate layers. Floating roads would be designed to ensure suitability for site traffic during construction and operation. Excavated peat would be re-used on-site as far as reasonably practicable and to provide suitable restoration, landscaping, and localised habitat enhancement at identified cut/degraded areas of peat, as set out in Appendix 11.2: Outline Peat Management Plan and discussed in Appendix 8.5: Outline Habitat Management Plan (HMP). Additionally, as discussed in the Outline HMP, identified areas of degraded blanket bog in the local area (off-site to the south) will be subject to habitat restoration using excavated peat from the development. This will include deposition of excavated peat, avoiding areas with mature vegetation, hag re-profiling and other actions (refer to Appendix 8.5 for further detail). A monitoring programme will be agreed to review the effectiveness of the HMP and agree any further work or modification. The HMP will be agreed with SNH, SEPA and OIC prior to construction, and will be implemented during the operation of the Proposed Development. This is likely to result in beneficial, though not material, hydrological effects on watercourses local to the agreed HMP area. To avoid unnecessary compaction and disturbance to site soils, working areas and corridors would be established and demarcated, with construction operatives appropriately inducted and trained to avoid work outside the designated work areas. Further detail is provided in the Appendix 11.2: Outline Peat Management Plan.	Pre-construction / construction / operation
12. Traffic and Transport		
Construction Traffic	The following measures would be implemented through a Construction Traffic Management Plan (CTMP) during the construction phase: ▪ All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads.	Pre-construction/construction

Subject Area	Commitment	Timing
	▪ Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway. ▪ Wheel cleaning facilities will be established on the site. ▪ Appropriate traffic management measures will also be put in place at the site access junction to advise drivers to slow down and be aware of turning traffic. ▪ Provision of construction updates on the project website and distribution of a newsletter to residents within an agreed distance of the site. ▪ Requirement for all delivery drivers to attend an induction to include a safety briefing, the need for appropriate care and speed control, particularly in sensitive areas, identification of specific sensitive areas, identification of the specified route, and the requirement not to deviate from the specified route. ▪ The production and implementation of a Staff Travel Plan which will include pick up times and car sharing information for those travelling to and from site.	
Construction Traffic - Wee Fea Access Track	The following additional elements will be incorporated into the Construction Traffic Management Plan for the site: ▪ a maximum speed limit on public roads on Hoy of 10 mph and 5 mph on the Wee Fea access track; ▪ use of warning beacons to illuminate all HGV movements; ▪ banning of reversing sounders and horns (except in emergencies) on the route from Lyness to the site; ▪ marking areas on the Wee Fea access track as passing areas for pedestrians and cyclists; ▪ improved signage warning users of the Wee Fea access track of construction activities; and ▪ a review to identify if further material can be extracted from the site to reduce the initial road building material deliveries through Lyness and the Wee Fea access track.	Pre-construction/construction
Pre-construction phase	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 state of the road prior to any construction work	Pre-construction/construction

Subject Area	Commitment	Timing
	commencing. This baseline will inform any change in the road condition during the construction stage of the Proposed Development. Any necessary repairs will be coordinated with Orkney Islands Council. Any damage caused by traffic associated with the Proposed Development, during the construction period that would be hazardous to road users, will be repaired immediately.	
Construction damage	The Applicant will cover the cost of abnormal wear and tear on roads not designed for that purpose. Any damage to road infrastructure caused directly by construction traffic will be made good, and street furniture that is removed on a temporary basis would be fully reinstated.	Construction
Road debris during construction	There will be a daily road edge review and any debris and mud removed from the public carriageway using an on-site road sweeper 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.	Construction
Abnormal loads	All abnormal load deliveries will be undertaken at appropriate times (to be discussed and agreed with the relevant roads authorities and police) with the aim to minimise the effect on the local road network. It is likely that the abnormal load convoys will travel in the early morning periods, before peak times while general construction traffic would generally avoid the morning and evening peak periods.	Construction
Abnormal loads	To avoid impacts on ferry traffic, no abnormal loads will be moved within 30 minutes of a ferry arrival or departure. This will allow unimpeded access to the ferry terminal for other road users.	Construction
Abnormal loads	Advance warning signs will be installed on the approaches to the affected road network. Information signage could be installed to help improve driver information and allow other road users to consider alternative routes or times for their journey (where such options exist). The location and numbers of signs will be agreed post consent and would form part of the wider traffic management proposals for the Proposed Development.	Construction
Abnormal loads	Information on the turbine convoys will be provided to local media outlets such as local papers and local radio to help assist the public.	Construction

Subject Area	Commitment	Timing
	The Applicant will also ensure information is distributed through its communication team via the project website, local newsletters and social media. A police escort will be required to facilitate the delivery of the predicted loads. The police escort would be further supplemented by a civilian pilot car to assist with the escort duty. It is proposed that an advance escort would warn oncoming vehicles ahead of the convoy, with one escort staying with the convoy at all times. The escorts and convoy would remain in radio contact at all times where possible. The abnormal loads convoys will be no more than three AILs long, or as advised by the police, to permit safe transit along the delivery route and to allow limited overtaking opportunities for following traffic where it is safe to do so. The times in which the convoys would travel will need to be agreed with Police Scotland who have sole discretion on when loads can be moved.	
Abnormal loads	An Abnormal Load Transport Management Plan will be prepared to cater for all movements to and from the Proposed Development site. This would include: ▪ Procedures for liaising with the emergency services to ensure that police, fire and ambulance vehicles are not impeded by the loads. This is normally undertaken by informing the emergency services of delivery times and dates and agreeing communication protocols and lay over areas to allow overtaking. ▪ A diary of proposed delivery movements to liaise with the communities to avoid key dates such as popular local events etc. ▪ A protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic. ▪ Proposals to establish a construction liaison committee to ensure the smooth management of the project / public interface with the applicant, the construction contractors, the local community, and if appropriate, the police forming the committee. This committee would form a means of communicating and updating on forthcoming activities and dealing with any potential issues arising.	Pre-construction / construction

Subject Area	Commitment	Timing
Road maintenance	Regular maintenance will be undertaken to keep the site access track drainage systems fully operational and the road surface in good condition and to ensure there are no adverse issues affecting the public road network.	Operation
Port Management Plan	Following consent, the Applicant will need to undertake a procurement exercise with the turbine suppliers to agree timescales for the import of components through Lyness Quay. As part of this process, the turbine suppliers will be required to formulate a Port Management Plan with the harbour authorities. The management plan will: ▪ agree timescales for deliveries to be made; ▪ agree quay space and temporary storage areas; ▪ agree crane and stevedore access arrangements; ▪ book quay space; ▪ detail the vessels that will undertake the deliveries; and ▪ agree access rights along the access road from the pier and the convoy management with Orkney Islands Council, ports team and Police.	Pre-construction/construction
13. Socio-economic, Recreation and Tourism		
Procurement	Subject to procurement process and procedures the Applicant will: ▪ maximise local presence and begin early – identify potential suppliers and increase visibility in the local area; ▪ work with local authorities and business groups to gain information on local expertise and spread the message to local businesses; ▪ leverage primary contractors – ensure that primary contractors also consider the impact that they can make in the local area; ▪ provide the right information – give information in plenty of time and in the right format so that local businesses are able to prepare;	Pre-construction

Subject Area	Commitment	Timing
	▪ communicate technical requirements early – provide opportunities for local companies to upskill and form local consortia; and ▪ having inserted local-content commitments in the planning application where applicable, undertake post-construction auditing.	
14. Aviation and Radar		
Turbine lighting	Infra-red lighting to be fitted on perimeter turbines. This lighting will not be visible to the human eye.	Operation
15. Shadow Flicker		
Shadow Flicker	To ensure that any unanticipated adverse effects on amenity are appropriately managed, the Applicant is willing to provide a written Shadow Flicker Protocol document for agreement with OIC prior to operation of the Proposed Development. This would set out a protocol for addressing any complaint received from a receptor within the study area, including directly contacting and gaining responses from those affected by shadow flicker. The protocol would set out mitigation and management options, which could include programmed/automated switch off of one or more turbines for specified time periods and in particular climatic conditions. Operation of the turbines would be required to take place in accordance with the approved Shadow Flicker Protocol and any mitigation measures that have been agreed through the protocol would be implemented as appropriate.	Pre-operation
16. Other Issues		
Outdoor Access (Core Path H7)	A suitably worded condition could ensure that appropriate mitigation is provided.	Pre-construction

This page is intentionally blank.