

Chapter seventeen

CONCLUSION

17.1 This final chapter of the ES provides a summary of the main potential impacts, mitigation and residual effects associated with the proposed development that have been identified through the preceding environmental and technical assessments. Consideration of environmental and technical issues has influenced the design and layout of the proposed development and consequently, it incorporates elements of 'inherent mitigation' which are effectively 'built into' the site layout. The inherent mitigation measures are further detailed within each individual ES Chapter, with Chapter 3 'Scheme Description' explaining the design evolution process.

17.2 Table 17.1 provides a summary on a subject by subject basis of the main identified impacts, additional mitigation measures designed to offset, reduce or avoid those impacts arising and an outline of the residual effects likely to arise after taking these measures into account. Where significant residual effects remain after the implementation of mitigation measures, these have been highlighted.

17.3 Mitigation measures have been identified in Table 17.1. These form a proposed schedule of mitigation for the proposed development. There are a number of generic mitigation measures proposed which will address more than one impact and across more than one ES Chapter. These include the production of a Construction Environmental Management Plan (CEMP), a Breeding Bird Protection Plan (BBPP), a Traffic Management Plan (TMP), a Construction Traffic Management Plan, and a Pollution Prevention and Response Plan. These documents will be prepared, and agreed, with The Highland Council and relevant regulators and consultees in advance of construction works commencing on the development site.

Table 17.1: Summary of Impacts, Schedule of Mitigation and Residual Effects

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
Landscape and Visual				
Loch Ness and Duntelchaig SLA	Operation	Landscape character	None	Locally Moderate indirect, but significant effects close to the proposed development, reducing to Slight (not significant) and Neutral with increasing distance and in those areas not intervisible with the proposed development, respectively.
Broad Steep-Sided Glen LCT (No. 11); Farmed Strath LCT (No. 15); and Flat Moorland Plateau with Woodland LCT (No. 16).	Construction & Operation	Landscape character	None	Resultant indirect effects ranging from Moderate (significant) close to the development proposals near Inverarnie, to Neutral outwith 5km distance.
Viewpoint receptors; VP1, VP2, VP3	Construction / Operation	Visual amenity	None	Moderate to substantial effect on visual amenity as a result of a high to medium magnitude of change.
Users of a section of the	Construction / operation	Visual amenity	None	Moderate and significant effects at two

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
Great Glen Way at the north end of Loch Ness and nearby receptors				Viewpoint locations assessed.
VP6, VP8, VP19	Operation	Cumulative effects on visual amenity	None	The visual combination of the four wind farms and the proposed development would increase the prominence of wind farms as a feature therefore cumulative effects are predicted to be moderate.
Routeway 2 (Minor road between Essich and Creag a Chlachain), Routeway 3 (B851) and Routeway 4 (Trail of the Seven Lochs)	Operation	Cumulative effects on visual amenity	None	Cumulative sequential effects are predicted to be moderate for Routeway 2 and 3. For Routeway 4, cumulative sequential effects are predicted to be generally Slight and not significant; but locally Moderate to Substantial and significant in close proximity to the proposed development.
Flat Moorland Plateau with Woodland LCT (development)	Operation	Direct and indirect cumulative effects on landscape character	None	Moderate and significant cumulative effects are predicted.

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
site located within this LCT)				
Neighbouring landscape character areas	Operation	Cumulative effects on landscape character	None	Generally non-significant effects but would receive some localised significant cumulative effects within those areas intervisible with, and relatively close to, the proposed development.
Ecology				
Habitats & species of conservation value	Construction	Habitat disturbance	Ecological buffers were applied to inform turbine layouts: <ul style="list-style-type: none"> - Habitats - existing forestry tracks and forest clear-fell rides have been incorporated into the design of the development where feasible, to avoid unnecessary impact on habitats, particularly blanket bog which is of high conservation interest; and - Bat habitat features – a minimum 50m buffer (from blade tip) was applied to watercourses, woodland edges, hedgerows and mature trees to protect bat flight lines and feeding areas associated with these habitats. This was based on the guidance and formula provided in Natural England Interim guidance on <i>Bats and Wind Farm Developments</i>. 	Not significant
Habitats & species of	Construction	Habitat disturbance	Ecological enhancement measures will be detailed within a Biodiversity Management Plan (BMP) which will be produced	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
conservation value			for the proposed development. Enhancement measures will include: <ul style="list-style-type: none"> - Sensitive woodland management for red squirrels; - Planting of broadleaved trees within re-forested areas; - Provision of bat boxes within the site; - Onsite pond management for wildlife. This could include fencing off areas to prevent access and allow a greater variety of vegetation to establish; - Heathland creation and appropriate management in areas of clear-fell on the southern portion of the Site on shallow peat; and - Bog creation and appropriate management in areas of clear-fell on deep peat. 	
Habitats & species of conservation value	Construction		An Ecological Clerk of Works (ECoW) will also be made available for the duration of the construction period to resolve any uncertainties regarding ecological issues. The site workforce will be briefed about the ecological issues on the site by the ECoW prior to the commencement of construction works	Not significant
Habitats & species of conservation value	Construction		Construction activity will be limited to clearly defined working areas and standard best practice working methods will be employed.	Not significant
Watercourses	Construction	Pollution of watercourses	Suitable environmental safeguards will be implemented to ensure that no construction-related pollution will enter watercourses. This will minimise the potential for impacts upon downstream designated sites for nature conservation, their qualifying interest features and general flora and fauna (including water vole and otters).	Not significant
Sensitive habitats	Construction	Disturbance to peat during track	<ul style="list-style-type: none"> - Sensitive construction measures, such as the use of floating road technology using a geo-textile membrane 	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
including deep peat		construction	<p>and topped with locally sourced graded aggregate;</p> <ul style="list-style-type: none"> - Use of low ground pressure vehicles to minimise impacts on sensitive habitats as far as possible. - Hydrological management will be implemented to ensure that road construction does not lead to loss of cross-track drainage (and therefore hydrological function) within the underlying peat, or substantial increases in runoff. - An ecological clerk of works will oversee the installation of the access track and will be on hand to offer advice on micro-siting of the track and associated turbine infrastructure, away from the higher quality habitat features, within permitted micro-siting allowances. 	
Reptiles and amphibians	Construction	Loss of habitat	Reasonable Avoidance Measures (RAMs) will be implemented to protect any reptiles and amphibians potentially present during the construction phase.	Not significant
Bats	Operation	Collision risk	Areas of woodland or trees that will be felled within 100m of the proposed turbines as part of the construction phase, will not be allowed to regenerate within the lifetime of the development. This is to ensure that foraging bats are not drawn closer to the turbines and into increased risk of collision with the turbine blades.	Not significant
Habitats & species of conservation value	Decommissioning	Damage / disturbance to protected species	Mitigation during decommissioning works will broadly follow those undertaken during the construction period and will follow a Decommissioning Management Plan (DMP). The objective of the DMP will be to minimise the potential for effects on	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
			protected species throughout the decommissioning period.	
Dry dwarf shrub heath	Construction & Decommissioning	Disturbance / Damage	CEMP to include pollution prevention, habitat protection, hydrology protection and habitat creation and management	Not Significant
Wet modified bog	Construction & Decommissioning	Disturbance / Damage	CEMP to include pollution prevention, habitat protection, hydrology protection and habitat creation and management	Not Significant
Other habitats	Construction & Decommissioning	Disturbance / Damage	CEMP to include pollution prevention, habitat protection, hydrology protection and habitat creation and management	Not Significant
Bats	Construction & Decommissioning	Disturbance / Damage	100m buffer between turbines and woodland edge to reduced potential impacts on bats.	Not Significant
Red Squirrel	Construction & Decommissioning	Disturbance / Damage	CEMP to include preconstruction surveys, EcOW onsite and construction during the winter months. Phased felling and habitat enhancement.	Not Significant
Pine marten	Construction & Decommissioning	Disturbance / Damage	CEMP to include preconstruction surveys, EcOW onsite and construction during the winter months. Habitat enhancement.	Not Significant
Ornithology				
Breeding Birds and statutory designated sites with ornithological interest	Construction	Disturbance	A Construction Environmental Management Plan (CEMP) will be agreed in advance of construction with relevant regulators and consultees. The objective of the CEMP will be to minimise the potential for effects on breeding birds and statutory designated sites with ornithological interest throughout the construction period.	Not significant
Schedule 1 species	Construction	Disturbance	All areas within at least 500m of site clearance activities (for Goshawk) will be surveyed in advance of works being undertaken during the core breeding season (01 st March to 31 st August, inclusive) to identify nesting locations for specially protected species. In addition and in advance of site clearance works being undertaken at any time of year, all areas within at least 150m of activities will be surveyed to	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
			identify breeding evidence of common crossbill. Should such species be recorded, appropriate works exclusion zones would be established in line with best practice guidance for the species involved and in consultation with the ECoW.	
Breeding Birds	Construction	Disturbance	A Breeding Bird Protection Plan (BBPP) would be drawn up within the CEMP with the aim of protecting breeding birds from disturbance and ensuring compliance with nature conservation law during the construction phase (e.g. during vegetation removal).	Not significant
Ornithology interests	Decommissioning	Disturbance	Decommissioning works mitigation will broadly follow those undertaken during the construction period and will follow a Decommissioning Management Plan (DMP). The objective of the DMP will be to minimise the potential for effects on breeding birds and statutory designated sites with ornithological interest throughout the construction period.	Not significant
Slavonian grebe	Operation	Collision	None	Not significant
Red Kite	Construction, operation & decommissioning	Habitat loss – foraging	None	Not significant
	Construction, operation & decommissioning	Habitat Loss – Breeding	None	Not significant
	Construction	Temporary disturbance - breeding	None	Not significant
	Construction	Temporary disturbance - foraging	None	Not significant
	Construction	Destruction of active nests	None	Not significant
	Operation	Collision	None	Not significant
Hen harrier	Construction,	Habitat Loss-	None	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
	operation	foraging		
	Construction, operation	Temporary disturbance - foraging	None	Not significant
	Operation	Collision	None	Not significant
Golden eagle	Construction, operation	Habitat Loss-foraging	None	Not significant
	Construction, operation	Temporary disturbance - foraging	None	Not significant
	Operation	Collision	None	Not significant
Osprey	Construction, operation	Habitat Loss-foraging	A Construction Environmental Management Plan (CEMP) will be agreed in advance of construction with relevant regulators and consultees.	Not significant
	Construction, operation	Habitat Loss – Breeding	None	Not significant
	Construction, operation	Temporary disturbance - breeding	A Breeding Bird Protection Plan (BBPP) would be drawn up within the CEMP.	Not significant
	Construction, operation	Temporary disturbance - foraging	None	Not significant
	Construction	Destruction of active nests	None	Not significant
	Operation	Collision	TBC	TBC
Peregrine	Construction, operation	Habitat Loss-foraging	None	Not significant
	Construction, operation	Temporary disturbance - foraging	None	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
	Operation	Collision	None	Not significant
Northern Goshawk	Construction, operation	Habitat Loss-foraging	None	Not significant
	Construction, operation	Habitat Loss – Breeding	None	Not significant
	Construction, operation	Temporary disturbance - breeding	None	Not significant
	Construction, operation	Temporary disturbance – foraging	None	Not significant
	Construction	Destruction of active nests	A Construction Environmental Management Plan (CEMP) will be agreed in advance of construction with relevant regulators and consultees.	Not significant
	Operation	Collision	None	Not significant
Woodland Grouse	Construction, operation	Habitat Loss-foraging	None	Not significant
	Construction, operation	Habitat Loss – Breeding	None	Not significant
	Construction, operation	Temporary disturbance - breeding	None	Not significant
	Construction, operation	Temporary disturbance - foraging	None	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
	Construction	Destruction of active nests	None	Not significant
	Operation	Collision	None	Not significant
	Construction, operation, decommissioning	Permanent disturbance / displacement	None	Not significant
Lapwing	Construction, operation	Temporary disturbance - breeding	None	Not significant
	Construction, operation	Temporary disturbance - foraging	None	Not significant
Snipe	Construction, operation	Temporary disturbance - breeding	None	Not significant
	Construction, operation	Temporary disturbance - foraging	None	Not significant
Woodland passerine assemblage	Construction, operation	Habitat Loss - foraging	None	Not significant
	Construction, operation	Habitat Loss – Breeding	None	Not significant
	Construction, operation	Temporary disturbance - breeding	None	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
	Construction, operation	Temporary disturbance - foraging	None	Not significant
	Construction	Destruction of active nests	A Construction Environmental Management Plan (CEMP) will be agreed in advance of construction with relevant regulators and consultees.	Not significant
	Operation	Collision	None	Not significant
Noise				
Nearby residential properties	construction	Turbine noise at nearby properties	Non for short term noise impacts.	Negligible
Nearby Residential properties	Operation	Turbine noise at residential properties.	Embedded mitigation in the turbine selection and wind farm layout in order to meet approved noise limits. A low noise turbine is selected. The proposed scheme can meet ETSU-R-97 noise limits and the lower Highland Council noise limits.	Minor - Wind farm noise will be audible and above the background noise at the nearest properties. However the wind farm can meet noise limits designed to protect residential amenity.
Aviation and Telecommunications				
Terrestrial Television	Operation	Signal Interference	In the event that there is considered to be interference, this will be investigated and monitored to establish the cause. If reception is degraded as a result of the wind turbines, this may be resolved by repositioning the television aerials. This can be controlled by means of a planning condition relating to TV and radio signals.	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
Communication Links	Operation	Interference	Consultation is ongoing with JRC and the Utility Company they represent. Based upon experiences of similar projects elsewhere and ongoing discussions with the relevant consultees, it is expected that issues identified can be resolved through ongoing discussions, consultations and where necessary, the identification of further specific mitigation measures.	Not significant
Inverness Airport Radar	Operation	Visibility of the wind farm from the radar and creation of unwanted radar returns.	Impact can be mitigated through the establishment of controlled airspace already being planned, however, technical mitigation will be considered should it be necessary; the interests of the airport will be protected through suitable planning conditions.	Not significant
Low flying operations	Operation	Visibility	MOD accredited aviation lighting may be required at the highest practicable point on the wind turbines. Suitable mitigation could be to illuminate with 25 candela red lights, or more probably infra-red (IR) lights flashing at 60 cycles per second but invisible to the naked eye. This can be controlled by means of a planning condition if required.	Not significant
Shadow Flicker and Safety				
Residential Properties	Operation	Potential for shadow flicker to occur in particular weather conditions on ten properties.	Shutting the causative turbine down is the most effective mitigation measure and could be secured by a planning condition.	Not significant
General Safety	Construction,		The main forms of safety mitigation for the proposed	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
	operation & decommissioning		development are inherent, comprising careful site selection and site design, and the construction and operation of the wind turbines in accordance with the relevant British and European Standards. The preparation of, and adherence to, a construction environmental management plan and decommissioning plan would ensure highest priority is given to safety matters during these phases of the proposed development.	
Users of the development site	Operation	Ice projectile risk	An automatic ice detection system can be installed to shut down the turbine and thereby mitigate this risk.	Not significant
Transport and Access				
Public roads providing site access	Construction	Inability of roads to accommodate Abnormal Load Movements	Modifications to the access route have been proposed including widening works, laying of load bearing surfaces, relocation of traffic lights, trimming of hedges, removal of fences.	Not significant
Traffic	Construction	Disruption to road users	The abnormal load transports would be escorted by a number of vehicles, potentially including a police escort to assist a civilian escort car on specific sections of the route. The transit of abnormal loads along areas of restricted geometry would be undertaken as a rolling closure to reduce the level of disruption to local traffic and residents. Advance warning signs would be installed on the approaches to the affected roads network and Variable Message Signs (VMS), operated by Transport Scotland, could be used to warn drivers of abnormal loads operating. Information on the movement of abnormal load convoys could be provided to local media outlets to help assist the public.	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
			<p>During the construction period the Applicant would maintain a website containing the latest information relating to traffic movements associated with vehicles accessing the development site. This would be agreed with the roads authorities.</p> <p>A Traffic Management Plan (TMP) would be developed in consultation with the police and roads authorities and agreed before deliveries to the development site commence, to ensure road safety for all road users during transit of development loads and to minimise any impact. Measures within the TMP could include:</p> <p>Methods for managing the convoy and 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;</p> <p>specific construction traffic routes to minimise impact on unsuitable routes;</p> <p>a communications protocol to avoid delays with emergency vehicle traffic;</p> <p>a diary of proposed delivery movements to liaise with the communities to avoid key dates (such as fetes, etc); and</p> <p>working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic.</p>	
General site	Construction	Maintenance of site access and	A construction liaison committee would be established to ensure the smooth management of the project/public interface.	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
operation		management of access works	<p>It is proposed that Airvolution Energy, the construction contractors, the local community, and if appropriate, the police form the committee. This committee would form a means of communicating and updating on forthcoming activities and dealing with any potential issues arising.</p> <p>The local authority may require an agreement, a standard condition, to cover the cost of abnormal wear and tear on roads not designed for that purpose.</p> <p>Road improvements would be carried out in agreement with The Highland Council and the appropriate statutory authorities.</p> <p>The following measures will be implemented through a Construction Traffic Management Plan:</p> <ul style="list-style-type: none"> - All non AIL construction goods vehicles to approach the site from the south via the B851 and B861; - Appropriate traffic management measures at the site access junction to avoid conflict with AILs and general traffic, subject to the agreement of the roads authority; - All materials delivery lorries (dry materials) would be sheeted to reduce dust and stop spillage on public roads; - Specific training and disciplinary measures would be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway; - Drivers would be required to pass through any sensitive areas, to be agreed with the Highland Council Roads / Transport Scotland, at low speed; and - Wheel wash facilities would be established at the site entrance. 	

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
Environmental quality	Operation	Nuisance from vehicle noise and / or dust.	Maintenance and monitoring of site roads and cleaning of public roads would be carried out as necessary.	Not significant
Residents close to and pedestrians using construction traffic route	Construction	Severance associated with increased traffic movements	Implementation of Construction Traffic Management Plan, application of speed limits, AIL movements controlled through Traffic Management Plan, traffic management at site access, restricted delivery hours	Not significant
All users of construction traffic route	Construction	Driver delay associated with movement of abnormal loads	Load escorts, advance warning signage, website. Implemented through Traffic Management Plan	Not significant
Pedestrians on construction traffic route	Construction	Pedestrian delay associated with AIL and construction traffic movements	Implementation of Traffic Management Plan and Construction Traffic Management Plan	Not significant
Pedestrians on construction traffic route	Construction	Pedestrian amenity associated with AIL and construction traffic movements	Implementation of Traffic Management Plan and Construction Traffic Management Plan	Significant
Pedestrians on construction traffic route	Construction	Fear and Intimidation associated with AIL and construction traffic movements	Implementation of Traffic Management Plan and Construction Traffic Management Plan	Not significant
All users of construction route	Construction	Accidents and safety	Appropriate management of movement of AILs, traffic management measures along the access route. Implemented through Traffic Management Plan and Construction Traffic Management Plan	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
Cultural Heritage				
Areas affected by the proposed development	Construction	Impact to unknown assets	Further archaeological fieldwork will be carried out on areas directly affected by the proposed development. If this survey reveals surviving archaeological activity, it is recommended that a programme of strip, map and record investigation takes place across the footprint of all areas where intrusive groundworks will take place. This work can be secured through the imposition of a suitably worded condition to the consented application.	Not significant
Setting of Heritage assets	Operation	Visual effects	No additional mitigation. The appearance of the turbines from various assets surrounding the site has been considered, and has informed the design process, resulting in a number of design iterations.	Not significant
Hydrology and Ground Conditions				
Site ground conditions and hydrology	Construction, operation and decommissioning	General Management	An Environmental Management Plan (EMP), including surface water and peat management, pollution prevention measures and construction method statements, will be in place during construction, operation and decommissioning. The EMP will remain a live document and will be continually updated as the work progresses. All mitigation measures will be incorporated into the EMP, which will include a Construction Method Statement (CMS).	Not significant
Site ground conditions and hydrology	Construction, operation and decommissioning	General Management	A monitoring plan will be implemented. The aim of this will be to characterise the baseline conditions prior to construction works commencing and to continue throughout the construction phase to confirm that the mitigation measures are performing as expected. The monitoring plan will be established and implemented with the agreement of SEPA and will be incorporated into the EMP.	Not significant

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
Alterations to surface water hydrology: flow patterns, runoff, hydromorphology and flood risk	Construction	Onsite - permanent water bodies, Low significance Off site - permanent water bodies, Medium significance	Surface water drainage arrangements for construction elements will be in line with the principles of sustainable drainage systems (SuDS), incorporating appropriate attenuation and treatment prior to discharge to the water environment in accordance with General Binding Rules (GBR) 10 and 11. It is proposed to replicate natural drainage around construction areas and to use source control to deal with rainwater in proximity to where it falls. This approach is in line with the Guidance on Applying the SuDS Manual (C697) published by CIRIA and relevant SEPA guidance.	Negligible
Hydrogeology: Groundwater flow and level alterations	Construction	Underlying aquifer, Medium significance	Detailed surface water drainage proposals and methodology will be included within the EMP and will be submitted to SEPA's operations team for agreement post planning consent and at least two months prior to works commencing.	Minor
Water quality: Sediment discharges	Construction	Onsite - permanent water bodies, Low Significance Off site - permanent water bodies, Medium significance	Swales will be used to hold water temporarily and to encourage infiltration/discharge into the ground local to where the rain falls. Where possible a buffer zone of 20m will be maintained between site infrastructure and watercourses. Temporary cut-off drains will be installed to prevent surface water runoff entering any excavated areas.	Minor
Water quality : Contaminant discharges (hydrocarbons, concrete, acidity, nutrients)	Construction	On site permanent water bodies, Low significance Off site permanent water bodies, Medium significance	Stockpiles of excavated soils will be placed in areas of lower ecological value, and at least 20m from permanent watercourses.	Minor / Negligible
Soils - soil loss, erosion and	Construction	Soils (incl. peat), Medium significance	An outline Peat Management Plan (PMP) has been produced (Appendix 14.2).	Minor

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
compaction			<p>The vegetation and any surface layer of soils or peat will be stripped and stored separately from the lower layers. Any excavated peat turves will be kept as intact as possible, by separating from the underlying peat and being rolled/ folded back in a carpet. These turves will be watered and maintained during the construction phase, and will be rolled back so that they are 'turf side up' once construction is complete.</p> <p>In line with SEPA's Waste Hierarchy it is intended that as much excavated material as possible can be reused on site and subject to agreement with SEPA.</p> <p>A closed loop wheel wash facility will be provided to minimise the transport of contaminants off site.</p>	
Alterations to surface water hydrology: flow patterns, runoff, hydromorphology and flood risk	Operation	<p>On site permanent water bodies, Low significance</p> <p>Off site permanent water bodies, Medium significance</p>	The EMP will remain in place as a working document throughout the operational phase.	Negligible
Hydrogeology: Groundwater flow and level alterations	Operation	Underlying aquifer, Medium significance		Negligible
Water quality: Sediment discharges	Operation	<p>On site permanent water bodies, Low significance</p> <p>Off site permanent water bodies</p>		Negligible

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
		Medium significance		
Water quality : Contaminant discharges (hydrocarbons, concrete, acidity, nutrients)	Operation	On site permanent water bodies, Low significance Off site permanent water bodies, Medium significance	The risk of polluting the water environment or soils from operating equipment is limited. As part of the standard operations procedures, routine monitoring and maintenance will be carried out to minimise these risks. Volumes of oil and fuels stored on site will be minimised. Oil or fuel spills will be dealt with according to documented site emergency procedures.	Negligible
Soil loss, erosion and compaction	Operation	Soils (incl. peat), Medium significance	Cuttings and embankments associated with tracks will be managed as required to ensure stability of vegetation cover and regularly inspected for erosion and gullying.	Negligible
Alterations to surface water hydrology: flow patterns, runoff, hydromorphology and flood risk	Decommissioning	On site permanent water bodies, Low significance Off site permanent water bodies, Medium significance	Appropriate mitigation, environmental management and monitoring measures will be adopted as during the construction phase, subject to advances in approach and changes in legislation at the time of decommissioning. A decommissioning plan will be submitted and agreed with Highland Council prior to the commencement of decommissioning. This plan will reflect current best practice at the time.	Negligible
Hydrogeology: Groundwater flow and level alterations	Decommissioning	Underlying aquifer, Medium significance		Negligible
Water quality: Sediment discharges	Decommissioning	On site permanent water bodies, Low significance Off site permanent water bodies, Medium significance		Minor Negligible
Water quality :	Decommissioning	On site permanent		Minor

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
Contaminant discharges (hydrocarbons, concrete, acidity, nutrients)		water bodies, Low significance Off site permanent water bodies, Medium significance		Negligible
Soil loss, erosion and compaction	Decommissioning	Soils (incl. peat), Medium significance		Negligible
Forestry				
Woodland	Construction / operation / decommissioning	Net loss of woodland area of 21.24 ha.	The developer is committed to providing appropriate compensation planting prior to commencement of the proposed development as part of an appropriate planning condition to be agreed with the Highland Council.	Not significant
Tourism and Recreation				
Drumnadrochit	Operation	Visual – 7 Turbines can be seen from the village	No additional mitigation proposed. The visual impact will be mitigated by the screening effects of existing forestry and topography. There are significant clusters of trees between the village and the proposed development, which will provide some screening.	Minor
A9	Operation	Visual – 7 Turbines can be seen from sections of the road	No additional mitigation proposed. Existing trees will provide some screening. In addition when the road reaches the Inverness conurbation, the urban built form i.e. buildings will also provide screening.	Minor
A82	Operation	Visual – 7 Turbines can be seen from sections of the road	No additional mitigation proposed. Existing trees will provide some screening.	Minor
Culloden Battlefield Visitor Centre	Operation	Visual – 7 Turbines can be seen from the attraction	No additional mitigation proposed. The visual impact will be mitigated by the screening effects of existing forestry and topography.	Minor

Receptor	Phase	Impact	Schedule of Mitigation	Residual Effect
The Great Glen Way	Operation	The Great Glen Way	No additional mitigation proposed. Existing trees will provide some screening. In addition when the route reaches the Inverness conurbation, the urban built form i.e. buildings will also provide screening.	Minor
Trail of Seven Lochs	Operation	Visual – 7 Turbines can be seen from sections of the track.	No additional mitigation proposed. Existing trees will provide some screening.	Minor
Forest Trail	Operation	Visual – 7 Turbines can be seen from sections of the track. Physical –Severance of route	The track will be reopened post-construction, so any impacts in terms of physical disruption are temporary and not significant.	Minor

