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INTRODUCTION

- 16.1 The Schedule of Commitments provides a summary of mitigation, compensation and enhancement measures that have been proposed throughout the Environmental Impact Assessment (EIA) Report to prevent, reduce or offset the effects of the proposed development on the environment.
- 16.2 Mitigation measures have been integral to the design evolution of the proposed development as described in **Chapter 2: Site Description and Design Evolution**. A series of environmental and technical constraint design reviews were undertaken to minimise potential significant environmental impacts prior to finalising the final design of the proposed development.
- 16.3 The mitigation measures in **Table 16-1** are those which would be applied during the construction, and operation of the proposed development.

Table 16-1: Schedule of Commitments

Chapter	Type of Mitigation Compensation or Enhancement	Mitigation, Compensation or Enhancement Measure
<p>Chapter 3: Description of the Development</p>	<p>Pre and during Construction (CEMP)</p>	<p>Construction and Environment Management Plan (CEMP)</p> <p>The CEMP illustrates the construction measures which are inherent in the project development and design and which are therefore considered present at the outset of the environmental assessment.</p> <p>Adoption of good practice, supported by robust project management and an Environmental Clerk of Works (ECOW), as set out in the outline CEMP (Technical Appendix 3.1), and by the application of the Pollution Prevention Guidelines (PPGs) and replacement Guidance for Pollution Prevention (GPPs).</p> <p>The design of tracks would take account of recognised good practice guidance.</p> <p>Where required, risk from run-off would be mitigated by directing drainage to settlement ponds. Erosion processes on the roadside embankments and cuttings would be mitigated by ensuring that gradients are below stability thresholds, which would also enable effective regeneration of vegetation. Sediment traps would be required in the early years following construction until natural regeneration is established.</p> <p>At the end of the construction period the edges of all new tracks would be restored using materials stripped from excavations.</p> <p>The six existing watercourse crossings would be upgraded as part of the proposed development.</p> <p>The applicant is committed to exploring ways in which a formal walking route to link the proposed on site access tracks with the existing Core Path on the Upper Bighouse landownership could be developed.</p> <p>It is intended that the type of lighting utilised during construction would be non-intrusive (e.g. directed towards works activity and away from site boundary), to minimise impact on local properties and any other environmental considerations.</p>

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	Pre, during and post Construction (OHMP)	<p>Outline Habitat Management Plan (OHMP)</p> <p>The proposed development also includes the felling of approximately 87.75ha of conifer forest (net area of 70.75ha bearing trees) which would not be replanted. This felling is not to facilitate the siting of infrastructure but rather to allow for peatland habitat improvements as part of the proposed development. The quality of the trees in this area is considered to be poor (due to the being located on peat). This area would be used to create an area of improved habitat and more information is provided in Technical Appendix 8.5: Outline Habitat Management Plan.</p> <p>The proposed development would restore this area to blanket bog habitat, as part of the Habitat Management Plan (HMP).</p> <p>It is proposed that the requirement for compensatory planting be included as a condition attached to any consent.</p>
	Construction (Micrositing)	<p>Micrositing</p> <p>It is proposed that a 25m micrositing tolerance of turbines and all other infrastructure would be applied to the proposed development (so long as infrastructure moves no closer to any identified watercourse). Within this distance any changes from the consented locations would be subject to approval of the ECoW as required and in consideration of other known constraints.</p>
	Construction (TMP)	<p>Traffic Management Plan (TMP)</p> <p>Mitigation measures for this eventuality would be contained within the Traffic Management Plan, expected to be agreed with THC prior to the commencement of construction.</p>
	Construction (SWMP)	<p>Site Waste Management Plan (SWMP)</p> <p>A Site Waste Management Plan would be developed for implementation during construction, as discussed in the outline CEMP (Technical Appendix 3.1). This outlines the material requirements and waste generation during construction and how the applicant intends to consider the management of these aspects.</p>

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	Pre and during Construction (PMP)	<p>Peat Management Plan (PMP)</p> <p>Soils that are excavated during construction would be set aside for backfilling the batter areas around the turbine bases and hardstandings and use of small bankings either side of access tracks. Further details of soil storage are contained in Technical Appendix 10.2: Peat Management Plan.</p>
Chapter 8: Ecology	Pre and during Construction (PMP)	<p>Peat Management Plan (PMP)</p> <p>A PMP has been produced which describes measures taken to minimise the amount of peat excavated at the design stage. Measures include siting of turbines and site infrastructure in areas of shallower peat wherever possible and selecting consistent peat depths of 1.0-1.5m as a threshold above which tracks would be floated.</p> <p>The PMP describes measures to be taken when excavating peat during construction such as appropriate storage and handling methods. The PMP also describes where peat will be re-used and restoration methods.</p>
	Construction (Good Practice Measures)	<p>Construction Method Statement (CMS)</p> <p>Construction works will require a CMS to be prepared post-determination and in advance of the commencement of works on site.</p> <p>Ecological Clerk of Works (ECoW)</p> <p>Works will be overseen by an Environmental / Ecological Clerk of Works (EnvCoW / ECoW) and their role and responsibilities will be detailed in the CEMP. In outline, this role will include ongoing monitoring of environmental / ecological constraints, review and audit of the appointed contractors' environmental performance, delivery of toolbox talks, and supervision of construction works.</p>
	Pre and during Construction (Protected Species)	<p>Protected Species Survey</p> <p>A pre-construction survey focussing on otter will be undertaken, covering suitable habitat within 250m from construction areas. This survey will be undertaken by a suitably qualified ecologist. The survey will aim to identify if otter activity levels have continued as identified in the baseline surveys. In addition, the surveys will establish if there is a water vole population present within the site given the suitable habitat recorded during baseline surveys and the dynamic nature of water vole populations. The results of the pre-construction surveys will inform</p>

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		<p>whether the CEMP will include further mitigation with regard to protected species. NatureScot will be consulted throughout this process.</p> <p>General</p> <p>A site speed limit of 15mph will be in place at all times to reduce the risk of collision and protected species mortality associated with construction vehicles.</p> <p>Excavations will be covered at the end of each working day to minimise the risk of faunal species becoming injured or trapped. Alternatively, a wooden plank or similar means of egress will be placed inside to allow a means of escape for animals should they enter the excavation. Any temporarily exposed open pipe system would be capped in such a way as to prevent wildlife gaining access.</p> <p>Works will be conducted during daylight hours where possible, avoiding the sensitive periods of dawn and dusk when wildlife is most active.</p> <p>Mitigation will be required to reduce the chances of inadvertently killing or injuring individual reptiles during construction works. Proposed mitigation involves habitat management and identification of potential refugia and hibernacula if present. Where appropriate and safe to do so, the vegetation of all construction working areas with potentially suitable open habitats for reptiles will initially be cut during the active season for reptiles (April to October). Taking into account ornithological sensitivities, October is likely to be the optimal month for this task. Mitigation works will be carried out to reduce the height of vegetation (e.g. use of a brush cutter or tractor mounted flail) and make it less attractive for reptile habitation. The works will be carried out under the supervision of the EnvCoW / ECoW. Working areas would then be kept unsuitable for reptiles through regular cutting until construction in that location commences.</p> <p>In the event that a protected species is discovered on site, all work in that area would stop immediately and the EnvCoW / ECoW contacted. Increased buffer areas may be required in these locations. Details of the local police Wildlife Crime Officer, NatureScot Area Officer, and Scottish Society for the Prevention of Cruelty to Animals (SSPCA) relevant Officer would be held in the site emergency procedure documents.</p>
	Pre and during Construction (Habitats)	Habitat Loss

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	<p>Incidental habitat loss will be avoided by minimising the footprint of construction activities. This will be achieved by operating machinery and storing materials within the footprint of permanent construction features wherever practicable. This will also be achieved through appropriate training of the site staff and by ensuring that vehicles and their operators do not inadvertently stray onto adjacent habitat areas.</p> <p>Reinstatement Best practice techniques for vegetation and habitat reinstatement will be adopted and implemented on areas subject to disturbance, such as the temporary construction compound area, as soon as is practicable.</p>
Pre and during Construction (Pollution Prevention)	<p>Construction and Environment Management Plan (CEMP)</p> <p>Further details of pollution prevention control measures will be provided in the CEMP. Measures will include:</p> <ul style="list-style-type: none"> • emergency spill kits will be readily available on site to protect against accidental release, leakage or spillage of potentially contaminative substances and materials; • construction plant to be checked regularly for leakages and will undergo maintenance on a regular basis; • construction traffic to be limited to allocated areas of the proposed development; • concrete and cement mixing and washing areas will be sited at appropriate distances from any surface watercourses to limit potential pollution of the water environment; • site drainage measures, including drainage ditches and silt traps, will be provided to collect and treat increased surface run off; and • assessment of Earthworks Specification, chemical analysis and assessment of imported fill materials.
Operation (HMP)	<p>Habitat Management Plan (HMP)</p> <p>A HMP will be established and will be agreed in full with THC before construction commences. It aims to improve the quantity and quality of peatland habitats, benefitting site ecology and ornithology, and to monitor the effects of the proposed development.</p>
Operation (General)	<p>During the operational phase the following mitigation will be in place:</p>

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		<ul style="list-style-type: none"> • a site speed limit of 15mph will be in place at all times to reduce the risk of faunal collisions with construction vehicles; and • a distance of at least 50m between turbine blade tip and the nearest woodland will be maintained.
Chapter 9: Ornithology	Pre and during Construction	<p>Wherever possible, vegetation clearance will take place outside the bird breeding season (i.e. September – mid-March). Should this not be possible, then the vegetation to be removed will be searched by a suitably qualified ecologist no more than 24 hours before clearance commences.</p> <p>Nests of non-Schedule 1 or Annex I species present will be marked with a buffer (likely to be 5m, but can be less with ECoW oversight) to prevent damage to the nest. This buffer can only be removed with ECoW approval once the nest is no longer in use.</p> <p>In the 12 months before construction commences, breeding raptor surveys should be undertaken (and should also be carried out during construction if construction falls within a breeding season) with the aim of identifying the presence of any Annex 1 or Schedule 1 species which may be disturbed by the construction work.</p> <p>A tool box talk should also be provided during the induction process, detailing that there may be sensitive species on the proposed development site during the construction period and that care should be taken to avoid disturbing these birds if present and that sightings should be reported to the ECoW for further investigation. These actions should be particularly targeted at hen harrier, merlin and golden eagle.</p> <p>Should the nest (or where applicable the roost) of an Annex 1 or Schedule 1 species be present, then disturbance buffers based on Ruddock and Whitfield (2007) should be established around the nest and no construction activity should be allowed within this area. The ECoW should carry out a risk assessment if access roads are within the buffer distance of the nest to establish if they can be used safely.</p>

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	Operation (HMP)	<p>Habitat Management Plan (HMP)</p> <p>A Habitat Management Plan (HMP) will be established. This will aim to monitor the occurrence of sensitive species on the site with a view to identifying habitat management measures to support species which appear to be declining.</p> <p>Post construction monitoring should be undertaken in years 1, 2, 3, 5, 10, 15 and 25 years following operation commencing.</p> <p>The aim of monitoring would be to monitor bird populations within the proposed development site to ensure that the wind turbines are not having unpredicted adverse effects on the bird populations present, and to ensure that the HMP is effective in supporting the bird populations on the site.</p> <p>Although the detailed scope of the monitoring would be agreed with THC, the following surveys would be carried out:</p> <ul style="list-style-type: none"> • Breeding bird surveys (using a Brown and Shepherd approach (Brown, A. F. and Shepherd, K. B., 1993)) to allow breeding waders to be monitored across the site; and • Breeding raptor surveys within the site boundary and where access permits to a distance of 2km from the site boundary.
<p>Chapter 10: Hydrology, Hydrogeology, Geology and Soils</p>	Pre and during Construction (CEMP)	<p>Construction Environment Management Plan (CEMP)</p> <p>Good practice measures would be applied in relation to pollution risk, sediment management, peat management and management of surface runoff rates and volumes. This would form part of the CEMP to be implemented for the proposed development and would be prepared prior to construction.</p> <p>As the CEMP develops it would include details and responsibilities for environmental management onsite for site environmental aspects. It would outline the necessary measures for surface water management, oil and chemical delivery and storage, waste management, traffic and transport management. It would also specify monitoring</p>

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		requirements for waste water, water supply including an Environmental Incident Response Plan (EIRP) and all appropriate method statements and risk assessments for the construction of the proposed development.
	Pre and during Construction (PLHRA)	<p>Peat Landslide Hazard</p> <p>Good construction practice and methodologies to prevent peat instability within areas that contain peat deposits are identified in the PLHRA. These include:</p> <ul style="list-style-type: none"> • measures to ensure a well-maintained drainage system, to include the identification and demarcation of zones of sensitive drainage or hydrology in areas of construction; • minimisation of ‘undercutting’ of peat slopes, but where this is necessary, a more detailed assessment of the area of concern would be required; • careful micrositing of turbine bases, crane hardstandings and access track alignments to minimise effects on the prevailing surface and sub-surface hydrology; • raising peat stability awareness for construction staff by incorporating the issue into the site induction (e.g. peat instability indicators and good practice); • introducing a ‘Peat Hazard Emergency Plan’ to provide instructions for site staff in the event of a peat slide or discovery of peat instability indicators; • developing methodologies to ensure that degradation and erosion of exposed peat deposits does not occur as the break-up of the peat top mat has significant implications for the morphology, and thus hydrology, of the peat (e.g. minimisation of off-track plant movements within areas of peat); • developing robust drainage systems that would require minimal maintenance; and • developing drainage systems that would not create areas of concentrated flow or cause over/under-saturation of peat habitats. <p>An experienced and qualified engineering geologist/geotechnical engineer would be appointed as a supervisor, to provide advice during the setting out, micrositing and construction phases of the proposed development.</p>
	Pre Construction (Groundwater Dependent Habitats)	Measures have been proposed to safeguard existing water flow paths and maintain existing water quality. It is considered therefore that the water dependent habitats identified by the NVC mapping can be sustained. This would be confirmed, in accordance with good practice, by the Ecological Clerk of Works (ECOW) at the time of the construction of the proposed development.
	Pre and during Construction (CEMP)	Construction Environment Management Plan (CEMP)

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		<p>Good practice measures would be applied in relation to pollution risk, sediment management and management of surface runoff rates and volumes.</p> <p>Prior to construction, section specific drainage plans would be produced. These would take into account any existing local drainage which may not be mapped and incorporate any section specific mitigation measures identified during the assessment.</p> <p>Measures would be included in the final CEMP for dealing with pollution/sedimentation/flood risk incidents and would be developed prior to construction. This would be adhered to should any incident occur, reducing the effect as far as practicable.</p> <p>The final CEMP would contain details on the location of spill kits; identify 'hotspots' where pollution may be more likely to originate from; provide details to site personnel on how to identify the source of any spill; and state procedures to be adopted in the case of a spill event. As identified in the outline CEMP, a specialist spill response contractor would be identified to deal with any major environment incidents.</p> <p>A wet weather protocol would be developed. This would detail the procedures to be adopted by all staff during periods of heavy rainfall. Toolbox talks would be given to engineering/construction/supervising personnel. Roles would be assigned to site staff and the inspection and maintenance regimes of sediment and runoff control measures would be adopted during these periods. In extreme cases, this protocol would dictate that work onsite may have to be temporarily suspended until weather/ground conditions allow.</p>
	Pre and during Construction	<p>Water Quality Monitoring</p> <p>The catchments of the Allt na h-Eaglaise and Halladale River have been highlighted as being at risk of potential construction effects due to the nature of works within the catchments as well as their high sensitivity. Water quality monitoring before and during the construction phase would be undertaken to ensure the proposed development has no significant impacts to water quality and/or water quantity in the main water channels. Monitoring would be carried out at a specified frequency (depending upon the construction phase) in these catchments.</p> <p>This monitoring would continue throughout the construction phase and immediately post construction. Monitoring would be used to allow a rapid response to any pollution incident as well as assess the impact of good</p>

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		<p>practice or remedial measures. Monitoring frequency would increase during the construction phase if remedial measures to improve water quality were implemented. Water quality monitoring plans would be developed during detailed design (SEPA, THC, Flow Country Rivers Trust and The Northern District Salmon Fishery Board would be consulted on the plan) and would be contained within the Construction Management Plan.</p> <p>The performance of the good practice measures would be kept under constant review by the water monitoring schedule, based on a comparison of data taken during construction with a baseline data set, sampled prior to the construction period.</p> <p>Good Practice Measures (Pollution)</p> <p>Good practice measures in relation to pollution prevention would include the following:</p> <ul style="list-style-type: none">• refuelling would take place at least 50m from watercourses and where possible it would not occur when there is risk that oil from a spill could directly enter the water environment. For example, during periods of heavy rainfall or when standing water is present would be avoided;• foul water generated onsite would be managed in accordance with PPG4;• a vehicle management plan and speed limit would be strictly enforced onsite to minimise the potential for accidents to occur;• drip trays would be placed under stationary vehicles which could potentially leak fuel/oils;• areas would be designated for washout of vehicles which are a minimum distance of 50m from a watercourse;• washout water would also be stored in the washout area before being treated and disposed of;• if any water is contaminated with silt or chemicals, runoff would not enter a watercourse directly or indirectly prior to treatment;• water would be prevented as far as possible, from entering excavations such as borrow pits;• procedures would be adhered to for storage of fuels and other potentially contaminative materials in line with the Controlled Activity Regulations, to minimise the potential for accidental spillage; and• a plan for dealing with spillage incidents would be designed prior to construction, and this would be adhered to should any incident occur, reducing the effect as far as practicable. This would be included in the final CEMP for the Development.
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		<p>Good Practice Measures (Sedimentation and Erosion)</p> <p>Good practice measures for the management of erosion and sedimentation would include the following:</p> <ul style="list-style-type: none"> • all stockpiled materials would be located outwith a 50m buffer from watercourses; • where possible, stockpiled material would either be seeded or appropriately covered; • water would be prevented, as far as possible, from entering excavations such as borrow pits through the use of appropriate cut-off drainage; • where the above is not possible, water that enters a borrow pit would pass through a number of settlement lagoons and silt/sediment traps to remove silt prior to discharge into the surrounding drainage system. Detailed assessment of ground conditions would be required to identify locations where settlement lagoons would be feasible; • clean and dirty water onsite would be separated, and dirty water would be filtered before entering the water environment; • if the material is stockpiled on a slope, silt fences would be located at the toe of the slope to reduce sediment transport; • the amount of ground exposed, and time period during which it is exposed, would be kept to a minimum and appropriate drainage would be in place to prevent surface water entering deep excavations, specifically borrow pit excavations; • a design of drainage systems and associated measures to minimise sedimentation into natural watercourses would be developed - this may include silt traps, check dams and / or diffuse drainage; • silt/sediment traps, single size aggregate, geotextiles or straw bales would be used to filter any coarse material and prevent increased levels of sediment. Further to this, activities involving the movement or use of fine sediment would avoid periods of heavy rainfall where possible; and • construction personnel and the Principal Contractor would carry out regular visual inspections of watercourses to check for suspended solids in watercourses downstream of work areas. <p>Good Practice Measures (Fluvial Flood Risk and Watercourse Crossings)</p> <p>It is proposed to adopt Sustainable Drainage Systems (SuDS) as part of the proposed development. SuDS techniques aim to mimic pre-development runoff conditions and balance or throttle flows to the rate of runoff</p>
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		<p>that might have been experienced at site prior to development. Good practice in relation to the management of surface water runoff rates and volumes and potential for localised fluvial flood risk would include the following:</p> <ul style="list-style-type: none">• drainage systems would be designed to ensure that any sediment, pollutants or foreign materials which may cause blockages are removed before water is discharged into a watercourse;• onsite drainage would be subject to routine checks to ensure that there is no build-up of sediment or foreign materials which may reduce the efficiency of the original drainage design causing localised flooding;• appropriate drainage would attenuate runoff rates and reduce runoff volumes to ensure minimal effect upon flood risk;• where necessary, check dams would be used within cable trenches in order to prevent trenches developing into preferential flow pathways; and• as per good practice for pollution and sediment management, prior to construction, section specific drainage plans would be developed and construction personnel made familiar with the implementation of these. <p>Further information on ground conditions and drainage designs would be provided in the final CEMP.</p> <p>The design of new watercourse crossings would be agreed with SEPA prior to construction as required by CAR. The crossings would be designed to have a water conveyance capacity of at least the 1 in 200-year flood event.</p> <p>The structural integrity of the existing culverts that will be retained to afford site access will be assessed prior to any construction and any maintenance or replacement works recorded. As above, any required works would be undertaken with approval and authorisation from SEPA</p> <p>Good Practice Measures (Water Abstractions)</p> <p>Abstraction of water for construction activities is proposed from a suitable source yet to be identified. An application for a CAR Licence would be made to SEPA and managed through the regulation of the CAR Licence. Should a suitable source not be identified, a water bowser would be used. Good practice that would be followed in addition to the CAR Licence regulations includes:</p> <ul style="list-style-type: none">• water use would be planned so as to minimise abstraction volumes;
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		<ul style="list-style-type: none"> • water would be re-used where possible; • abstraction volumes would be recorded; and • abstraction rates would be controlled to prevent significant water depletion in a source.
	Pre and during Construction (Monitoring Requirements)	<p>The following monitoring requirements have been confirmed:</p> <ul style="list-style-type: none"> • a programme of water monitoring would be required prior to any construction activity and during construction of the proposed development. The monitoring programme would be agreed with THC, in partnership with SEPA, Flow Country Rivers Trust, and The Northern District Salmon Fishery Board; • a Design and Geotechnical Risk Register would be compiled to include risks relating to peat instability, as this would be beneficial to both the developer and the Contractor in identifying potential risks that may be involved during construction. Areas of potential risk would be subject to routine inspection; and • an ECoW would supervise activities on site and monitor the efficacy of the drainage, erosion and pollution control measures and ensure that receptors identified in this assessment, including saturation of soils (inc. peat), ground and surface water quality, are not impaired as a consequence of the proposed development.
Chapter 11: Cultural Heritage and Archaeology	Construction (Watching Brief)	<p>In addition to the potential fencing off of assets, appropriate mitigation could comprise:</p> <p>Preservation of SLR13, SLR24, SLR34 and SLR35 within the digital record through the implementation of a pre-commencement condition and/or a watching brief according to the requirements of The Highland Council.</p> <p>The precise scope of the mitigation works would be discussed with THC and the agreed mitigation programme would be documented in an agreed Written Scheme of Investigation.</p>
Chapter 12: Site Access, Traffic and Transport	Construction (CTMP)	<p>Construction Traffic Management Plan (CTMP)</p> <p>A detailed CTMP would be agreed with THC, with input from Police Scotland and Transport Scotland, prior to the commencement of development.</p>

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		<p>The detailed CTMP would include a number of measures to reduce the effects of the construction of the proposed development on local receptors and communities, including effects from turbine deliveries (abnormal loads). This would include details of any required temporary widening and other road improvement measures, together with detailed consideration of vehicle swept paths, loadings, structural assessments (where required), temporary street furniture removal details, dust and dirt management, and community engagement. An element of preparation of the CTMP would be a trial run, which would be undertaken through a special licence, with THC and TS as the Roads Authorities, and Police Scotland in attendance. Information, with regards to abnormal loads, would be provided to local residents and users of amenities to alleviate stress and anxiety.</p>
	<p>Construction (General)</p>	<p>General</p> <p>A reputable construction contractor would be procured, with an Environmental Policy and good environmental track record;</p> <ul style="list-style-type: none"> • All HGVs delivering materials to the site would be roadworthy, adequately maintained and sheeted as required; • Adequate traffic management and banksmen would be deployed for the movement of HGVs and abnormal loads; and • HGV loads would be maximised to ensure that part load deliveries would be minimised. <p>Turbine deliveries would be undertaken in consultation with the relevant roads authorities (THC and TS) and Police Scotland.</p> <p>Mitigation measures to reduce the potential for dust and dirt to make its way on to the local highway network would be undertaken including the cleaning of vehicle wheels during wet periods and the sheeting of aggregate lorries.</p>

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Chapter 14: Socio-Economics and Land Use	Construction (Accommodation Strategy)	<p>Accommodation Strategy</p> <p>An Accommodation Strategy is proposed to be developed as part of the final Construction Environment Management Plan (CEMP) to minimise competition for accommodation.</p>
	Construction (Construction Traffic)	<p>Construction Traffic</p> <p>Measures are set out in Chapter 3: Description of Development and also in Chapter 12: Site Access, Traffic and Transport relating to how delivery of goods and services would be managed during construction so as to minimise impacts on sensitive receptors. The proposed management measures would be further developed in the final CEMP that would be adopted prior to construction commencing.</p> <p>Further mitigation measures would come in the form of the implementation of the CEMP and CTMP to limit the effect of the NC500 road users.</p>
	Construction (Local Contractor Policy)	<p>Local Contractor Policy</p> <p>The proposed development would also incorporate measures for enhancing the beneficial effects of construction on the local economy, particularly with regard to adding value to the local supply chain through implementation of a Local Contractor Policy, where additional weight in the tendering process is given to primary contractors that show a clear commitment to increasing local content in their supply chains.</p>