

# 15 Schedule of Environmental Commitments

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## 15.1 Introduction

- 15.1.1 Best practice in Environmental Impact Assessments (EIA) recommends the use of a Draft Scheme of Mitigation, 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.
- 15.1.2 Table 15.1 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 15.1 - Schedule of Environmental Commitments**

Subject Area	Commitment	Timing
<b>4. Project Description</b>		
<p>Construction Environmental Management Plan (CEMP)</p>	<p>As part of the construction contract, to ensure that all mitigation measures as set out within this EIA Report are carried out on site, the contractor responsible for undertaking the construction works shall produce and adhere to a CEMP. The CEMP shall be developed in accordance with 'Good Practice During Wind Farm Construction' (Scottish Government et al., 2019).</p> <p>The CEMP shall describe how the Applicant will ensure suitable management of the following environmental issues during construction of the Proposed Development:</p> <ul style="list-style-type: none"> <li>▪ noise and vibration;</li> <li>▪ dust and air pollution;</li> <li>▪ surface and ground water;</li> <li>▪ ecology (including protection of habitats and species);</li> <li>▪ agriculture (including protection of livestock and land);</li> <li>▪ cultural heritage;</li> <li>▪ waste (construction and domestic);</li> <li>▪ pollution incidence response (for both land and water); and</li> <li>▪ site operations (including maintenance of the construction compound, working hours and safety of the public).</li> </ul> <p>The CEMP is anticipated to include or cross-reference to, the following documentation:</p> <ul style="list-style-type: none"> <li>▪ Construction Methodology Statement (CMS);</li> <li>▪ Traffic Management Plan (TMP);</li> <li>▪ Pollution Prevention Plan (PPP);</li> <li>▪ Site Waste Management Plan (SWMP);</li> <li>▪ Drainage Management Plan;</li> <li>▪ Peat Management Plan (PMP) (refer to an outline plan in Appendix 12.2); and</li> <li>▪ Habitat Management Plan (HMP) (refer to an outline plan in Appendix 7.6).</li> </ul>	<p>Pre-construction and construction</p>

Subject Area	Commitment	Timing
	<p>The contractor and/or Applicant shall consult with THC, SEPA, NatureScot and Historic Environment Scotland (HES) on relevant aspects of the CEMP. The contractor shall amend and improve the CEMP as required throughout the construction and decommissioning period.</p> <p>The CEMP shall contain details of all environmental mitigation required during construction and details on how the contractor will implement and monitor this mitigation. The CEMP will also contain details on how the contractor will liaise with the public and landowners and how queries or complaints will be responded to.</p> <p>Specific requirements of the CEMP for each of the environmental topics assessed within the EIA are provided in the relevant EIA Report chapters and an outline CEMP is provided in Appendix 4.2.</p>	
Pollution Prevention & Health & Safety	<p>Prior to commencement of construction activities, a pollution prevention strategy, contained within a CEMP, will be agreed with SEPA to ensure that appropriate measures are put in place to protect watercourses and the surrounding environment. Further details regarding the contents of the CEMP are provided later in this chapter.</p> <p>As with any development, during the construction stage there is the potential for threats to the quality of the water environment in waterbodies, watercourses and local ditches. These mostly arise from poor site practice so careful attention will be paid to the appropriate guidance and policies to reduce the potential for these to occur (refer to Chapter 12 for further details).</p> <p>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 and an oil interceptor will be installed in the construction compound to prevent pollution in the event of a spillage.</p> <p>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.</p> <p>Further details of site specific storage and management of fuel and oil and protection of watercourses during construction is presented in Chapter 12.</p>	Pre-construction and construction
Traffic & Transportation	<p>A detailed Transport Assessment has been undertaken which provides details regarding transport and access to the site (refer to Chapter 11).</p> <p>Construction traffic associated with the construction and maintenance of the Proposed Development falls into two main categories, namely Abnormal Indivisible Loads (AIL) and Construction / Maintenance Loads. The abnormal loads are those that will require an escort, either by Police Scotland or a private contractor. Construction / Maintenance Loads are those that do not require any specific escort or permissions and are only influenced by normal traffic regulations.</p> <p>The Applicant will ensure that vehicles will be routed as agreed with THC, Transport Scotland and Police Scotland, to minimise disruption and disturbance to local residents and road users.</p>	Construction

Subject Area	Commitment	Timing
Construction Materials	<p>The main materials likely to be required in part or total for the construction of the track, turbine and substation foundations, and hardstanding areas are described below:</p> <ul style="list-style-type: none"> <li>▪ crushed stone;</li> <li>▪ geotextile;</li> <li>▪ cement;</li> <li>▪ concrete;</li> <li>▪ steel reinforcement; and</li> <li>▪ electrical cable.</li> </ul> <p>For the purposes of the transport assessment, it has been assumed that concrete will be batched on site and materials will be delivered to site on a spread programme. A batching plant will be within the construction compound. It is anticipated that a total volume of 6,450 m<sup>3</sup> of concrete will be required for the Proposed Development. Mitigation measures to ensure the protection of watercourses and habitats from the batching of concrete are detailed in Chapter 12.</p> <p>Necessary excavations will be made, initially by stripping back the soil from the area to be excavated. This soil will typically be stored separately either in a mound adjacent to the excavation area for backfill if required or stored at a designated area on site for further use or reinstatement of temporary works areas. The handling of soils will be undertaken in accordance with best practice techniques. Principles for storage of excavated peat are defined in the Outline Peat Management Plan (Appendix 12.2).</p>	Construction
Micro-siting	A micro-siting allowance of 50 m in all directions is being sought for each of the turbine locations 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 can be avoided.	Pre-construction
Operation Environmental Management Plan (OEMP)	The Applicant will implement an Operation Environmental Management Plan (OEMP). Similar to the CEMP, the OEMP will set out the mitigation measures proposed in the EIA Report and how the Applicant will manage and monitor environmental effects throughout the operation of the Proposed Development. The OEMP will also be developed in consultation with THC, SEPA, NatureScot and HES where relevant.	Operation
<b>6. Landscape and Visual</b>		
The primary mitigation adopted in relation to the Proposed Development is embedded within the design of the Proposed Development and relates to the consideration that was given to avoiding and minimising landscape and visual effects during the evolution of the Proposed Development layout.		
<b>7. Ecology</b>		

Subject Area	Commitment	Timing
Avoidance	<p>Avoidance of ecological receptors has been achieved in several areas by the proposed design. For example:</p> <ul style="list-style-type: none"> <li>▪ Exposed pipe systems will be capped when contractors are off site, and exposed trenches or holes will be covered or exit ramps provided to prevent protected mammals becoming trapped.</li> <li>▪ Any security lighting will be directed away from the sensitive mammal areas.</li> <li>▪ Chemicals will be stored in a safe and secure place following best practice.</li> <li>▪ Mammal friendly designs (with appropriate mammal ledges to provide routes for mammals to pass through) will be used for large culverts and bridges to provide safe access and crossing points.</li> <li>▪ Important plant species have been deliberately avoidance by the design layout.</li> <li>▪ Avoidance has been achieved, wherever possible, of more sensitive habitats. Careful consideration of important habitats was taken into account throughout the design process. More sensitive areas of blanket bog were avoided by design, such as areas with bog pools.</li> <li>▪ No trees will be felled as part of the design and watercourses have a minimal stand-off distance of 50 m.</li> </ul>	Pre-construction
Minimisation	<p>Minimisation of impacts on ecological receptors has been achieved in several areas by the proposed design. For example:</p> <ul style="list-style-type: none"> <li>▪ Pre-construction surveys will be undertaken for protected terrestrial mammal. A watching brief will also be kept for these species. Construction workers will be given toolbox talks to provide information with regard to these species.</li> <li>▪ Species protection plans will be developed for badgers, otters, water voles and reptiles.</li> <li>▪ Work exclusion zones to be identified wherever necessary. For example, 10 m around active water vole habitat. If work is required within the work exclusion zones are then a licence will be required from NatureScot before works can proceed.</li> <li>▪ There will be full implementation of best practice pollution prevention measures.</li> <li>▪ Low vehicle speed limits (15 mph) will be imposed during operation and construction to reduce the likelihood of injury or mortality of protected terrestrial mammals.</li> <li>▪ Otter crossing road signs will be located at the entrance to the Site and at the watercourse crossings to further help prevent vehicle traffic mortality during operation.</li> <li>▪ Potential reptile habitat will be altered to displace reptiles from areas where they could be killed or injured (e.g. careful strimming of grassland to a short sward, provided there is a suitable safe area nearby that they can easily move to).</li> </ul>	Pre-construction and Construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> <li>▪ A watching brief will be kept for dwarf birch, alpine bearberry and whortle-leaved willow. If found under the Development Footprint, these species will be avoided wherever possible. Any individuals that cannot be avoided will be transplanted to a nearby suitable location.</li> <li>▪ The topsoil/acrotelm will be preserved where possible, from habitat that is lost. It will be laid over the top of the areas to be reinstated (e.g. cut and fill areas) or used in habitat restoration.</li> </ul>	
Enhancement and Biodiversity Net Gains	<p>The Outline Habitat Management Plan (OHMP) (Technical Appendix 7.6) identifies five main objectives.</p> <p><b>Objective 1: Reduce Grazing Pressure at Sallachy</b></p> <p>The OHMP intends to lower the grazing pressure and maintain it at a low level for a sustained long-term period to allow natural recovery and regeneration of the peatland habitats.</p> <p>The condition of the blanket bog will be closely monitored throughout and the stocking density adjusted as needed.</p> <p><b>Objective 2: Peatland Restoration at Sallachy</b></p> <p>The main aim of the peatland restoration in Sallachy will be to encourage vegetation cover of the peatland and to limit/halt peat erosion and carbon loss. The peatland restoration may also allow areas of the peatland to become actively peat forming and so becoming a sink for carbon.</p> <p>The OHMP aims to restore an area of ca. 200 ha using peatland restoration techniques such as hagg reprofiling and mulching.</p> <p><b>Objective 3: Peatland Restoration at Grudie Peatlands</b></p> <p>The OHMP aims to block drains in an area of Grudie Peatlands (SSSI and component part of the SAC and Ramsar site), ca. 270 ha of blanket bog within the Grudie Peatlands SSSI that is within the Sallachy Estate, to restore the natural drainage pattern of this nationally and internationally important peatland and encourage revegetation and improve the biodiversity of the area. This will be undertaken in agreement and in consultation with NatureScot.</p> <p><b>Objective 4: Creation of low density native woodland</b></p> <p>The OHMP aims to create ca. 190 ha of low density native woodland within Sallachy Estate to increase biodiversity and provide foraging habitat for black grouse. This would be undertaken in consultation with relevant organisations (e.g. NatureScot; RSPB; Forestry and Land Scotland).</p> <p>Native broadleaved planting will be achieved in accordance with Scottish Government best practice advice in relation to creation of habitat suitable for black grouse.</p> <p><b>Objective 5: Fence Marking</b></p>	Construction and Operation

Subject Area	Commitment	Timing
	The OHMP aims to mark ca. 18.5 km of existing forest stock/deer fences to make them visible to black grouse and thus substantially reducing existing fence strikes and preventable black grouse mortality, leading to greater survival of black grouse within Sallachy Estate. Any new fencing (from Objective 4) will also be marked.	
<b>8. Ornithology</b>		
Avoidance	<p>Avoidance of ornithological receptors has been achieved in several areas by the proposed design. For example:</p> <ul style="list-style-type: none"> <li>▪ The most sensitive designated site (SSSI and SPA) and important wider countryside breeding bird habitats (along the main ridge) for species such as golden plover, dunlin and greenshank have been completely avoided.</li> <li>▪ Avoiding construction in potentially sensitive areas during the bird breeding season.</li> <li>▪ Creation of no stopping zones near sensitive breeding bird sites along the access track.</li> </ul>	Pre-construction and Construction
Minimisation	<p>Minimisation of impacts on ornithological receptors has been achieved in several areas by the proposed design. For example:</p> <ul style="list-style-type: none"> <li>▪ Pre-construction breeding bird surveys will be undertaken for Schedule 1 and Annex 1 species. These will inform a Breeding Birds Protection Plan. A watching brief will also be kept for all breeding bird species across the Development Footprint. Construction workers will be given toolbox talks to provide information with regard to breeding bird sensitivities and constraints.</li> <li>▪ Work exclusion zones to be identified wherever necessary for Schedule 1 or Annex 1 species.</li> <li>▪ Low vehicle speed limits (15 mph) will be imposed during operation and construction to reduce the likelihood of injury or mortality of protected bird species.</li> </ul>	Pre-construction and Construction
Enhancement and Biodiversity Net Gain	The OHMP (Technical Appendix 7.6) identifies five main objectives, all of which will have direct benefits to the breeding bird habitats within and outwith the Study Area. These are summarised above.	Construction and Operation
<b>9. Noise</b>		
Good Practice Measures	<p>The following good practice measures will be implemented during construction to limit unnecessary noise:</p> <ul style="list-style-type: none"> <li>▪ avoid unnecessary revving of engines and switching off plant when not required (i.e. no idling);</li> <li>▪ haul routes to be kept well maintained, with no steep gradients;</li> <li>▪ minimising the drop height of materials during delivery to, and movement around, site;</li> <li>▪ starting up plant and vehicles sequentially, rather than all together;</li> </ul>	Construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> <li>▪ specification of plant with white-noise or directional reversing alarms, rather than beeper type alarms;</li> <li>▪ where possible, selection of quiet / noise reduced plant;</li> <li>▪ vehicles accessing the site will have regard to the normal operating hours of the site and the location of nearby NSRs. Transport of bulk components may take place outside of these specified hours. Advance warning of any works out-with the normal working hours will be provided to THC Environmental Health Officer (EHO) and local residents; and</li> <li>▪ 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.</li> </ul>	
Candidate Turbine Source Noise Levels	The sound power data provided for the Nordex N133 contains data for non-serrated and serrated blades. The serrated blade option has a slightly lower sound power level. The Applicant has confirmed that, if the Nordex turbine is confirmed as the chosen model for the Proposed Development, then the serrated blade turbine will be used. This assessment therefore uses the sound power level (SWL) of the serrated blade turbine.	Operation
Fixed (Non-Turbine) Plant Noise	Noise from non-turbine operational plant will comprise noise from the substation compound. The items of plant and sound power levels are yet to be finalised, however, noise from any non-turbine plant will be attenuated by acoustic enclosure (if required), such that it meets the derived non-turbine noise limits. A combined sound power level not exceeding 109 dB(A) would enable the noise limit to be met. The installed non-turbine operational plant would meet this criterion.	Operation
Final Turbine Selection	Final turbine selection will be undertaken with a view to achieving compliance. This assessment has been undertaken using the Nordex N133/4.8 candidate turbine (see Appendix 9.3). 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.	Pre-construction and Construction
Noise Assessment	Following first operation of the Proposed Development 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 put in place an operational noise management plan, such that noise limits are met. The Applicant proposes that the requirement to undertake a compliance noise assessment is a condition of planning consent for the Proposed Development.	Operation
<b>10. Archaeology and Cultural Heritage</b>		
Good Practice Measures	No mitigation is required in relation to any heritage assets during construction of the Proposed Development beyond the good practice measures outlined below.	Construction

Subject Area	Commitment	Timing
	<p>Written guidelines will be issued for use by all construction contractors. The guidelines, to be contained within the Construction Environmental Management Plan (CEMP), would contain arrangements for calling upon retained professional support in the event that buried archaeological remains of potential archaeological interest (such as building remains, human remains, artefacts, etc.) should be discovered in areas not subject to archaeological monitoring.</p> <p>If archaeologically significant discoveries are made during construction work, and it is not possible to preserve the discovered remains in situ, provision would be made for appropriate mitigation to scope and standards to be agreed with Historic Environment Team (HET) on behalf of THC. The provision would include the consequent production of written reports, on the findings, with post-excavation analysis and publication of the results of the works, where appropriate.</p>	
<b>11. Access Traffic &amp; Transport</b>		
Construction Traffic Management Plan (CTMP)	<p>The following measures would be implemented through a Construction Traffic Management Plan (CTMP) during the construction phase. The CTMP would be agreed with THC prior to construction works commencing.</p> <ul style="list-style-type: none"> <li>▪ Where possible, further detailed design processes would minimise the volume of material to be imported to site to help reduce HGV numbers;</li> <li>▪ A site worker transport and travel arrangement plan, including transport modes to and from the worksite (including pick up and drop off times);</li> <li>▪ A Traffic Management Plan to control the operation of the access junctions;</li> <li>▪ All materials delivery lorries (dry materials) should be sheeted to reduce dust and stop spillage on public roads;</li> <li>▪ Specific training and disciplinary measures should be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;</li> <li>▪ Wheel cleaning facilities will be provided at both access junctions;</li> <li>▪ Normal site working hours would be limited to between 07:00 and 18:00 (Monday to Friday and 07:00 and 12:00 (Saturday) with no working on Sundays or public holidays, though component delivery and turbine erection may take place outside these hours;</li> <li>▪ Provide construction updates on the project website and or a newsletter to be distributed to residents within an agreed distance of the site; and</li> <li>▪ All drivers would be required to attend a detailed induction prior to undertaking any works on the Proposed Development site.</li> </ul> <p>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).</p>	Pre-construction and Construction

Subject Area	Commitment	Timing
	<p>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.</p> <p>Information on the turbine convoys will be provided to local media outlets such as local papers and local radio to help assist the public.</p> <p>The Applicant will also ensure information was distributed through its communication team via the project website, local newsletters and social media.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
Abnormal Load Transport Management Plan	<p>An Abnormal Load Transport Management Plan will be prepared to cater for all movements to and from the Proposed Development site. This would include:</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ A diary of proposed delivery movements to liaise with the communities to avoid key dates such as popular local events etc.</li> <li>▪ A protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic.</li> <li>▪ 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.</li> </ul>	Construction

Subject Area	Commitment	Timing
Site Entrance	The site entrance will be well maintained and monitored during the operational life of the Proposed Development. 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
Wear & Tear Agreement	<p>THC will require an agreement to cover the cost of abnormal wear and tear on the A838 between its junction with the A836 junction and the site access.</p> <p>Video footage of the pre-construction phase condition of the abnormal loads access route and the construction vehicles route would be recorded to provide a baseline of the state of the road prior to any construction work commencing. This baseline would inform any change in the road condition during the construction stage of the Proposed Development. Any necessary repairs would be coordinated with THC. Any damage caused by traffic associated with the Proposed Development, during the construction period that would be hazardous to public traffic, would be repaired immediately.</p> <p>During construction activities, a road wear and tear review would be undertaken with THC every two months.</p> <p>Any damage to road infrastructure caused directly by construction traffic would be made good, and street furniture that is removed on a temporary basis would be fully reinstated.</p> <p>There would be a regular road edge review and any debris and mud would be removed from the public carriageway 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.</p>	Pre-construction and Construction
Site Access Traffic Management Plan	<p>A review of A838 passing places would be undertaken post consent with THC transport officers to agree a list of strategic passing place enhancements.</p> <p>The review will consider passing places that would be extended and widened (within the limits of the adopted road boundary). This review will help improve journey times on the A838 in the single carriageway section and reduce potential conflicts with other road users.</p> <p>Upon agreement of the passing place improvements, the passing places would be upgraded prior to the start of bulk deliveries being made to site.</p>	Pre-construction
Additional Traffic Management Measures	<p>Additional site specific measures could further improve road safety across the study area. These are:</p> <ul style="list-style-type: none"> <li>▪ A voluntary 15 mph speed limit for HGV traffic associated with the site when passing through Ardgay, Bonar Bridge and Lairg. This will help reduce fear and amenity issues within the settlements and help improve road safety.</li> <li>▪ The greater use of on-site borrow pits would help reduce the number of HGV movements leading to and from site than what has been assumed within this assessment.</li> </ul> <p>These measures will be delivered as part of a wider ranging CTMP, secured by planning condition.</p>	Construction

Subject Area	Commitment	Timing
<b>12. Hydrology, Hydrogeology, Geology &amp; Soils</b>		
Mitigation by Design and Embedded Mitigation	<p>The following considerations have been taken into account in the iterative design of the Proposed Development, considered as embedded mitigation (mitigation by design):</p> <ul style="list-style-type: none"> <li>▪ Existing tracks have been incorporated into the site design as far as possible, minimising the requirement for new road construction.</li> <li>▪ A 50 m buffer has been maintained around all surface watercourses, except where watercourse crossings are required, and where the existing track lies.</li> <li>▪ The number of watercourse crossings has been minimised as far as possible.</li> <li>▪ Due to the nature of peat at the site, the siting of infrastructure outwith areas of deep peat is unavoidable, although the majority of turbines and hardstandings, the substation compound, construction compound, and borrow pit search area have all been sited outside areas of deep peat. Any stretches of track across deep peat are proposed to be floated rather than excavated.</li> <li>▪ No infrastructure is proposed in or near areas of identified peat landslide risk any higher than 'low'.</li> <li>▪ Approximately 3.1 km of new track 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.</li> </ul> <p>The following standard good practice measures are assumed to be incorporated as embedded mitigation:</p> <ul style="list-style-type: none"> <li>▪ Detailed pre-construction site investigations would be conducted, focusing on areas where construction is proposed to be undertaken and informing suitable micro-siting of the turbines and associated infrastructure. Any deep peat identified in the borrow pit search area would be avoided for actual borrow pit excavation.</li> <li>▪ 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 and selection of appropriate materials for use during the construction process.</li> <li>▪ Pre-construction baseline water quality sampling and analysis would be undertaken at the site. A programme of regular monitoring and analysis of the water quality of the main onsite watercourses would be implemented throughout the construction period.</li> <li>▪ Once a turbine model is selected and site-specific topographical survey work has been completed, detailed design works will be undertaken to confirm the extent and nature of works required at the site access (potential widening of the carriageway and reprofiling the lower part of the slope on the east side of the A838). As part of this detailed investigation and design work, the potential for impact on the Corriekinloch PWS supply pipe will be evaluated. If it is</li> </ul>	Pre-construction

Subject Area	Commitment	Timing
	<p>determined that the development works may interrupt or adversely impact the PWS supply pipe, then the Applicant will undertake to provide a suitable alternative. The Applicant has had discussions with the PWS owner(s) to provide reassurance that water supply would be maintained to the properties during the road widening works. To reiterate, only the supply pipe is of consideration, there is no risk to the actual PWS source itself as it is upgradient of the works. As the potential risk to the supply pipe is only applicable during the construction phase, a detailed method statement for protecting and maintaining the supply pipe, or provision of alternative water source (e.g. bowser or bottled water) during short-term construction works and reinstating the supply pipe following construction, would be produced by the appointed Principal Contractor. This would be prepared in discussion with the affected residents, and agreed with THC's EHO prior to the works being undertaken. It is considered that this requirement can be secured by an appropriately worded planning condition</p> <ul style="list-style-type: none"> <li>▪ Given reports of the existing supply being inconsistent and subject to interruption in dry periods, the Applicant has committed to exploring potential for provision of a new or relocated supply that will ideally be an improvement with respect to consistency of water quantity. This would be an alternative to simply protecting, maintaining and reinstating the existing supply pipe, and could provide a benefit to the users of this supply. However, the provision of a new supply, if applicable, would be subject to a separate agreement outside the applicability of the Proposed Development planning consent.</li> <li>▪ With specific reference to the SEPA guidance 'Prevention of Pollution from Civil Engineering Contracts: Special Requirements' (SEPA, 2006), the Principal Contractor would implement a CEMP, agreed with SEPA, NatureScot and THC prior to the commencement of construction activities, which contains a construction method statement that includes: <ul style="list-style-type: none"> <li>○ a detailed breakdown of the phasing of construction activities;</li> <li>○ a pollution risk assessment of the site and the proposed activities;</li> <li>○ identification of all Controlled Waters that may be affected by the works and temporary discharge points to these watercourses;</li> <li>○ planning and design of dewatering activities to minimise the local drawdown of perched groundwater in peatland habitat, and maintain the hydrology of identified sensitive habitats;</li> <li>○ planning and design of appropriate pollution control measures during earthworks and construction;</li> <li>○ storage of all fuel and other chemicals in accordance with best practice procedures, in a dedicated area away from watercourses and any identified areas of ecological sensitivity;</li> <li>○ borrow pit management measures;</li> <li>○ ensuring that concrete batching is undertaken only at a designated area at the temporary construction compound, 100 m from the nearest watercourse;</li> </ul> </li> </ul>	

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> <li>○ management of the pollution control system, including dewatering of excavations away from watercourses;</li> <li>○ contingency planning and emergency procedures; and</li> <li>○ on-going monitoring of construction procedures to ensure management of risk is maintained.</li> </ul> <p>All earthmoving works or similar operations would be carried out in accordance with BSI Code of Practice for Earth Works BS6031:2009.</p> <p>The contractor will develop a method statement to address the transport, transfer, handling and pouring of liquid concrete at foundations.</p> <p>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.</p> <p>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.</p> <p>Prior to construction, a detailed Drainage Strategy (DS) would be developed and agreed with SEPA and THC. The DS would detail the site drainage design, including the type of surface to be used for the access track, 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 and borrow pit excavations would be controlled. The DS would also detail the dimensions and final design of the new and upgraded water crossings, which would be designed to maintain continuous flows.</p> <p>All watercourse crossings, site discharges, and temporary water abstraction would be regulated under the CAR licensing regime and all necessary licences would be sought from SEPA prior to the commencement of any operations onsite.</p> <p>While it is acknowledged that best practice to minimise run-off would be to undertake construction and dismantling during the driest period of the year, given the location of the Proposed Development in North Highlands, there are likely to be significant periods of rainfall throughout the year. Therefore, site management would 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 or suspend sensitive operations during adverse weather conditions.</p>	
Excavated Peat	<p>Excavated peat would be re-used on-site as far as reasonably practicable and to provide suitable restoration, landscaping, and repair/reprofiling of local hag features to improve peatland habitat and hydrological function, as set out in Appendix 12.2: Outline Peat Management Plan.</p> <p>Appropriate peat handling and storage measures as set out in Appendix 12.2: Outline Peat Management Plan will be implemented to enhance the potential for successful habitat restoration. A monitoring programme will be agreed to review the</p>	Construction and operation

Subject Area	Commitment	Timing
	<p>effectiveness of the restoration works and agree any further work or modification. The works will be agreed with NatureScot, SEPA and THC prior to construction, and will be implemented during the construction works.</p> <p>Through the on-site re-use and restoration, all excavated peat will be used without the requirement for any disposal of excavated peat. Repair of haggings/erosion features in the vicinity of new infrastructure will provide benefits through reduction of ongoing erosion risks and increased water retention.</p> <p>A wider programme of peatland habitat management and restoration is discussed in Appendix 7.6: Outline Habitat Management Plan (HMP) and noted above.</p>	
Site topography	<p>The requirement for dewatering of excavations during construction would be minimised in all locations by timely and efficient excavation of the foundation void and subsequent concrete pouring and backfilling.</p> <p>Where topography dictates that working platforms are needed, these would be formed to ensure that surface water drains away from watercourses.</p> <p>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 12.2: Outline Peat Management Plan.</p>	Construction
<b>13. Socio-economics, Recreation and Tourism</b>		
On the basis of the assessment conducted in Chapter 13, there is no need for general mitigation measures to be carried out.		
<b>14. Other Issues</b>		
Aviation Lighting	The turbines will be fitted with Infra-Red lights to satisfy MOD requirements. These lights are not visible to the naked eye.	Construction
Micro-siting impact on telecommunications	<p>Although no impacts or effects are anticipated on fixed links, the Proposed Development will have a micro-siting allowance of up to 50 m in all directions in respect of each turbine and its associated infrastructure in order to address any potential difficulties which may arise in the event that pre-construction surveys identify unsuitable ground conditions or environmental constraints that could be avoided.</p> <p>Should micro-siting be required, the turbine locations would not be moved within the accepted clearance buffer (100 m to blade tip) unless otherwise agreed with key stakeholders.</p>	Pre-construction