

16 Schedule of Environmental Commitments

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16 Summary

16.1 Introduction

- 16.1.1 Best practice in Environmental Impact Assessments (EIA) recommends the use of a Schedule of Environmental Commitments, which can act as a quick reference for anyone interested in the mitigation measures to which the Applicant has committed to implementing and upon which the assessment of residual effects presented within the EIA Report has been based. It will be utilised by the Applicant throughout development of the detailed design, and the appointed contractors will be required to allow for, and ultimately implement, each of the measures in this schedule as a minimum.
- 16.1.2 Table 16.1 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 16.1 – Schedule of Environmental Commitments

Subject Area	Commitment	Timing
2. Proposed Development		
Turbine model	Specific turbine model and manufacturer will be confirmed post consent. Turbine model selection will be through a competitive tender process that would take place post consent.	Pre-construction
Watercourse Crossings	The final solution and detailed design of watercourse crossings will be confirmed and agreed with Scottish Environment Protection Agency (SEPA) prior to construction	Pre-construction
Substation	Details of the final design of all components of the substation are proposed to be secured through an appropriately worded condition.	Pre-construction
LiDAR	The final location and height of the LiDAR are proposed to be secured through an appropriately worded condition.	Pre-construction
Detailed ground investigations	<p>Detailed ground investigations will be undertaken prior to construction commencing to identify ground conditions at infrastructure locations.</p> <p>They will confirm the rock type, rock characteristics and suitability, as well as potential volumes to be extracted from the borrow pit search areas.</p>	Pre-construction
Construction Environmental Management Plan (CEMP)	<p>The Applicant will produce and adhere to a CEMP, which shall be developed in accordance with the joint Scottish Renewables, SNH, SEPA, Forestry Commission Scotland and Historic Environment Scotland guidance on Good Practice During Windfarm Construction (2019).</p> <p>The CEMP shall describe how the Applicant will ensure suitable management of, but not limited to, the following environmental issues during construction of the Proposed Development:</p> <ul style="list-style-type: none"> ▪ noise and vibration; ▪ dust and air pollution; 	Pre-construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> ▪ surface and ground water, including drainage controls and mitigation; ▪ ecology and ornithology (including protection of habitats and species); ▪ agriculture (including protection of livestock and land); ▪ cultural heritage; ▪ waste (construction and domestic); ▪ pollution incidence response (for both land and water); and ▪ site operations (including maintenance of the construction compound, working hours and safety of the public). <p>The Applicant shall consult with NatureScot, SEPA, and THC on the relevant aspects of the CEMP where required. The Applicant shall amend and update the CEMP as required throughout the construction and decommissioning period.</p>	
Construction Traffic Management Plan (CTMP)	The Applicant will develop and implement a CTMP which will detail the management of traffic to and from site, including abnormal loads and daily worker’s commute. It shall also include mitigation for impacts to public transport, local private access and public foot paths. The Applicant shall amend and update the CTMP as required throughout the construction and decommissioning period.	Pre-construction
Micrositing	A micrositing allowance of up to 50m in all directions is being sought in respect of each turbine and its associated infrastructure in order to address any potential difficulties which may arise if preconstruction surveys identify unsuitable ground conditions or environmental constraints that need to be avoided. A larger micrositing allowance may be required to ensure optimum routing of any cross-country cable routes; it is proposed that the wording of any future condition provides the opportunity to agree any alterations to the proposed cross country cable locations beyond the 50m micrositing in order to optimise their routes following detailed design with respect to this specific piece of infrastructure.	Construction

Subject Area	Commitment	Timing
Construction working hours	<p>Normal construction hours will be 07:00 to 19:00 Monday to Friday and 07:00 to 14:00 Saturdays. There shall be no construction traffic movements to or from the Site outwith these hours or on Sundays. In the event of work being required out with these hours, e.g. abnormal load deliveries, commissioning works or emergency mitigation works, the Planning Authority will be notified prior to these works taking place wherever possible.</p> <p>Operation of crushing equipment located within / next to borrow pits will generally be limited to 08:00 to 18:00 hours Monday to Friday and 08:00 to 13:00 on Saturdays, with no operation on Sundays. Any blasting on site shall only take place between the hours of 10:00 to 16:00 on Monday to Friday inclusive and 10:00 to 12:00 on Saturdays with no blasting taking place on a Sunday unless otherwise approved in advance in writing by the Planning Authority.</p>	Construction
Temporary Hardstanding Areas	Following turbine erection, temporary hardstanding areas will be reinstated.	Construction
Storage of excavated material	Excavated 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.	Construction
Construction Compounds	<p>The detailed size, layout and engineering properties of the construction compounds will be confirmed prior to the start of construction, after the turbine supplier and model have been confirmed.</p> <p>The eastern section of the primary construction compound will remain as a permanent area to be utilised by Glenmoriston Estate, the western section will be reinstated following completion of construction.</p> <p>The satellite compound will be reinstated following completion of construction.</p>	Pre- and post-construction
Operational Environmental	An Operational Environmental Management Plan will be developed on commissioning of the Proposed Development to ensure all aspects of pollution prevention, waste management and any on-going habitats or	Operation

Subject Area	Commitment	Timing
Management Plan (OEMP)	species mitigation or monitoring commitments are also delivered during the operational phase. The OEMP will be developed in consultation with NatureScot, SEPA and THC where required.	
Aviation lighting	Turbines will be fitted with infra-red lighting on perimeter turbines, as approved by Civil Aviation Authority.	Operation
Decommissioning	Decommissioning proposals will be agreed with THC prior to decommissioning works commencing. The CEMP will be updated prior to decommissioning by the Applicant to reflect current legislation and policy and will be agreed with THC, NatureScot and SEPA.	Decommissioning
Ice Throw	Turbines will be fitted with vibration sensors which shut the turbines down should any imbalance that might be caused by icing be detected. In addition, mitigation measures in place for the Operational Development would benefit the Proposed Development. These include: Service crews are trained regarding the potential for ice throw; Ice risk conditions are monitored by the operational wind farm staff; and Public notices are in place at access points alerting members of the public and staff accessing the Site of the possible risk of ice throw under certain weather conditions.	Operation
Risks of Major Accidents and/or Disaster	During operation, routine maintenance inspections will be completed in order to ensure the safe and compliant operation of all built infrastructure.	Operation
5. Ecology		
Pre-construction Surveys	A pre-construction protected species survey following best practice guidance, will be undertaken no later than eight months prior to the start of construction, particularly for otter and water vole, which are known to be present, and pine marten and wildcat, which may be present in the future.	Pre-construction

Subject Area	Commitment	Timing
	This will also involve a survey of suitable habitat where amphibians or reptiles may be found. A suitably qualified ecologist will be appointed to undertake this survey. If the work is undertaken outwith the active months for amphibians and reptiles then the ecologist will search construction areas for suitable hibernation sites for relocation. Any amphibians or reptiles discovered during construction will be moved by the ECoW to suitable areas outwith the construction area.	
Ecological Clerk of Works	An Ecological Clerk of Works will oversee all construction works.	Construction
Species Protection Plans	Species protection plans will form part of the CEMP and will address the protected species known to be present in the field study area and will provide details on the actions required if other species not recorded during surveys conducted to date (such as wildcat or pine marten) are encountered during pre-construction surveys or the construction phase of the Proposed Development.	Construction
Water Pollution Prevention	Appropriate pollution response spill kits and silt mitigation measures installed at watercourse crossing locations. As a minimum, these will follow SEPA Guidelines for Water Pollution Prevention from Civil Engineering Contracts (SEPA, 2006a) and Special Requirements (SEPA, 2006b). The risk of pollution from surface run-off to watercourses and aquatic habitats will be avoided by ensuring that run-off control measures, such as interceptor drains and silt traps to assist in maintaining water quality, are in place. Additionally, interceptor drains will be used to control the flow of any run-off from construction or operational activities. Pollution control measures will be included in the CEMP.	Construction
Mammal Protection Measures	Provision of a slope at one end of, or mammal ramps at, excavations that remain uncovered overnight, where there would be the potential for mammals to become trapped. This will prevent otter, water vole and other species from becoming trapped. Additionally, all pipes will be capped, and fuel/oils and chemicals stored securely.	Construction
Watercourse Crossings	Where possible, watercourse crossings will be suitably designed to allow continued mammal movement along the watercourses and minimise riparian habitat loss.	Construction

Subject Area	Commitment	Timing
Deer Management Plan	A Deer Management Plan will detail the measures that will be undertaken during construction to ensure deer numbers are kept at a low level to avoid damage to Levishe Wood SSSI from deer displacement during construction. Measures include the continuation and monitoring of the current annual deer cull plan, removal of deer fencing around established native woodland areas (where possible) to provide access to additional areas for deer in conjunction with the proposed restriction of speed limits within the construction site boundary, and vegetation monitoring within Levishe Wood SSSI to guide the requirement for additional measures, such as an increase in cull numbers.	Construction
Habitat Reinstatement	Areas of temporary infrastructure, such as hardstanding, the construction compounds and the borrow pits, will be reinstated as soon as possible after construction has been completed to allow the recolonisation of natural habitats. Further details on the proposed approach to habitat reinstatement will be set out in the CEMP.	Construction
Fish Monitoring and Remediation	<p>A pre-construction hydrochemical assessment of target watercourses that are likely to be impacted, such as the Allt Saigh, will be undertaken following Marine Scotland Science (MSS) guidelines (MSS, 2018). Control sites will also be included. Regular monitoring of water quality, such as turbidity and suspended solids, will also be undertaken by the ECoW in areas where active works are taking place and areas where run-off may be present during periods of high rainfall. The monitoring programme and identification of control sites will be developed post-consent and will follow MSS guidelines (MSS, 2018).</p> <p>Fish population monitoring will also be undertaken during construction at the target watercourses and control sites and will follow MSS guidelines (MSS, 2018).</p> <p>Should the results of these surveys exceed the threshold levels recorded during site characterisation/baseline and pre-construction surveys, an immediate investigation will be undertaken by the ECoW into the likely cause of the issue. Remedial action will then be undertaken to address the cause and will depend on the nature of the identified issue. For example, remedial actions may include further sedimentation controls if an increase in sedimentation is found to be the cause of the issue.</p>	Pre-construction, and Construction
Micrositing	Micrositing of infrastructure and/or the configuration of the construction working areas within the Proposed Development will seek to avoid localised ecological sensitivities wherever possible. This will include, but will not be limited to:	Construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> ▪ Maximising the distance of infrastructure and the associated construction working areas from watercourses, and water vole burrows. ▪ Maximising the distance of infrastructure and the associated construction working areas from the small area of M11 where possible, and from the two areas of M15b habitat. ▪ Minimising the extent of construction work within blanket bog. 	
Maintaining Hydrological Connectivity	<p>Suitable drainage and surface water measures will be used to maintain hydrological connectivity in peatland habitats, particularly blanket bog and wet heath, and in working areas near the M11 and M15b habitats. This will include measures such as diverting drainage around working areas and maintaining hydrological connectivity in track design by using small diameter pipes in the sub-base.</p> <p>Greenfield run-off (i.e. non-silty surface water flow that has not yet passed over any disturbed construction areas) will be kept separate from potentially contaminated water from construction areas, where possible. Where appropriate, interceptor ditches and other drainage diversion measures will be installed immediately in advance of any excavation works in order to collect and divert greenfield run-off around areas disturbed by construction activities. All surface water within disturbed areas will be managed in accordance with sustainable drainage system techniques, using a multi-tiered approach to provide both flow attenuation and treatment through infiltration, where possible, and physical filtration prior to discharge.</p> <p>In accordance with industry guidance (SNH <i>et al.</i>, 2019b), ditches will follow the natural flow of the ground with a generally constant depth to ditch invert. They will have shallow longitudinal gradients, where possible. Regular check-dams will be used where necessary to control the rate of run-off. The ditches will be designed to intercept any stormwater run-off and to allow clean water flows to be transferred independently through the works without mixing with construction drainage. The regular interception and diversion of clean run-off around infrastructure will prevent significant disruption to shallow groundwater flow and peatland. This will also reduce the flow of water onto any exposed areas of rock and soil, thereby reducing the potential volume of silt-laden run-off requiring treatment.</p> <p>Greenfield run-off will be discharged into an area of vegetation for dispersion or infiltration, mimicking natural flows, so as not to alter downstream hydrology or soil moisture characteristics.</p>	Construction
Juniper	The single, small juniper plant that would be damaged or destroyed as part of the access track upgrade will be transplanted into a nearby area of habitat outwith the area where works are proposed.	Construction

Subject Area	Commitment	Timing
Habitat Restoration and Enhancement	<p>Active restoration of the peatland habitats in the field study area, both the habitats impacted by the Proposed Development and habitats that are already modified, will be carried out in line with the Habitat Management Plan (HMP) (Appendix 5.7) and will be secured by planning condition. Active restoration is defined here as the process of actively encouraging the regeneration of degraded peatland habitats. A minimum of 6.93ha of peatland will be restored in areas of modified blanket bog that no longer contain a significant proportion of peat-forming vegetation. The overall aim will be to restore a larger area of peatland than the area lost. This will mitigate the permanent loss and modification of peatland as a result of the Proposed Development.</p> <p>There is also the opportunity for habitat enhancement on-site, as detailed in Appendix 5.7. The creation of new woodland and montane scrub habitat that could benefit species by providing shelter and feeding opportunities.</p>	Operation
6. Ornithology		
Breeding Bird Protection Plan (BBPP)	<p>A Breeding Bird Protection Plan (BBPP) will be produced and implemented to ensure that disruption to all nesting birds during the construction period is avoided. Pre-construction surveys carried out by an ECoW or suitably qualified ornithologist will determine whether any breeding activity is taking place within potential species-specific disturbance zones of any proposed infrastructure. If breeding is found to occur within a potential disturbance zone, all construction works will be halted immediately, and a disturbance risk assessment would be prepared. The risk assessment will consider the likelihood and possible implications of the associated construction activities on the breeding attempt and set out necessary measures to ensure that no disturbance occurs. The proposed mitigation measures and, if required in particular cases, the exact distance of any disturbance-free zone would be agreed with NatureScot, within which any construction activity that is considered to be potentially disturbing will be prohibited in that area until chicks are fledged.</p>	Pre-construction & Construction
Black Grouse	<p>If pre-construction surveys do record lekking black grouse within a potential disturbance zone (up to 750m of any proposed works), all potentially disturbing construction activities would be prohibited until a risk assessment is undertaken. The risk assessment would consider the likelihood and possible implications of the associated construction activities on the lek and set out necessary measures to ensure that no disturbance occurs. Restrictions to construction activity would likely be within two hours of dawn during core lekking period of March to May, but, the exact timing and/or distance of any disturbance-free zone would be agreed</p>	Construction

Subject Area	Commitment	Timing
	<p>with NatureScot, within which any construction activity that is considered to be potentially disturbing would be prohibited in that area until the core lekking period has passed.</p> <p>The seasonal No Stopping / No Parking restrictions along the part of the access track closest to Lek 1, as implemented for the Operational Development, would continue to be followed during the operational period of the Proposed Development.</p>	
Divers	<p>A small number of lochs within the estate would be selected for the construction of an artificial nesting raft for divers. The artificial rafts would help combat any potential impacts and provide a more secure nesting site for one or both diver species depending on the loch selected.</p> <p>To ensure the best chance of breeding success, the rafts would be monitored and maintained on an annual basis, and kept free from any competition, e.g. by nesting gulls, geese, etc.</p>	Operation
Golden Eagle	<p>The Habitat Management Plan will contain details relating to the planting of low-density native woodland and/or montane scrub within the south-eastern part of the estate between Carn Mor and Meall Doire Bhrath.</p> <p>This would benefit eagles by improving habitats for their prey, including grouse and hares, as well as providing a more natural landscape and enhanced biodiversity. The planting would be in an area predicted to have relatively high usage/suitability within the territory, according to the golden eagle GET model, but importantly not too close to potential nest sites to restrict access. Hill slopes would be selected for planting, but around crags would be left unplanted for perching/roosting purposes. Management may also be required to encourage dwarf shrub coverage on the open ground for grouse and other species.</p>	Operation
Monitoring	<p>A monitoring programme for raptors and black grouse would take place within the estate, to record any nesting attempts and breeding success, and black grouse leks. This would form part of the Habitat Management Plan and results would feed into any changes in management that may be required.</p> <p>Investigations would take place to determine whether monitoring work could be done in collaboration with the Regional Eagle Conservation Management Plan within the neighbouring Central Highlands NHZ 10.</p>	Construction and Operation

Subject Area	Commitment	Timing
7. Archaeology		
No mitigation measures beyond those embedded into the design of the Proposed Development are required.		
8. Landscape & Visual		
Reinstatement of Disturbed Ground	Successful reinstatement of disturbed ground associated with the Proposed Development will be managed through good practice and construction management measures detailed within the CEMP.	Construction
Design	Landscape and visual mitigation measures relating the operation of the Proposed Development have been incorporated into the design of the scheme. The final layout is considered to be the optimum layout in minimising landscape and visual effects, whilst balancing effects on other areas of environmental constraint and achieving the required technical performance.	Operation
Aviation Lighting	It has been agreed in consultation with the CAA, that there would be no visible lights on the Proposed Development turbines. Instead, infra-red lights to Ministry of Defence specifications would be installed on the nacelles of perimeter turbines.	Operation
9. Hydrology		
Watercourse Crossing Design	The detailed design for the watercourse crossings, and the requirements for CAR authorisations or licences, will be agreed with SEPA prior to construction in order to ensure that impacts on fluvial geomorphology are minimised and acceptable to SEPA.	Pre-construction
Water Quality Monitoring Programme	Baseline water quality sampling and analysis will be undertaken to develop a database and understanding of the existing water quality within the Site and local area. A programme of regular monitoring and analysis of the water quality of the watercourses will be implemented throughout the construction phase to record the existing water condition and ensure no deterioration to water quality during construction. The scope, location and frequency of monitoring to be undertaken will be agreed with SEPA prior to commencement.	Pre-construction & Construction

Subject Area	Commitment	Timing
<p>Pollution Impact from Silt-laden Run-off</p>	<p>With specific reference to the SEPA guidance 'Prevention of Pollution from Civil Engineering Contracts: Special Requirements' (SEPA, 2006), and following detailed design and any updated environmental surveys, the Applicant will further develop the Outline Construction Environmental Management Plan (CEMP), in consultation with SEPA, NatureScot and THC prior to the commencement of construction activities. The CEMP will also be included within the main civil works contract and the Principal Contractor will be required to prepare a site specific construction method statement that includes:</p> <ul style="list-style-type: none"> ▪ a detailed breakdown of the phasing of construction activities; ▪ a pollution risk assessment of the Site and the proposed activities; ▪ identification of all Controlled Waters that may be affected by the works and temporary discharge points to these watercourses; ▪ planning and design of appropriate pollution control measures during earthworks and construction; ▪ storage of all fuel and other chemicals in accordance with best practice procedures; ▪ borrow pit management measures; ▪ ensuring that concrete batching is undertaken only at the designated concrete batching plant area; ▪ management of the pollution control system, including dewatering of excavations (if required) away from watercourses; ▪ contingency planning and emergency procedures; and ▪ on-going monitoring of construction procedures to ensure management of risk is maintained. <p>All earthmoving works or similar operations will be carried out in accordance with BSI Code of Practice for Earth Works BS6031:1981.</p> <p>The use of stockpiles will be minimised and/or stockpiles will be covered and contained. Sediment interception measures at their bases will be provided.</p>	<p>Construction</p>

Subject Area	Commitment	Timing
	<p>Temporary drainage measures will be installed providing filtration and settlement to collect sediments prior to off-site discharge. Temporary drainage measures and silt fencing will also be installed around large areas of exposed soils.</p> <p>Drainage ditches and watercourses will be inspected on a regular basis (e.g. weekly) and after storm events, to check for blockages during construction.</p> <p>Mass overburden stripping will be avoided on the Site, exposing parts of the Site only when essential. If excavated material is to be stored, constructing stockpiles more than 2m high will be avoided. This will ensure anaerobic conditions do not occur and that the soil will remain fertile and capable of being re-seeded. It will also be less susceptible to erosion.</p> <p>The CEMP will contain site traffic management measures to reduce sediment run-off risks. This will include good practise measures such as minimising turning of tracked vehicles where possible and managing dedicated turning areas appropriately (hard surfacing, silt fencing etc.), avoiding unnecessary turning of large site plant and minimising overall routes on-site to better manage sediment run-off.</p> <p>Measures will be in place to prevent/ reduce sediment impacts to public roads. This includes good practise measures such as wheel wash facilities where required and vehicles only permitted on-site not to use public roads, unless required at the beginning and end of construction period.</p> <p>All watercourse crossings, site discharges, and any temporary water abstraction will be regulated under the CAR licensing regime and all necessary licences will be sought from SEPA prior to the commencement of any operations on-site.</p> <p>Site management will check the local weather forecast daily and prime all site staff to ensure that everyone is aware of their responsibilities to maintain the pollution control system during wet weather or suspend sensitive operations during adverse weather conditions if required.</p>	
Pollution Impact from Chemical Contaminated Run-off	<p>All fuel and other chemicals will be stored in accordance with best practice procedures, including in a designated fuelling site located at a safe distance from existing watercourses and in appropriate impermeable bunded containers/areas which will be defined within the CEMP. These will be designed to capture any leakage, whether from a tank or from associated equipment such as filling and off-take points, sighting gauges etc., all of which will be located within the bund.</p>	Construction

Subject Area	Commitment	Timing
	<p>Spill kits will be maintained in all work areas and kept in all vehicles to enable a rapid and effective response to any accidental spillage or discharge. All construction staff will be trained in the effective use of this equipment.</p> <p>Construction vehicles and plant will be regularly maintained and all maintenance, fuelling and vehicle washing will be undertaken on appropriate impermeable surfaces away from watercourses in order to minimise risks of leaks to soil and surface waters.</p> <p>A concrete batching plant will be present on-site. 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 30m of watercourses and waterbodies.</p> <p>All vehicles used for delivery of concrete will only be washed out at locations as detailed within the CEMP. Excess concrete or wash-out liquid will not be discharged to drains or 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>The requirement for dewatering will be minimised in all locations by timely and efficient excavation of the foundation void and subsequent concrete pouring and backfilling.</p>	
Impact on Integrity of Banking	Field drains and fencing will be constructed and maintained where necessary during construction to uphold the integrity of watercourse banks. Detailed intrusive site investigation work will be undertaken prior to construction to ensure design and installation of new watercourse crossings would be suitable to local ground conditions. When constructing watercourse crossings, good construction practice measures as set out in the CEMP will be fully implemented.	Construction
Direct Discharge of Untreated Foul Drainage	<p>Welfare facilities will either connect directly to the foul sewer, self-contained storage tanks or to a septic tank, subject to approval from Scottish Water and SEPA.</p> <p>If self-contained or septic tanks are to be used, these will be maintained and emptied on a regular basis by a suitably licensed contractor.</p>	Construction
Operation Environmental	Prior to commissioning, an OEMP will be developed and agreed with THC and SEPA where required. The OEMP would detail the site drainage design, including the type of surface to be used for the access track, the soft	Pre-operation

Subject Area	Commitment	Timing
Management Plan (OEMP)	<p>engineering and habitat enhancement measures proposed to slow surface water flows and any necessary ponds, swales, cross drains and bunds, to ensure that run off from hard surfaces and borrow pit excavations would be controlled. The OEMP will also detail the dimensions and final design of the proposed watercourse crossings, which will be designed to maintain continuous flows.</p> <p>The OEMP will detail the location of any storage and use of any potential pollutants such as fuels and oils and the location of emergency response stations containing spill kits. The storage of fuels and oils will follow SEPA best practice guidance.</p>	
10. Geology & Soils		
Detailed Geotechnical Design	A detailed geotechnical design will be undertaken for each turbine location, access track and borrow pit. This would be undertaken post-consent based on site-specific ground investigation and material properties. The detailed design would aim to avoid areas of potential deep peat and potential areas of instability through the use of micro-siting and the use of appropriate foundations and founding stratum (including piles if required).	Pre-construction
Detailed ground investigations	Detailed ground investigation will be completed within critical areas at the Site (i.e. turbine foundations, crane hardstandings, laydown and borrow pit areas) to inform civil design, quantify borrow pit resource and finalise the Peat Management Plan	Pre-construction
Blasting activities	Blasting activities would be controlled through reference to key guidance including Planning Advice Note (PAN) 50 Annex D 'The Control of Blasting at Surface Mineral Workings' (Scottish Executive, 2000) and BS5607 'Code of practice for the safe use of explosives in the construction industry' (BSI, 2017).	Construction
Excavated Material	<p>During construction, excavated material would not be placed / stockpiled on peat areas such that extra loading would increase the likelihood of failure and the excavations within peat would be minimised wherever possible.</p> <p>The Contractor will consider the location of any temporary excavated material storage areas such that erosion and run-off is limited, leachate from the stored material is controlled and stability of the existing ground is not affected.</p>	Construction

Subject Area	Commitment	Timing
Potential Erosion	Potential erosion and drying of peat will be mitigated through a robust drainage design, use of silt traps where required and localised protection such as cut-off trenches, settlement ponds or barriers at watercourses and crossings.	Construction
Drainage Systems	<p>Appropriate and robust drainage systems and associated measures (i.e. silt traps, etc.) will be designed to minimise sedimentation into natural watercourses. Method statements will be prepared in advance to mitigate against a slide occurring and would include, but not be limited to, the use of check dams and erosion protection to limit flows and prevent contamination of watercourses.</p> <p>Measures will be put in place to ensure drainage systems are well maintained.</p>	Construction
Geotechnical Risk Register	A Geotechnical Risk Register will be developed as the project progresses to highlight and communicate risk and proposed mitigation.	Construction & Operation
Geotechnical Engineer	<p>An appropriately experienced and qualified Geotechnical Engineer will be appointed to provide advice during the setting out, micrositing and construction phase of the works.</p> <p>The Geotechnical Engineer shall undertake inspections of peat excavations at regular intervals during the construction phase.</p>	Construction
Peat Management Plan	A Peat Management Plan will be developed and implemented to assess the quantities of peat likely to be excavated during construction and identify suitable reuse and management options. This will include methods and timing involved in excavating, handling and storing peat for use in reinstatement.	Construction
11. Noise		
Good Site Practices	<p>Good site practices would be implemented to ensure no significant adverse effects. Section 8 of BS5228-1:2009+A1:2014 (BSI, 2008) recommends a number of simple control measures as summarised below that would be employed onsite:</p> <ul style="list-style-type: none"> ▪ Keep local residents informed of the proposed working schedule, where appropriate, including the times and duration of any abnormally noisy activity that may cause concern. 	Construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> ▪ Ensure that any extraordinary site work (for example, crane operations lifting components onto the tower) would be programmed and agreed in advance with the Local Authority as detailed in the CEMP. ▪ Ensure all vehicles and mechanical plant would be fitted with effective exhaust silencers and be subject to programmed maintenance. ▪ Select inherently quiet plant where appropriate - all major compressors would be 'sound reduced' models fitted with properly lined and sealed acoustic covers, which would be kept closed whenever the machines are in use. ▪ Ensure all ancillary pneumatic percussive tools would be fitted with mufflers or silencers of the type recommended by the manufacturers. ▪ Instruct that machines would be shut down between work periods or throttled down to a minimum. ▪ Regularly maintain all equipment used on site, including maintenance related to noise emissions. ▪ Vehicles would be loaded carefully to ensure minimal drop heights to minimise noise during this operation. ▪ Ensure all ancillary plant such as generators and pumps would be positioned to cause minimum noise disturbance and, if necessary, temporary acoustic screens or enclosures should be provided. 	
12. Traffic & Transport		
<p>Construction Traffic Management Plan (CTMP)</p>	<p>Mitigation throughout the construction period will be managed through the implementation of a Construction Traffic Management Plan (CTMP).</p> <p>The following measures will be implemented during the construction phase through the CTMP:</p> <ul style="list-style-type: none"> ▪ All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads. ▪ Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway. ▪ Wheel wash facilities will be established at the site entrance if required. 	<p>Construction</p>

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> ▪ Working hours will be limited to 0700 - 1900 Monday to Friday and 0700 – 1400 on Saturdays. There shall be no construction traffic movements to or from the site outwith these hours or on Sundays. In the event of work being required out with these hours, e.g. abnormal load deliveries, commissioning works or emergency mitigation works, the Planning Authority will be notified prior to these works taking place. ▪ Appropriate traffic management measures will be put in place on the A887 through Invermoriston to avoid conflict with general traffic, subject to the agreement of the Roads Authority. Measures specific to the site include a commitment for construction traffic to travel through the village at 20mph and managing deliveries to take place outside school bus drop off and pick up times. ▪ Appropriate traffic management measures will be put in place at the site entrance to avoid conflict with general traffic, subject to the agreement of the Roads Authority. ▪ Typical traffic management measures will include speed limit, HGV turning and crossing signs and/or banksmen at the site access, and warning signs. ▪ Provision of construction updates on the project website and information to be distributed to residents within an agreed distance of the site. ▪ All drivers will be required to attend an induction to include: <ul style="list-style-type: none"> ○ a safety briefing; ○ the need for appropriate care and speed control; ○ a briefing on driver speed reduction agreements (to slow site traffic at sensitive locations); ○ identification of specific sensitive areas; ○ identification of the specified route; ○ the requirement not to deviate from the specified route; and ○ strict instructions that roadside littering will not be tolerated. 	

Subject Area	Commitment	Timing
Community Liaison Group	<p>Prior to the commencement of construction of the Proposed Development, a Community Liaison Group (CLG) will be established to facilitate meaningful engagement between the Applicant and representatives of communities who may be impacted by construction activity of the Proposed Development. The CLG will be a vehicle to address issues arising from the construction work at the Proposed Development and agree actions to mitigate any potentially negative impact of these works.</p> <p>A core group, comprising representatives of the Applicant, nominated representatives from Glenurquhart Community Council, Fort Augustus & Glenmoriston Community Council and Strathglass Community Council and councillors elected to serve Ward 12 on the Highland Council (Aird and Loch Ness), will be constituted. There will be scope for representatives of other agencies to be added to the CLG, subject to agreement of the core representatives.</p> <p>The proposed format of CLG meetings would be round table, agenda focused discussion. An elected Chair will oversee the meeting and a representative of the Applicant will take minutes. A draft version of the minutes will be sent to members of the CLG by email, no later than two weeks following the meeting. This will give members the opportunity to comment on the minutes by respond prior to issue. The Applicant will publish the minutes once agreed on the Proposed Development webpage.</p> <p>Frequency and location of the CLG will be discussed with members at the initial meeting. The meetings would be held during the normal working week, at a time suitable to a majority of members.</p> <p>The Applicant will ensure that appropriate business representation attends the CLG to address queries as efficiently as possible.</p>	Construction
Road Condition Surveys	<p>Video footage of the pre-construction phase condition of the abnormal loads access route and the construction vehicles route will be recorded to provide a baseline of the state of the road prior to any construction work commencing. This baseline will allow identification of any change in the road condition during the construction stage of the Proposed Development. Any necessary repairs required as a result of the Proposed Development will be coordinated with the Roads Authority. Any damage caused by traffic associated with the Proposed Development during the construction period that would be hazardous to public traffic will be repaired as soon as possible.</p> <p>Damage to road infrastructure caused directly by construction traffic will be made good (excluding general wear tear) and any street furniture that is removed on a temporary basis will be fully reinstated.</p>	Construction

Subject Area	Commitment	Timing
	Where necessary, debris and mud will be removed from the carriageway within the immediate vicinity of the site access road using an on-site road sweeper to keep the road clean and safe.	
13. Socio-economics, Tourism & Recreation		
Community Fund	The Applicant is committed to a community fund which would build on the existing Bhlaraidh Wind Farm Community Fund, which makes around £270,000 available annually to communities and charitable projects via local community companies in the community council areas of Fort Augustus and Glenmoriston and Glen Urquhart. In addition, £270,000 of funding is made available annually to the wider Highland community as part of the Highland Sustainable Development Fund.	Operation
14. Climate Change		
No mitigation measures beyond those embedded into the design of the Proposed Development are required.		
15. Aviation & Radar		
Aviation lighting	<p>The Proposed Development will be provided with a lighting scheme similar to that of the Operational Development, consisting of infra-red lighting on the turbines marking the perimeter of the wind farm, and for visible lighting to be excluded from the lighting scheme.</p> <p>In consultation with potential users of the night low level airspace, a proposed lighting scheme consisting of infra-red lights on Turbines 3, 5, 6, 8, 9, 12, 13, 14, 16 and 18 has been designed.</p>	Operation
Depiction on Aeronautical Plans	The Proposed Development will be depicted on aeronautical charts and in the UK Aeronautical Information Publication to assist aircrew in avoiding the structures.	Operation

