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12. SCHEDULE OF ENVIRONMENTAL MITIGATION

12.1 Introduction

12.1.1 This Chapter presents a compilation of the mitigation measures outlined in the preceding chapters of this Report. **Table 12-1** displays, by topic, the particular environmental issues and the mitigation or monitoring measures to be implemented. Each measure is assigned a code for ease of reference.

12.1.2 The following mitigation codes are used in **Table 12-1**:

- G – General mitigation measures;
- T – Transport;
- E – Ecology;
- O – Ornithology;
- CH – Cultural Heritage;
- HG – Hydrology, Hydrogeology, Geology and Soils; and
- F – Forestry.

12.1.3 In all instances, the Principal Contractor would have responsibility for implementation of the mitigation or monitoring measures. For the following mitigation references, the Applicant would share responsibility with the Principal Contractor:

- G3;
- G4;
- G6;
- T1;
- T6; and
- F2 (in coordination with Scottish Forestry).

Table 12-1: Schedule of Environmental Mitigation / Monitoring Measures

Topic	Issue	Mitigation Reference	Mitigation / Monitoring Measure
General	Working Hours	G1	Construction activities will be undertaken up to seven days a week during daytime periods only. Working hours are 07:00 to 19:00 in the summer and 07:30 to 17:00 (or as daylight allows) in the winter.
	Environmental Management	G2	All works for the Proposed Development will be carried out in accordance with the General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs), which have been developed by the Applicant. The SPPs outline the procedures that must be followed where there is potential for protected species to be present. Each SPP outlines the responsibilities of the Applicant and their contractors, legislative protection for the protected species, best practice measures to follow and an approved methodology for carrying out certain mitigation activities.
		G3	A site-specific Construction Environmental Management Plan (CEMP) will be developed and implemented. This document will detail how the Principal Contractor will manage the site in accordance with all commitments and mitigation detailed in the EIA Report, statutory consents and authorisations, and industry

			best practice and guidance. The CEMP will also reference the GEMPs and SPPs. Monthly inspections and quarterly audits will be undertaken to ensure compliance with the CEMP. Particular reference will be made to managing handling, storage and use of hazardous chemical and fuels used during the construction process. A detailed spill response plan will be developed and fully-briefed to all site operatives and form part of the CEMP.
		G4	An Environmental Clerk of Works (ECoW) will be appointed, specifically to provide monitoring of construction activities and ensure implementation of the CEMP. The ECoW will also identify and monitor sensitive receptors immediately prior to, during and immediately after the construction phase. This will include identifying possible constraints on construction presented by the presence of protected mammals and adopting specific mitigation measures where necessary. The ECoW will have the authority to 'stop the job / activity' if a breach or potential breach of mitigation or legislation occurs.
	Reinstatement	G5	All ground disturbed during construction will be reinstated as quickly as possible on completion of the works. Reinstatement principles will be in accordance with the GEMP's and best practice measures. Such measures will be incorporated into the CEMP.
	Traffic Management	G6	The Principal Contractor will prepare a Traffic Management Plan in consultation with the local roads authority. This will describe all mitigation and signage measures that will be proposed on the public road access based on access maps and subsequent site assessments. The CEMP, once agreed with THC, will be implemented upon construction stage commencement, with ongoing community liaison to determine any further mitigation requirements. Appendix 3.4: Transport Assessment sets out inherent mitigation measures to minimise any minor issues arising.
	Asset Protection	G7	Prior to works commencing Scottish Water shall be consulted to identify the exact location of the raw water main (approximate OS Grid Reference 258010, 912720) and its location marked out to prevent accidental damage to the pipe during construction and operation of the proposed development.
Transport	Construction Traffic Routing	T1	A Construction Traffic Management Plan (CTMP) will be produced by the Principal Contractor to update the Transport Assessment (Appendix 3.4) once detailed design information is available. This will be agreed with THC. The CTMP will be produced at the outset and continually updated.
	Road Condition	T2	Condition surveys of road links will be undertaken before, during and after construction works. These surveys will be agreed with THC prior to commencement.
	Increased Heavy Goods Vehicles (HGV) Traffic	T3	Specific HGV routes and times of operation, including commitments to reduce vehicle envoys and suitable spreading of vehicle movements, will be agreed with THC. Information will be provided via local press and leaflet drops. Consultation will be carried out with other contractors of consented schemes and

			the Highland Timber Group to limit cumulative impact of movements. Additional signage will be placed in the area as necessary. A monitoring regime will be agreed for the period of construction with THC.
	Mud / Debris on Carriageway	T4	Wheel washing facilities will be installed adjacent to all site entrances. The condition of the carriageway will be monitored throughout the construction period.
	Increased Car / Light Vehicle Traffic	T5	The Principal Contractor will, through appropriate management, seek to reduce total vehicle movements, such as by using shared vehicles from compounds, reducing car-based journeys and encouraging car sharing / smarter working.
	Community Liaison	T6	Ongoing consultation will be carried out with the local community via the community liaison group being undertaken for the consented Dalchork Substation. This will be used to determine any further mitigation requirements.
Ecology	General Ecological Mitigation	E1	Best practice pollution control measures, with reference to Scottish Environmental Protection Agency (SEPA) Pollution Prevention Guidance Notes (PPG), Guidance for Pollution Prevention (GPP), and Control of Substances Hazardous to Health (COSHH) guidelines, will be included in the CEMP. Particular reference will be made to managing handling, storage and use of hazardous chemicals and fuels used during the construction process to protect the water environment. A detailed spill response plan will be developed and fully briefed to all site operatives and form part of the CEMP in accordance with PPG 22.
	Habitat Protection Measures	E2	Where excavation is required, for example at pole locations, cable sealing end structures and trenches for the installation of the underground cable section, excavated materials will be excavated and stored according to best practice taking care to separate, as far as is reasonable, turves, topsoils, soils and boulders.
		E3	During construction activities, surface water flows will be captured through a series of cut off drains to prevent water entering excavations or eroding exposed surfaces. If dewatering is required, pumped discharges will be passed through silt / sediment control measures.
	Annex I Habitats and Areas of Highly or Moderately Ground Water Dependant Terrestrial Ecosystems (GWDTEs)	E4	Areas identified as being of high groundwater dependency are limited to small areas (e.g. bog pools and soakaways) or linear features (e.g. flushes alongside watercourses) and will be avoided by micrositing of pole locations within the Limit of Deviation (LOD) which will avoid any construction work within habitats identified as being of high groundwater dependency.
		E5	Some areas identified as being of moderate groundwater dependency are widespread in nature (e.g. wet heath). Micrositing of pole locations within the LOD will minimise the extent of construction work within wetland and peatland habitat including GWDTE habitats. Where this cannot be avoided (e.g. in the extensive peatland habitats north of Loch Dubh Cùl na

		Capulich) pole locations will be microsited, informed by peat probing surveys, in order to avoid the deeper areas of peat.	
	E6	The location of access routes will be microsited to avoid GWDTE habitats as far as possible, and vehicular access will be restricted across unprotected ground beyond the footprint of each pole location.	
	E7	Access routes will avoid other sensitive habitats where possible (e.g. blanket bog). In areas where it will not be possible to avoid crossing sensitive habitats, temporary trackway and / or the use of specialised low ground bearing pressure vehicles will be utilised to prevent damage to the surface vegetation, avoid compaction of peat and maintain hydrological pathways to prevent the temporary infrastructure from affecting these habitats and associated hydrology.	
	E8	Temporary Trackway will be microsited away from any features such as hags and bare peat to avoid any further risk of erosion.	
	E9	In areas where low ground pressure vehicles are proposed to be used to reach the pole locations, the number of vehicle passes will be kept to a minimum to avoid disturbance to the surface vegetation. These vehicles will not be permitted to make any sharp slewing movements which can rip up the surface of vegetation, exposing peat substrates.	
	E10	The extent of any excavations will be kept to a minimum during construction activities.	
	E11	Reinstatement will be undertaken in line with the proposed restoration principles set out in the CEMP, ensuring that vegetation is initially stripped, suitably stored and then replaced on the surface to recreate the former habitat as far as possible.	
	E12	Full reinstatement of materials will be undertaken promptly to avoid degradation of vegetation and peat through drying out.	
	Measures specific to works within Ben Klibreck SSSI	E13	No temporary access tracks will be installed within the SSSI. Access to each pole within the SSSI will be by specialised low ground bearing pressure vehicles. These machines will be well maintained to reduce the risk of fuel / oil leaks and the number of machine passes within the SSSI will be kept to a minimum and no sharp slewing movements will be permitted to prevent damage to the surface vegetation.
		E14	Poles will not be dragged across the habitats within the SSSI to avoid ground disturbance, instead assembled pole structures will be transported to their locations by helicopter, where practicable. Any work involving helicopters will be undertaken in consultation with the Highland Raptor Study Group to avoid any disturbance to nesting eagles within the wider area.
		E15	Restoration around the locations of the poles will be undertaken promptly in line with the Restoration Plan.
	Protected Species	E16	Prior to construction commencing, a professional ecologist or ECoW will undertake a pre-construction survey to ascertain the presence and level of activity of all protected mammal species in

			the area, with particular focus on confirmed and potential shelters identified in Chapter 7 of the EIA Report.
		E17	The construction workforce will be briefed on the protected species present in the general area, the legislative context and potential signs of activity.
		E18	All works will be carried out in accordance with the Applicant's SPPs, inclusive of mitigation to reduce the likelihood of disturbance, mortality and injury to foraging protected species utilising the area surrounding the Proposed Development.
		E19	In the event of any significant signs of mammal activity being found additional to those identified during the course of surveys, works will cease immediately in that area and advice sought from the appointed ECoW, and, if necessary, the local SNH office.
	Water Vole	E20	Prior to works commencing a pre-construction water vole survey will be undertaken, focusing on where water vole have previously been identified. Appropriate markers will be used to identify and define the current extent of each colony.
		E21	In accordance with the Applicant's SPP, a minimum protection zone of 10 m will be marked and signed on the ground around each water vole colony with appropriate material to restrict work access. All works personnel, machinery, vehicles and storage of materials will be restricted from entering protection zones.
		E22	Where the existing access track passes between the two colonies on the Allt Drochaidean Beaga watercourse, speed of vehicles will be restricted to 10 mph.
		E23	The ECoW will continue to monitor water vole presence within the construction areas to ensure any new colonies that may become established during construction are adequately protected. All site personnel will be briefed on the presence of water vole and mitigation measures via a Toolbox Talk.
	Freshwater Pearl Mussel	E24	In accordance with PPG2, any fuel and chemical storage (including bentonite) will be bunded and will not be stored within 50 m of watercourses or waterbodies.
		E25	Fuel deliveries and refuelling will be undertaken by trained staff in a designated area with an impermeable base. All fuel related activities will take place more than 50 m away from any watercourse.
		E26	Emergency spill response kits will be available and maintained during construction works.
		E27	Mechanical plant will be located in designated areas and protected from run-off. Mechanical plant will be well maintained and inspected regularly for leaks.
		E28	Drip trays will be placed under stationary vehicles to capture any potential leaks of fuel / oils.
		E29	Suitable access routes will be chosen which minimise the potential requirement for either new temporary access tracks or

			for tracking across open land which could contribute to the generation of suspended solids.
		E30	Any temporary construction / storage compounds required will be located remote from any sensitive surface water receptors and will be constructed to manage surface water run-off in accordance with best practice.
		E31	A buffer of 30 m between construction works and watercourses will be implemented.
		E32	Any water contaminated with silt or chemicals will not be discharged directly or indirectly to a watercourse without prior treatment.
		E33	Silt fences, cut-off drains, silt traps and drainage will be used where appropriate to ensure that silt-laden run-off from construction activities does not enter watercourses, groundwater or aquatic waterways that have hydrological connectivity with either SAC.
		E34	Water for temporary site welfare facilities will be brought to site, and foul water will be collected in a tank and collected for offsite disposal at an appropriately licensed facility.
		E35	The ECoW will have authority to stop any works that are or have potential to impair the water environment.
	Monitoring	E36	Construction phase monitoring will be carried out by the ECoW to ensure compliance with environmental legislation and effective delivery of mitigation measures.
		E37	Prior to construction commencing a drone survey of the peatland restoration areas will be undertaken. Once construction is complete, a second survey will be undertaken to allow for comparison between pre- and post-construction habitats. Following completion of the survey, SNH and FLS will be consulted to determine whether further restoration is required in this area. Should it be deemed necessary to carry out further restoration works, the scope and methodology will be agreed with SNH and FLS prior to it being carried out.
	Special Areas of Conservation (SACs) – Water Quality Management	E38	In accordance with PPG2 any fuel and chemical storage will be bunded and will not be stored within 50 m of watercourses or waterbodies.
		E39	Fuel deliveries and refuelling will be undertaken by trained staff in a designated area with an impermeable base. All fuel-related activities will take place more than 50 m away from any watercourse.
		E40	Emergency spill response kits will be available and maintained during construction works.
		E41	Mechanical plant will be located in designated areas and protected from run-off. Mechanical plant will be well maintained and inspected regularly for leaks.
		E42	Drip trays will be placed under stationary vehicles which could potentially leak fuel / oils.

		E43	Suitable access routes will be chosen which minimise the potential requirement for either new temporary access tracks or for tracking across open land which could contribute to the generation of suspended solids.
		E44	Any temporary construction / storage compounds required will be located remote from any sensitive surface water receptors and will be constructed to manage surface water run-off in accordance with best practice.
		E45	A buffer of 30 m between construction works and watercourses will be implemented.
		E46	Any water contaminated with silt or chemicals will not be discharged directly or indirectly to a watercourse without prior treatment.
		E47	Silt fences, cut-off drains, silt traps and drainage will be used where appropriate to ensure that silt-laden run-off from construction activities does not enter watercourses, groundwater or aquatic waterways that have hydrological connectivity with either SAC.
		E48	Water for temporary site welfare facilities will be brought to site, and foul water will be collected in a tank and collected for offsite disposal at an appropriately licensed facility.
		E49	The ECoW will have authority to stop any works that are or have potential to impair the water environment.
	SACs – Otters	E50	Prior to construction commencing, a detailed pre-construction protected species survey will be carried out by suitably qualified ecologists to identify any signs of otter within 250 m of proposed works. Should any evidence of breeding holts or shelters for otter be identified, the SPP will be followed to ensure there is no disturbance. Monitoring by the ECoW will be ongoing throughout the construction phase to update pre-construction surveys.
		E51	No works will be undertaken within 50 m of waterbodies and watercourses showing signs of regular use of otters during the hours of darkness or within two hours of sunset / sunrise.
		E52	Any temporary exposed pipe system will be capped when staff are off site to prevent otters from gaining access and becoming trapped.
		E53	All exposed trenches or holes will be provided with mammal exit ramps, e.g. wooden planks or earth ramps.
		E54	To limit the risk of collision, a speed limit of 15 mph will be applied along access tracks.
	SACs – Habitats and Notable Plant Species	E55	No excavations will be undertaken within the SAC boundary and no temporary access tracks will be located within the SAC boundary. Mitigation detailed above in relation to Water Quality Management will ensure that safeguards are in place to protect qualifying habitats within the SAC boundary from any potential indirect effects from oil / chemical spills and pollution from silt-laden run-off.

		E56	Pre-construction surveys will identify any notable plant species, such as marsh saxifrage, that may be growing outwith the boundary of the SAC. Should a marsh saxifrage plant be identified within proximity to proposed pole locations or along temporary access track routes, a suitable work exclusion zone will be implemented and maintained for the duration of construction and monitored by the ECoW.
Ornithology	General Ornithological Mitigation	O1	The procedures outlined in the SPPs must be followed where there is potential for breeding birds to be present.
		O2	Construction, including enabling works and felling, will avoid being undertaken in the breeding bird season (late March to end of July), if possible, to minimise disturbance to nesting birds. The construction programme will take into account measures to prevent disturbance to breeding divers.
		O3	Where it is not possible to schedule all works outwith the breeding bird season, the appointed ECoW, or suitably qualified ornithologist, will undertake pre-construction surveys to identify the presence of protected bird species and nests. Should a nest of any bird be located during pre-construction surveys, the ECoW will recommend suitable mitigation measures (including appropriate buffer zones depending on the species); implement the requirements of the SPP and provide toolbox talks to contractors to ensure accidental / reckless disturbance of the nesting bird is avoided. The ECoW / suitably qualified ornithologist will undertake regular monitoring of birds present within proximity of works to ensure any nests are promptly located, identified and suitably protected from damage or disturbance.
	Measures Specific to Black Grouse	O4	Prior to commencement of construction, black grouse lek surveys will be carried out at the appropriate time of year by a suitable qualified ornithologist in accordance with standard survey methodologies.
		O5	The construction programme will restrict the timing of works within 500 m of lek locations, to completely avoid the use of this section of track during the peak lekking period (late March to end of May). If this section of track requires upgrading as part of enabling works for the Proposed Development, this must be undertaken outwith March to May. If it is not considered possible to completely avoid the use of this section of access track between March and May, access will be limited to avoid disturbing lekking birds (i.e. no vehicle access will be permitted along the access track within 500 m of lek sites for two hours after sunrise). These measures are included in the black grouse SPP, which the ECoW will implement and monitor compliance with.
	Confidential Measures	O6	For mitigation measures relating to sensitive bird records and qualifying species of SPAs, refer to confidential Appendix 8.5 and confidential Appendix 8.6 .
Cultural Heritage	Direct Impacts	CH1	The location and extent of two scheduled sites (Sites 8 and 9 as set out within Chapter 9 of the EIA Report) and recorded

			archaeological features (Sites 12 – 24 as set out within Chapter 9 of the EIA Report) will be observed during final design and micro siting of access routes and pole locations to ensure that all of these features are avoided. Any features adjacent to areas of work will be further protected with exclusion zones clearly marked out and signposted, and where necessary, by use of temporary protective surfaces. The LOD is restricted around heritage features to minimise potential for direct impacts; a 25 m buffer is applicable to sites 8 and 9, and a 20 m buffer is applicable to all recorded archaeological features (sites 12 – 24).
		CH2	An archaeological watching brief will be carried out for the groundworks associated with undergrounding of cabling as it crosses site 12 to ensure that any sub-surface archaeological features and deposits are identified and recorded before removal. Damage to the visible features of this site will be minimised where practicable.
	Indirect Impacts	CH3	Pole positions will be carefully microsited to ensure key views are occupied by the less intrusive components of the development (i.e. conductors rather than wood poles).
Hydrology, Hydrogeology, Geology and Soils	Construction Environmental Management Plan (CEMP)	HG1	During construction there will be heavy plant and machinery required and as a result best working practices and measures will be adopted to protect the water environment, including those set out in Pollution Prevention Guidance (PPG1).
		HG2	In accordance with PPG2 any above ground on-site fuel and chemical storage will be bunded.
		HG3	Emergency spill response kits will be maintained during the construction works (Guidance for Pollution Prevention (GPP 21)).
		HG4	A vehicle management system will be put in place wherever possible to reduce the potential conflicts between vehicles and thereby reduce the risk of collision (GPP21).
		HG5	Suitable access routes will be chosen which minimise the potential requirement for either new temporary access tracks or for tracking across open land which could contribute to the generation of suspended solids and / or degradation of peat.
		HG6	Bog matting and / or low load bearing machinery will be used when access is required over deposits of peat.
		HG7	A speed limit will be used to reduce the likelihood and significance of any collisions.
		HG8	Drip trays will be placed under stationary vehicles to capture any potential leaks of fuel / oils.
		HG9	Any temporary construction / storage compounds required will be located remote from any sensitive surface water receptors and will be constructed to manage surface water run-off in accordance with best practice.
		HG10	Drilling fluid to be used during the horizontal directional drilling at the watercourse crossing beneath the River Tirry will be inorganic and details of the fluid, including any necessary foaming agents, will be maintained on site to inform correct use, treatment and disposal.

		HG11	Any water contaminated with silt or chemicals will not be discharged directly or indirectly to a watercourse without prior treatment.
		HG12	Water for temporary site welfare facilities will be brought to site, and foul water will be collected in a tank and collected for offsite disposal at an appropriately licensed facility.
		HG13	Water quality monitoring will be carried out for sensitive receptors downstream of work areas; specifically, at the residence of Abhainn Sgeamhaidh (see HG30).
	Peat	HG14	No peat will be excavated to form access tracks to the Proposed Development, low loading bearing access vehicles will be used, and where required temporary portable tracking will be deployed, to safeguard peat below the access routes.
	Peat	HG15	Works will be undertaken with the Applicant's GEMP (Working in Sensitive Habitats) which will ensure peat stripping and excavation is kept to an absolute minimum.
	Peat	HG16	There will be no storage of peat on site. Excavations will be reinstated on the day they are excavated.
	Peat	HG17	A Peat Landslide and Hazard Risk Assessment (PLHRA) has been produced and included with the EIA Report as Appendix 10.2 ; mitigation measures from the PLHRA are included later in this Schedule. The PLHRA will be updated prior to construction which will incorporate the results of additional site investigation. The updated assessment will form part of the CEMP and will be agreed with SEPA and The Highland Council (THC). Micrositing will be used to locate the proposed infrastructure in areas of least peat slide risk.
	Peat	HG18	Drone surveys will be undertaken of the sections of OHL passing through peatland restoration areas prior to and following construction to allow an assessment of the construction and restoration works to be completed.
	Peat	HG19	A Stage 1 Peat Management Plan (PMP) has been prepared and included with the EIA Report as Appendix 10.1 ; mitigation measures from the PMP are included later in this Schedule. The Principal Contractor will be required to prepare a Stage 2 and Stage 3 PMP as part of the detailed site design. The Stage 2 PMP will be developed in consultation with FLS and SNH Peatland Action, and this will form part of the CEMP agreed with SEPA and THC prior to construction commencing.
	Soils and Geology	HG20	Any soils temporarily stockpiled will be managed in accordance with best practice to ensure their value is not degraded.
	Soils and Geology	HG21	Works will be scheduled to avoid, where possible, periods of heavy rain and vehicular movement will be planned to avoid saturated ground conditions.
	Soils and Geology	HG22	Soils will be protected from temporary heavy vehicular movement by placement of ground protection mats or above ground tracks (underlain by a geotextile).
	Soils and Geology	HG23	Stationary plant left for long periods will be parked on formal track / compounds so as to avoid potential of soil compaction.

		HG24	All temporary tracks will be removed upon completion of works.
		HG25	Localised measures including silt fencing will be used to manage runoff shed from areas where soils are disrupted so as not to locally impair water resources and protect sensitive receptors.
Surface Water and Groundwater Quality		HG25	A surface and groundwater quality management plan will be prepared and included in the site-specific CEMP to reduce the likelihood of pollutants being discharged to nearby watercourses or groundwater (including River Naver Special Area of Conservation (SAC) and River Tirry hatchery).
		HG26	Water required for site welfare facilities during the construction phase will be provided by water bowser or tanker. Water from welfare facilities will be discharged to a sealed tank which will be routinely emptied and disposed of at an appropriately licenced off-site facility.
		HG27	Should a need for water abstraction / discharge arise during works (e.g. vehicular / wheel washing), this will be dealt with through a registration with SEPA under the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended).
Flood Risk		HG28	The design and capacity of any temporary watercourse crossings will be agreed by the Principal Contractor in consultation with SEPA as part of the detailed site design. Any temporary culverts will be authorised and regulated in accordance with the Controlled Activities Regulations. A schedule of temporary watercourse crossings and construction method statements will be specified in the CEMP.
Surface and Groundwater Flow		HG29	To prevent the cable trench forming a preferential flow path, impermeable barriers or 'plugs' will be installed in the trench in accordance with best practice guidance.
Private Water Supplies		HG30	To ensure the safeguarding of private water supply (PWS) 02 (SEE Chapter 10 of the EIA Report), a schedule of monitoring for the abstraction point will be agreed with THC and SEPA as part of the site CEMP.
		HG31	An increased buffer of 100 m will be kept for the storage of fuels and oils, vehicle refuelling and maintenance within the catchment.
Peat Management Plan (PMP) – Access Tracks		HG32	All existing drainage routes must be maintained and, where necessary, channelled below the proposed track construction. Upslope side drainage ditches to the track will be required on side-long ground.
		HG33	The ditches must be constructed with small dams and cross drains where necessary so that: <ul style="list-style-type: none"> • water can pass below the track and regular intervals; and • scour and erosion are avoided in the side ditches due to the limited volume and velocity, concentrated discharges to the peat on the down slope side of the track are avoided.
		HG34	The camber of the track must encourage surface water to drain to the up-slope side drainage ditch.

		HG35	All existing drainage features within the access track corridors must be identified and marked; these drainage features must be maintained during the construction and operational phases of the Proposed Development.
		HG36	Cross drains must be installed at regular intervals to maintain interstitial groundwater flow through the peat mass below the tracks where settlement could reduce the natural permeability.
		HG37	Additional drainage must be installed in areas up-slope to any track to prevent ponding and possible instability.
		HG38	Small mass dams must be installed at regular intervals along the track side drains to prevent significant water velocities in the side drains causing deep erosion in the peat.
		HG39	Where track construction is required over peat areas in excess of 1.0 m deep, this will be undertaken with a floating track construction, where the integrity of the peat allows.
		HG40	<p>Cut and fill must be avoided in peat greater than 1.0 m deep if possible; if not, the following requirements on side long ground (across contours) must be adopted:</p> <ul style="list-style-type: none"> excavate to a sound stratum; the majority of construction surfaces must be essentially horizontal with a slight fall to aid drainage; where the depth of cut is deemed unstable, a stepped or benched surface will be employed with the intention of minimising the exposed surface of the up-slope cut face; all exposed peat surfaces must be protected from erosion and desiccation by ensuring the integrity and moisture content of the peat is maintained; and the top of cut slopes will be provided with a small bund to retain the peat to prevent desiccation and maintain the local stability of the peat.
	PMP – Excavation	HG41	Excavated peat will be excavated as turves, including the acrotelm (surface vegetation) and a layer of adjoining catotelm (more humified peat) typically up to 500 mm tick in total, or as blocks of catotelm. The acrotelm must not be separated from its underlying peat.
		HG42	The turves will be as large as possible to minimise desiccation during storage.
		HG43	Contamination of excavated peat with substrate materials will be avoided.
		HG44	Excavation activities must be timed to avoid very wet weather and multiple handling, where possible, to minimise the likelihood of excavated peat losing structural integrity.
		HG45	If possible, full depth acrotelm layers will be extracted intact from the top surface of the peat deposit to maintain connectivity between the surface vegetation and the partially decomposed upper layers of the catotelm.
	PMP – Temporary Storage	HG46	Local gullies, diffuse drainage lines (or very wet ground) and locally steep slopes will be avoided for peat storage.
		HG47	Stored upper turves (incorporating vegetation) will be organised and identified according to NVC community (assisted by the

		ECoW) for reinstatement adjacent to like communities in the intact surrounding peat blanket.
	HG48	Drying of stored peat must be avoided by irrigation (unlikely to be significant for peat materials stored less than two months).
	HG49	Peat generated from compounds will be transported directly to its allocated restoration location to minimise the volume being stockpiled with the possibility of drying out.
	HG50	Stores of catotelmic peat form compounds will be bladed off to reduce surface area and minimise desiccation.
	HG51	Where transport cannot be undertaken immediately, stored peat from compound areas must be irrigated to limit drying and stored on a geotextile mat to promote stability.
	HG52	Monitoring of large areas of peat storage during wet weather or snowmelt will be undertaken to identify any early signs of peat instability.
	PMP – Transport	HG53 Movement of turves must be kept to a minimum once excavated, and it is preferable to transport peat planned for translocation and reinstatement to its destination at the time of excavation. If Heavy Goods Vehicles / dump trucks that are used for transportation of non-peat material are also to be used for peat materials, measures must be taken to minimise cross-contamination of peat soils with other materials.
	PMP – Handling	HG54 Following refinement of the OHL peat model, a detailed storage and handling plan will be prepared, including: <ul style="list-style-type: none"> • best estimate excavation volume at each infrastructure location (including peat volumes split into area / volume of 'acrotelm' or 'turf' and volume of catotelm); • volume to be stored locally and volume to be transferred directly on excavation to restoration areas elsewhere (e.g. peat restoration areas and forest drains) in order to minimise handling; • location and size of storage area relative to natural peat morphology / drainage features; and • irrigation requirements and methods to minimise desiccation of excavated peat during short term storage.
	PMP – Restoration	HG55 Restoration sites will be carefully evaluated for their suitability and their appropriateness agreed with the ECoW, landowners and relevant consultees.
		HG56 Restoration and revegetation work will be undertaken as soon as possible.
		HG57 Where required, livestock will be excluded from areas of the development site undergoing restoration to minimise impacts on revegetation.
		HG58 As far as reasonably practicable, restoration will be carried out concurrently with construction rather than at its conclusion.
	Peat Landslide and Hazard Risk Assessment (PLHRA) –	HG59 Careful micrositing of OHL pole locations will be undertaken to minimise effects on the prevailing hydrology.
		HG60 Methodologies will be developed as a contingency to minimise the effects to watercourses in the unlikely event of peat instability.

	Construction Methodology Controls	HG61	Temporary floating tracks will be used across areas of deep peat.
	PLHRA – General Mitigation	HG62	Health and safety awareness of the peat environment at the Proposed Development will be raised for construction staff by incorporating the issue into the site induction. This will include peat slide risk assessment information (e.g. peat instability indicators, best practice and emergency procedures) in toolbox talks with relevant operatives, such as plant drivers.
		HG63	A 'Peat Hazard Emergency Plan' will be introduced to provide instructions for site staff in the event of a peat slide or discovery of peat instability indicators.
		HG64	For sections of track that require track side cuttings into peat, suitable support measures including upgradient drainage, suitable slope angles and, if necessary, geotextile to minimise movement, will need to be designed to maintain the stability of the adjacent peat terrain.
		HG65	The design will be refined / optimised through the pre-construction phase following completion of a detailed ground investigation.
		HG66	Methodologies will be developed to ensure that accelerated degradation and erosion of exposed peat deposits do 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. minimise off-track plant movements within areas of peat). These are outlined in the PMP (Appendix 10.1).
	PLHRA – Drainage Measures	HG67	Drainage systems will be developed that will not create areas of concentrated flow or cause over-, or under-, saturation of peat habitats.
		HG68	Robust drainage systems will be developed that will require minimal maintenance.
		HG69	Drainage systems and associated measures (i.e. silt traps, check dams and silt netting at or close to watercourses, etc.) will have a robust design to minimise sedimentation into natural watercourses. Method statements will be prepared in advance to mitigate against a slide occurring and will include, but not be limited to, the use of check dams and erosion protection to limit flows and prevent contamination of watercourses.
		HG70	Measures will be put in place to ensure drainage systems are well maintained, to include the identification and demarcation of zones of sensitive drainage or hydrology in areas of construction, e.g. inclusion of maintenance regimes for drainage systems into a construction management plan or similar.
PLHRA – OHL Poles	HG71	Excavations for OHL poles will be kept to a minimum where possible, with predetermined dimensions being used. Pits measuring 2.0 m by 4.0 m will be dug at each pole location, to a depth of 2.5 m if glacial till is reached. If glacial till is not reached at 2.5 m, the pit will be further excavated to the base of the peat and then backfilled with gravel to 2.5 m.	

		HG72	Peat produced from excavation will be reused locally across the Proposed Development site in an environmentally acceptable manner for restoration. Peat will not be used to backfill the excavation void within the footprint of the foundation due to its low strength. Peat can be used as backfill outside of the foundation footprint and also to dress verges to tracks and around OHL pole bases, in line with current Waste Management guidance. Existing drainage during excavation will be maintained via management of the water in the peat to avoid creating conditions likely to increase the risk of a peat slide.
	PLHRA – Underground Cable	HG73	Construction methods will be employed which will not seriously disrupt the established drainage and ensure no areas are surcharged, either by water discharge or spoil, in order to maintain the current level or improve the stability of the peat mass on the slopes around the cable route.
	PLHRA – Access Tracks	HG74	In areas with peat greater than 1.0 m depth, the use of low pressure tracked vehicles and temporary access panels will be employed to ensure hydrological connectivity is maintained and avoid compaction of the peat or substrate below.
		HG75	Construction methods will be employed which will not seriously disrupt the established drainage and ensure no areas are surcharged, either by water discharge or spoil, in order to maintain the current level or improve the stability of the peat mass on the slopes around access tracks.
		HG76	<p>All existing drainage tracks must be maintained and, where necessary, channelled below the proposed track construction. Upslope side drainage ditches to the tracks will be required on side-long ground; the ditches will be constructed with small dams and cross drains where necessary so that:</p> <ul style="list-style-type: none"> • water can pass below the tracks at regular intervals; • scour and erosion are avoided in the side ditches due to the limited volume and velocity; • concentrated discharges to the peat on the down slope side of the track will be avoided; • the camber of the track will encourage surface water to drain to the upslope side drainage ditch; • all existing drainage features within the access track corridors are identified and marked; these drainage features will be maintained (not enhanced) during the construction and operational phases of the Proposed Development; • cross drains will be installed at regular intervals to maintain interstitial groundwater flow through the peat mass below the tracks where track settlement could reduce the natural permeability; • additional drainage will be installed in areas upslope to any track to prevent ponding and possible instability; and • small dams will be installed at regular intervals along the track side drains to prevent significant water velocities in the side drains causing deep erosion in the peat.

		HG77	Where track construction is required over peat areas in excess of 1.0 m deep, this will be undertaken with a floating track construction, where the integrity of the peat allows.
		HG78	<p>Cut and fill will be avoided in peat greater than 1.0 m deep if possible. If not, the following requirements on side long ground (across contours) will be adopted:</p> <ul style="list-style-type: none"> • excavation will be carried out to a sound stratum; • the majority of construction surfaces will be essentially horizontal with a slight fall to aid drainage; • where the depth of cut is deemed unstable, a stepped or benched surface will be employed with the intention of minimising the exposed surface of the upslope cut face; • all exposed peat surfaces will be protected from erosion and desiccation by ensuring the integrity and moisture content of the peat is maintained; and • the top of cut slopes will be provided with a small bund to retain the peat to prevent desiccation and maintain the local stability of the peat.
	PLHRA – Crossing Watercourses	HG79	In any instance of access tracks crossing watercourses, particular care will be required to ensure conformity in the settlement characteristics between the crossing structure and the approaches to avoid undue settlement.
Forestry	Construction Phase	F1	<p>Best use of micrositing in areas 11, 12 and 13 will be employed to remove one side only where tree cover is present to reduce the edge effect and a risk of windthrow.</p> <p>The leaving of narrow strips of Productive Conifer will be avoided to restrict the areas which may become problematic to harvest due to the additional constraints of the OHL.</p>
	Operational Phase	F2	The NSLMP referring to Dalchork Forest will require to be updated to incorporate the OC. Such an update will need to take into account the variable width of the OC and adjust any future replanting to suit. The alignment adjacent to the A836 north of the Crask Inn will have an effect on the proposed new planting for snow break, and this must be accounted for in future forest plans to provide an effective long term solution to the maintenance of a snow break.
	Compensatory Planting	F3	Compensatory planting (CP) is proposed to mitigate the significant impact of cumulative loss of woodland area. 32.95 ha is required to ensure the Proposed Development is in line with Scotland’s Control of Woodland Removal policy, which requires all areas of woodland lost to development to be offset with CP. This CP will be achieved through support of a centrally administered ‘Scottish Woodland Replanting Fund (SWRF), which would be administered by a Scottish Government Agency, such as Scottish Forestry. In the event this is not feasible, the preference would be to engage in a ‘not for profit’ partnership with a non-government organisation, followed by a commercial arrangement with a woodland broker as the least favourable option.