

17 Schedule of Environmental Commitments

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- 17.1.1 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.
- 17.1.2 Table 17.1 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.
- 17.1.3 Where mitigation measures state that they should be undertaken pre-construction or during construction it can be assumed that these mitigation measures will also be implemented pre-decommissioning and during decommissioning, unless stated otherwise.

Table 17.1 Schedule of Environmental Commitments

Subject Area	Commitment	Timing
3. Proposed Development		
CEMP	<p>As part of the construction contract, the Applicant will produce, and adhere to, a CEMP. The CEMP 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; ▪ surface and groundwater; ▪ 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). 	Pre-construction and construction

Subject Area	Commitment	Timing
	<p>The Applicant shall provide the following for integration within the CEMP:</p> <ul style="list-style-type: none"> ▪ details of the all the environmental mitigation which is described within this EIA Report (refer to Chapter 17) that is required during construction of the Proposed Development, and of how the Applicant will implement this mitigation and monitor its implementation and effectiveness; ▪ details of how the Applicant will abide by the local and national legislative requirements including The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (amended 2013) (Scottish Government, 2011); ▪ details of how the Applicant will implement and monitor construction best practice techniques; ▪ details of a Peat Management Plan, following the principles set out in the joint Scottish Renewables and SEPA guidance on the assessment of peat volumes, reuse of excavated peat and the minimisation of waste' (Scottish Renewables and SEPA, 2012) (an outline Peat Management Plan is provided in Appendix 10.1); ▪ details of a Waste Management Plan which will include opportunities to reduce and re-use waste on site, recycling of waste which cannot be reused and disposal of waste to landfill; and ▪ details on how the Applicant will liaise with the public and local landowners and how they will respond to any queries and/or complaints. <p>The Applicant shall consult with SNH, SEPA, Historic Environment Scotland and North Ayrshire Council NAC on the relevant aspects of the CEMP. The Applicant shall amend and update the CEMP as required throughout the construction and decommissioning period.</p> <p>The CEMP shall, where applicable, cross-reference and correspond with the Construction Traffic Management Plan (CTMP). The CTMP will detail the management of traffic to and from site, including abnormal loads and daily workers commute. It shall also include mitigation for impacts to public transport, local private access and public footpaths. The Applicant shall amend and update the CTMP as required throughout the construction and decommissioning period.</p> <p>Specific requirements of the CEMP for each of the environmental topics assessed in the EIA are provided in the relevant EIA Report chapters.</p>	

Subject Area	Commitment	Timing
DEMP	During decommissioning of the Proposed Development, the Applicant will produce, and adhere to, a Decommissioning Environmental Management Plan. The DEMP shall be developed in accordance with current legislation and guidance at the time of decommissioning.	Pre-decommissioning
Pollution Prevention Strategy	<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.</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>	Pre-construction and construction
Design	There will be a micro-siting allowance of up to 100 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 preconstruction surveys identify unsuitable ground conditions or environmental constraints that could be avoided.	Pre-construction
5. Landscape and Visual		
Visual Impact	The design of the Proposed Development has evolved as part of an iterative process which has aimed to provide an optimal design in environmental, as well as technical and economic terms and landscape and visual mitigation measures have been a central consideration in the design process. The proposed turbine layout has been designed to minimise the effect on the surrounding landscape and visual resource. Therefore, the turbine layout design has evolved with the intention of presenting a simple, well balanced image of the proposed Development in the majority of views.	Pre-construction
	Ground disturbance onsite would be restricted as far as practicable and any soil materials excavated would be retained on the Site for re-use on areas to be re-vegetated following the construction phase. The proposed borrow pits, construction compound and tracks have been considered throughout the design process to minimise landscape and visual impacts where possible.	Construction

Subject Area	Commitment	Timing
6. Ornithology		
Pre-Construction Surveys	Not more than 12 months prior to construction of the Proposed Development, the Applicant will engage a Suitably Qualified Ecologist (SQE) to undertake a series of repeat ornithological surveys to update the baseline information reported in this chapter. The aim of these surveys would be to provide up to date information in order to finalise the mitigation proposals. This would be in addition to completing a final check prior to construction for protected species (see Chapter 7 of this EIA Report) and would be discussed and agreed with SNH.	Pre-construction
Vegetation Removal	Further to or incorporated into the update surveys above, protection of breeding bird nests from damage and/or destruction during the breeding season will need to be ensured. Wherever possible, all vegetation clearance should occur outside the breeding season (i.e. between September – March inclusive), to ensure that no active nests are damaged or destroyed by the proposed works. This would include any areas of shrub clearance and vegetation removal for access tracks, compounds or turbine bases due to the populations of ground nesting birds on and around the site. Any tree felling should also occur entirely outwith the breeding season; this work and any other vegetation clearance which is unavoidable during the breeding season will be subject to pre-clearance checks and monitoring by the appointed ECoW, who will identify nesting locations and ensure implementation of appropriate mitigation measures to protect nest sites.	Construction
Habitat disturbance	Avoidance of unnecessary disturbance to habitats by minimising the extent of ground clearance and other construction practices as far as practicable.	Construction
Habitat disturbance	Plant and personnel will be constrained to a prescribed working corridor through the use of temporary barriers, thereby minimising damage to habitats and potential direct mortality and disturbance to species.	Construction
Habitat disturbance	Works compounds, storage sites and access tracks will avoid, as far as practicable, areas of woodland and wetland or any other habitat identified as being of ecological value by the appointed ECoW.	Construction
Ecological Toolbox talk	An ecological toolbox talk will be given to all construction personnel as part of site induction on the potential presence of ornithological species and any measures that need to be undertaken should such species be discovered	Construction and operation

Subject Area	Commitment	Timing
	during construction activities. The toolbox talk will also include the requirement to report and log any bird casualties (including any carcasses found beneath the temporary met-mast) at the Proposed Development during construction and operation of the site.	
Site restoration plan	As part of the Proposed Development proposals it will be necessary to develop and implement a Site Restoration Plan (SRP) as part of the CEMP and DEMP to ensure the regeneration of those areas of habitat that have been temporarily lost through development.	Operation and post-decommissioning
Restoration	In order to facilitate restoration, disturbed ground will be restored as soon as practicably possible using materials removed during the construction of access tracks, excavation of cable trenches and turbine foundations. To achieve this, any excavated soil will need to be stored in such a manner that is suitable to facilitate retention of the seed bank. This will aid site restoration and help conserve the pre-construction floristic interests at the site.	Operation and post-decommissioning
Winter roost protection	It is proposed to engage the South Strathclyde RSG to continue to locate and monitor winter roost sites. By ensuring wintering hen harrier remain safe in winter months in the area of the SPA it is hoped that these birds will remain through to spring and early summer and once again breed within the area.	Construction and operation
Nest protection	It is proposed to engage the South Strathclyde RSG to continue to locate and monitor any breeding sites as and when they are found. Monitoring of the SPA, in particular during the early breeding season, will be undertaken and should any breeding sites be located then a strategy similar to that outlined in the hen harrier action plan by DEFRA (2016) will be followed.	Construction and operation
7. Ecology		
ECoW	The Applicant will appoint a suitably qualified Ecological Clerk of Works (ECoW) prior to the commencement of any construction activities take place. The ECoW will be present and oversee all construction activities as well providing toolbox talks to all site personnel with regards to priority species and habitats, as well as undertaking monitoring works and briefings to relevant staff and contractors as appropriate.	Pre-construction

Subject Area	Commitment	Timing
Species Protection Plan	A Species Protection Plan (SPP) will be produced and agreed prior to construction commences and then implemented during the construction period. The SPP will detail measures to safeguard protected species known to be in the area and will include for pre-construction surveys for protected species (complimenting the seasonality of the construction start date) as well as ensuring the use of Best Practice measures during all construction activities (such as sensitive lighting, ramps exiting open excavations, etc.). The SPP will describe the process to be followed in the case that new protected species are recorded on site that will therefore also need to be protected during construction works, as well ensuring the implementation of effective toolbox talks to raise awareness of site personnel to sensitive ecological receptors on site.	Pre-construction and construction
Tree replanting	A planting schedule to guide the replacement tree planting programme will be prepared in consultation with SNH, SPEA and NAC, prior to work commencing on-site and will form a supporting document to the CEMP.	Pre-construction
Pre-construction ecological survey	Pre-construction ecological survey programme of habitats and watercourse crossing points, to identify any changes to otter use of the channels, to feed into the final micro-siting process	Pre-construction
Pre-construction badger survey	Preconstruction survey for badger use of the site habitats, to confirm changes in use or creation of new setts. This will provide sufficient time for consultation with SNH, agreement of a way forward and to obtain the relevant disturbance licensing, should a sett be identified within the working area	Pre-construction
Pre-construction bat survey	Preconstruction survey for bat use of the site trees, to confirm changes in use. This will provide sufficient time for consultation with SNH, agreement of a way forward and to obtain the relevant disturbance licensing, should a tree roost be identified within the working area	Pre-construction
CEMP	Further mitigation measures will take the form of multiple site management requirements which will act as supporting documents to the CEMP and will include: <ul style="list-style-type: none"> ▪ Site Waste Management Plan (SWMP); ▪ Materials Management Plan (MMP); and; 	Pre-construction and construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> ▪ Construction Method Statements. 	
Habitats	<p>Mitigation measures to protect habitats during construction will include:</p> <ul style="list-style-type: none"> ▪ Identification of appropriate exclusion zones around sensitive features (wetlands, retained forestry edges, etc.), if applicable, to prevent construction vehicles tracking through these areas; ▪ careful strip and retention of turves (with particular reference to marshy grassland vegetation), for re-use in the restoration of track and turbine batters; ▪ operative awareness education, in the form of toolbox talks, to ensure the value of the habitat is understood; ▪ careful wash-down of plant and other equipment will be mandatory prior to access to or egress from the Proposed Development site, to prevent potential biosecurity risks associated with plant movements; potentially contaminated materials will be identified and the handling of such strictly controlled; and ▪ exclusion of livestock from the restored temporary borrow pit areas, to permit habitat recovery free from grazing pressure (which otherwise has the potential to degrade the surface). 	Construction
Species	<p>Mitigation measures to protect species during construction will include:</p> <ul style="list-style-type: none"> ▪ General <ul style="list-style-type: none"> - Construction phase task lighting to be strictly controlled to avoid illumination of edge habitats of the woodland; - Controlled site lighting regime during the operational phase, should lighting be required, to reduce lighting impacts. Lighting to be designed to the Institution of Lighting Professionals Guidance Note 8: Bats and artificial lighting (ILP, 2018). 	Construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> ▪ Badger <ul style="list-style-type: none"> - Avoidance of working in the vicinity of badger habitat during the hours of darkness and within two hours after sunrise and two hours before sunset. This can be reduced to one hour between November and February, due to limited daylight; - Use of soft felling techniques, under an appropriate SNH disturbance licence, should an active sett be encountered within the crossing clear-felling area. 	
8. Noise		
Construction	<p>The following good practice measures will be implemented during construction to limit unnecessary noise in accordance with the CEMP:</p> <ul style="list-style-type: none"> ▪ Construction activities will take place during the daytime period only, as defined in BS5228; ▪ avoid unnecessary revving of engines and switching off plant when not required (i.e. no idling); ▪ haul routes to be kept well maintained, with no steep gradients; ▪ minimising the drop height of materials during delivery to, and movement around, site; ▪ starting up plant and vehicles sequentially, rather than all together; ▪ specification of plant with white-noise or directional reversing alarms, rather than beeper type alarms; ▪ where possible, selection of quiet / noise reduced plant; ▪ vehicles accessing the site will have regard to the normal operating hours of the site and the location of nearby NSRs; ▪ use and siting of equipment will be considered such that noise and vibration 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; and 	Pre-construction and construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> ▪ where vibration-generating activities will be undertaken in close proximity to dwellings, such as use of vibrating rollers for ground compaction during access track construction, vibration levels will be monitored. Should vibration levels exceed appropriate thresholds, further mitigation will be put in place. 	
Fixed (non-turbine) plant noise	Noise from non-turbine operational plant will comprise noise from substations only. The sound power level and final location of the substation(s) are yet to be finalised, however, noise from the final type and location of the substation will be attenuated by acoustic enclosure (if required), such that it meets the derived non-turbine noise limits. A sound power level of 95 dB(A), would enable the noise limit to be met. The installed substation will meet this criterion.	Construction/operation
Turbine noise management plan	Following selection and procurement of the final turbine model, and implementation of an appropriate turbine noise management plan, where required, it is anticipated that operational wind turbine noise levels will meet the derived noise limits at all NSRs across the full range of wind speeds, both during the daytime and the night-time periods.	Operation
9. Cultural Heritage		
Archaeological sites	<p>All known heritage assets within 50 m of the proposed working areas, including all areas to be used by construction vehicles, will be fenced off under archaeological supervision prior to construction. This fencing will be maintained throughout the construction period to ensure the preservation of these assets.</p> <p>If further groundworks are required during the decommissioning works or if plant movements are required beyond the hardstanding comprising the turbine infrastructure, then all known sites within 50 m of the proposed working areas will be fenced off with a visible buffer under archaeological supervision. This will be undertaken prior to decommissioning in order to avoid accidental damage by heavy plant movement.</p>	Pre-construction and construction
Unrecorded sites	The potential for known and previously unrecorded buried remains to be affected by the Proposed Development will be addressed by a programme of archaeological works, undertaken as a condition of planning consent which will be undertaken prior to the commencement of construction of the Proposed Development. A targeted programme of archaeological trail trench evaluation will be undertaken to investigate the possible route of the Roman road within and around the Proposed Development footprint. Following this an Archaeological Clerk of Works will be appointed and an archaeological watching brief will be undertaken on a representative proportion of ground breaking works. The	Pre-construction

Subject Area	Commitment	Timing
	purpose of such works will be to identify any archaeological remains threatened by the Proposed Development, to assess their significance and to mitigate any impact upon them either through avoidance or, if preservation in situ is not warranted, through preservation by record. Depending upon the results of the evaluation and any watching brief works there is the potential that further works, such as excavation and post-excavation analyses, could be required.	
WSI	Details of mitigation will be agreed with WoSAS on behalf of NAC through a Written Scheme of Investigation.	Pre-construction
Roman river crossings	The Scottish Archaeological Research Framework (ScARF) notes a need for further research into bridges and other forms of river-crossing during the Roman period. It also calls for a better overview of the Roman road network in Scotland, considering all lines claimed as Roman (ScARF 2012, 23). Investigation of the putative Roman roads and river crossing within the site as part of archaeological mitigation works may contribute to these wider research questions. Any archaeological fieldwork commissioned in order to mitigate direct effects will result in the production and dissemination of a professional archive, which will add to our understanding of the cultural heritage value of the site.	Pre-construction
Heritage Interpretation Plan	A programme of works (undertaken as part of a Heritage Interpretation Plan (HIP)) would partially offset potential impacts of the Proposed Development on the setting of heritage assets in its vicinity. A programme of archaeological evaluation, community survey and excavation works, and subsequent interpretation, undertaken as part of a HIP, would improve understanding and appreciation of the historic landscape setting of Outerwards Roman fortlet and thus constitute offset mitigation to partially offset potential impacts of the Proposed Development on the setting of the monument. The programme would increase understanding and appreciation of the landscape setting of the fortlet. improve access and interpretation both on site and remotely (i.e. interpretation hubs, school packs, guided school visits, HER enhancement) and could enhance visitors' experience of heritage in the area and of the wider landscape in general. All products will become publicly accessible and free of charge, to local communities and local government agencies, making it available to any community groups who may wish to further develop the interpretation and presentation of local heritage assets.	Construction and operation

Subject Area	Commitment	Timing
10. Geology, Hydrology, and Hydrogeology		
General	<p>The following standard good practice measures are to be incorporated as embedded mitigation:</p> <ul style="list-style-type: none"> ▪ In order to gain additional, detailed information on the ground and groundwater conditions across the site, pre-construction site investigations would be conducted. These investigations would focus on areas where construction is proposed to be undertaken and would allow the turbines and the associated infrastructure to be micro-sited away from unsuitable areas, such as areas of deeper peat or where there are significant groundwater flows. ▪ Further investigation and site surveys will be conducted to established groundwater dependence of potential groundwater dependent terrestrial ecosystems. ▪ The investigations would also include targeted monitoring and assessment of the groundwater levels and flows beneath the site. This would allow for micro-siting of the features of the Proposed Development and to assist in the detailed design of infrastructure and selection of appropriate materials for use during the construction process. ▪ With specific reference to the SEPA guidance 'Prevention of Pollution from Civil Engineering Contracts: Special Requirements' (SEPA, 2006), the Principal Contractor would implement a Construction Environmental Management Plan (CEMP), agreed with SEPA, SNH and NAC prior to the commencement of construction activities, which contains a construction method statement that includes: <ul style="list-style-type: none"> - a detailed breakdown of the phasing of construction activities; - detailed pre-construction site investigations focusing on areas where construction is proposed to be undertaken to inform suitable micro-siting of the turbines and associated infrastructure; - 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; 	Pre-construction and construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> - management of the pollution control system, including dewatering of excavations away from watercourses; - contingency planning and emergency procedures; and - on-going monitoring of construction procedures to ensure management of risk is maintained. - All earth moving works or similar operations All earth moving works or similar operations will be carried out in accordance with BSI Code of Practice for Earth Works BS6031:1981. <ul style="list-style-type: none"> ▪ Prior to construction, a Detailed Drainage Strategy (DS) would be developed and agreed with NAC and SEPA. 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 run off from hard surfaces and borrow pit excavations would be controlled. The DS would also detail the dimensions and final design of the proposed watercourse crossings, which would be designed to maintain continuous flows. ▪ A Water Quality Monitoring Programme will be implemented before and during construction to record the existing water condition and ensure no deterioration to water quality during construction. ▪ 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. ▪ 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 Ayrshire, 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. 	

Subject Area	Commitment	Timing
Peat	<p>Where excavation of localised, shallow peat is required for construction of turbines and other infrastructure, excavated peat would be re-used onsite as set out in Appendix 10.1. The following peat management measures are proposed:</p> <p><u>Peat Protection ahead of Soil Stripping</u></p> <ul style="list-style-type: none"> ▪ The layout of the Proposed Development has already taken into account constraints relating to sensitive areas. The Proposed Development layout, including access track routes, would be marked on an Access Plan and would be demarcated on the ground by temporary fencing. Off-road tracking of heavy plant would not be permitted outside the demarcated area. ▪ The Access Plan and the route of the access tracks would provide a designated controlled route and a permissible corridor within which service vehicles and plant can operate prior to peat and topsoil stripping. The purpose of the Access Plan would be to protect in situ peat in areas that are not affected by the Proposed Development and to prevent unnecessary vehicle and plant tracking across these areas. The following rules would apply to the Access Plan: <ul style="list-style-type: none"> - There would be no vehicle access to areas of the site outside the area marked on the Access Plan (the Proposed Development layout marked on the plan); - there would be no stopping of vehicles outside the area marked on the Access Plan; - servicing or refuelling activities would only take place within clearly designated areas within the Access Plan, identified in the CEMP; and - laydown of materials (either construction materials or waste materials) would take place only within designated areas within the Access Plan. There would be no laydown, unless identified in the construction drawings, of any type of materials either within the access route corridors or anywhere outside of designated areas. All laydown areas not already considered would be subject to a peat slide risk assessment prior to their designation. - access routes and working areas would be clearly delimited throughout the construction phase to ensure that peat compaction and damage in areas not directly involved in the works would be avoided. The 	Construction

Subject Area	Commitment	Timing
	<p>construction works would be phased to ensure that peat was stripped in each part of the site ahead of mineral subsoil.</p> <p><u>Handling of Excavated Materials</u></p> <ul style="list-style-type: none"> ▪ Excavation of soils would be undertaken in such a manner as to avoid cross-contamination between distinct acrotelmic and catotelmic horizons, where possible. The different horizons would be kept and stored separately for use at a later date. ▪ During and after excavation, the storage, haulage and reuse of excavated material would be planned to minimise material movement around the site. Where possible, immediate reuse is preferred to temporary storage. ▪ Turves would be stripped and handled with care and stored with the vegetation side upward, such that damage to the living vegetation mat would be prevented or minimised as far as possible. ▪ To ensure the minimum amount of damage to peat during stripping activities, strict procedures would be adopted for heavy plant access, stripping and handling/transport of surface, intact, peaty turf, and subsurface wetter peat. Antecedent moisture conditions are critical for this and peat stripping and handling would not take place if there are heavy rainfall conditions. ▪ Peat stripping and excavation would generally follow the methodologies recommended for mineral soil by MAFF (2000) and Defra (2009). However, peat is a very different material from mineral topsoils and subsoils. For example, it is recognised that subsurface wet peat lacks strength and its consistency in many cases is that of a slurry. Hence, the stripping and excavation method(s) to be used in each part of the site would be agreed in advance with the Environmental Clerk of Works (ECoW) and Geotechnical Engineer. ▪ Wherever possible, a 360° excavator would be used to permit stripping of large-scale peat turves, with their vegetation intact. Ideally these should be a minimum of 0.5 m deep and up to 1 m². However, the depth and scale would depend on the depth, consistency and condition of the surface peat at each location and the plant used for stripping. Where practicable, the largest possible turves that allows for the turves to remain intact would be stripped. This assists in maintaining the structural integrity of each excavated turf. 	

Subject Area	Commitment	Timing
	<p><u>Temporary Storage</u></p> <ul style="list-style-type: none"> • Temporary storage may be required where material is not needed for immediate reinstatement. To minimise handling and haulage distances, where possible, excavated material would be stored local to the site of excavation and/or local to the end-use site where it would be required for re-profiling, landscaping or structural purposes. The exact storage locations would be agreed with the Geotechnical Engineer and ECoW prior to commencement of the main phase of works. Details would be provided on a plan to accompany the PMP and relevant Method Statements, for agreement with SNH and SEPA. • Temporary storage locations would be appropriately located and designed to minimise impact to sensitive habitats and species, prevent risks from material instability and runoff into watercourses. • Stripped materials would be carefully separated to keep peat and other soils apart and stored in appropriately designed and clearly defined separate piles. Peat would be excavated as turves which would be as large as possible and kept wet in order to minimise desiccation during storage. • Stockpiles would be isolated from any surface drains and a minimum of 50 m away from watercourses, and stockpiles would not be located on areas of deep peat, in order to avoid peat slide risks associated with additional loading. Stockpiles would include appropriate bunding to minimise any pollution risks where required. Excavated topsoils would be stored on geotextile matting to a maximum of 1 m thickness. • Peat would not be stockpiled or deposited permanently higher than 1 m, and turf would be stockpiled separately. Peat would not be stockpiled for more than six months, unless otherwise agreed with SEPA. • Turves would be stored turf side up and would not be allowed to dry out. The condition of stored turves would be monitored by the ECoW. <p><u>Monitoring</u></p> <ul style="list-style-type: none"> ▪ There would be frequent, routine and regular inspections of peat in all stockpiles and temporary storage areas as part of the PMP audit process. Inspections would assess in situ peat physical conditions, integrity of containment and temporary drainage conditions, and they would seek to confirm that stockpile design and management was 	

Subject Area	Commitment	Timing
	adequate to prevent erosion and peat slide. These inspections would take place weekly during stockpile creation and storage.	
Dewatering	The requirement for dewatering would be minimised in all locations by timely and efficient excavation of the foundation void and subsequent concrete pouring and backfilling.	Construction
Surface Water Drainage	Where topography dictates that working platforms are needed, these would be formed to ensure that surface water drains away from watercourses.	Construction
Soils	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 Appendix 10.1.	Construction
Chemical Run-Off	<ul style="list-style-type: none"> • 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. • Oil booms and soakage pads will be maintained in all work areas and spill kits 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. • 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. • The contractor will develop a method statement to address the transport, transfer, handling and pouring of liquid concrete at foundations. • 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 30 m of watercourses and waterbodies. 	Construction

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> 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 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. 	
11. Traffic and Transport		
CTMP	<p>A Construction Traffic Management Plan (CTMP) would be prepared and agreed with NAC prior to construction works commencing. The following measures would be implemented through the CTMP during the construction phase:</p> <ul style="list-style-type: none"> All material 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 cleaning facilities will be established on the site. Appropriate traffic management measures will also be put in place at the site access junction to advise drivers to slow down and be aware of turning traffic. Provision of construction updates on the project website and distribution of a newsletter to residents within an agreed distance of the site. Requirement for all delivery drivers to attend an induction to include a safety briefing, the need for appropriate care and speed control, particularly in sensitive areas, identification of specific sensitive areas, identification of the specified route, and the requirement not to deviate from the specified route. The production and implementation of a Staff Travel Plan which will include pick up times and car sharing information for those travelling to and from site. <p>The Applicant will cover the cost of abnormal wear and tear on Routenburn Road and Craigmarnloch Road.</p>	Pre-construction and construction
General	All site traffic to travel at a self-imposed speed limit of 20 mph and to be made aware of the Core Path status of both Craigmarnloch Road and Routenburn Road.	Construction

Subject Area	Commitment	Timing
	<p>The Balance of Plant contract will include clauses to restrict speed on Craigmarnloch Road and Routenburn Road and for all HGVs accessing the site to have identification numbers of the site telephone number clearly displayed on them, to allow the public to note and advise site of anti-social driving practices.</p> <p>The Balance of Plant contract will allow the removal of staff found speeding or undertaking anti-social driving on Craigmarnloch Road and Routenburn Road.</p> <p>The Balance of Plant contractor will review the self-imposed speed limit using spot checks and anyone found breaking this will be removed from the site.</p> <p>The road widening required for the wind turbine abnormal loads on Craigmarnloch Road and Routenburn Road should be surfaced in a different material to the rest of the road so that it can be used by pedestrians and users of the Core Path outwith abnormal load deliveries. This will provide a more suitable and safer walking / riding environment for users.</p> <p>The Applicant will meet with North Ayrshire Council to consider further locations for passing places to be constructed within the existing adopted road boundary</p>	
Video footage	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 North Ayrshire Council. Any damage caused by traffic associated with the Proposed Development, during the construction period that would be hazardous to road users, would be repaired immediately by the Balance of Plant contractor.	Pre-construction
Damage	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.	Construction
Road edge review	There would be a daily road edge review and any debris and mud removed from the public carriageway using an onsite road sweeper to keep the road clean and safe during the initial months of construction activity, until the construction junction and immediate access track works were complete.	Construction

Subject Area	Commitment	Timing
Abnormal load	<p>All abnormal load deliveries would be undertaken at appropriate times (to be discussed and agreed with the relevant roads authorities and police) with the aim to minimise the effect on the local road network. It is likely that the abnormal load convoys would travel in the early morning periods, before peak times while general construction traffic would generally avoid the morning and evening peak periods.</p> <p>Advance warning signs would 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> <p>The location and numbers of signs would be agreed post consent and would form part of the wider traffic management proposals for the Proposed Development.</p> <p>Information would relate to expected vehicle movements from the end of the dual carriageway section of the A78 through to the site access junction. This will assist residents becoming aware of the convoy movements and may help reduce any potential conflicts.</p> <p>The Applicant would also ensure information was distributed through its communication team via the project website, local newsletters and social media.</p> <p>A police escort would 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 would 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>	Construction

Subject Area	Commitment	Timing
Abnormal load transport management plan	<p>An Abnormal Load Transport Management Plan would also be prepared to cater for all movements to and from the Proposed Development site. This would include:</p> <ul style="list-style-type: none"> ▪ 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. ▪ A diary of proposed delivery movements to liaise with the communities to avoid key dates such as local fetes etc. ▪ A protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic. ▪ 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. 	Pre-construction and construction
Operational phase mitigation	Site entrance roads will be well maintained and monitored during the operational life of the 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
12. Socio-economic, Recreation and Tourism		
Best practice in supply chain development	<p>Best practice is set out in a 2014 report by RenewableUK (RenewableUK, 2014), which considered how developers can increase economic impacts in the local area. The Applicant has introduced a 5% price advantage for local companies in Ayrshire to encourage participation in the project by local companies. There are six main recommendations:</p> <ul style="list-style-type: none"> ▪ maximise your local presence and begin early – identify potential suppliers and increase your visibility in the local area; 	Pre-construction, construction and operation

Subject Area	Commitment	Timing
	<ul style="list-style-type: none"> ▪ partnerships work – work with local authorities and business groups to gain information on local expertise and spread the message to local businesses; ▪ leverage primary contractors – ensure that primary contractors also consider the impact that they can make in the local area; ▪ provide the right information – give information in plenty of time and in the right format so that local businesses are able to prepare; ▪ communicate technical requirements early – provide opportunities for local companies to upskill and form local consortia; and ▪ demonstrate local content in planning – insert local-content commitments in the planning application where applicable and undertake post-construction auditing. 	
13. Aviation and Radar		
Infra-red lighting	It is anticipated that the MoD may require infra-red lighting, which is invisible to the naked eye, and possibly a small element of very low intensity red lighting, also of minimal visual impact, to be fitted to all the turbines. If requested this will be fitted.	Construction and operation
14. Shadow Flicker		
'Wind Farm Shadow Flicker Protocol'	<p>In order to ensure that potential shadow flicker effects do not exceed acceptable limits at any property, the Applicant proposes that prior to the erection of the first turbine a written scheme (known as the 'Wind Farm Shadow Flicker Protocol') shall be submitted to and approved in writing by NAC.</p> <p>This would set out mitigation measures to alleviate shadow flicker attributable to the Proposed Development, for example shut-down periods during dates and meteorological conditions when shadow flicker is predicted, as well as a protocol for addressing a complaint received from a receptor within the study area. Operation of the turbines would be required to take place in accordance with the approved Wind Farm Shadow Flicker Protocol and any mitigation</p>	Operation

Subject Area	Commitment	Timing
	measures that have been agreed through the protocol would be required to be implemented as appropriate. This matter could be secured by way of an appropriately worded condition of consent.	

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