VOLUME 2: CHAPTER 16 – SCHEDULE OF ENVIRONMENTAL MITIGATION

Figures and Visualisations (Volume 3a and 3b of this EIA Report)

There are no figures or visualisations associated with this chapter.

Appendices (Volume 4 of this EIA Report)

There are no appendices associated with this chapter.

16. SCHEDULE OF ENVIRONMENTAL MITIGATION

16.1 Introduction

The purpose of this Chapter is to provide a summary of the additional mitigation measures proposed throughout this EIA Report (EIAR), to minimise or offset the potential effects of the Proposed Development on the receiving environment. Embedded mitigation such the implementation of SSEN Transmission species protection plans (SPPs), SEPA's good practice guidance and general environment management plans (GEMPs) are assumed to be part of the Proposed Development and as such are not detailed within this Chapter.

During the construction and operational phases of the Proposed Development, relevant mitigation measures will be detailed within and implemented through a Construction Environmental Management Plan.

16.2 Summary of Measures

Table 16.1 provides a summary of those mitigation measures identified throughout the EIAR. The following mitigation codes are used in this section:

- LV – Landscape and Visual Impact Assessment
- EO – Ecology and Ornithology
- TT - Traffic and Transport
- CH - Cultural Heritage
- NV - Noise and Vibration
- HG – Hydrology and Geology

Table 16.1: Schedule of Environmental Mitigation

Ref.	Mitigation	Timing
LV1	A landscape mitigation plan has been prepared to promote screening of the Proposed Development.	Pre-commencement
LV2	Mounding will be located along the boundary with the A9 as well as within the site to provide early screening before the planting has sufficiently matured.	Construction and operation
LV3	Retaining material on site resulting from the creation of the platforms will be a sustainable measure and reduce additional construction activity.	Construction
LV4	The species mix of the woodland and scrub edging will be primarily native, some evergreen species will be used to assist with winter screening.	Construction
LV5	Grass meadows will be encouraged across the site and some of the mounding will be seeded to create habitats with different aspects.	Construction
LV6	All screen planting will be protected against deer invasion and grazing.	Construction and operation
LV7	A lighting plan will be developed during detailed design to limit light pollution during construction and operation.	Construction and operation
EO1	Careful siting of permanent and temporary structures to avoid or minimise interaction with sensitive receptors.	Pre-commencement and construction
EO2	Where avoidance is not possible, mitigation measures will be deployed such as fencing to prevent reptiles (and amphibians) from moving into areas where they could be killed or injured.	Pre-commencement and construction
EO3	Staged strimming of areas earmarked for development / disturbance will be implemented to minimise risks to reptiles (and amphibians) by making existing habitat less favourable.	Construction
EO4	Works should be undertaken outwith the breeding bird season as much as possible. Where work must be undertaken during the breeding bird season, nesting bird checks prior to vegetation removal will be undertaken by an Ecological Clerk of Works (ECoW) no more than 48hrs prior to vegetation removal.	Construction
EO5	If birds are found to be nesting, any works which may affect them should be delayed until the young have fledged and the nest abandoned naturally (to be confirmed by an ECoW).	Construction
EO6	Maintenance of the habitats planted / reinstated will be necessary so they meet their target condition and will be undertaken in line with the Landscape Mitigation Plan.	Construction and operation
EO7	Inspections of substation building(s) should be undertaken in advance of any maintenance works which may lead to the disturbance or damage of a bat roost or the killing of bats.	Operation
CH1	Known features within the Proposed Development ground works area will be wholly removed, and thus require pre-commencement archaeological works to conserve by record or through avoidance of interaction where possible, including use of barricades.	Pre-commencement

CH2	A programme to mitigate the effects of any direct impacts to unknown buried archaeology is recommended in accordance with national and local planning policies on heritage.	Pre-commencement
CH3	Adverse effects to the setting of scheduled monuments can be mitigated through strategic planting within the Proposed Development site to limit the extent that it is visible from its surroundings.	Construction
CH4	Three areas of pre-commencement excavation will be delivered: • Buildings and cairn, to the south of the site to investigate SPI_007, SPI_015 and SPI_017; • Buildings with enclosure and sheepfold, to the east of the site to investigate SPI_011, SPI_014, and SPI_016; • Buildings with associated features, to the west of the site to investigate SPI_ 010 and SPI_012	Pre-commencement
CH5	For two non-designated assets located within the site boundary (SPI_008, 009), mitigation will include assessment of extent of the asset during a watching brief as well as barricading to be carried out by a suitably qualified archaeologist.	Pre-commencement and construction
CH6	One non-designated asset abuts the site boundary (SPI_013). The extent of the asset should be investigated during the watching brief and a barricade of at least 5 m should be used to create exclusion zones to prevent machinery, people, or debris from harming the asset.	Pre-commencement and construction
CH7	All groundbreaking activities in areas which have not been previously disturbed should be subject to a watching brief and be supervised by a suitably qualified archaeologist.	Pre-commencement and construction
CH8	Monitoring of plant movements to prevent disturbance / destruction of known and unknown archaeological remains.	Pre-commencement and construction
TT1	As far as reasonably possible, deliveries should be scheduled outside of school opening and closing times. Drivers of all delivery vehicles to be made aware during induction of the presence of schools and other amenities within the settlement along the routes within the Study Area.	Pre-commencement and construction
TT2	Drivers to be reminded of the presence of 20 mph temporary speed restrictions on the main road outside of schools and that a strict adherence to these speed limits is expected.	Pre-commencement and construction
TT3	Delivery times will be scheduled to ensure that deliveries do not arrive in a convoy.	Pre-commencement and construction
TT4	Timing of the deliveries will be outlined within the CTMP to ensure construction vehicles avoid potentially congested networks at peak hours.	Pre-commencement and construction
TT5	Where it is reasonably practicable, HGV deliveries to the Proposed Development will be suspended during local community events where increased traffic or parking requirements may be reasonably anticipated.	Pre-commencement and construction
TT6	Consideration of installation of a temporary pedestrian crossing on the A9 at Spital to minimise any non-motorised amenity and severance effects.	Pre-commencement and construction

TT7	Temporary construction phase signage would be erected on the approved route to Site to warn people of construction activities and associated construction vehicles. Road user safety (including non-motorised users) will be enhanced via the installation of signage and the maintenance of sight lines.	Pre-commencement and construction
TT8	Appropriate parking facilities will be provided for construction workers. Under no circumstances will HGVs be allowed to lay-up in surrounding roads.	Construction
TT9	A road condition survey will be undertaken on the access routes used during the construction phase.	Construction
NV1	A construction noise management plan (CNMP) will be developed and put in place, which considers other cumulative schemes construction programme.	Pre-commencement and construction
NV2	Selection of construction methods to minimise noise impacts.	Pre-commencement and construction
NV3	Deliveries: Scheduling of deliveries to arrive during daytime hours only; minimise noise while unloading delivery vehicles; delivery vehicles should follow routes that minimise use of residential roads.	Construction
NV4	Ensure plant and equipment are regularly and properly maintained. All plant should be situated to sufficiently minimise noise impact at nearby properties.	Construction
NV5	Fit and maintain silencers to plant, machinery, and vehicles where appropriate and necessary.	Pre-commencement and construction
NV6	Operate plant and equipment in modes of operation that minimise noise, and power down plant when not in use.	Construction
NV7	Use electrically powered plant rather than diesel or petrol driven, where this is practicable.	Construction
NV8	Work to take place within hours defined in the construction schedule.	Construction
NV9	Locate plant and equipment liable to create noise as far from noise sensitive receptors as is reasonably practicable or use natural land topography to reduce line of sight noise transmission.	Construction
NV10	Consider noise screens, hoardings and barriers should be erected where appropriate and necessary to shield high-noise level activities.	Construction
NV11	Provide lined acoustic enclosures for equipment such as static generators and when applicable portable generators, compressors and pumps.	Construction
NV12	Blasting: Take care with the development of blast faces, and with trial blasts, as anomalous vibration levels might be produced when there is no free face to relieve the energy produced.	Construction
NV13	Blasting: Ensure appropriate burden to avoid over or under confinement of the charge.	Construction
NV14	Blasting: Ensure that accurate drilling and setting out are undertaken.	Construction
NV15	Blasting: Ensure charge levels are appropriate to the location and needs.	Construction

NV16	Blasting: Ensure stemming with appropriate material such as sized gravel or stone chippings is undertaken.	Construction
NV17	Blasting: Ensure decking charges / in hole delays / delay detonation are used to ensure smaller maximum instantaneous charges (MICs).	Construction
NV18	Blasting: Ensure each charge is individually designed to maximise efficiency and reduce energy loss through vibration and air overpressure.	Construction
NV19	Blasting: Avoid the use of surface detonating cords and secondary blasting wherever possible.	Construction
NV20	Blasting: Minimise the areas of heave and the total charges.	Construction
NV21	Blasting: avoid blasting in adverse weather conditions (i.e. wind in the direction of sensitive receptors).	Construction
NV22	Blasting: establish and maintain effective liaison with the local community throughout the construction period, including advising of, and advertising the timings of anticipated blasting works.	Construction
NV23	Undertake noise assessment during detailed design to work up mitigation solution to minimise external noise impacts.	Pre-commencement
HG1	A 6m buffer around watercourses during construction, within which no storage or construction works will take place.	Construction
HG2	Any watercourse alterations will be subject to CAR authorisation.	Pre-commencement
HG3	All structures would be designed and construction following good practice techniques in accordance with the GEMPS and be of sufficient capacity to facilitate flows to a 1 in 200-year event with an appropriate allowance accounting for increases in flows due to climate change in accordance with SEPA guidance.	Construction
HG4	The diversion of the Achalone Tributary will be subject to a SEPA Controlled Activities Regulations (CAR) Simple Licence (as the watercourse width is less than 3 m wide) and will be completed in accordance with the following diversions and realignments measures set out in CAR Flood Risk Standing Advice.	Pre-commencement
HG5	Prior to excavation works ground investigations will be conducted by an appointed contractor, which will include identifying groundwater levels within the areas of excavation.	Pre-commencement
HG6	Prior to access track construction, site operatives will identify flush areas, depressions or zones which may concentrate water flow. These sections will be spanned with plastic pipes or drainage matting to ensure hydraulic conductivity under the road and reduce water flow over the road surface during heavy precipitation.	Construction
HG7	A Pollution Prevention Plan (PPP) is implemented to ensure good practice working methods are followed throughout construction works.	Construction
HG8	Silt traps will be deployed to trap and filter sediment-laden run-off throughout the construction phase of the Proposed Development.	Pre-commencement
HG9	Settlement lagoons will be constructed and actively managed to control water levels and ensure that any run-off is contained, especially during times of rainfall.	Pre-commencement and construction
HG10-	Foundations are constructed in holes in the ground that will be dewatered, and hence water flow is typically into the foundation area.	Pre-commencement

HG11	All excavations will be sufficiently dewatered before concrete pours begin and that dewatering continues while the concrete cures.	Construction
HG12	A Peat management plan will be implemented.	Construction
HG13	Watercourse crossings will be designed to allow a 0.5% AEP (200-year) fluvial flood event.	Construction
HG14	Diverted watercourses will be specifically designed to feature no abrupt changes that would impact the planform and gradient of the watercourse to avoid increased flood risk.	Construction