



KILFINNAN ROAD IMPROVEMENTS EIA Report – Volume 1



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REPORT VERSIONS

Version	Author	Reviewer	Approver	Date
Rev 01	Ryan McTeggart	Steve Callan	Craig Baxter	November 2023

Prepared by:

Stantec UK

Various Authors (ASH, SLR Consulting, Tetra Tech and TNEI)

5th Floor, Lomond House, 9 George Square, Glasgow, G2 1DY

info.glasgow@stantec.com

Prepared for:

Coire Glas Hydro Pumped Storage Ltd

Inveralmond House

200 Dunkeld Road, Perth, PH1 3AQ

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1 Introduction & Background

1.1 Overview

This Environmental Impact Assessment (EIA) Report has been prepared by Stantec on behalf of Coire Glas Hydro Pumped Storage Limited ('the Applicant') to accompany a full planning application for Improvements to Kilfinnan Road, Laggan, in accordance with the Town and Country Planning (EIA) (Scotland) Regulations 2017 ('the EIA Regulations').

The application is submitted to Highland Council as the relevant Local Planning Authority for determination under the Town and Country Planning (Scotland) Act 1997 ('the 1997 Act').

Consent for Coire Glas was issued in October 2020 (ref. ECU00000577) under Section 36 of the Electricity Act 1989, with deemed planning permission under Section 57(2) of the 1997 Act (the 'principal development consents'). The principal development consents are for a scheme comprising a pumped storage hydro electricity generating station and ancillary development. The ancillary development includes access from the A82 east of the Site along Kilfinnan Road and allows for the upgrade of the public road on its existing alignment. However, further detailed investigation of the feasibility of delivering the necessary improvements has resulted in a preferred design option that deviates from the existing alignment, meaning a separate planning application is therefore required.

To facilitate the Coire Glas scheme (the 'Coire Glas scheme'), planning permission is sought to upgrade the existing adopted Kilfinnan Road from the A82 junction to Kilfinnan Bridge and the non-adopted section between Kilfinnan Bridge and forestry gates (the 'Kilfinnan Road Proposal'). This will provide space for a two-way road which is to be maintained and operated by the Applicant for the duration of the main Coire Glas construction works for both public access and construction traffic, including for HGV and abnormal loads. Thereafter, it is proposed that reinstatement of this road to single-track with passing places, a parallel active travel route, and landscaping would be delivered.

1.2 Purpose of the EIA Report

This report presents the findings of an Environmental Impact Assessment (EIA) carried out for the proposed development as described below. The proposed development has been determined to be EIA Development under the EIA Regulations, by virtue of the Screening Opinion adopted by the Highland Council on 26 July 2022 (reference: 22/20648SCR). This EIA Report aims to provide the necessary evidence to The Highland Council to discharge its obligations under the EIA Regulations when determining the planning application.

In accordance with Regulation 5(3) of the EIA Regulations, this EIA Report is based upon the latest Scoping Opinion adopted by Highland Council on 18 January 2023 (reference: 22/05277/SCOP), following Scoping Reports submitted by the Applicant in June and November 2022.

Biodiversity has been scoped out of the EIA for the proposal because the topic was previously covered within the EIA for the Coire Glas scheme and no significant effects were identified. An updated ecological appraisal has been undertaken to confirm the current baseline, including habitat and protected species surveys, which are appended to the EIAR. Highland Council has confirmed that this approach is acceptable, as demonstrated by the email exchange included at Appendix 1.2

Biodiversity net gain has been factored into the development of the design for the proposal. To conserve, restore and enhance biodiversity, in line with NPF4 Policy 3, a range of interventions is proposed. This is covered in detail in the Ecological Appraisal and in Figure 3.4 (Outline Landscaping Plan) but, in summary, includes the proposed removal of Invasive Non-Native

Species; retention and supplementary tree planting, where possible, including expanding native woodland and scrub habitats; enhancing roadside verge biodiversity through planting; provision of additional shelter and breeding habitat for protected and notable species; restoration and enhancement of earthworks slopes to create 3.7ha of species-rich native grass mixes; and the provision of an off-site area of approximately 3.1ha of compensatory planting.

1.3 Overview of Site and Proposed Development

The Site

The Coire Glas scheme is located above the north-west shore of Loch Lochy in Lochaber, and comprises Construction and operation of a pumped storage hydro scheme between Loch Lochy and a new reservoir created at Loch a'Choire Ghlais, approximately 19km to the south-west of Fort Augustus in the Highlands, with a maximum generating capacity of up to 1500MW.

The Coire Glas scheme comprises two main areas of work: the upper reservoir works comprising the upper reservoir, dam, upper control works, surge shaft and ventilation shaft; and the lower reservoir works comprising the lower control works, a jetty, administration building and emergency access tunnel on the shore of Loch Lochy, linked by a series of underground tunnels and the underground cavern power station. The lower works site will be in the South Laggan Forest close to the shore of Loch Lochy. To facilitate the lower reservoir works, additional vehicular traffic including abnormal load movements will travel from the A82 along Kilfinnan Road.

The proposed development is defined by the red lined boundary in Technical Appendices Figure 2.1 (site location plan), covering an area of 43.15 ha. The length of road comprising the proposed development is approximately 4.6km.

Kilfinnan Road is comprised of the adopted road from the A82 junction to Kilfinnan Bridge, and the unadopted track from Kilfinnan Bridge to the South Laggan Forest gate. It is predominantly a single-track road with passing places.

Kilfinnan Road forms part of the Great Glen Way, a national long-distance route used by walkers, cyclists, and horse riders. The section southeast of Laggan Locks also serves as part of the Caledonia Way or NCN78 Oban to Inverness route.

All the Figures referred to in this EIA Report are included in Volume 2, numbered sequentially with the first number referring to the associated EIA Report Chapter.

The Proposed Development

The proposed development will be delivered in three discrete stages, as summarised below:

Construction of Kilfinnan Road- construction works required to upgrade Kilfinnan Road to two-way, the works include a range of temporary measures described below.

Operational Stage 1- operation of the upgraded two-way Kilfinnan Road for the duration of the construction of the Coire Glas scheme.

Operational Stage 2- reinstatement of the adopted section of Kilfinnan Road to a single-track road with passing places, following completion of construction of the Coire Glas scheme, for permanent operation as the public road.

To facilitate the Coire Glas scheme the Description of Development for the proposal is:

“Improve, modify and widen approximately 4.6km of road from the A82 junction to the South Laggan Forest gate to form a two-way public road for the duration of the Coire Glas scheme construction, comprising:

- Widening of the A82 junction to facilitate abnormal load deliveries;

- road upgrades (modifications to horizontal and vertical alignments and construction of new sections of road) including associated site clearance; watercourse crossings and bridge structures; earthworks (i.e. cut and fill slopes); in-highway utility infrastructure; and drainage;
- Realignment or replacement of existing private water supplies;
- Construction of permanent and temporary active travel routes;
- Construction of an offline sealed-surface temporary diversion road for public and construction vehicle use for the duration of the Kilfinnan Road construction;
- temporary site compounds for welfare facilities, parking, plant, spoil and materials storage, material processing (crushing and screening) and mobile concrete batching; and
- a temporary main spoil storage compound at Kilfinnan Farm.

On completion of construction of the Coire Glas scheme the road will be reduced to a single-track road with passing places”.

The proposal is to improve, modify and temporarily widen 4.6 km of roadway from the junction with the A82 trunk road to the South Laggan forestry gate connecting with the forest track that serves the lower works area of Coire Glas. The adopted road will be widened to 6.3 m and the unadopted section up to 10m. Public access rights will be maintained throughout.

Some of the enabling works for the Coire Glas scheme will run concurrently with the Kilfinnan Road proposals. This will likely be limited to formation of site compounds, access tracks, site mobilisation etc.

A detailed project description is provided in Chapter 3 – The Proposed Development.

In accordance with the EIA Regulations, Volumes 1 and 2 of this EIA Report are supported by a standalone **EIA Report Non-Technical Summary** document.

The other principal documents submitted with the planning application include:

- ePlanning Application Forms and Landownership Certificate;
- Planning Statement;
- Transport Assessment;
- Ecological Appraisal;
- Biodiversity Action Plan
- Protected Species Plans;
- Habitat Management Plan;
- Sustainability Statement;
- The following plans and drawings:
 - Site Location Plan.

1.4 Terms & Definitions

For ease of reference, the following terms have been used in the EIA Report:

- The Applicant – Coire Glas Hydro Pumped Storage Limited;
- Proposed Development – Upgrading of Kilfinnan Road, including site clearance works, associated landscaping and infrastructure to facilitate temporary construction phase

traffic access to the Coire Glas site, and permanent reinstatement as a single-track rural road following completion of the Coire Glas construction phase;

- The Site – the circa 43.15 ha development site that is the subject of the full planning application and EIA, as described in Chapter 2 and detailed on Figure 2.1 - Site Location Plan;
- Operational Stage 1 – the temporary operation of Kilfinnan Road as a two-way road for the duration of the construction of the Coire Glas scheme;
- Operational Stage 2 – the permanent operation of the Kilfinnan Road as a single-track road post-construction of the Coire Glas scheme;
- The EIA Regulations – The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended);
- EIA Scoping Report – the EIA Scoping report in relation to the proposed Kilfinnan Road development submitted to The Highland Council (THC) in November 2022 (provided as Appendix 4.1); and,
- EIA Scoping Opinion – Highland Council’s Scoping Opinion on 18 January 2023 outlining the key issues considered relevant to the proposal and advising on the matters required to be covered in the EIAR (provided as Appendix 1.4).

1.5 Publicity of the EIA Report

The EIA Report will be publicised in accordance with Part 5 of the EIA Regulations.

Hard copies of the EIAR report and a non-technical summary are available free of charge by emailing coireglas@sse.com. Digital copies will also be available for download online at <https://www.coireglas.com>.

1.6 Project Team

This EIA Report has been produced and co-ordinated by Stantec for the Applicant with input from relevant technical specialists, as set out in Table 1.1 below.

In accordance with the EIA Regulations, a statement detailing the relevant qualifications and expertise of the individual members of the EIA project team is provided at **Appendix 1.1**.

Table 1.1: EIA Project Team

Role	Organisation
EIA Co-ordinator, Cumulative Impact, Schedule of Mitigation	Stantec
Access, Traffic and Transport	Tetrattech
Geology, Hydrology and Hydrogeology	SLR Consulting
Landscape and Visual	ASH
Noise and Vibration	TNEI Ltd
Air Quality	SLR Consulting
Ecological Appraisal	Envirocentre

1.7 Stakeholder Consultation

Consultation for the EIA

A programme of engagement with relevant stakeholders has been undertaken to inform the design of the proposed development and the scope of impact assessments reported in this EIA Report. This included direct engagement with stakeholders and a formal EIA Scoping exercise. Through these processes, engagement has been undertaken with the following stakeholders (N.B. – this is not an exhaustive list):

Table 1.2: Stakeholder Consultation

Organisation	Engagement
The Highland Council inc internal consultees	Pre-application enquiry, EIA Scoping, email/letter
Scottish Environmental Protection Agency	EIA Scoping, email/letter
NatureScot	EIA Scoping, email/letter
Historic Environment Scotland	EIA Scoping, email/letter
The Scottish Government	EIA Scoping
Scottish Water	EIA Scoping
Scottish Forestry	EIA Scoping
Transport Scotland	Meeting, email/letter

Details of how stakeholder consultation activities have informed individual technical assessments are provided where relevant in **Chapters 5 – 9**.

Public Consultation

The proposal does not constitute a ‘major application’, prescribed within the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 (‘Hierarchy Regulations 2009’) given the road is less than 8km in distance. As such, the proposal does not require any public consultation to be undertaken prior to submission of the application.

However, given the nature and location of the proposal and clear linkage with the overall Coire Glas scheme, the Applicant has held pre-application discussions with the Council and stakeholders. The Applicant has also engaged with the local community.

An open meeting invitation was issued to Kilfinnan Road residents to join the Applicant’s project team at a meeting at Glengarry Village Hall, either as individual properties or as a group. The purpose of the meeting was to provide an update on the design development of the proposed project. The meeting was held on 23 May 2023, where three residents from two households attended. A further three meetings with individual properties were then held on 24 May 2023.

A public information event was also held on 1 November 2023 at Glengarry Village Hall to provide an update on the proposed development and planning application submission date. Properties within a 5km radius of the Site were sent an invitational flyer, and an advert was published in the Lochaber Times on 26 October. Local ward Councillors were also invited, including to a session to review materials prior to the public event.

The event was attended by 34 people and a range of information was presented, and questions answered. The information displays were also made available [online](#).

2 Site and Surrounding Area

2.1 Overview

This chapter outlines the key environmental characteristics of the Site and the surrounding area. The characteristics and sensitivities of the individual receptors have been identified within relevant Study Areas of each topic chapter, which are used to assess likely significant environmental effects from the proposed development, are described in Chapters 5–9.

In selecting the route and design for the proposed development, the Applicant considered a wide range of factors including:

- Environmental features (e.g. topography, watercourses, flood risk, habitats, etc.) within the Site and the surrounding area;
- The amenity of local communities;
- Relevant environmental designations and development plan policy and guidance considerations;
- Access and ground suitability, including for abnormal loads required to transport turbine components to the Site; and,
- Land ownership.

2.2 The Site

Figures showing the Site, including key features and designations, are included within Volume 2 of this EIA Report. Figures are numbered sequentially with the first number referring to the associated EIA Report chapter.

Main Development Site

The Site, which has a total area of approximately 43.15 ha starts at the A82 / Kilfinnan Road junction and ends at the South Laggan Forest gate.

Kilfinnan Road is typically a single-track road, approximately 3.5m wide with passing places at different locations. The road itself is low lying, cut into the slope of the hill to the north, and is undulating with grass verges along most of its route. At various points, the road abuts commercial forestry or other vegetation, property fences, and crosses over several watercourses.

Kilfinnan Road forms part of the Great Glen Way, a national long-distance route used by walkers, cyclists, and horse riders. The section southeast of Laggan Locks also serves as the Caledonia Way or NCN78 Oban to Inverness route. It is operated and maintained by The Highland Council (THC) including the associated structures.

2.3 The Surrounding Area

Geographical Context and Access

Kilfinnan Road is accessed from the A82 to the east and continues beyond the Site boundary to the south.

The character of the surrounding land is rural in nature with a small number of residential dwellings, farm steadings and tourist accommodation located along it.

There are several private properties along the boundary of Kilfinnan Road. The existing road is cut into the hill side to the north along the route.

Land surrounding the Site is predominantly agricultural, grassland or rural settlements. The waterbody of Loch Lochy, together with the Caledonian Canal, are the most notable features in the immediate area. To the west is elevated hill land and forestry.

Environmental Characteristics and Designations

Relevant environmental characteristics and potentially sensitive receptors within the surrounding area are detailed in full within **Chapters 5-9**, as appropriate, and are illustrated on the figures which accompany those chapters, contained within Volume 2.

The Site is situated within a wider area with notable environmental characteristics, including the Caledonian Canal, the [Laggan Locks to Loch Oich](#) Scheduled Monument, and wider Lochaber Geopark.

The Geopark stretches from Rannoch Moor in the south to Glen Garry in the north, and from Loch Laggan in the east to the Small Isles of Eigg, Muck, Rum and Canna in the west and is recognised for its outstanding and unique geological heritage.

The Site also falls within [the Loch Lochy and Loch Oich Special Landscape Area \(SLA\)](#). In addition, the Great Glen Way, one of Scotland's Great Trails, follows the western shore of Loch Lochy.

The Site also sits entirely within the [Blar Na Leine](#) Inventory of Historic Battlefields designation. However, there are no cultural heritage assets or designations present within the proposed site boundary.

Scottish Environment Protection Agency (SEPA) flood mapping confirms flood extents are typically confined to the watercourses and loch corridors. A slightly wider extent of flooding is noted near Ceann Loch situated at the northeast end of Loch Lochy

In addition to those which cover the Site, environmental assets and designations present within the surrounding area include:

- Multiple recreational routes passing through Gairloch and along Loch Lochy, including Core Paths and the Great Glen Way National Trail;
- Listed Buildings:
 - Kilfinnan Burial Ground and McDonnell Mausoleum (Category: C);
 - Store, Caledonian Canal, Laggan Locks (Category: B);
 - Ivy Cottage, Caledonian Canal, Laggan Locks, Laggan (Category: C); and,
 - Glenjade Cottage, Caledonian Canal, Laggan Locks, Laggan (Category: C)

2.4 Planning History

The following applications are of relevance to the proposed development:

ECU00000577: Consent for Coire Glas Pumped Storage Hydro facility was issued by the Energy Consents Unit (ECU) in October 2020 via Section 36 of the Electricity Act 1989, with a deemed planning permission under Section 57(2) of the Town and Country Planning (Scotland) Act 1997. The permission included access from the A82 east of the Site along Kilfinnan Road and allows for the upgrade of the existing road.

22/02648/SCRE: An EIA Screening Report was submitted to The Highland Council (THC) in June 2022 for redevelopment of Kilfinnan Road. The Screening Opinion was issued in July

2022 from THC confirmed an Environmental Impact Assessment (EIA) would be required for this development.

22/05277/SCOP: An EIA Scoping Report was submitted to THC in October 2022. The Highland Council provided their Scoping Opinion on 18 January 2023 outlining the key issues considered relevant to the proposal and advising on the matters required to be covered in the EIAR.

2.5 Cumulative Development

The EIA Regulations require the assessment of likely significant cumulative effects from a development proposal in combination with 'other existing and/or approved developments' to be described within an EIA Report.

Relevant developments that have been considered in cumulative assessments within this EIA are outlined below in Table 2.1.

The upgrade of Kilfinnan Road would commence in advance of the main Coire Glas construction period to facilitate the commencement of underground works at the lower reservoir. As such, the Coire Glas scheme has been identified as an approved national development which is to be considered cumulatively.

In addition to the Coire Glas scheme, several other developments have been identified as relevant from a cumulative impact perspective, as of which are considerations specific to the technical chapters. These schemes are outlined within Chapters 5 – 9.

Descriptions of predicted future and/or cumulative baselines and the approach to cumulative impact assessments for each topic are provided within each technical chapter, as appropriate, which provide conservative and robust topic specific cumulative impact assessments.

The list of cumulative development identified in **Table 2.1** below was determined with reference to the Councils and ECU's online planning registers, up until a working 'cut off' date of 31 October 2023.

Table 2.1: Consented Developments

Description	Planning Reference	Status
Coire Glas Pumped Storage Hydro facility	ECU00000577	Approved October 2020

3 The Proposed Development

3.1 Introduction

This chapter provides an overview of the key characteristics of the proposed development during its construction as well as Operational Stage 1 and 2. It explains how the design and layout has evolved in response to site constraints and feedback received through successive EIA Scoping and pre-application processes.

The layout for the proposed development (Operational Phases 1 and 2) is shown on Figure 3.1, 3.2 and 3.3 in Volume 2. Additional plans and drawings showing key aspects of the development are also provided within Volume 2.

This chapter also documents the 'alternatives' considered by the Applicant, in accordance with the EIA Regulations, and provides an overview of the embedded mitigation which forms an inherent part of the scheme and is relied upon when assessing environmental effects.

3.2 Overview of Development

The three discrete stages of the proposed development and its description of development are set out in Section 1.3 above.

The Operational Stage 1 road (drawing reference LH000012-COIG-SID-SD-0002-02 sheet 1 - 16) will support the HGVs and load combinations (in terms of dimensions, weight loading and turning radius / gradient capabilities) to travel safely along the route. Although Kilfinnan Road will be utilised for access to the lower works, the Caledonian Canal will also be used for larger loads unsuitable for road transport.

Thereafter, it is proposed that Operational Stage 2 be implemented (drawing ref LH000012-COIG-SID-SD-0002-03 sheet 1 – 16), becoming the public road in-perpetuity and serving as a continual operational route for the Coire Glas project.

The proposed development is outlined in detail under the relevant headings below.

Site Clearance

The site clearance related works includes the following:

- Felling of trees: a number of trees will require to be felled within the areas of road and earthworks, as well as an area of plantation forestry west of Laggan Locks (Glengarry Lodges). Please note that where the removal of Junipers is required, these will be transplanted as outlined within the Ecological Appraisal;
- Dismantling of agricultural shed at North Laggan Farm. This will be stored and rebuilt elsewhere on a site to be determined (subject to a separate planning application, if required);
- Replacement of private water supply infrastructure;
- Removal and replacement of existing road surfaces and cattle grids;
- Removal and replacement of existing bridge structures and culverts;
- Removal and replacement of fencing, gates, and road signs; and,
- Dismantling and replacement of dry-stone dyke walls.

In relation to tree felling, there will be permanent removal of some coniferous commercial plantation woodland which amounts to approximately 3.1 ha. Felling will be undertaken by the Applicant on behalf of Forestry and Land Scotland (FLS). This woodland is identified by FLS for felling in the Glengarry Land Management Plan as part of standard forestry operations, regardless of the proposed Kilfinnan Road plans.

Limited tree felling is also required along Kilfinnan Road as a result of the proposed earthworks.

A scheme of compensatory planting for the equivalent area of trees permanently removed as part of the Kilfinnan Rd planning application will be delivered within the local area as part of the compensatory planting for the Coire Glas scheme.

Proposed Road Layout and Design (Operational Phase 1)

As per the 'National Roads Development Guide' (2014), the minimum surfaced road width required to facilitate two-way HGV movements is 6.3m. This is based on a HGV total width sizing of 3.0m (NRDG CL3.1.3).

The proposed upgrade shall follow the line of the existing road as much as practical, but in constrained areas it will have local sections of realignment.

The adopted road will be widened to 6.3 m and the unadopted section up to 10 m with verges between 0.5 and 1 m wide.

Widening of the junction with the A82 is required to achieve the required swept path for abnormal load deliveries. The area immediately north of the junction will also require some modification for this to be achieved and to ensure the adjacent residential properties are not affected by any abnormal load movements.

Public access will be maintained during this stage, with a temporary active travel route from South Laggan Forest to Kilfinnan Burn, where the route will tie into the existing Kilfinnan Road with segregated access to the junction at Laggan Locks where users can choose to either continue along Kilfinnan Road or turn off to follow the route along the Caledonian Canal using the routes available as at present, the indicative routeing is illustrated in Figure 3.1.

A section of the existing Kilfinnan Road forms part of the Great Glen Way / Caledonian NCN78 as previously outlined. Access to the Great Glen Way / Caledonia Way (NCN78) will be maintained on the existing road alignment to ensure access is always maintained, and to segregate its users from construction traffic. Access to the hill route to Ben Tee, Coire Buidhe will be maintained throughout the project.

Watercourse Crossings

A new bridge across the Kilfinnan Burn is proposed, designed to current standards.

Two additional minor bridging structures are also proposed and will be designed to current standards. Please see figures 7.1 a – d for further information in relation to the existing and proposed watercourse crossings.

Temporary Diversion Road

During construction of Kilfinnan Road, an offline sealed-surface (tarmac) temporary diversion road is proposed for use by the public and construction vehicles, including for access to the Coire Glas scheme site, for part of the Kilfinnan Road.

The temporary diversion road is proposed to begin immediately southwest of the residential properties adjacent to the A82 junction at the northern extent of the Site boundary. It will run through the fields to the east of the existing road, avoiding residential properties and proposed site compounds to the west. Culverted crossings of the Cruinneachaidh and Oighre Burns will

be installed to current standards. The road will tie-in immediately north of the residential property known as Stoneyfield, and from this point access will be maintained within the envelope of the existing road, where there is sufficient width for works in this location to take place offline.

There are currently 10 junctions from Kilfinnan Road that provide access to private properties, as well as various additional field accesses, which will be retained from the temporary diversion road, where required.

Following the construction of Kilfinnan Road for Operational Stage 1, the temporary diversion road will be removed and the land reinstated. Construction of the adopted section is currently estimated to take approximately 18 months, and the unadopted section will follow, estimated to take approximately 6 months, although these timescales are dependent on the construction programme that will be developed by the appointed contractor.

Landscaping

Given that the construction phase road is temporary in nature, no formal landscaping works are proposed. The permanent road landscaping measures will involve the provision of grassed verges, and slopes, complemented by planting, where appropriate. An Outline Landscaping Plan (figure 3.4) indicates areas for proposed landscaping, details of which will be prepared by the consultant appointed to design and build the road. It is proposed that further landscaping details be secured through appropriate conditions to the consent.

Utilities and Services

Subject to agreement with utility providers and the roads authority, new and existing utility infrastructure will be incorporated within the road. Most of this infrastructure will be buried within the road and its verges, although where existing, relocation of overhead lines may be required.

The proposal will involve construction works where water collection systems and pipework for several private water supplies are located. To mitigate disruption to water supplies, the Applicant is considering the following two options:

- Option 1 - Maintain the existing stream fed supplies using existing or new stream fed supply infrastructure and pipework; and,
- Option 2 - Provision of new water well boreholes.

Confirmation of the preferred mitigation measure will be subject to agreement with land and property owners. As an absolute minimum, existing stream fed supplies shall be maintained as per option 1.

Drainage

It is proposed to adopt Sustainable Drainage Systems (SuDS) as part of the proposed development. SuDS techniques aim to mimic pre-development runoff conditions and balance or throttle flows to the rate of runoff that might have been experienced prior to development. The principles and size(s) of the attenuation measures provided onsite will be agreed with THC as detailed designs are prepared through the Road Construction Consent process. Good practice in relation to the management of surface water runoff rates and volumes will include the following:

- Drainage systems will be designed to ensure that any sediment, pollutants or foreign materials which may cause blockages are removed before water is discharged into a watercourse;

- Onsite drainage will be subject to routine checks to ensure that there is no build-up of sediment or foreign materials which may reduce the efficiency of the original drainage design causing localised flooding;
- Appropriate drainage will attenuate runoff rates and reduce runoff volumes to ensure minimal effect upon flood risk; and,
- Where necessary, check dams will be used to prevent trenches developing into preferential flow pathways.

Operational Stage 2

Following completion of Operational Stage 1, the surfaced road width will be reduced, given that it will no longer be required to facilitate the Coire Glas scheme’s construction traffic.

This final state of the road will be constructed in the corridor formed to accommodate Operational Stage 1. The final road will be designed to THC Standards, in consultation with the Transport Planning Service through the Road Construction Consent Process and will generally comprise a 3.3 m wide single-track rural road with minimum 2m wide verges. Passing places will be located at maximum spacings of 150m dependant on vertical and horizontal geometry requirements.

The permanent road will serve as a public road and operational work route for the Coire Glas project.

An active travel route has been proposed to be integrated into the permanent works of Kilfinnan Road, as agreed with THC and Sustrans and illustrated in Figure 3.2. These facilities aim to promote sustainable forms of travel in the region and to provide links between long distance walking paths and to serve communities in the area. The proposed active travel solution is a 2.5m-wide shared path segregated from the adjacent carriageway by a verge between Kilfinnan Farm and the junction to the existing single-track road leading to Laggan Locks.

3.3 Construction Programme and Management

Construction Programme

It is anticipated that construction of Operational Stage 1 will commence in early 2025, however this is based on the assumption of securing relevant consents for the works and discharging any pre-commencement conditions.

It is estimated that the temporary road will be in place for approximately 8 years (indicative) to facilitate the Coire Glas lower works construction phase. Following this, the permanent road will be constructed.

A high-level indicative construction programme for the construction of the Kilfinnan Road up to Operational Stage 1 is set out in the table below.

Table 3.1: Indicative Construction Programme

Task	M 1	M 2	M 3	M 4	M 5	M 6	M 7	M 8	M 9	M 10	M 11	M 12	M 13	M 14	M 15	M 16	M 17	M 18
Site Set Up	■	■																
Temporary By-Pass Road Construction		■	■	■														
Kilfinnan Road Construction		■	■	■	■	■	■	■	■	■	■	■	■					

Structures																			
Kilfinnan Road Surfacing																			
Temporary By-Pass Road Removal																			
Kilfinnan Road Finishing Works																			

Materials and Natural Resource Usage

The construction of the Proposed Development will utilise land and construction materials (stone, asphalt, piping, etc). Soil (reused from onsite resources wherever practicable) and seeded grass or turf will also be used for landscaping purposes. Where possible, excavated material from the construction process will (depending on type) be used to backfill excavations and for site re-profiling purposes.

It is not expected that any material would be unsuitable for re-use in this way, though in the unlikely event that such material arises it would be disposed of off-site in line with relevant waste disposal regulations.

Circa 35,000 m³ of suitable fill material will be required to be imported into the Site to instate the proposed road levels.

A key aim of the project is to ensure that spoil generated from the works can be retained on site and reused for the construction of the Coire Glas scheme. It is currently estimated that, of the spoil generated from the road’s construction, an excess of 50,000 cubic metres will be generated (i.e., will not be re-used in the road’s construction). It is proposed that 10,000 cubic metres of this spoil will be used in the formation of the project’s temporary site compounds, and that the remaining 40,000 cubic meters will be temporarily stored for 12 months (and likely reused in the Coire Glas scheme during this period) following completion of construction, in the area shown in Figure 3.1 (drawing ref LH000012-COIG-SID-SD-0002-02). This spoil will be formed into a 200m-long, 55m-wide area level with Kilfinnan Road with a bund on top that will be no greater than 2m high, 40m wide and 200m long.

Expected Residues, Emissions and Waste

Construction waste is expected to include typical non-hazardous materials such as off-cuts of timber, bricks, wire, fibreglass, cleaning cloths, paper, materials and packaging. These will be sorted and recycled if possible or disposed of to an appropriately licensed landfill by the relevant contractor appointed (whether directly by the Applicant or a sub-contractor).

The site clearance works will also result in waste. This includes fence posts, concrete from the demolition of bridges and culverts, and existing pipe culverts.

Should contaminated material from remediation require to be exported off site, this will be undertaken in accordance with all relevant waste management legislation and policy.

Construction Management

As shown on plan reference LH000012-COIG-SID-SD-0002-02 (Site layout plan - Operation Stage 1), temporary construction compounds will be established within the Site for the duration of the construction phase. These areas are indicative and all of them may not be required, depending on land agreements and the construction methods prepared by the principal contractor for the works. The extent of these compounds is therefore a worst-case scenario

(the exception to this is the Kilfinnan Farm Spoil Storage compound). Temporary compounds would generally include welfare facilities including toilets, a kitchen and a mess room; storage and laydown for material, spoil, equipment, plant and construction vehicles, mobile concrete batching plant, and areas for storage of materials including oils and fuel.

Areas of the compound which represent an increased pollution risk, e.g., oil or fuel storage and vehicle refuelling, would be bunded and drained into an isolated holding tank for treatment and disposal. Drainage would be directed to an oil interceptor to prevent pollution if any spillage occurred.

Appropriate flood, sedimentation and pollution risk management measures will be adopted, including appropriate materials handling measures and site management procedures.

More widely, a Construction Environmental Management Plan (CEMP) will be developed and submitted to Highland Council for approval (as the relevant Local Planning Authority) as a condition of permission. The CEMP will be updated as the development progresses and implemented throughout the construction phase.

Measures proposed to be incorporated into the CEMP are set out in **Chapter 10 - Schedule of Mitigation and Monitoring**.

During the construction phase, it is anticipated that the daily two-way flows on Kilfinnan Road will increase from 263 vehicles (Existing 2023 Traffic Flows) to 374 vehicles (Future Year Baseline Plus Peak Construction Traffic Flows), with the majority being of HGV type. Please see the Traffic and Transport Chapter for further information.

Appropriate Traffic Management measures will be agreed with THC as part of a Construction Traffic Management Plan. It is anticipated that a suitably worded condition would require this with the grant of planning permission for the proposal.

3.4 Mitigation and Enhancement

Through the implementation of the design strategy, the Proposed Development incorporates several Embedded Mitigation measures and design principles designed to avoid, prevent, minimise and compensate for likely significant adverse environmental effects. Where potentially significant adverse effects were identified through the EIA process, the emerging design has been reviewed to consider if further mitigation can reasonably be incorporated into the design. Additional opportunities to address likely adverse environmental effects and to improve the environmental performance of the development have also been identified through the assessment process, referred to as Further Mitigation.

The embedded and further mitigation (and enhancement) measures are summarised in **Chapter 12 – Schedule of Mitigation Monitoring**. Along with the embedded mitigation, these measures are proposed to be secured by THC through suitably worded planning conditions attached to any forthcoming planning permission.

3.5 Consideration of Alternatives

Alternative Access Options

Regulation 5(2)(d) of the EIA Regulations requires an EIA Report to include “a description of the reasonable alternatives studied by the developer, which are relevant to the development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment”. Paragraph 2 of Schedule 4 requires “a description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects”.

As expressed by the EIA Regulations, only reasonable alternatives need studied by the Applicant and require description in the EIA Report, rather than all potential alternatives to the development proposal.

The purpose of the proposed development is to provide construction-phase related access to the lower works area of the Coire Glas Hydro Pumped Storage site. Kilfinnan Road is the only suitable road option in this respect, given that there are no other existing routes which could facilitate the necessary access. The principle of this approach is already established through the principal development consents, which includes permission to upgrade Kilfinnan Road. The proposed design has attempted to adhere to the consented alignment as far as possible.

However, during the consideration and evolution of the wider Coire Glas scheme design, consideration was given to creating an alternative access route, avoiding the requirement to upgrade Kilfinnan Road.

Options considered included new alignments above (to the northwest of) or below (towards the Caledonian Canal) Kilfinnan Road. These were discounted due to the steepness of the topography to the west of the existing road and the requirement for extensive ground stabilisation works as well as space limitations in land to the east of Kilfinnan Road.

Consideration was also given to providing access to the lower reservoir works from the south via the B8005 and utilising existing forestry tracks. This route was determined to be less favourable because of restrictions on the minor roads linking both the A82 at Spean Bridge and A830 at Banavie to the forestry entrance at Clunes. Both of these alternative routes would have required significantly greater works than the proposed access at North Laggan, and could have presented wider cumulative traffic impacts, given the timber transport routes in that part of the public road network.

In summary, the proposed scheme is considered to be the most suitable access route for the development and can accommodate the proposal without significant adverse environmental impacts. It represents a unique locational opportunity to accommodate the proposed access and the proposed layout is considered to present the best balance of development on this site.

Although Kilfinnan Road represents the only suitable site which could accommodate the proposed development, other designs have been considered for the road, as outlined below.

Alternative Road Designs

Within the bounds of the key parameters presented on **Figure 2.1** (Site Location Plan) the reasonable alternatives considered in relation to the design and layout are outlined below. This provides an overview of how the design has evolved, and how the current proposal has been reached.

Consented Scheme

As previously outlined, the principal development consents included upgrades to Kilfinnan Road, which therefore is the starting point for this proposal.

The exact alignment (both horizontal and vertical), of the required upgrade to the junction between the A82 and Kilfinnan Road, and Kilfinnan Road itself was not established as part of the principal development consents. However, the proposed approach was that the upgrades were to be undertaken on the existing alignment.

However, through detailed design development, it was established that a revised layout would be required which would provide certainty of being able to accommodate all construction related vehicle movements required for the delivery of the Coire Glas project. As such, the consented scheme approach was discounted.

Reference Design

A reference design for the scheme was prepared to assist in engagement with potential tenderers for the wider Coire Glas scheme. This alignment was designed to Design Manual for Road and Bridges (DMRB) standards. Consequently, the alignment geometry took the route offline from the existing Kilfinnan Road in some sections. The design was developed at a time where geotechnical information was still being gathered and as such, several assumptions were necessary.

This alignment generally followed the existing alignment where possible, but a number of sections were fully offline from the existing road to achieve the required road geometry based on the agreed design standards at that time.

This option was not progressed due to the degree of earthwork cuttings required, and subsequent environmental impact.

Design Development

Following further design development, a second option for Kilfinnan Road was prepared. As part of this design, it was that THC design standards were more appropriate for the road, rather than the DMRB standards. The revised alignment was able to follow the route of the existing road more closely but still featured sections which were offline. This is due to the significantly sub-standard nature of much of the existing Kilfinnan Road.

A key feature of the next iteration of the design was to limit the requirement for fill to construct the road. This necessitated further widening on the west side, which took the road cross-section into the hillside. This resulted in the formation of earthworks cuttings, some more than 20m in height.

There was concern about the geotechnical risk of having such large cuttings above the road and about how complex these would be to construct from technical, safety and visual standpoints. In addition, there were concerns in relation to the scheme's environmental impacts given the degree of the earthworks cuttings required. As such, this approach was discounted.

Proposed Development

The concerns regarding geotechnical risk, environmental impacts and scheme costs resulted in an alternative alignment being considered for approximately half of the proposed route in areas where there was potential for the alignment to be moved eastwards into the agricultural land and reduce the extent to which the route would be built into the hillside. This has the benefit of reducing the earthwork cuttings, which has multiple benefits in terms of reducing environmental impacts and improving safety.

The alignment of this route is not significantly different to the previous iteration outlined above, but the slight lateral shift of a few metres has a significant benefit in terms of reducing the earthworks requirements for the scheme.

4 Legislative and Policy Context

4.1 Introduction

This chapter sets out the key planning legislation, policies and other material considerations applicable to the proposed development which have informed the siting, design and environmental assessment processes. Consideration is given to the following matters in turn:

- Relevant statutory provisions;
- The statutory Development Plan applicable to the Site; and,
- Other material considerations, including local planning guidance, relevant national policies, advice and guidance.

The purpose of this chapter is to identify all legislative and policy requirements and considerations relevant to the technical assessments provided in Chapters 5–9 of this EIA Report.

This chapter is factual in nature and does not assess the proposed development's accordance with relevant planning policies. A separate Planning Statement explains the rationale for the proposed development and assesses in detail how it accords with relevant Development Plan policies and other material considerations.

It should be noted that the technical assessments presented in Chapters 5–9 have also been prepared in accordance with a wide range of topic-specific legislation, non-planning policies, technical guidance and standards, as detailed within a dedicated section of each chapter (Subsection X.2).

4.2 Relevant Statutory Provisions

The key planning legislation of relevance to this EIA comprises:

- The Town and Country Planning (Scotland) Act 1997 as amended ('the 1997 Act');
- The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 ('the EIA Regulations');
- The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 as amended; and,
- Other relevant subject specific legislation, as identified within individual technical assessment chapters of the EIA report for the proposed development.

Under Section 25 of the 1997 Act, planning applications must be determined in accordance with the statutory Development Plan applicable to the site of a proposed development, unless material considerations indicate otherwise.

The relevance and implications of the EIA Regulations for this EIA Report are detailed separately in Appendix 4.1 – Assessment Methods.

4.3 Planning Policy Framework

Development Plan

The development plan for the proposal currently comprises:

- National Planning Framework 4 (NPF4) – adopted 13th February 2023;

- Highland Wide Local Plan Development Plan (2012) including its associated adopted supplementary guidance; and,
- West Highland and Islands Local Development Plan (2019).

The relevant development plan policies of relevance to identifying potential environmental impacts are identified and summarised below.

NPF4

NPF4 is a long term plan looking to 2045 that guides spatial development, sets out national planning policies, designates national developments and highlights regional spatial priorities.

NPF4 sets out the Scottish Government's priorities and policies for the planning system up to 2045 and how their approach to planning and development will help to achieve a net zero, sustainable Scotland by 2045. NPF4 incorporates and updates the formerly separate Scottish Planning Policy and the NPF into a single document and forms part of the development plan.

Pumped storage hydro facilities such as Coire Glas are designated a National Development under NPF4 which will play a significant role in balancing and optimising electricity generation and maintaining the operability of the electricity system as part of the transition to net zero.

The most relevant NPF4 planning policies are identified and summarised in Table 4.1 below. The EIA chapter of most relevance to the policy has also been identified.

Table 4.1: NPF4 Policy

NPF4 Policy	Summary	Relevant EIA Chapter
Policy 1 (Tackling the climate and nature crises)	This policy states that development proposals should be considered against the global climate and nature crises, considering the just transition, conserving assets and rural revitalization.	All
Policy 2 (Climate mitigation and adaptation)	This policy seeks to minimise emissions associated with development and ensure that places are more resilient to the impacts of climate change.	All
Policy 3 (Biodiversity)	This policy seeks to enhance biodiversity by strengthening nature networks and implementing nature-based solutions. Policy 3(b) states that development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity.	Ecological Appraisal, Biodiversity Action Plan, Protected Species Plans and Habitat Management Plan (non-EIA Chapter)
Policy 4 (Natural Places)	Policy 4(d) states that development proposals that affect a site designated as a local nature conservation site or landscape area in the LDP will only be supported where: i. Development will not have significant adverse effects on the integrity of the area or the qualities for which it has been identified; or ii. Any significant adverse effects on the integrity of the area are clearly outweighed by social, environmental or economic benefits of at least local importance.	Landscape and Visual
Policy 5 (Soils)	This policy seeks to protect carbon-rich soils and peatlands and minimise disturbance to soils for development.	Hydrogeology, Flood Risk and Drainage
Policy 6 (Forestry, woodland and trees)	This policy seeks to ensure that development proposals enhance and improve woodland and tree cover. It highlights that where any woodland is removed, compensatory planting will most likely be expected to be delivered.	Ecological Appraisal, Biodiversity Action Plan, Protected Species Plans and

NPF4 Policy	Summary	Relevant EIA Chapter
		Habitat Management Plan (non-EIA Chapter)
Policy 13 (Sustainable transport)	<p>This policy outlines development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies.</p> <p>Policy 13(c) states that proposals which are “ambitious in terms of low car parking will be supported”. Policy 13 (f) notes that proposals for travel generating uses will be required to monitor travel patterns resulting from the development and be accompanied by a Travel Plan.</p>	Traffic and Transport
Policy 22 (Flood risk and water management)	This policy seeks to strengthen resilience to flood risk. Policy 22(c) notes that development proposals must not increase the risk of surface water flooding and manage all rain and surface water through sustainable drainage systems.	Hydrogeology, Flood Risk and Drainage
Policy 23 (Health and safety)	This policy seeks to protect people and places from environmental harm, mitigate risks arising from safety hazards, and encourage development that improves health and wellbeing.	All
Policy 29 (Rural development)	<p>This policy seeks to encourage rural economic activity, whilst ensuring that the distinctive character of the rural area and the service function of small towns, natural assets and cultural heritage are safeguarded and enhanced.</p> <p>Policy 29(b) notes that development proposals in rural areas should be suitably scaled, sited, and designed to be in keeping with the character of the area.</p>	All

Where relevant, the scope of this EIA Report will allow for these considerations to be identified and assessed. A summary of EIA outcomes is provided in **Chapter 11**. The assessment of compliance with relevant policy is provided within the accompanying **Planning Statement**.

Highland Wide Local Plan Development Plan (2012)

The Highland-wide Local Development Plan (LDP) was adopted by the Highland Council in April 2012 and sets out the overarching vision, spatial strategy and general planning policies to guide development across the local planning authority for a 20-year period.

The most relevant planning policies are listed in Table 4.2 below.

Table 4.2: LDP Policy

LDP Policy	Summary	Relevant EIA Chapter
Policy 28 (Sustainable Design)	<p>The policy outlines how proposals should demonstrate sensitive siting and high-quality design in keeping with local character and historic and natural environment and in making use of appropriate materials.</p> <p>All development proposals must demonstrate compatibility with the Sustainable Design Guide: Supplementary Guidance</p>	All

LDP Policy	Summary	Relevant EIA Chapter
Policy 29 (Design Quality and Place-Making)	Proposals should demonstrate sensitivity and respect towards the local distinctiveness of the landscape, architecture, design and layouts in their proposals. Proposals should have regard to the historic pattern of development and landscape in the locality and should, where relevant, be an integral part of the settlement.	All
Policy 30 (Physical Constraints)	This policy outlines that developers must consider whether their proposals would be located within areas of constraints such as flooding, ground stability, and consider impacts on land, air and water environments.	All
Policy 51 (Trees and Development)	This policy outlines proposals should protect and conserve existing hedges, trees and woodlands on and around development sites.	Ecological Appraisal, Biodiversity Action Plan, Protected Species Plans and Habitat Management Plan (non-EIA Chapter)
Policy 55 (Peat and Soils)	Proposals should avoid and mitigate any disturbance to peat and soils.	Hydrogeology, Flood Risk and Drainage
Policy 56 (Travel)	Development proposals must consider transport impacts and quantification of impacts on the local road networks.	Traffic and Transport
Policy 57 (Natural, Built and Cultural Heritage)	All development proposals should consider the level of importance and type of heritage features, the form and scale of the development, and any impact on the feature and its setting.	All
Policy 58 (Protected Species) Policy 59 (Other Important Species) Policy 60 (Other Important Habitats and Article 10 Features)	These policies set out the need to avoid significant adverse effects on the integrity or special qualities of international or nationally designated natural and built environment sites.	Ecological Appraisal, Biodiversity Action Plan, Protected Species Plans and Habitat Management Plan (non-EIA Chapter)
Policy 61 (Landscape)	New developments should be designed to reflect the landscape characteristics and special qualities identified in the Landscape Character Assessment of the area in which they are proposed.	Landscape and Visual Impact
Policy 63 (Water Environment)	This policy supports proposals for development that do not compromise the objectives of the Water Framework Directive (2000/60/EC), aimed at the protection and improvement of Scotland's water environment.	Hydrogeology, Flood Risk and Drainage
Policy 64 (Flood Risk)	Development proposals should avoid areas susceptible to flooding and promote sustainable flood management. Development proposals within or bordering medium to high flood risk areas should be accompanied by a Flood Risk Assessment.	Hydrogeology, Flood Risk and Drainage

LDP Policy	Summary	Relevant EIA Chapter
Policy 66 (Surface Water Drainage)	All proposed development must be drained by Sustainable Drainage Systems (SuDS) designed in accordance with The SuDS Manual (CIRIA C697). Each drainage scheme design must be accompanied by particulars of proposals for ensuring long-term maintenance of the scheme.	Hydrogeology, Flood Risk and Drainage
Policy 67 (Renewable Energy Developments)	Proposals should contribute to meeting renewable energy generation targets and avoid significant environmental impacts.	All
Policy 72 (Pollution)	This policy states a detailed assessment of the potential pollution is provided to show how the pollution can be appropriately avoided and if necessary mitigated. Developments that are subject of Environmental Impact Assessment will be expected to follow a robust project environmental management process.	All
Policy 73 (Air Quality)	Proposals which may adversely affect the air quality in an area to a level which could cause harm to human health and wellbeing, or the natural environment must be accompanied by appropriate provisions, such as an Air Quality Assessment, which demonstrates how such impacts will be mitigated.	Air Quality
Policy 77 (Public Access)	This policy seeks to protect core paths and retain wider public access.	Traffic and Transport
Policy 78 (Long Distance Routes)	This policy safeguards and seeks to enhance long distance routes and their settings.	Traffic and Transport

Where relevant, the scope of this EIA Report will allow for these considerations to be identified and assessed.

The West Highlands and Islands Local Development Plan

The West Highlands and Islands Local Development Plan ('WestPlan') is a spatial document which focuses on where development should and should not occur across the West Highland and Islands area, comprised of Wester Ross, Skye and Lochalsh and Lochaber, over the next 20 years.

Whilst there are no immediate policy implications within WestPlan for development of the nature and extent proposed, paragraph 1.48 acknowledges that: "there are a number of sections of the transport network where improvements are necessary to ease current pressures, support the delivery of future development".

As the proposals are critical to enabling the consented Coire Glas PSH scheme, they therefore support the delivery of future development within the area.

LDP Supplementary Guidance

The Highland-wide LDP is supported by several sets of Supplementary Guidance (SG). Although under NPF4, new supplementary guidance cannot be adopted for new local development plans, or after 31 March 2025 for existing local development plans. Where it does exist, adopted supplementary guidance remains part of the relevant local development plan. The SGs relevant to the proposed development are:

- Renewable Energy Strategy (adopted May 2006);

- Assessment of Highland Special Landscape Areas (adopted June 2011);
- Flood Risk and Drainage Impact Assessment Supplementary Guidance (adopted January 2013);
- Sustainable Design Guidance (adopted Jan 2013);
- Trees, Woodland and Development Supplementary Guidance (adopted January 2013);
- Highland Statutorily Protected Species Supplementary Guidance (adopted March 2013);
- Physical Constraints Supplementary Guidance (adopted March 2013); and,
- Highland Forest and Woodland Strategy (adopted November 2018).

The guidance outlined within these documents has been fully considered and has informed the proposed development.

National Planning Guidance, Advice and Circulars

National planning policy is supported by numerous Scottish Government Planning Circulars, Planning Advice Notes (PANs), Advice Sheets, Ministerial/Chief Planner Letters to Planning Authorities, as well as guidance documents prepared by Key Agencies of the Scottish Government. Annexe A to Scottish Government Planning Circular 3/2022: Development Management Procedures confirms that amongst other considerations, the types of documents listed below are all potential material considerations in the determination of a planning application depending on the individual context of the case.

Scottish Government Planning Advice Notes (PAN) which set out detailed advice in relation to relevant planning issues are:

- PAN 66: Trunk roads planning applications handling best practice (2003);
- PAN 51: Planning, Environmental Protection and Regulation (2006);
- PAN 60: Planning for Natural Heritage (2000);
- PAN 61: Planning and Sustainable Urban Drainage Systems (2001);
- PAN 75: Planning for Transport (2005);
- PAN 79: Water and Drainage (2006);
- PAN 3/2010: Community Engagement (2010);
- PAN 1/2011: Planning and Noise (2011);
- PAN 1/2017: Environmental Impact Assessment Regulations (2017); and,
- Flood Risk: Planning Advice (2015).

Furthermore, relevant guidance developed by the Scottish Government's key agencies include:

- Land Use Planning System Guidance Note 2a: Development Management Guidance on Flood Risk (Version 2) (SEPA, 2018);
- Development and the Trunk Road Network (Transport Scotland, 2016);
- Fitting Landscapes (Transport Scotland, 2014);
- Roads for All – Good Practice Guide for Roads (Transport Scotland, 2013); and,
- Development Management Guidance (Transport Scotland, 2012).

The guidance outlined within these documents has been fully considered and has informed the proposed development.

4.4 Summary

This chapter has set out the relevant statutory provisions and policy context against which the Proposed Development will be assessed from an environmental impact perspective. Policy assessments relevant to each EIA discipline are presented in Chapters 5 – 9.

The EIA Report has considered all relevant policy in full and demonstrates that where adverse impacts are identified these can be appropriately mitigated.

In relation to other policy considerations, and set out in the wider submission, the Proposed Development has policy support at all levels, meeting national objectives and targets. The Applicant has also considered and sought to integrate the principles set out within other relevant planning guidance into the development design.

A separate Planning Statement, which does not form part of the EIA Report, provides an assessment of the proposal against the Development Plan and other material considerations.

5 Noise and Vibration

5.1 Introduction

This chapter of the EIAR provides an assessment of the likely significant effects from the proposed development on the existing noise environment. It also considers vibration effects that could occur. The assessment is based on the characteristics of the site and surrounding area and the key parameters of the proposed development detailed in [Chapter 2 – Site and Surrounding Area](#) and [Chapter 3 – The Proposed Development](#) respectively.

This chapter has been prepared by TNEI Services Ltd, in line with best practice. A statement outlining the relevant expertise and qualifications of competent experts appointed to prepare this EIAR is provided in [Appendix 1.1](#).

The aims of this chapter are to:

- Identify the closest sensitive receptors to the proposed development;
- Quantify appropriate noise and vibration limits at the nearest receptors;
- Predict levels of noise and vibration at the nearest receptors; and,
- Present appropriate mitigation measures, if required, to lessen these impacts.

This chapter is supported by the following figures and data provided in [Appendices 5.1 and 5.2](#):

[Appendix 5.1 – Figures](#) includes:

- Figure 5.1 Noise Assessment Study Area;
- Figure 5.2 through to Figure 5.17 Noise Contour Plots;
- [Appendix 5.2 – Construction Noise Assessment Data](#) includes:
 - BS5228 Threshold Levels;
 - Noise Modelling Data;

[Appendix 5.3 – Construction Noise Assessment](#) includes:

- Noise Assessment Tables.

5.2 Policy Context, Legislation, Guidance and Standards

Legislation

The overarching legislative framework applicable to this EIA for the proposed development is outlined in [Chapter 5 – Legislative and Policy Context](#). Over and above this there are no statutory provisions of specific relevance to this assessment.

Policy

The planning policy framework applicable to this EIA for the proposed development is outlined in [Chapter 4 – Legislative and Policy Context](#). On specific relevance to this chapter are the documents Planning Advice Note (PAN) 1/2011 – ‘Planning and Noise,’ (The Scottish Government, 2011) and the associated Technical Advice Note (TAN) – ‘Assessment of Noise’ (The Scottish Government, 2011).