

Coire Glas

Helping Scotland and the UK deliver net zero

Located on the shores of Loch Lochy in the Scottish Highlands, between Fort William and Inverness, the Coire Glas project would be the first pumped hydro storage scheme to be built in the UK in 40 years.

The project, which received planning consent from the Scottish Government in 2020, would help maintain supplies of clean, secure and flexible renewable energy even when the wind isn't blowing and the sun isn't shining.

Coire Glas is set to be one of the biggest engineering projects in the Scottish Highlands and the UK. At peak delivery, the project would create more than 500 full time construction roles in Scotland.



30GWhs energy storage capacity, which is enough storage to power over 3,000,000 UK homes for 24 hours



Doubling Britains electricity storage capacity with £1.5+bn capital investment



Providing Homegrown energy and renewables back-up for the UK from the Scottish Highlands

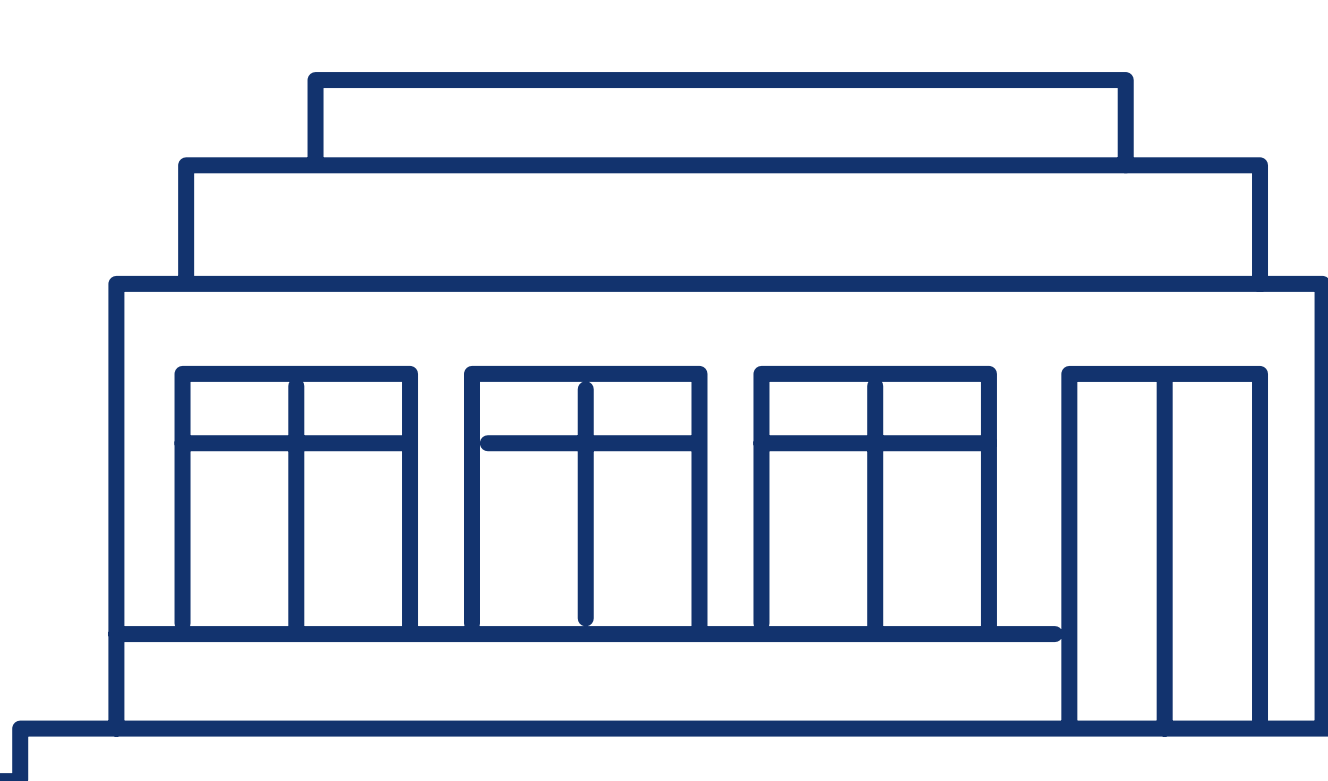
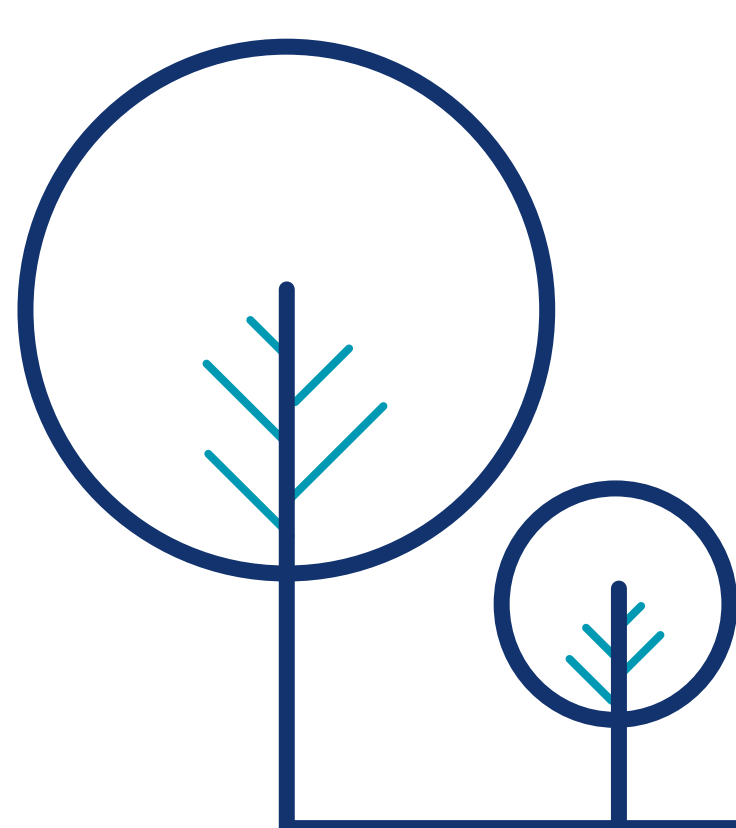
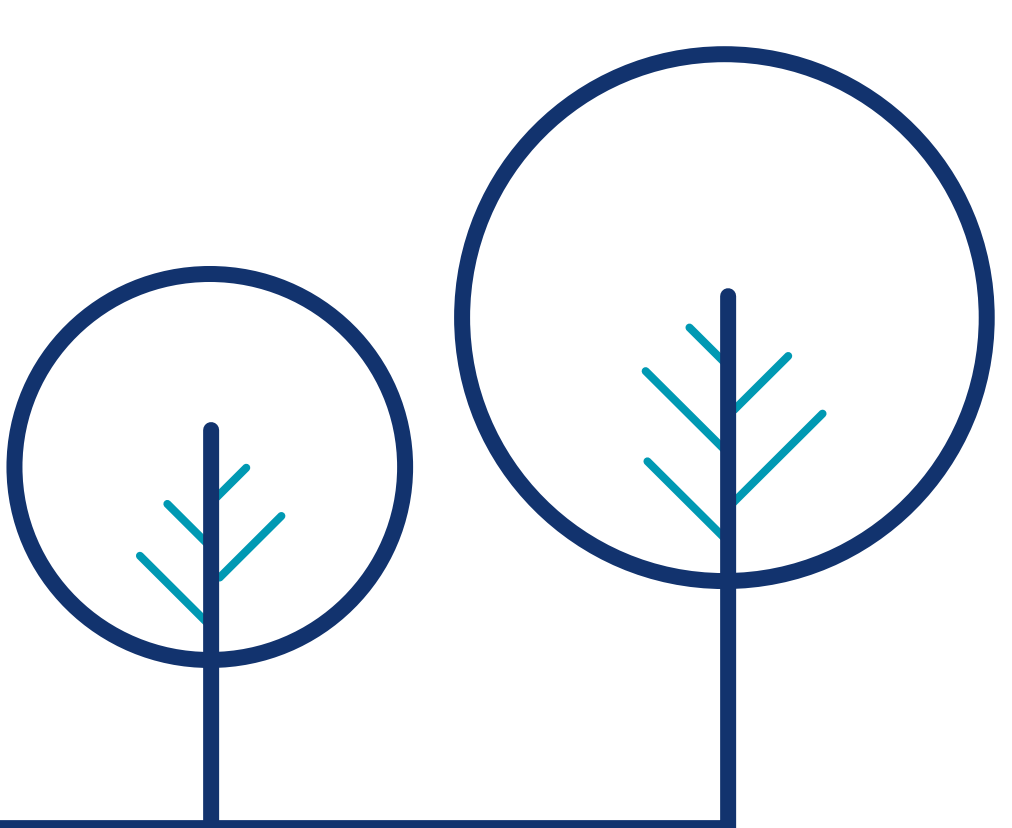
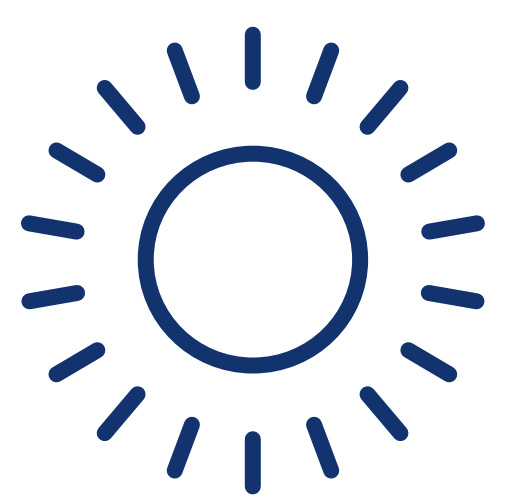


Proposed Upgrade to Kilfinnan Road

Coire Glas received planning consent from the Scottish Government in 2020. This included proposals to upgrade to the existing Kilfinnan road.

Ongoing development of the detailed design for these improvements, which must be approved by the Planning Authority, has identified a safer and more practical layout to Kilfinnan Road to enable the construction of Coire Glas. This upgrade will allow for two-way vehicle movements, accommodating both public and construction traffic during the construction of the Coire Glas project.

Following completion of the Coire Glas construction phase, and as instructed by The Highland Council, it is proposed that the adopted road (between the A82 junction up to and including Kilfinnan bridge) will be reinstated to a single-track with passing places. The adopted road will then revert to the responsibility of The Highland Council.



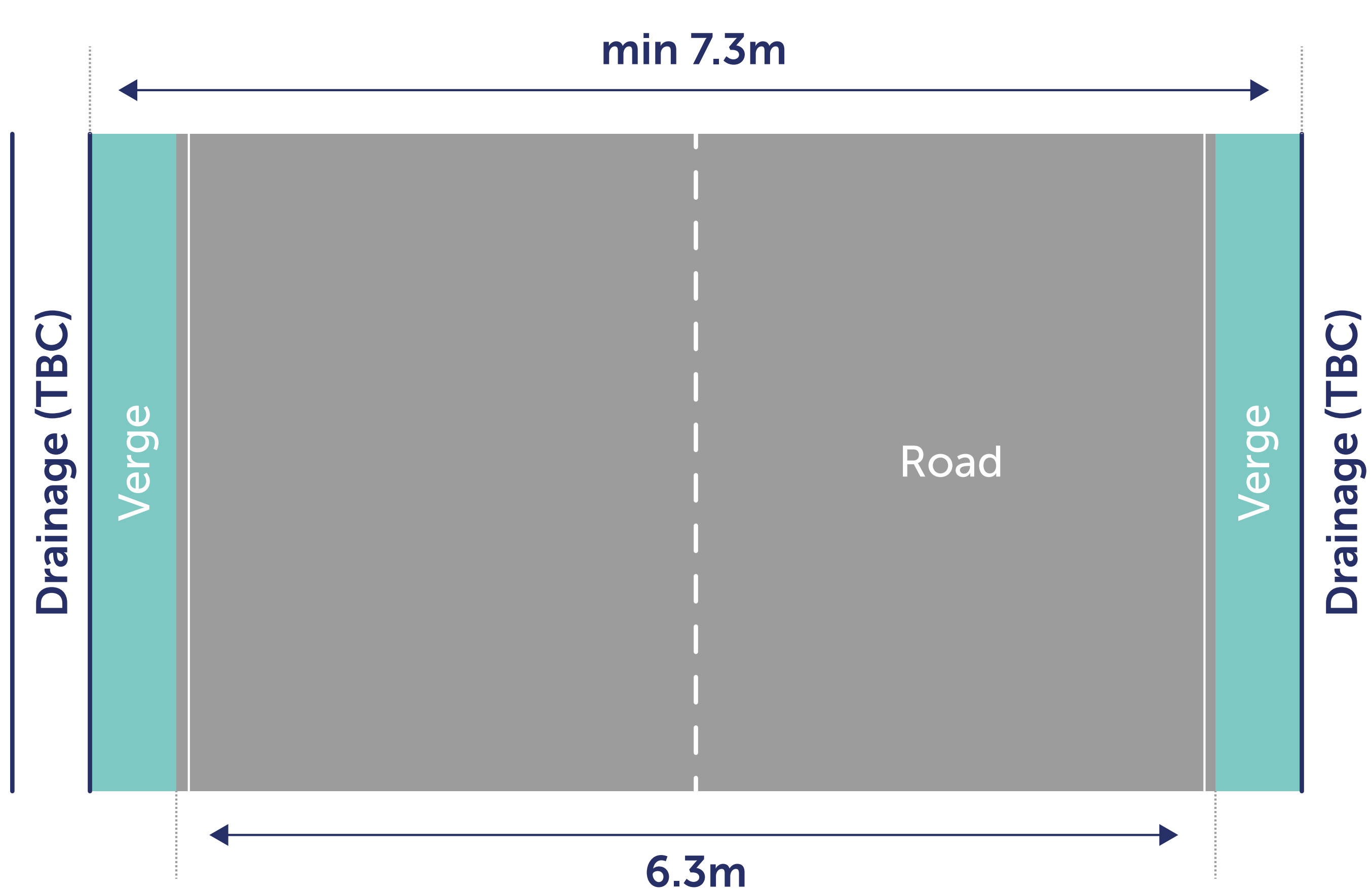
Kilfinnan Road Design

This planning application will seek permission for:

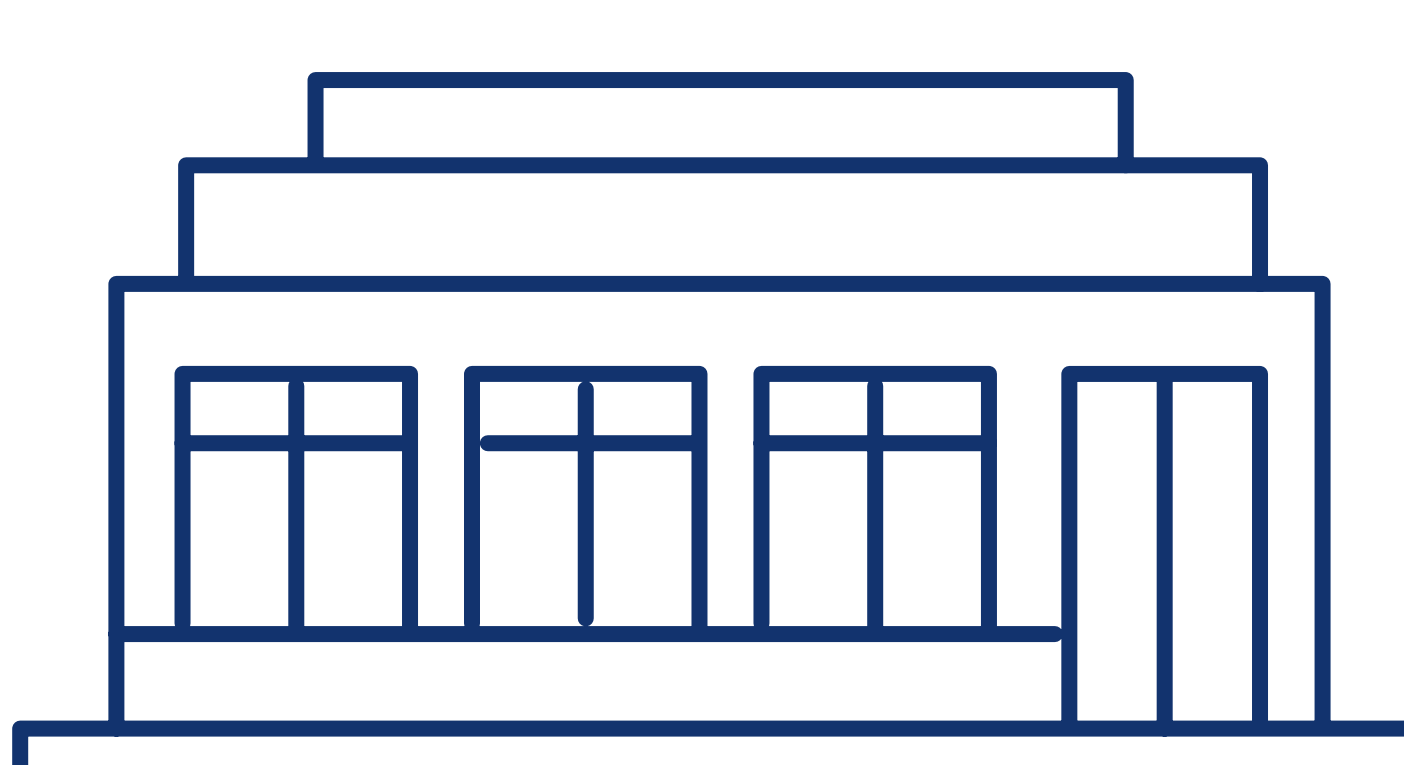
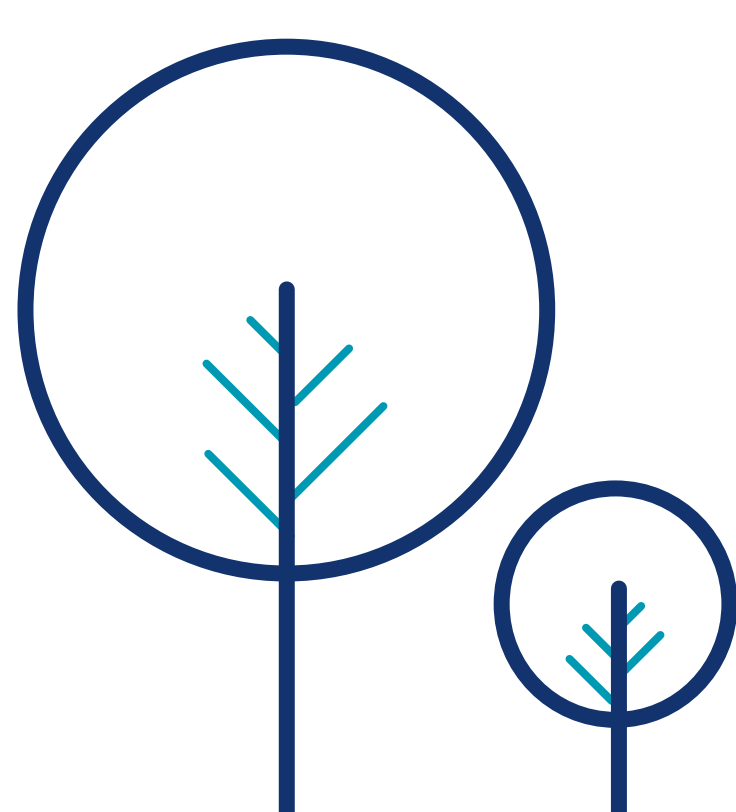
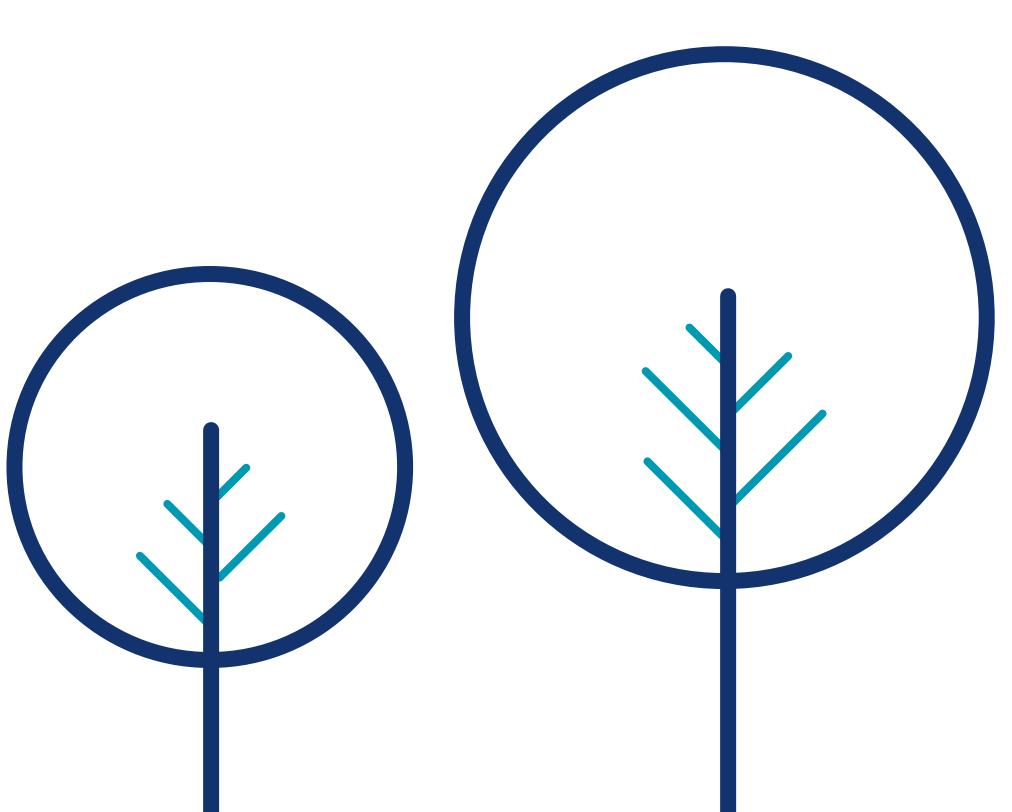
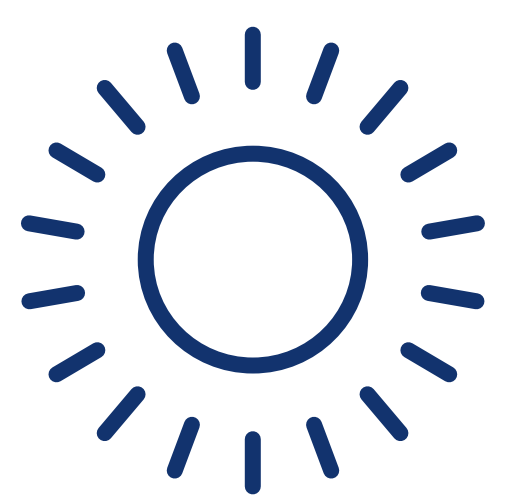
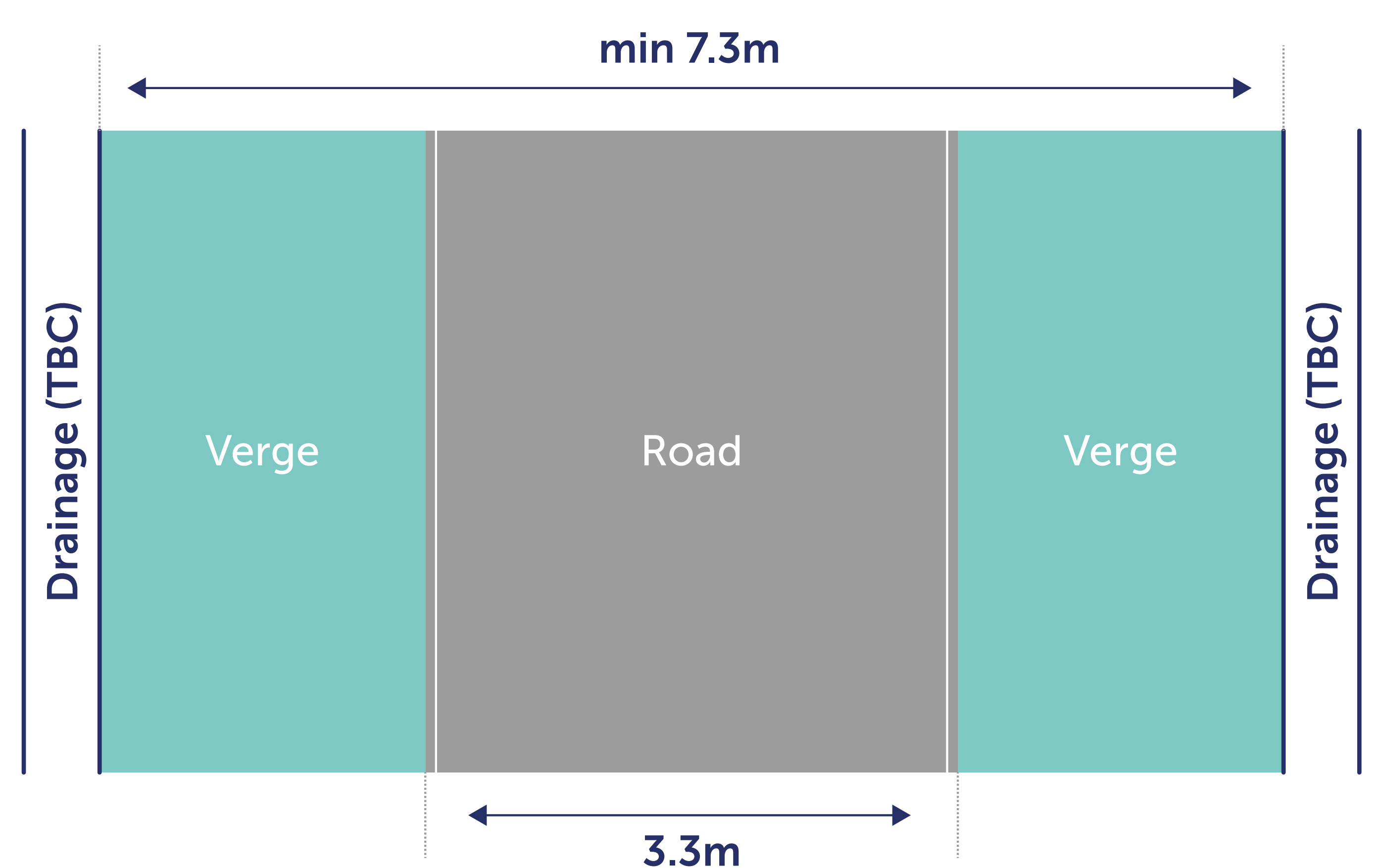
- Widening and modification of the junction of Kilfinnan Road with the A82
- Upgrades to the existing adopted section of Kilfinnan Road, to provide a temporary 2-way road (6.3m wide) during the construction of Coire Glas and reinstate to provide an improved single-track road (3.3m wide) with passing places post construction of Coire Glas;
- Upgrade to the existing unadopted section of road beyond Kilfinnan bridge to the forestry gate to a running width of up to 10m;
- Installation of drainage, watercourse crossings and bridging structures, including a new bridge across Kilfinnan Burn;
- A new active travel path from Kilfinnan Bridge to the junction to Laggan Locks;
- Installation of utility services;
- A temporary diversion road, temporary active travel diversion, temporary spoil storage area and temporary site compounds to facilitate construction; and
- All associated site clearance, structures and earthworks.

The proposed design for the adopted road section has been developed in accordance with The Highland Council's Roads and Transport Guidelines for New Developments (RTGND) and is required to obtain a Road Construction Consent (RCC) in addition to Planning Consent. The unadopted section of road will also benefit from an upgrade to a tarred surface.

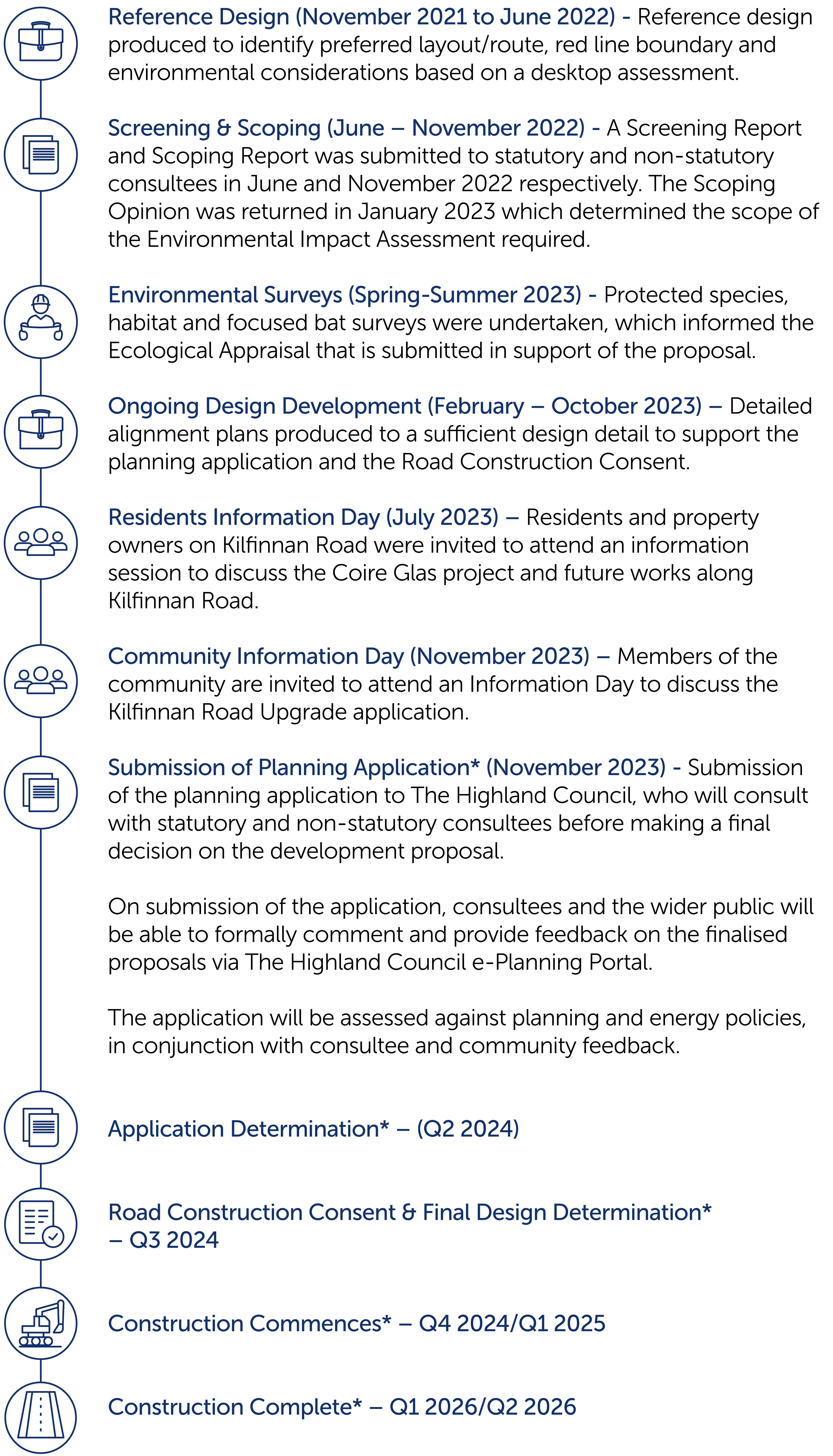
Proposed upgrade to adopted Kilfinnan Road - for the construction of Coire Glas



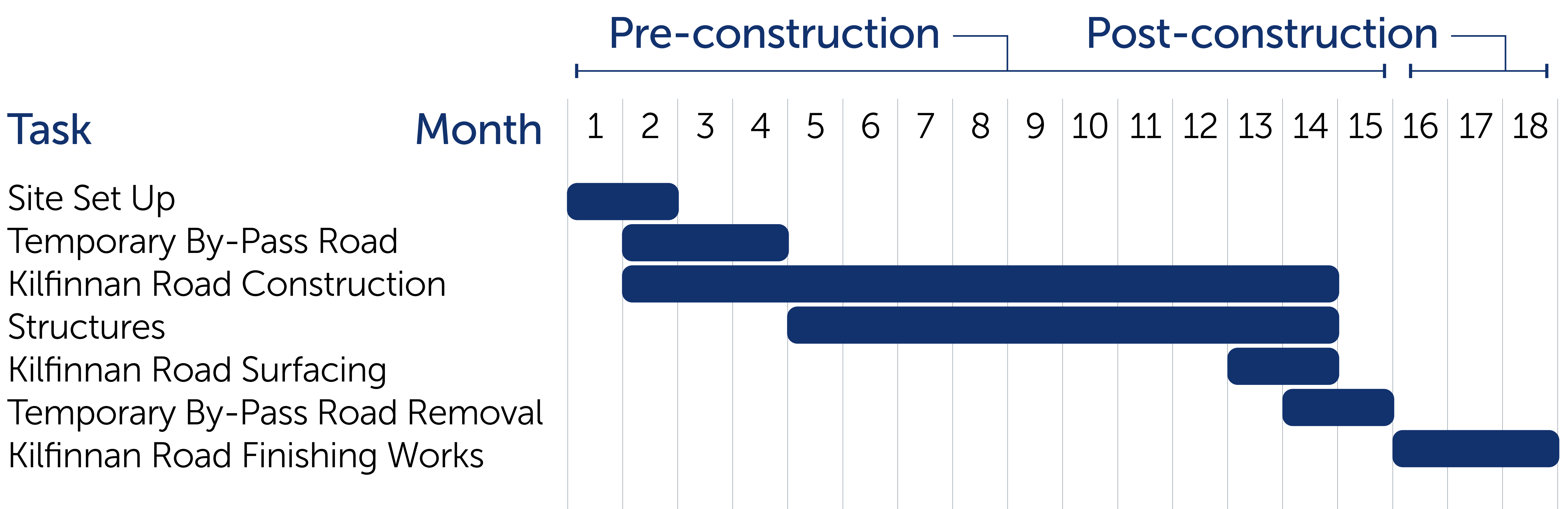
Permanent Layout - post construction of Coire Glas



Timeline



Indicative Kilfinnan Road Construction



*Future events are Indicative.

The final phasing of the works will be agreed following contractor appointment which is anticipated Q3 2024.

Environment

Our commitment

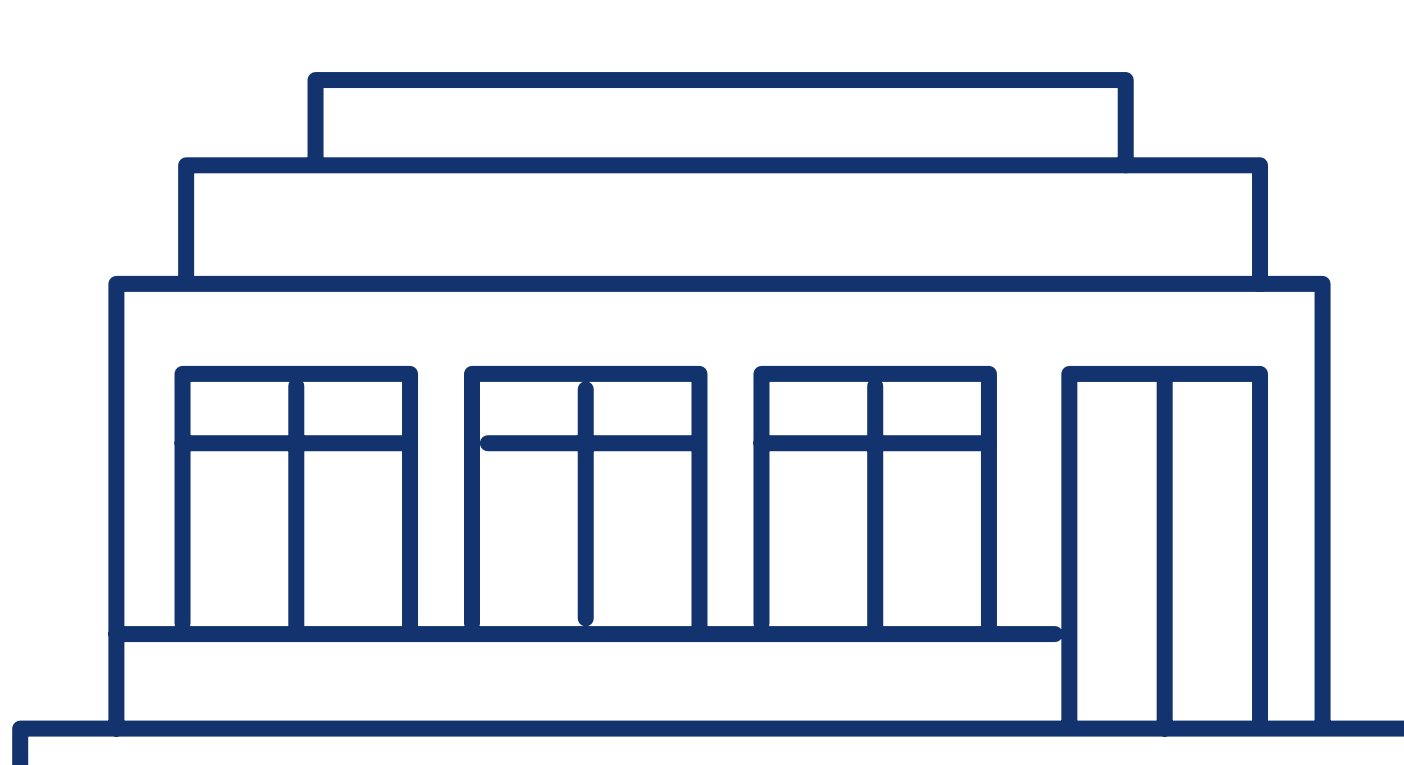
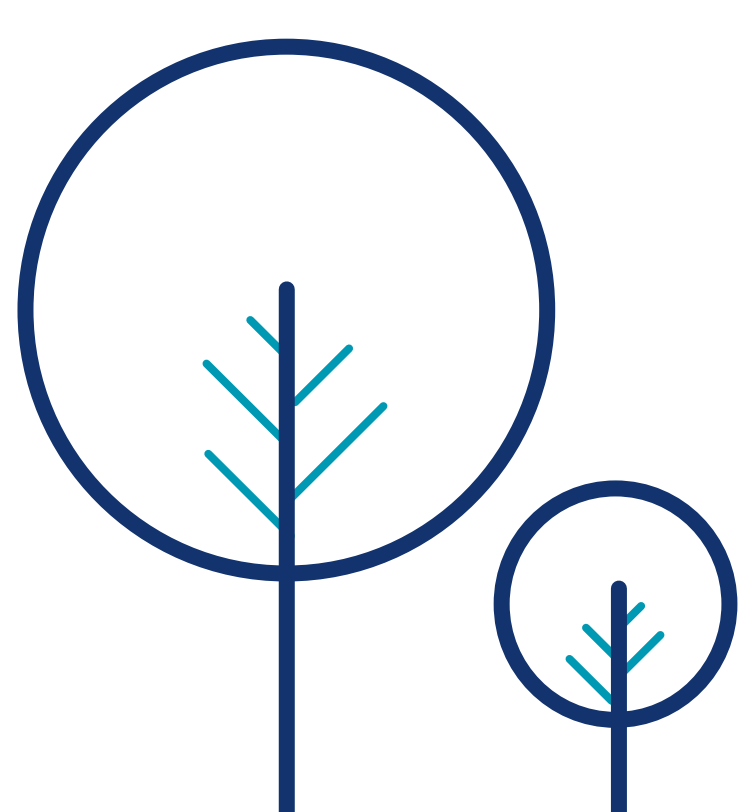
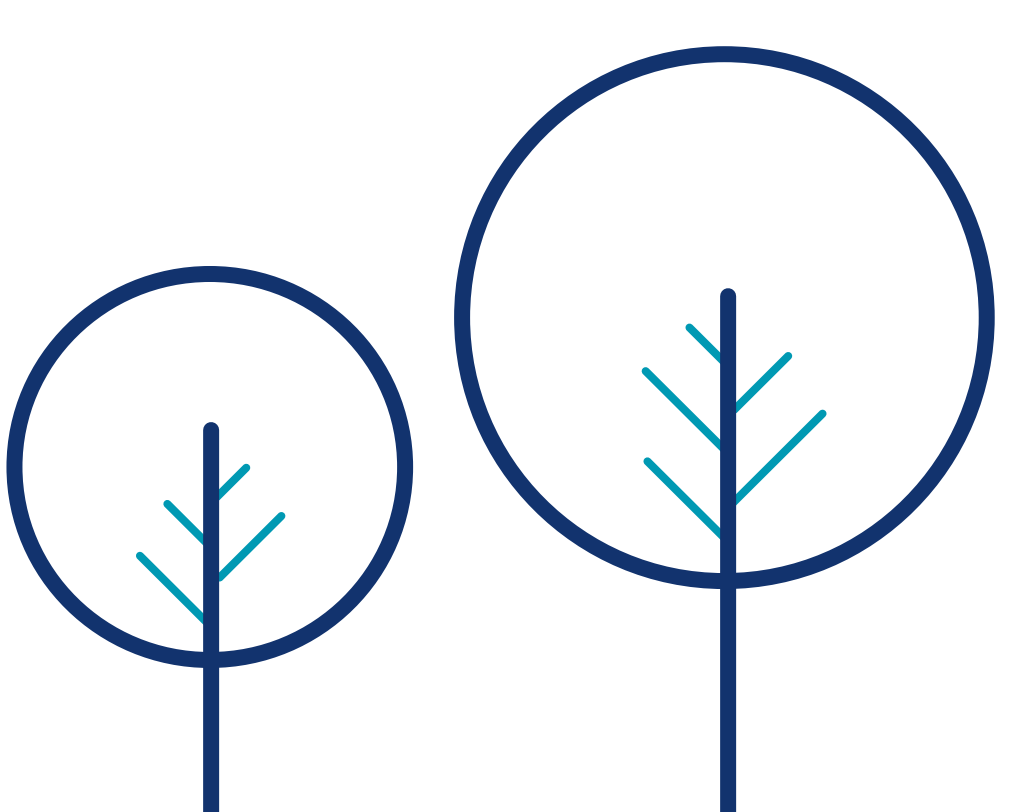
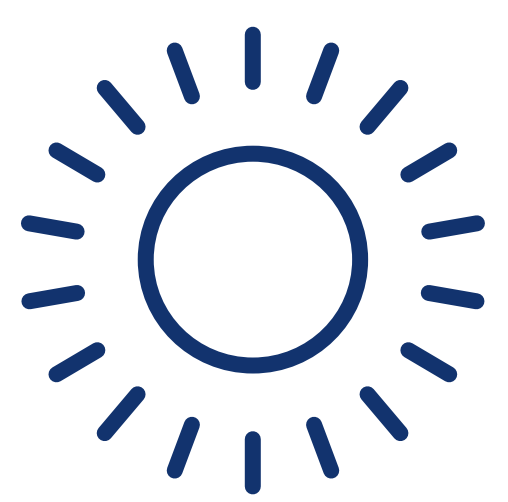
We recognise that we have significant interaction with the environment through the activities we undertake whilst developing, building and operating our renewable energy infrastructure. We have a responsibility to design and build our projects in a way which protects the natural environment in which we operate.

As the project has progressed, independent consultants have carried out technical assessments on environmental issues associated with the proposed development. These experts have worked with SSE Renewables' to produce an Environmental Impact Assessment to accompany the planning application.

The Environmental Impact Assessment will cover the following key topic areas:

- Traffic and Transport
- Geology, Hydrology and Hydrogeology
- Landscape and Visual
- Ecological Appraisal
- Noise and Vibration
- Air Quality

On submission of the application, consultees and the wider public will be able to formally comment and provide feedback on the finalised proposals via The Highland Council e-Planning Portal.

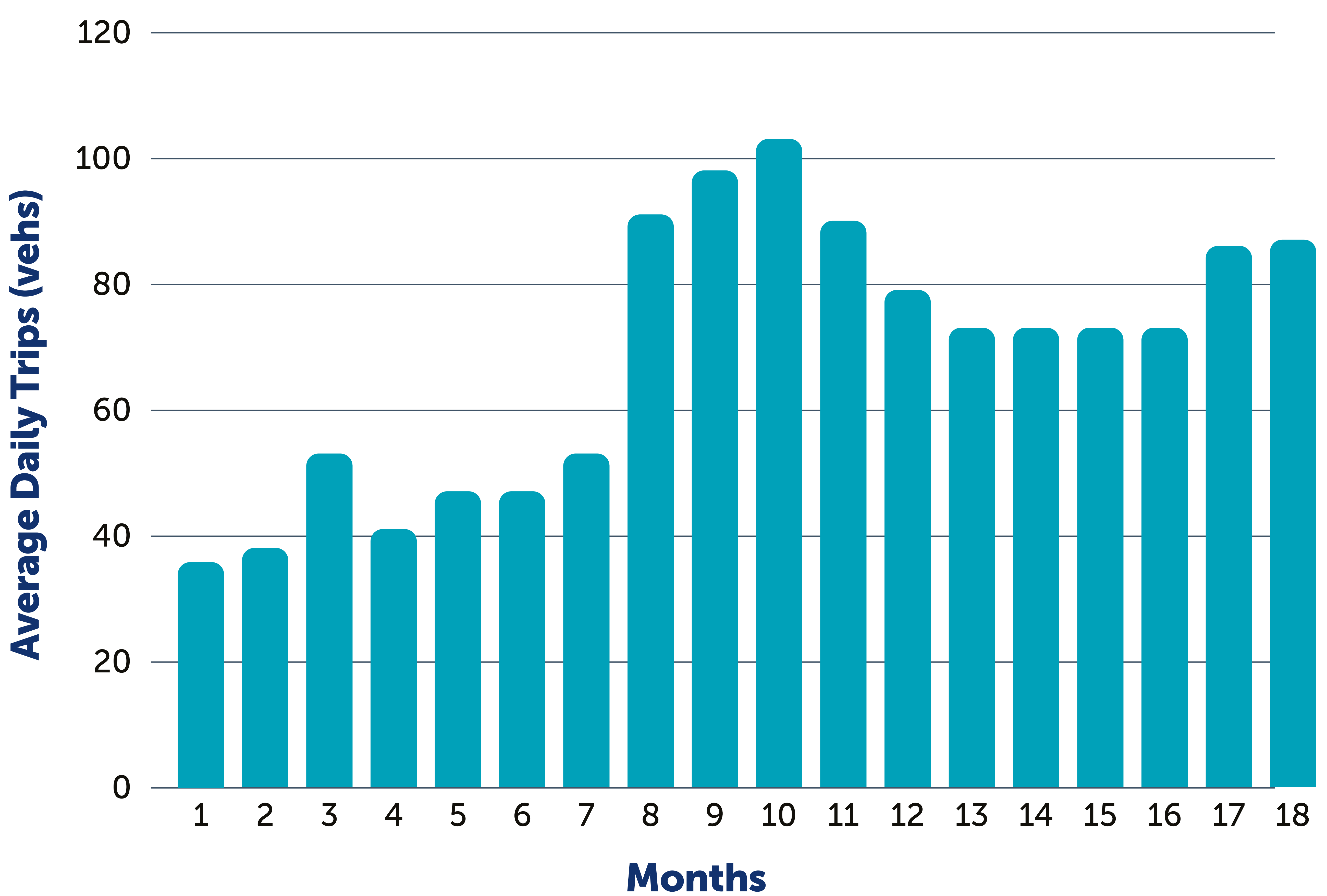


Traffic and Transport

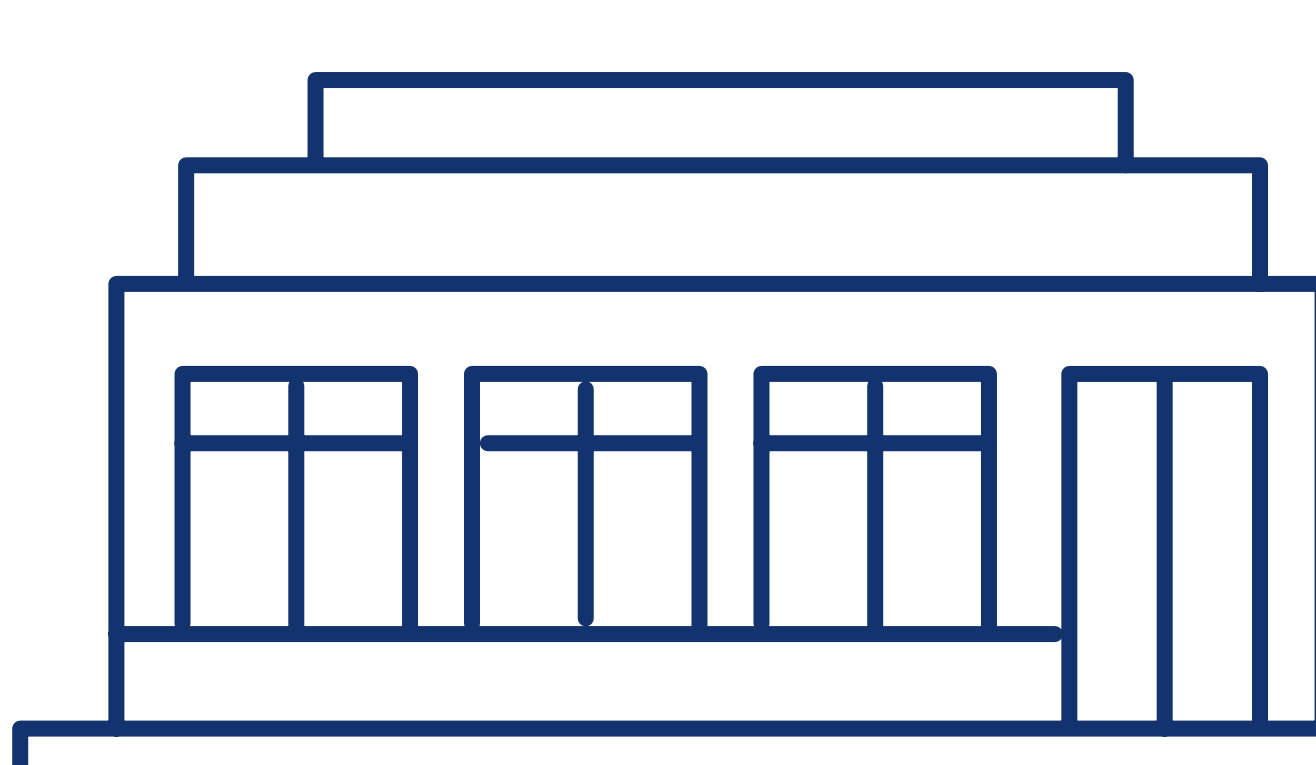
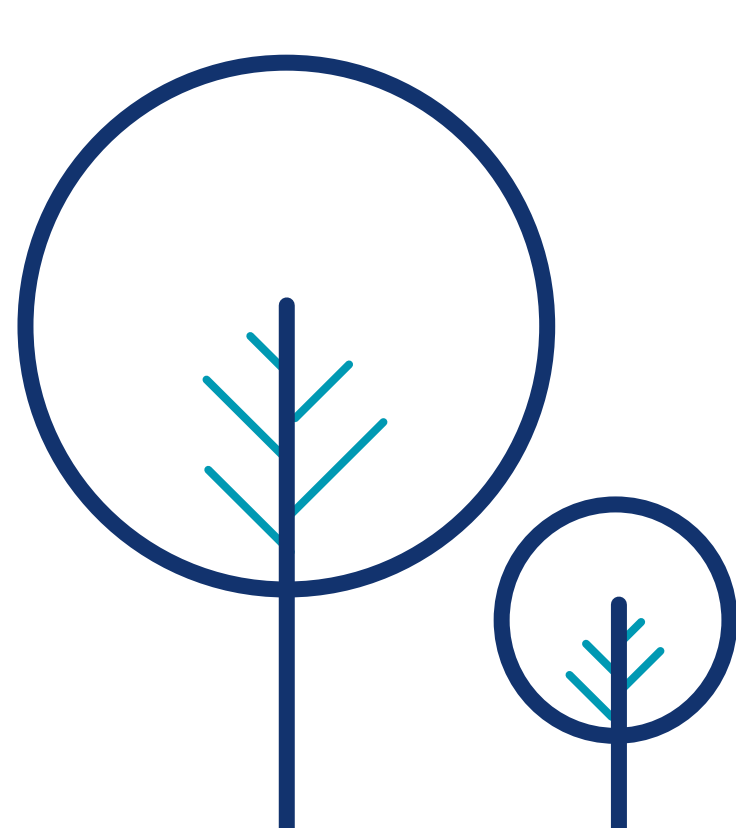
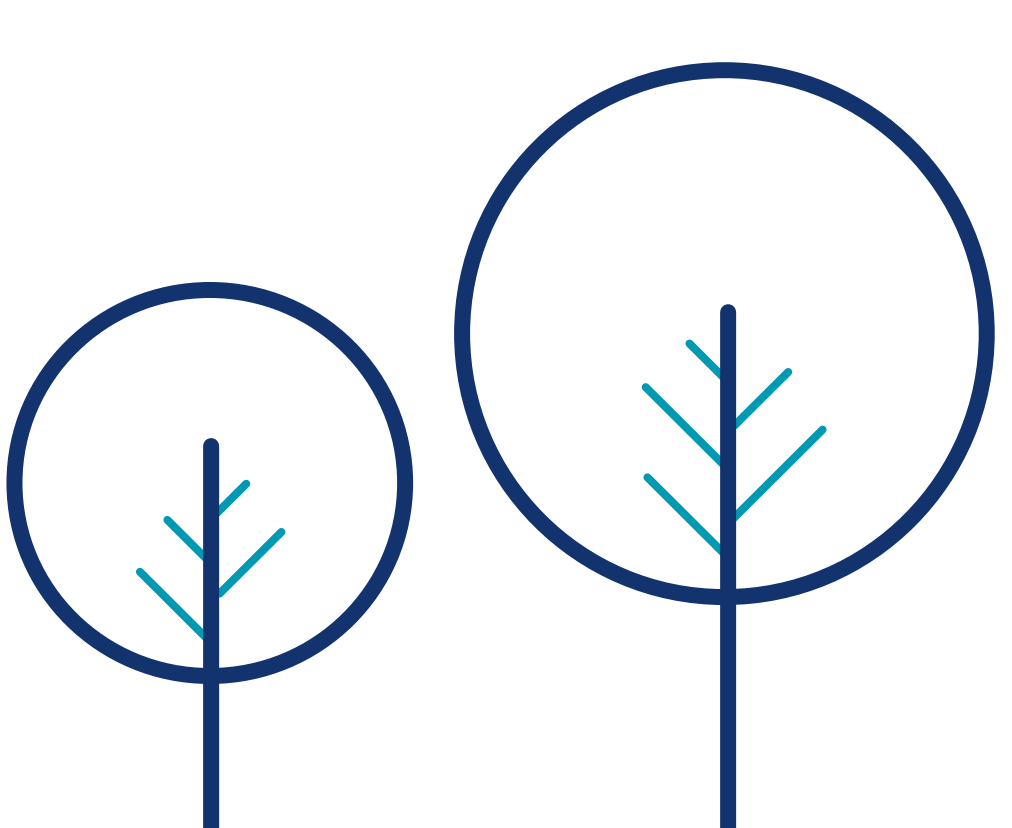
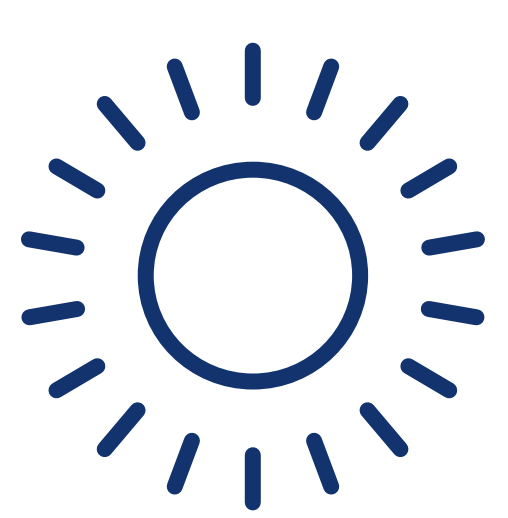
The main access route to both Kilfinnan Road and the main consented scheme is the A82. A Transport Assessment and Environment Impact Assessment chapter on traffic and transport have been developed to consider the effects during the construction phase of the proposed development.

The main access to the Coire Glas project is the A82 and Kilfinnan Road. The peak period of construction of the upgrade to Kilfinnan Road is anticipated around the middle of the construction programme.

The anticipated average daily construction trips during the upgrade to Kilfinnan Road are illustrated in the graph below.



A Traffic Management Plan will be developed to manage construction traffic in the interests of road safety and efficiency.



Geology, Hydrology and Hydrogeology

A number of minor watercourses cross the site and drain into the lochs including the following named watercourses:

- The Allt Cruineachaidh which flows south eastwards within the northern extent of the site before discharging into the Caledonian Canal;
- The Allt an Oighre which flows south eastwards within the northern extent of the site before discharging into the Caledonian Canal; and
- The Allt a' Choire Ghlais also referred to as the Kilfinnan Burn which also flows south eastwards within the southern extent of the site before discharging into Loch Lochy.

Watercourse Crossings

To protect surface water and groundwater quality as well as to mitigate a potential increase in flood risk the following measures will be implemented:

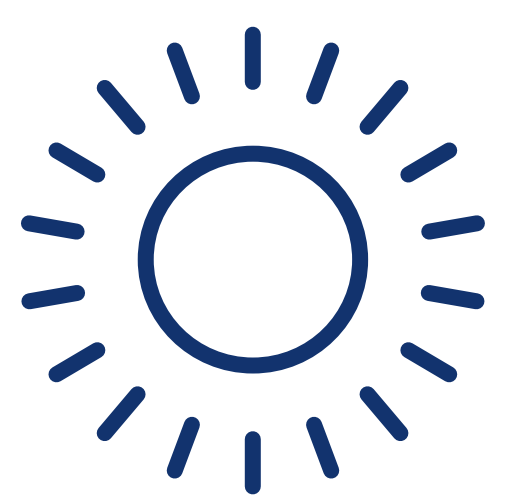
- Construction will be carried out in accordance with appropriate SEPA and CIRIA guidance.
- Baseline sampling of watercourses will be carried out pre-construction to ensure data is available to check the water quality is not impacted by construction works.

Private Water Supplies (PWS)

Widening of the Kilfinnan Road is required to provide safe access for vehicle movements during the construction of the Coire Glas. This will result in unavoidable impacts on the existing private water supplies along the road. A key element of this application is to ensure such impacts are kept to an absolute minimum.

A private water supplies specialist HighWater (Scotland) Ltd has been commissioned to produce an independent report confirming the relative merits of mitigation measures, which has been provided to residents and property owners for their consideration.

As an absolute minimum stream fed supplies shall be maintained / upgraded. The exact design details, including product specifications, location of infrastructure, installation methodologies etc. will be agreed as part of the next level of the design process.



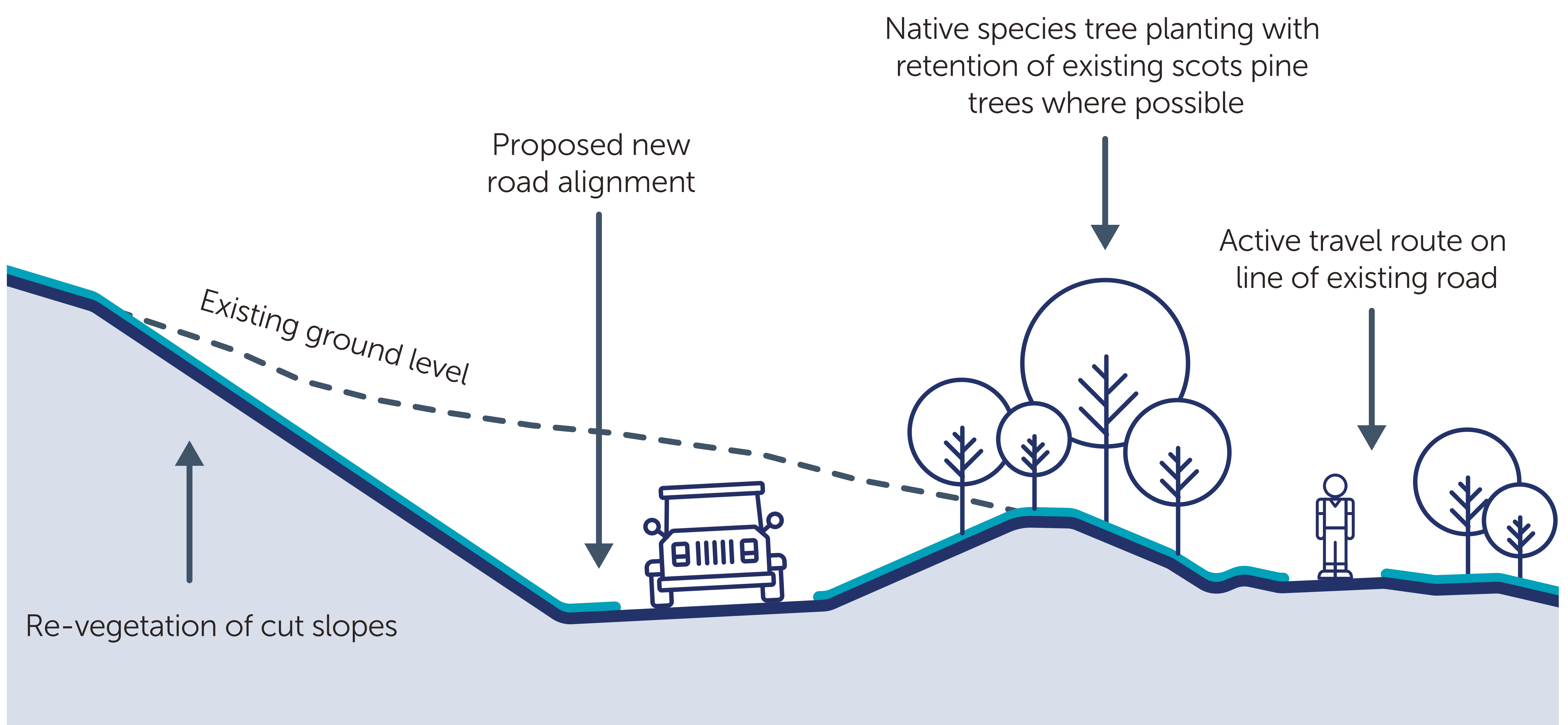
Landscape and Visual Impact

Key landscape and visual related impacts have been assessed in relation to the construction and operation of the proposed development.

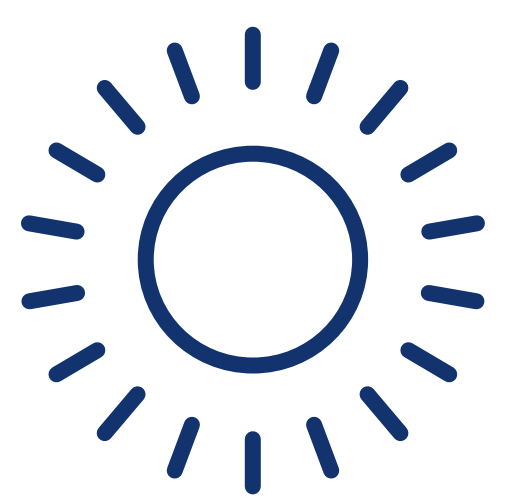
The Landscape and Visual Impact Assessment (LVIA) assessment has predicted that there would be significant landscape and visual effects during construction of the proposed development. The effects are temporary for the construction phase of the road, and upon completion of the road, these effects are predicted to be negligible, because the upgraded road is expected to appear similar within the landscape to the existing road.

Key mitigation of landscape and visual effects will include:

- Revegetation Of Cut Slopes, Embankments and Verges,
- Compensatory Planting



Indicative example of proposed planting between new road alignment and active travel route following alignment of existing road.



Noise, Vibration and Air Quality

Impacts from Noise and Vibration and impacts to Air Quality have been considered as part of the Environmental Impact Assessment.

Noise and Vibration

The following key mitigation measures are proposed to control noise and vibration levels during the construction period of the proposed development:

- Ensure local residents are kept informed of the proposed working schedule, where appropriate, including the times and duration of any abnormally noisy activity that may cause concern;
- Ensure site work is programmed carefully with consideration to noise and nearby residents;
- Ensure all vehicles and mechanical plant will be fitted with effective exhaust silencers and be subject to programmed maintenance;
- Select inherently quiet plant where appropriate;
- Ensure all ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers;
- Instruct that machines will be shut down between work periods or throttled down to a minimum;
- Undertake regular maintenance of all equipment used on site, including maintenance related to noise emissions; and
- Ensure all ancillary plant such as generators and pumps will be positioned to cause minimum noise disturbance and, if necessary, temporary acoustic screens or enclosures provided.

Air Quality

Construction phase mitigation measures that have been incorporated into the scheme design and on site activities to mitigate impacts on air quality include:

- Wheelwash facilities will be located appropriately to prevent track out of soil onto public roads;
- Surfaced temporary diversion road to be installed for use whilst upgrading works are undertaken;
- Wherever possible dug material will be used on site or as part of the consented Coire Glas scheme, reducing the requirement to import/export materials;
- Daily visual monitoring of dust emissions and sprayed water for dust suppression; and
- Speed limits of 20 mph.

