

Agenda Item	6.2
Report No	PLS/35/24

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 18 June 2024

Report Title: 23/05393/FUL: Coire Glas Hydro Pumped Storage Ltd.

Site starts at A82/Kilfinnan Road junction and ends at south, Laggan, Forest Gate

Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Coire Glas Pumped Storage Scheme: Kilfinnan Road site access improvements over a length of approximately 4.6km from the A82 junction to the South Laggan Forest gate, comprising widening to form a two-way public road to serve the Coire Glas scheme during construction and thereafter, reducing the road width to single-track with passing places, and ancillary works.

Ward: 11 – Caol and Mallaig

Development category: Local Development

Pre-Determination Hearing: No

Reason referred to Committee: 5 or more objections

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

Recommendation

Members are asked to agree the recommendation to **GRANT** the application as set out in Section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 The proposal is to upgrade, modify and widen approximately 4.6km of the Kilfinnan Road from the A82 Trunk Road junction to the South Laggan Forest gate to serve the Coire Glas Pumped Storage Scheme. The works would form a two way public road for the duration of the Coire Glas scheme's construction period (hereafter referred to as Operational Stage 1). Thereafter, post completion of the pumped hydro scheme, the adopted section of the road would be reinstated to a single track access with passing places which would be adequate to serve the operational phase of the pumped hydro scheme and surrounding land uses (hereafter referred to as Operational Stage 2).
- 1.2 The previously consented Coire Glas Pumped Storage Scheme (THC reference 18/01564/S36, ECU reference ECU00000577) allows for the upgrade of Kilfinnan 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 current configuration. As such, a separate planning application is required.
- 1.3 The development comprises:
- 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 watercourse crossings, bridge structures, earthworks (i.e. cut and fill slopes), in-highway utility infrastructure and drainage; Construction of permanent and temporary active travel routes;
 - Construction of a temporary diversion road for public and construction vehicle use for the duration of the Kilfinnan Road construction;
 - Realignment or replacement of existing private water supplies;
 - Temporary site compounds for welfare facilities, parking, plant, spoil and materials storage, material processing (crushing and screening) and mobile concrete batching;
 - A temporary main spoil storage compound at Kilfinnan Farm; and
 - Landscaping.
- 1.4 The development requires related site clearance works including:
- Tree felling;
 - Dismantling of agricultural shed at North Laggan Farm;
 - Removal and replacement of fencing, gates and road signs; and
 - Dismantling and re-instatement of dry-stone dyke walls.
- 1.5 A number of trees will require to be felled within areas of road and earthworks along with an area of approximately 3.1ha plantation forestry west of Laggan Locks (Glengarry Lodges). This woodland is identified by Forestry Land Scotland for felling in the Glengarry Land Management Plan as part of standard forestry

operations irrespective of the proposed Kilfinnan Road upgrade works. A compensatory planting scheme will be delivered within the local area as part of the Coire Glas Pumped Storage Scheme. Road landscaping measures include grassed verges and slopes with planting where appropriate outlined in the submitted landscaping plans.

- 1.6 The agricultural shed at North Laggan Farm will be stored and rebuilt elsewhere, with its re-siting to be determined at a later date, with its re-construction not forming part of this planning application.
- 1.7 The proposed upgraded Kilfinnan Road will follow the route of the existing road wherever practical but will require local sections of realignment in constrained areas. The adopted road extends from the A82 junction for an initial stretch of approximately 3.75km to southern end of Kilfinnan Farm Bridge, which will be widened with its running width increasing from typically 3.5m to 6.3m. Beyond this point the unadopted 0.85km section of road would be widened with its running width increasing from generally 3.5m to up to 10m to facilitate two-way vehicle movements. Both the adopted and unadopted sections of the route's verges would measure between 0.5m and 1m wide. Additional earth works are proposed adjacent to the unadopted section of road. The proposed design of the unadopted section of road assumes the worst-case scenario for the purpose of assessing potential impacts, with this section of the road being subject to further detailed ground investigation which could result in its scale and extent being reduced.
- 1.8 A new bridge across the Kilfinnan Burn is also proposed along with 2 additional minor bridging structures.
- 1.9 The A82 junction with Kilfinnan Road is to be widened to achieve the required swept path for abnormal load deliveries to serve the pumped hydro scheme. The area directly north of the junction will also require cut and fill into the sloping, tree felled landform to improve the swept path for vehicles accessing and exiting Kilfinnan Road from the A82.
- 1.10 Public access is proposed to be maintained throughout the construction, operation and reinstatement works. This is proposed to be achieved via a temporary active travel route from South Laggan Forest to Kilfinnan Burn, where the route will link to the existing Kilfinnan Road with segregated access to the junction at Laggan Locks. Users can then choose to continue along Kilfinnan Road or turn off to follow the route along the Caledonian Canal. A section of the existing Kilfinnan Road forms part of the Great Glen Way/Caledonian Way (NCN78) which will be maintained on the existing road alignment to ensure access is preserved at all times and to segregate users from construction traffic. Access to the hill route to Ben Tee and Coire Buidhe will be maintained throughout the project.
- 1.11 A temporary diversion tarmac road is proposed for access to the Coire Glas Pumped Storage System site, use by construction vehicles along with members of the public during the upgrading works. The temporary diversion route will extend south west of properties adjacent to the A82 junction at the northern extent of the site boundary through the fields to the east of the existing road set back from residential properties and proposed site compounds to the west. The temporary diversion will reconnect to the Kilfinnan Road immediately north of Stoneyfield and

then continue within the envelope of the existing road. There are currently 10 junctions from Kilfinnan Road that provide access to private properties, as well as various field accesses, which will be retained from the temporary diversion road, where required. Culverted crossings of the Cruinneachaidh and Oighre Burns will also be installed. Once the pumped hydro scheme's construction is complete, the temporary diversion road would be removed with the land reinstated.

- 1.12 The construction period for Operational Stage 1 is anticipated to last approximately 24 months (approximately 18 months for the adopted section of Kilfinnan Road and approximately 6 months for the unadopted section). It is anticipated that construction of Operational Stage 1 will commence in early 2025, on the assumption of securing relevant consents for the works, discharging pre-commencement conditions and subject to detailed programming to be determined by the appointed contractor.
- 1.13 Following completion of Operational Stage 1 the adopted surfaced road will be reduced in width. This finalised road as part of Operational Stage 2 will be constructed within the corridor formed to accommodate Operational Stage 1 and designed to Highland Council standards through the Road Construction Consent process. The finalised road will generally comprise a 3.3m wide single track rural road, with 2m wide verges as a minimum. Passing places will be located at maximum spacings of 150m dependent on landform along the route. The permanent road will serve as a continual operational work route for the Coire Glas project. An active travel route has been proposed to be delivered alongside part of Kilfinnan Road promoting sustainable forms of travel in the region, provide links between long distance walking paths and to serve communities in the area. The proposed active travel solution is a 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.
- 1.14 It is estimated that Operational Phase 1, the initial upgraded Kilfinnan Road will be in place for approximately 8 years to facilitate the Coire Glas lower works construction phase. Thereafter, the narrowed finalised permanent road would be delivered within 3 months.
- 1.15 As the works are under 8km in length the proposal falls below the threshold of being a "major development" as prescribed within the Town and Country (Hierarchy of Developments) (Scotland) Regulations 2009. As a local planning application, this scale of development does not require statutory public consultation procedures to be undertaken prior to submission of the application. However, the applicant has undertaken informal pre-application discussions with officers, stakeholders and the local community. Kilfinnan Road residents were invited to a public meeting with the applicant's project team at a Glengarry Village Hall to provide an update on the design development of the proposed project. A meeting was held on 23 May 2023 with 3 residents from 2 properties attended with a further 3 meetings with individual properties held on 24 May 2023.
- 1.16 A public information event was also held on 01 November 2023 at Glengarry Village Hall to provide a further update on the proposed development. Invitations were distributed to properties within a 5km radius of the site with an advert being placed in the 26 October 2023 publication of the Lochaber Times. 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 with a range of matters and questions being addressed by the applicant's design team.

- 1.17 The application is supported by an Environmental Impact Assessment Report (EIAR) containing technical assessments covering: Noise and Vibration; Air Quality; Geology, Hydrology and Hydrogeology; Landscape and Visual; Traffic and Transport; and Risk Management, with a Schedule of Mitigation and Monitoring having been proposed. The application is also accompanied by separate Planning Statement, Transport Assessment, Ecology Appraisal, Construction Noise Assessment, and Flood Risk Assessment.
- 1.18 EIA Supplementary Environmental Information (SEI) was also submitted during the application's determination. This comprised addendums to EIAR Chapters 5 (Noise and Vibration) and 7 (Geology, Hydrology and Hydrogeology) along with further supporting noise, flood risk, and drainage information.

2. SITE DESCRIPTION

- 2.1 Kilfinnan Road is set back from Loch Lochy in Lochaber and 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 approximately 3.5m wide with passing places at various locations along the route. The road is low lying, cut into the slope of the hill to the north and undulating with grass verges along most of the road. At various points, the road borders areas of commercial forestry or other vegetation, property accesses and fences, and crosses over several watercourses.
- 2.2 The character of the surrounding land is generally rural in nature with a small number of residential dwellings, farm steadings and tourist accommodation scattered along the route. There are several properties along the boundary of Kilfinnan Road. Loch Lochy, along with the Caledonian Canal, are the most notable features in the immediate area. To the west is elevated hill land and forestry. The road sits within a wider landscape of high mountain summits and lower deep glens and lochs principally sections of the Great Glen including Loch Lochy and Loch Oich.
- 2.3 There are a number of Noise Sensitive Receptors (NSR) (43 properties, 21 residential properties, 22 used for tourist accommodation) identified within the study area with properties located to the south of the route with minimal separation.
- 2.4 Ground elevations vary from approximately 40m Above Ordnance Datum (AOD) near the A82 to 80m AOD within the western extent of the site. No peat deposits are shown within the site boundary or within the study area.
- 2.5 A small section of the site alongside Kilfinnan Burn is at risk from fluvial flooding. The site is located within two main surface water catchment areas - Loch Lochy to the south and Loch Oich and the Caledonian Canal to the north. Numerous minor watercourses cross the site and drain into the lochs including Allt Cruinneachaid which flows to the south east within the northern portion of the site before

discharging into the Caledonian Canal, Allt an Oighre which flows to the south east within the northern portion of the site before discharging into the Caledonian Canal and Kilfinnan Burn (Allt a' Choire Ghlais) which also flows to the south east within the southern portion of the site before discharging into Loch Lochy.

- 2.6 Woodlands within the site boundary are recorded as part of the Ancient Woodland Inventory (AWI), the Native Woodland Survey of Scotland (NWSS) and also recorded as Plantation on Ancient Woodland Sites (PAWS). There is coniferous commercial plantation woodland above Kilfinann Road west of Laggan Locks with 3.1ha of due for removal as part of the proposed development.
- 2.7 The site is not located within any site designated for natural heritage. South Laggan Fen Site of Special Scientific Interest (SSSI) protected for its fen habitats is in close proximity, approximately 0.16km to the south east of the site. In terms of landscape designations, the site is located within Loch Lochy and Loch Oich Special Landscape Area (SLA) and is outwith but in close proximity to Wild Land Area (WLA) 19: Braeroy – Glenshirra – Creag Meagaidh, which lies 0.5km to the south east.
- 2.8 NatureScot's Landscape Character Assessment (LCA) identifies the 2km study area located within 3 individual Landscape Character Types (LCT's), LCT 235 - Broad Forested Strath, LCT 236 - Smooth Moorland Ridges and LCT 239 - Interlocking Sweeping Peaks – Lochaber. The LCT's from the LCA have been identified at a very broad scale with the LVIA undertaken for the Coire Glas Pumped Storage Scheme noting a further 10 Local Character Zones (LCZs) as a basis for the landscape assessment. The site is fully within LCZ 2 - Settled Valley Floor. LCZ 2 has been further subdivided into Sub LCZ 2a - Laggan Locks, Sub LCZ 2b - A82 Corridor and Sub LCZ 2c - North Laggan – Balmaglaster.
- 2.9 The site has been subject to a protected species, habitat and ecological survey, including preliminary bat roost assessment and strategy to secure biodiversity enhancement. A number of Phase 1 habitats are identified within the site including Broadleaved Semi-natural Woodland, Coniferous Plantation Woodland, and Marshy Grassland amongst others. Juniper, which is a priority species, is also present. Surveys showed either direct sightings or field evidence of otter, bats, red squirrel, pine marten, various bird species and reptiles within the site. There is an otter couch used irregularly approximately 100m south of the site. It notes that a licence for bats may be required.
- 2.10 There are several wetland habitats within and adjacent to the site which potentially represent Ground Water Dependent Terrestrial Ecosystems (GWDTE), however, these are more likely surface water derived.
- 2.11 The site is not situated within any built heritage designation. Built heritage interests within the wider surrounding include the Category C Listed Kilfinnan Burial Ground and McDonnell Mausoleum, Ivy Cottage and Glenjade Cottage, Category B Listed Store on the Caledonian Canal and Laggan Locks to Loch Oich Schedule Monument. The site is within the Blar Na Leine Inventory Battlefield designation.
- 2.12 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. Other recreational interests in the surrounding area include the Caledonian Canal, Laggan Locks, Great Glen Canoe Trail, Kilfinnan to Ben Tee walking route, Great Glen Way Alternative Route (Core Path LO11.04) along with popular mountain summits such as Ben Ten and Loch Lochy Munros.

3. PLANNING HISTORY

3.1	18.01.2023	22/05277/SCOP to accomodate construction of Coire Glas Pumped Storage Hydro Scheme - A82 junction works, temporary access road, new bridge, storage compounds	Scoping Response Issued
3.2	26.07.2022	22/02648/SCRE to accomodate construction of Coire Glas Pumped Storage Hydro Scheme - A82 junction works, temporary access road, new bridge, storage compounds	EIA Required
3.3	15.10.2020	18/01564/S36 (ECU reference ECU00000577) Revised Coire Glas Pumped Storage Scheme	Approved by Scottish Ministers
3.4	06.06.2017	17/02403/SCOP Revised Coire Glas pumped storage scheme	Scoping Response Issued
3.5	13.12.2013	12/00602/S36 (ECU reference ECU00003164) Construction and operation of hydro-electric generating station	Approved by Scottish Ministers

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour and EIA Development

Date Advertised: 14.12.23, 21.12.23 and 28.03.24 in the Oban Times, and 15.12.23, and 22.03.24 in the Edinburgh Gazette (Unknown Neighbour and EIA development / EIA SEI)

Representation deadline: 28.04.24

Timeous representations: 20 from 20 households (15 objections, 4 support, 1 neutral)

Late representations: None

4.2 Material considerations raised in objections are summarised as follows:

- Principle of the proposal
- Lack of detailed supporting information
- Increased traffic and vehicle movements and detrimental impact on roads

- Impact on road safety, and impact on school transport
- Alternative use of barges for movement of material not fully explored
- Lack of active travel safeguards and improvements
- Amenity impacts including, working hours, compound location, spoil management and storage, noise, dust, light and air pollution
- Biodiversity and protected species impacts
- Impact on private water supplies
- Flood risk and surface water drainage concerns
- Impact on tourism

4.3 Material considerations raised in support are summarised as follows:

- Associated hydro scheme will contribute to the transition to net zero, increase energy security and balance the grid providing power at points of low renewable generation
- Benefits to the local economy through the construction phase and longer term
- Delivery of an upgraded and improved road

4.4 Non-material considerations raised in objections are generally summarised as follows:

- Uncertainty regarding the final approval of the associated Coire Glas Pumped Storage Scheme.

5. CONSULTATIONS

5.1 **Glengarry Community Council** do not object to the application, subject to a restriction on working hours between 09:00 and 17:00, maintaining safe access for pedestrians, cyclists, and properties along the route, minimising flood risk, protection of private water supplies, habitat restoration and reinstatement of the road within an appropriate timescale. The associated Coire Glas Pumped Storage Hydro Scheme is yet to be consented planning permission, and as such, this development should only be allowed to commence once the associated hydro scheme has consent. Officers Note: This is incorrect as the scheme was approved by Scottish Ministers on 15 October 2020 (18/01564/S36).

5.2 **Access Officer** does not object to the application, subject to a condition requiring the submission of an Access Management Plan. Welcomed the further discussion that has taken place and clarification provided by the applicant on a number of details including: the accommodation of public access along the Great Glen Way, NCN78 Caledonia Way, other routes along Kilfinnan Road, and in the wider surrounding area.

5.3 **Contaminated Land Officer** does not object to the application. The only issue of possible significance in terms of potential contaminated land issues within site boundary relates to the presence of a Sheep Dip at NGR: 229527 798077. As no works or construction is proposed within this area no concerns are raised.

5.4 **Development Plans Team** do not object to the application. They note the principle of development is supported by relevant policy and guidance subject to

appropriate mitigation measures, active travel connections and developer contributions, which could include parking provision, signage and picnic areas for walkers within the wider surrounding area. This can be considered within the submission of the Access Management Plan and is controlled by condition.

- 5.5 **Flood Risk Management Team** do not object to the application following the submission of further supporting information and subject to a condition regarding finalised details of all altered, new and temporary roads and watercourse crossings. The clarification provided by the applicant was welcomed, regarding a number of detailed matters covered within the Addendum to Chapter 7 (Geology, Hydrology and Hydrogeology) of the EIAR (Addendum Response Water, Flood Risk and Drainage Assessment), along with further supporting flooding/drainage information.
- 5.6 **Historic Environment Team (Conservation)** do not object to the application. There are no direct or adverse impacts upon built heritage.
- 5.7 **Historic Environment Team (Archaeology)** do not object to the application and have not requested any additional mitigation measures.
- 5.8 **Transport Planning Team** do not object to the application following the submission of further supporting information and subject to conditions. These include; the finalised design of the temporary diversion road; design of Kilfinnan Road during the construction period and post construction; retention of appropriate collection points for waste and recycling for properties along Kilfinnan Road; design of permanent surface water drainage on Kilfinnan Road; details of all structures on the temporary diversion road and as part of the permanent alignment of Kilfinnan Road; provision of a Construction Traffic Management Plan; and obtaining Road Construction Consent. The clarification provided by the applicant was welcomed, regarding matters contained within the Addendum to Chapter 7 (Geology, Hydrology and Hydrogeology) of the EIAR (Addendum Response Water, Flood Risk and Drainage Assessment) along with further supporting flooding/drainage information.
- 5.9 **Forestry Officer** does not object to the application subject to conditions requiring finalised details of compensatory planting measures, Woodland Survey, Maintenance Programme and tree protection measures. They note that there are areas of birchwood and native pinewood listed on the Native Woodland Survey of Scotland. Additionally, there are areas of woodland recorded in the Ancient Woodland Inventory as “Other on the Roy Maps” at the northern end of the site and Ancient Semi-natural Origin (ASNO1750 at the southern end of the site, below the existing road.

The Forestry Officer noted their disappointment that a Forestry Chapter was not included as a stand alone chapter within the EIAR. Whilst Tree Protection is covered in EIAR Chapter 8 (Landscape and Visual) there are no plans showing the extent of woodland that would need to be removed to accommodate the development. In the Ecological Appraisal Table 4-11 (Summary of estimated habitat loss) notes that 0.25ha of semi-natural broadleaf woodland would be permanently lost and 0.71ha temporarily lost. A further 0.23ha of conifer plantation would be permanently lost and 1.13ha temporarily lost. However, the EIAR Non-

Technical Summary section 3.3 (Site Clearance) identifies 3.1ha of commercial plantation woodland would be permanently lost therefore it is unclear at this stage exactly how much woodland would be lost.

Section 3.3 notes that “A tree survey and felling plan will be submitted prior to any tree felling activities where required. It is suggested that this is a pre commencement conditional requirement attached to the consent.” The British Standard BS 5837:2012 (Trees in relation to design, demolition and construction – Recommendations) states that “The results of the tree survey, including material constraints arising from existing trees that merit retention, should be used (along with any other relevant baseline data) to inform feasibility studies and design options. For this reason, the Forestry Officer considers the tree survey should be completed and made available to designers prior to and/or independently of any specific proposals for development.

The Ecological Appraisal includes a Biodiversity Action Plan which suggests outline habitat improvements to compensate for habitat loss in line with NPF4 Policy 3. Whilst this is welcomed by the Forestry Officer they consider it fails to address NPF4 Policy 6c) which relates to Scottish Government’s Control of Woodland Removal policy. However, it is noted in the EIAR Non-Technical Summary section 3.3 (Site Clearance) that compensatory planting is proposed to be delivered alongside the compensatory planting for the Coire Glas Pumped Storage Scheme. The Forestry officer can accept this as a condition with further details to be supplied.

- 5.10 **Environmental Health** do not object to the application subject to conditions requiring a detailed private water supply risk assessment, hours of construction restricted between 08:00 and 19:00 Mon to Friday, 08:00 to 13:00 on Saturdays and no works on Sundays or bank holidays and details of dust mitigation measures. Environmental Health raised concerns regarding details within the noise assessment submitted in support of the application which states that noise levels at some properties will exceed 65dB at certain times. For long term construction work, Environmental Health would generally require a more moderate 55dB level and the assessment indicates that level will be regularly exceeded, particularly from month 8 of construction works onwards. As such, Environmental Health disagree with the applicant’s assessment and consider there are Significant daytime effects associated with the construction works. However, they accept that a certain level of noise is to be expected from construction work and much will depend on the proposed mitigation measures and best practice to reduce the impact of noise which is controlled by the Construction Noise Management Plan condition.

The private water supply risk assessment submitted in support of the application identified several private water supplies that could potentially be impacted by the development and outlines general controls, protection measures and monitoring that will need to be put in place with further details controlled by condition.

Given the length of road to be upgraded and duration of construction development neighbouring residents may experience disturbance over a prolonged period, not only from things like noise and dust but also from issues such as traffic, parking etc. The existing Coire Glas Community Liaison Group shall continue as a means of liaising with community representatives to try to address any matters that might

arise.

- 5.11 **Historic Environment Scotland** do not object to the application. It has not identified significant effects on historic environment features within its remit.
- 5.12 **NatureScot** do not object to the application. It notes that the site is in close proximity to the South Laggan Fen Site of Special Scientific Interest (SSSI) protected for its fen habitats. Whilst there are natural heritage interests of national importance on the site these will be unaffected by the proposal given the location of the development in relation to the SSSI and the nature of the development which is unlikely to affect the hydrological regime within the SSSI. The site is within Loch Lochy and Loch Oich Special Landscape Area (SLA), NatureScot note Highland Council are best placed to consider this aspect of the proposal. The Ecological Appraisal suggests that licences for bats and otters may be required.
- 5.13 **Scottish Environment Protection Agency (SEPA)** do not object to the application following the submission of further supporting information and subject to conditions requiring assessment and monitoring of private water supply boreholes, appropriate pollution prevention measures to protect the water environment, final design of all new, upgraded and temporary watercourse crossings, details of replacement structures along the route and a Spoil Management Plan. SEPA welcomed clarification of a number of details following the submission of the Addendum to Chapter 7 (Geology, Hydrology and Hydrogeology) of the EIAR (Addendum Response Water, Flood Risk and Drainage Assessment) along with further supporting flooding/drainage information.
- 5.14 **Scottish Forestry** do not object to the application subject to conditions requiring further detailed information regarding tree felling, restocking and compensatory planting proposals. Any additional felling which is not part of the planning application will require permission from Scottish Forestry under the Forestry and Land Management (Scotland) Act 2018 (the Act). For areas covered by an approved Long Term Forest Plan (LTFP), the request for additional felling (and subsequent restocking) areas needs to be presented in the form of LTFP amendment. The applicant should note that any compensatory planting (by regeneration or planting) required as a result of the proposed development, may also need to be considered under The Forestry (Environmental Impact Assessment) (Scotland) Regulations 2017.
- 5.15 **Scottish Water** do not object to the application. Following review of Scottish Water records the proposed development falls within drinking water catchments where a Scottish Water abstraction is located. Scottish Water abstractions are designated as Drinking Water Protected Areas (DWPA) under Article 7 of the Water Framework Directive. Loch Ness supplies Invermoriston Water Treatment Works (WTW) and it is essential that water quality and water quantity in the area are protected. 1.1km of the proposed road is located within the Loch Ness catchment. The impact from proposed construction is considered to have a negligible effect on yield and therefore is of low concern to Scottish Water with regards to water resources. The risk to water quality is also of low concern to Scottish Water given the location within the catchment and the distance from their abstraction point. However, Scottish Water should be notified of any major pollution incidents that could impact the Invermoriston Water Treatment Works

(WTW) and the necessary mitigations should still be implemented. Scottish Water have produced a list of precautions for a range of activities. This details protection measures to be taken within a DWPA, the wider drinking water catchment and if there are assets in the area. Site specific risks and mitigation measures will require to be assessed and implemented. Scottish Water records indicate that there is live infrastructure in the proximity of the site that may impact on their existing assets. The applicant must identify any potential conflicts with Scottish Water assets and contact their Asset Impact Team via for an appraisal of the proposals. Written permission from Scottish Water must be obtained before any works are started within the area of their apparatus.

- 5.16 **Transport Scotland** do not object to the application subject to a condition requiring the submission of a Construction Traffic Management Plan (CTMP).
- 5.17 **Lochaber Access Panel** do not object the application noting that access protocols shall be observed, the Great Glen Way and other recognised trails shall be kept free of any obstructions and drivers shall be made aware of the entrances and exits of the Great Glen Way and any other trails to maintain vigilance for wheelchair users, ambulant walkers, and the visually impaired.

6. DEVELOPMENT PLAN POLICY

- 6.1 The following policies are relevant to the assessment of the application:

National Planning Framework 4 (NPF4, 2023)

- 6.2 National Development 2 – Pumped Hydro Storage
National Development 3 - Strategic Renewable Electricity Generation and Transmission Infrastructure
- 1 - Tackling the Climate and Nature Crises
 - 2 - Climate Mitigation and Adaptation
 - 3 - Biodiversity
 - 4 - Natural Places
 - 5 – Soils
 - 6 – Forestry, Woodland and Trees
 - 7 - Historic Assets and Places
 - 11 – Energy
 - 13 – Sustainable Transport
 - 14 – Design, Quality and Place
 - 18 – Infrastructure First
 - 20 - Blue and Green Infrastructure
 - 22 - Flood Risk and Water Management
 - 23 - Health and Safety
 - 25 - Community Wealth Building
 - 29 - Rural Development
 - 33 - Minerals

Highland Wide Local Development Plan (HwLDP, 2012)

- 6.3
- 28 - Sustainable Design
 - 29 - Design Quality and Place-making
 - 30 - Physical Constraints

- 31 - Developer Contributions
- 36 - Development in the Wider Countryside
- 51 - Trees and Development
- 52 - Principle of Development in Woodland
- 54 – Mineral Wastes
- 55 - Peat and Soils
- 56 - Travel
- 57 - Natural, Built and Cultural Heritage
- 58 - Protected Species
- 59 - Other important Species
- 60 - Other Importance Habitats
- 61 - Landscape
- 63 - Water Environment
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage
- 67 – Renewable Energy Developments
- 69 - Electricity Transmission Infrastructure
- 72 - Pollution
- 73 - Air Quality
- 74 - Green Networks
- 77 - Public Access

West Highlands and Islands Local Development Plan (Westplan, 2019)

- 6.4 The site is not covered by any specific development allocation or safeguarding notation within the WestPlan. The Vision and Strategy section outlines a number of general policies that apply to the proposed development including:
- 2 – Delivering Development

Highland Council Supplementary Guidance

- 6.5
- Developer Contributions (Nov 2018)
 - Flood Risk and Drainage Impact Assessment (Jan 2013)
 - Green Networks (Jan 2013)
 - Highland Historic Environment Strategy (Jan 2013)
 - Highland's Statutorily Protected Species (Mar 2013)
 - Trees, Woodland and Development (Jan 2013)
 - Physical Constraints (Mar 2013)
 - Roads and Transport Guidelines for New Developments (May 2013)
 - Special Landscape Area Citations (June 2011)
 - Standards for Archaeological Work (Mar 2012)
 - Sustainable Design Guide (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

Other National Policy and Guidance

- 7.1
- Scottish Energy Strategy (2017)
 - The Draft Energy Strategy and Just Transition Plan (2023)
 - Historic Environment Policy for Scotland (2019)

- Scheduled Monuments Consents Policy (2019)
- Circular 1/2017: Environmental Impact Assessment Regulations (2017)
- PAN 1/2011 - Planning and Noise (2011)
- PAN 60 – Planning for Natural Heritage (Jan 2008)
- Developing with Nature Guidance (NatureScot 2023)
- Construction Environmental Management Process for Large Scale Projects (2010)
- Highland Nature Biodiversity Action Plan 2021-2026 (2022)
- Community Benefits for Electricity Transmission Network Infrastructure: Government Response, UK Department for Energy and Security and Net Zero (2023)
- Control of Woodland Removal (Scottish Government, 2009)
- The Highland Council: Biodiversity Planning Guidance (May 2024)

8. PLANNING APPRAISAL

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

Planning Considerations

8.2 The key considerations in this case are:

- a) Development Plan and Other Planning Policy
- b) Planning History
- c) Layout and Design
- d) Landscape and Visual Impact
- e) Construction Impact
- f) Roads, Transport and Access
- g) Noise
- h) Natural Heritage (including Ornithology)
- i) Water, Flood Risk, Drainage and Soils
- j) Built and Cultural Heritage
- k) Economic Impact
- l) Other Material Considerations

Development Plan

8.3 The Development Plan comprises National Planning Framework 4 (NPF4), the Highland-wide Local Development Plan (HwLDP), the West Highland and Islands Local Development Plan (WestPlan) and associated Supplementary Guidance.

National Policy

8.4 NPF4 forms part of the Development Plan and was adopted in February 2023. It comprises three distinct parts. Part 1 sets out an overarching spatial strategy for Scotland in the future. Outlining that Scotland is facing unprecedented challenges

and that we need to reduce greenhouse gas emissions and embrace and deliver radical change so we can tackle and adapt to climate change, restore biodiversity loss, improve health and wellbeing, and build a wellbeing economy while striving to create great places. Therefore, NPF4 sets out that choices need to be made about how we can make sustainable use of our natural assets in a way that benefits communities.

- 8.5 NPF4 outlines 18 national developments that support the plan's spatial strategy. National developments will be a focus for delivery, as well as exemplars of the Place Principle, placemaking and a Community Wealth Building (CWB) approach to economic development. Six of the national developments support the delivery of sustainable places. Among these is national development number 2 – Pumped Hydro Storage and 3 - Strategic Renewable Electricity Generation and Transmission Infrastructure. Whilst this application is for an upgraded access it is to the associated national development Coire Glas Pumped Storage Scheme.
- 8.6 National development 2 – Pumped Hydro Storage notes this “will play a significant role in balancing and optimising electricity generation and maintaining the operability of the electricity system as part of our transition to net zero”. National development 2 accords national development status to pumped hydro storage that includes a) New and/or expanded and/or upgraded water holding reservoir and dam; b) New and/or upgraded electricity generating plant structures or buildings; c) New and/or upgraded pump plant structures or buildings; d) New and/or expanded and/or upgraded water inlet and outlet pipework; e) New and/or upgraded substations and/or transformers; and f) New and/or replacement transmission cables.
- 8.7 National Development 3 - Strategic Renewable Electricity Generation and Transmission Infrastructure noted this "supports electricity generation and associated grid infrastructure throughout Scotland, providing employment and opportunities for community benefit, helping to reduce emissions and improve security of supply." National development 3 accords national development status to electricity transmission that includes a) on and off shore electricity generation, including electricity storage, from renewables exceeding 50 megawatts capacity.
- 8.8 The spatial strategy reflects existing legislation by setting out that decision making requires to reflect the long-term public interest. However, in doing so, it is clear that the decision maker must make the right choices about where development should be located, ensuring clarity is provided over the types of infrastructure that need to be provided and the assets that should be protected to ensure they continue to benefit future generations. To that end, the Spatial Priorities support the planning and delivery of sustainable places, which will reduce emissions, restore and better connect biodiversity; create liveable places, where residents can live better, healthier lives; and create productive places, with a greener, fairer, and more inclusive wellbeing economy.
- 8.9 Part 2 of NPF4 sets out the National Planning Policy which cover three themes: Sustainable Places, Liveable Places, and Productive Places; within which there are a total of 33 policies and many of these consist of distinct sub-policies. These 33 national planning policies form part of the development plan and will be assessed along with the Council's LDP policies for development management

decisions. The most relevant policies are outlined below.

- 8.10 Part 3 provides a series of annexes that provide the rationale for the strategies and policies of NPF4, which outline how the document should be used, and set out how the Scottish Government will implement the strategies and policies contained in the document. With Annex A: 'How to use this document' noting that the policies within Part 2 should be read as a whole and '...it is for the decision maker to determine what weight to attach to policies on a case-by-case basis....' It goes on to state that '...where a policy states that development will be supported, it is in principle, and it is for the decision maker to take into account all other relevant policies....'.
- 8.11 Many of NPF4's policies are relevant to consideration of the proposal, but attention is particularly drawn here to the following key policies. Policy 1 - Tackling the climate and nature crises aims to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis. It requires 'significant weight' to be given to those crises in decision making.
- 8.12 Policy 4 - Natural Places aims to protect, restore and enhance natural assets making best use of nature-based solutions. Policy 4 section e) requires project design and mitigation to demonstrate how the following various impacts on communities and individual dwellings, including, residential amenity, visual impact, and noise, landscape, visual and cumulative impacts, public access, aviation and defence interests, telecommunications and broadcasting installations, traffic and roads, historic environment, hydrology, water environment and flood risk, trees, biodiversity, decommissioning and site restoration are all addressed. Each of these matters are considered further within the proceeding subsection of this report.
- 8.13 Policy 11 - Energy aims to encourage, promote and facilitate all forms of renewable energy development onshore and offshore. This includes energy generation, storage, new and replacement transmission and distribution infrastructure. Section a) notes development proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported, including (ii.) enabling works, such as grid transmission and distribution infrastructure. Section d) requires development proposals that impact on international or national designations to be assessed in relation to Policy 4. In considering these impacts, significant weight will be placed on the contribution of the proposal to renewable energy generation targets and on greenhouse gas emissions reduction targets.
- 8.14 Policy 13 - Sustainable Transport seeks to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. Outcomes include more, better, safer and more inclusive active and sustainable travel opportunities. Part (b) supports development proposals where it can be demonstrated that transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and meet a number of detailed criteria, including (viii) adequate mitigation of any impact on local public access routes. The manner in which the proposal has considered each of these aspects is set out within the design and transportation subsections of this report.

Highland wide Local Development Plan

- 8.15 The Highland wide Local Development Plan (HwLDP) was adopted in 2012 and sets out a range of planning policies applicable for the whole Highland Council area. HwLDP will continue to be used alongside NPF4 until it is replaced by a new style LDP. The Council notes that legislation and planning law indicates that if there is incompatibility between the LDP and the NPF, whichever is the more recent shall prevail. That requirement does not take away from the fact that the HwLDP must, whilst still part of the adopted Development Plan, be part of the consideration with the following policies considered relevant
- 8.16 The Highland-wide Local Development Plan also gives broad support for renewable development and associated infrastructure through Policy 69 - Electricity Transmission Infrastructure. This policy offers support for electricity transmission infrastructure, having regard to their level of strategic significance in transmitting electricity from areas of generation to areas of consumption. Such support is subject to the proposals not having an unacceptable significant impact on the environment.
- 8.17 The proposed upgrade works to Kilfinnan Road are associated with the Coire Glas Pumped Storage Scheme which will help to facilitate an increasing proportion of electricity generation from renewable sources, therefore, the principle of the development receives support under HwLDP Policy 69 - Electricity Transmission Infrastructure, subject to site selection, design and overcoming any unacceptable significant environmental effects.
- 8.18 In this regard, the site does not benefit from any positive development allocation and is out with a defined Settlement Development Area (SDA). Pertinent matters to this proposal include siting and design, being compatible with the existing pattern of development, landscape character and capacity, as well as drainage and servicing implications.

West Highland and Islands Local Development Plan

- 8.19 The Highland Council Area Local Development Plan covering the proposed site is the West Highland and Islands Local Development Plan (WestPlan). This plan's focus is on the regional and settlement strategies of the plan area and identifies specific site allocations. The site itself is not allocated within the plan, nor is it within a Settlement or Economic Development Area, and therefore the majority of the WestPlan is not applicable to this proposal.
- 8.20 In summary, the principle of the development, enabling infrastructure to serve a national development, is well established with the provisions of the Development Plan offering strong support for the project. The acceptability of its detailed design and layout is however subject to ensuring that adequate environmental mitigation is provided both for the duration of the temporary works and the longer term finalised project, this includes the provision of suitable biodiversity enhancement, delivery of appropriate active travel connections and developer contributions.

Planning History

- 8.21 The Coire Glas Pumped Storage Scheme is located above the north west shore of Loch Lochy which will be linked to a new reservoir created at Loch a'Choire Ghlais high above Kilfinnan Road. The Coire Glas Pumped Storage Scheme will have a maximum generating capacity of up to 1500MW. The 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 proposed upgrade works to Kilfinnan Road are required ahead of the main Coire Glas Pumped Storage Scheme's construction and are necessary to facilitate the underground works at its lower reservoir.
- 8.22 The Coire Glas scheme was originally granted consent by Scottish Ministers in 2013 (THC reference 12/00602/S36, ECU reference ECU00003164) with the more recent revised scheme granted in 2020 (THC reference 18/01564/S36, ECU reference ECU00000577).
- 8.23 An EIA Screening Report was submitted to Highland Council 2022. The Screening Opinion (22/02648/SCRE) confirmed an Environmental Impact Assessment (EIA) would be required for Kilfinnan road upgrade. Following this, an EIA Scoping Report was submitted to Highland Council. The Scoping Opinion (22/05277/SCOP) in 2023 outlined the key issues considered relevant to the proposal and advised on matters to be covered within the EIAR.
- 8.24 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 the EIAR. The Coire Glas Pumped Storage 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.
- 8.25 In terms of cumulative impacts with other planned or future renewable developments, including their future connections, the applicant took into account all relevant major planning application activity in the vicinity of the site. This informed the cumulative assessment contained within their EIAR.

Layout, Design and Materials

- 8.26 NPF4 Policy 14 - Design, Quality and Place requires developments to encourage, promote and facilitate well designed developments that makes successful places by taking a design-led approach and applying the Place Principle.
- 8.27 Additionally, HwLDP Policy 29 - Design Quality and Place Making requires new development to be designed to make a positive contribution to the architectural and visual quality of the area. Furthermore, development proposals must demonstrate sensitivity and respect towards the local distinctiveness of the

landscape, architecture, design and layouts of their proposals.

- 8.28 EIAR Chapter 3 (The Proposed Development) gives an overview of the key characteristics of the proposed development during its construction along with Operational Stage 1 and 2. It explains how the design and layout has evolved in response to site constraints and feedback received through Scoping and pre-application discussion.
- 8.29 Operational Stage 1 will support HGV's and abnormal loads (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 of the Coire Glas Pumped Storage Scheme, the Caledonian Canal will also be used for larger loads unsuitable for road transport. Thereafter, it is proposed that Operational Stage 2 will be implemented (becoming the public road in perpetuity and serving as a continual operational route for the Coire Glas Pumped Storage Scheme).
- 8.30 The minimum surfaced road width required to facilitate 2 way HGV movements is 6.3m as per the National Roads Development Guide (2014). This is based on a HGV total width sizing of 3m. The proposed upgrade will follow the line of the existing road wherever as possible but will have local sections of realignment in constrained areas. The adopted road will be widened to 6.3m and the unadopted section up to 10m with verges between 0.5m and 1m wide. Widening of the junction with the A82 is required to achieve the required swept path for abnormal load deliveries.
- 8.31 The tarmac temporary diversion road will begin immediately southwest of the residential properties adjacent to the A82 junction at the northern extent of the site boundary, pass through the adjacent fields to the east, avoiding residential properties and proposed site compounds to the west and reconnect on to Kilfinnan Road north of Stoneyfield.
- 8.32 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 Pumped Storage Scheme construction traffic. The finalised road will be designed to Highland Council Standards in consultation with the Transport Planning Service through the Road Construction Consent process and will generally comprise a 3.3m wide single track rural road with minimum 2m wide verges. Passing places will be located at maximum spacings of 150m dependent 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. 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.
- 8.33 New and existing utility infrastructure will be incorporated within the road subject to agreement with utility providers and the roads authority. 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: 1) maintain the existing stream fed supplies using existing or new stream fed supply infrastructure and pipework; or 2) provide new water well boreholes. Confirmation of the preferred mitigation measure will be subject to agreement with land and property owners with discussions ongoing. As an absolute minimum, existing stream fed supplies shall be maintained as the first option.

- 8.34 It is proposed to adopt Sustainable Drainage Systems (SuDS) as part of the proposed development with the drainage proposed arrangements covered in further detail in the Water, Flood Risk, Drainage and Soils section below.
- 8.35 Temporary construction compounds will be established within the site for the duration of the construction phase. These areas are indicative and all the compounds may not be required dependent 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 (apart from the Kilfinnan Farm Spoil Storage compound proposed to be set back between Kilfinnan Road and the bank of Loch Lochy). The 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 along with 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. Full details of the location, design, materials, management and mitigation measures of the compounds are controlled by condition.
- 8.36 The site selection process for the is detailed in the EIAR Chapter 3 (The Proposed Development) and explains the aims of site selection which were to balance the environmental, technical and economic aspects of the project along with alternative options which were assessed further. 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 the applicant considers will minimise environmental impacts and improve safety. The alignment of this route is not significantly different to the previous iteration outlined above but the marginal lateral shift of a few metres has a significant benefit in terms of reducing the earthworks required for the scheme.
- 8.37 The proposed design has attempted to adhere to the original consented alignment as far as possible. However, during the consideration and evolution of the wider Coire Glas Pumped Storage 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, the requirement for extensive ground stabilisation works and constrained nature of land to the east of Kilfinnan Road.

- 8.38 Consideration was also given to providing access to the lower reservoir works from the south via the B8005 public road 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 these alternative routes would have required significantly greater works than the proposed access at North Laggan and may have created wider cumulative traffic impacts given the timber transport routes in that part of the public road network.
- 8.39 A number of representations question why the Caledonian Canal is not utilised further to ease the transportation of materials to and from the site and reduce roads based traffic. Whilst there is the potential to utilise the Caledonian Canal for both the delivery and removal of substantial volumes of equipment and materials, use of the Canal is an option which would need to offer practical and economic advantages through the project procurement process. The economics of this approach will clearly relate to factors such as the use of surplus rock at sites elsewhere along the canal and the need to minimise double handling. The applicant has confirmed that Caledonian Canal route has been assessed and does have limitations that do not exist on the road network (weight that can be shipped, type of vessel required to move it). They have confirmed that abnormal loads beyond certain weight will have to be transported via water.
- 8.40 In summary, the proposed scheme is considered to be the most suitable access route for the development and can accommodate the proposal without wide ranging Significant adverse environmental effects. Whilst Environmental Health consider that there are Significant effects with regards to construction noise in close proximity to receptors, it has no objection subject to conditions. Upgrading the existing Kilfinnan Road has the benefit of maximising existing infrastructure and maintaining proximity to the existing road network as far as possible, therefore avoiding the requirement for new infrastructure in alternative locations and minimising the potential environmental and visual / landscape effects over a wider area.

Landscape and Visual Impact

- 8.41 The EIAR considers both landscape and visual impacts of the proposed development. The Landscape and Visual Impact Assessment (LVIA) is focused on a study area of 2km which has been established through consideration of the Zone of Theoretical Visibility (ZTV) showing bare ground visibility. Beyond 2km the development is considered unlikely to result in any adverse effects. The ZTV has been produced using points at intervals of 50m along Kilfinnan Road. Height parameters have been modelled into the ZTV of: 1) 4m above road level during Operational Stage 1, representative of the types of vehicles likely to be associated with the Coire Glas Pumped Storage Scheme construction, and 2) 2m above road level during Operational Stage 2, representative of typical traffic types accessing

the road during the operational phase of Coire Glas Pumped Storage Scheme. The LVIA also gives consideration to cumulative effects occurring as a result of the associated Coire Glas Pumped Storage Scheme. Notwithstanding the extant consent for the Coire Glas Pumped Storage Scheme, it is important to recognise the additional impact that this proposed development will have.

- 8.42 There are 3 individual LCT's within the 2km study area LCT 235 - Broad Forested Strath, LCT 236 - Smooth Moorland Ridges and LCT 239 - Interlocking Sweeping Peaks – Lochaber. The LCT's from the LCA have been identified at a very broad scale with the LVIA undertaken for the Coire Glas Pumped Storage Scheme noting a further 10 Local Character Zones (LCZs) as a basis for the landscape assessment. The site is fully within LCZ 2 - Settled Valley Floor with LCZ 1 - Steep-sided Valley with Loch, LCZ 3 – Mountain, LCZ 4 – Corrie, LCZ 6 - Wooded Glen, LCZ 7 - Rolling Moorland and LCZ 9 - Rounded Moorland Hills within the 2km study area LCZ 2 has been further subdivided into Sub LCZ 2a - Laggan Locks, Sub LCZ 2b - A82 Corridor and Sub LCZ 2c - North Laggan – Balmaglaster.
- 8.43 LCZ 2 is comprised of the flat, low lying valley floor located between Loch Lochy and Loch Oich, situated mostly within LCT 235 (Broad Forested Strath) and partially within LCT 239 (Interlocking Sweeping Peaks – Lochaber). It has a settled and domestic feel, characterised by a patchwork mosaic of small areas of native and plantation woodland, fields grazed by cattle and sheep, river and canal along with small, scattered groups of properties. There is a perceptible linearity to the LCZ emphasised by the enclosing landform of the containing valley sides and the use of the area as a transport corridor, with the A82, existing Kilfinnan Road, Caledonian Canal and Great Glen Way walking route all passing through it resulting in a regular movement of traffic, people and boats. Settlement is scattered evenly throughout the valley floor and is comprised of a variety of farms, 19th century properties and individual and small clusters of more modern developments, often set into the edges of woodland but also located in open areas or alongside the Kilfinnan Road. The human scale of this LCZ gives it a personal feel which is accentuated by the contrast with the surrounding scale of mountains and lochs. Although the LCZ feels largely enclosed by woodland and landform the mountainous backdrop is constantly present resulting in impressive views, framed by trees, properties and other features on the valley floor.
- 8.44 The key characteristics of LCZ 2 are:
- Distinct, large scale, strong linear structure of the steep-sided glen;
 - Forested valley slopes with distinct edges, compartments and areas of clearfell contributing to a managed character;
 - Occasional woodland along steep side streams and gorges, and fringes of lochs adds variety;
 - Impressive views funnelled down valley of loch and mountain backdrop and expansive views from higher slopes;
 - Range of experiences of enclosure resulting from imposing glen slopes combined with extensive open views across lochs; and,
 - Infrastructural features such as the A82 trunk road and steel lattice overhead

lines contribute to the linear quality of a transport corridor.

- 8.45 LCZ 2 falls almost entirely within the Loch Lochy and Loch Oich SLA of which it is an important contributory part. The LCZ is popular with tourists and visitors passing along the A82 and travelling along the loch sections of the Caledonian Canal and the larger scale, distinctive, linear glen also has value in its own right. As such, Landscape Value is High. Additionally, Landscape Value is considered to be High in Sub LCZ 2a and Medium in Sub LCZ 2b and Sub LCZ 2c.
- 8.46 The landscape assessment has established that significant effects are likely during the construction of the proposed development. Whilst existing infrastructure including Kilfinnan Road, properties, agricultural buildings and overhead lines are already influential in this landscape, the introduction of a concentrated area of intensive construction activity is predicted to reduce the existing qualities of the local area and provide an additional area of focus within the landscape. However, this is for a temporary period and is considered to reduce to a level which would not be significant once construction works have been completed.
- 8.47 Direct effects within LCZ 2 would be mainly focussed to Sub LCZ 2c and partly within Sub LCZ 2a. Sub LCZ 2b is considered to have Negligible effects at every stage of the proposed development due to the limited intervisibility with this area. Although junction works would be present within Sub LCZ 2b these would take place in an area already busy with traffic and would be only very locally influential.
- 8.48 Construction activities would be relatively dominating within Sub LCZ 2c because of the confined linear nature of this area. Whilst the works would generally reflect this linear pattern there would be inevitable disruption to the quiet and rural character, particularly through earth moving works and creation of cuttings. There would be a similar effect to Sub LCZ 2a but this would be more localised along the road corridor. Whilst there would be visual and possible noise influence from this work across other parts of Sub LCZ 2a, such as the loch shore, canal and locks areas, it would be less influential on the local characteristics of these areas which are more defined by the association with the canal and loch.
- 8.49 At Operational Stage 1 the road will be wider and more spacious, used by larger volumes of traffic, particularly heavy vehicles. This would be less consistent with the small scale, rural patterns and quiet domestic character of the landscape and would form a more prominent feature. The wider route and more regular use of traffic may also reduce the slow paced experience in Sub LCA 2a where recreational users on the Great Glen Way follow the route. The removal of a farm building and trees along the route would further emphasise the wider road corridor although it is expected that cut slopes would be revegetated and would be reflective of other, similar slopes within the area. Trees on the lower side of the road, which form a buffer between the road and properties would be retained as far as possible. This would help to preserve the diverse, wooded character and would also reduce the influence of the road, and associated cuttings on some other parts of the LCZ.
- 8.50 After completion of Coire Glas Pumped Storage Scheme the road will be narrowed to 3.3m and traffic use would be similar to existing levels. This would help to restore the slow paced, quiet domestic character and sense of spatial enclosure to

some degree although there would be fewer bends and hollows on the route. The establishment of vegetation including compensatory trees would also help to soften the route and overall, it is predicted that it would have a similar influence on the landscape character to the existing road in the longer term.

- 8.51 Given the above, Sub LCZ 2a would experience Moderate adverse significant effects during the construction phase and Minor adverse not significant effects during Operational Stage 1. Sub LCZ 2c would experience Major adverse significant effects during construction and Minor – Moderate not significant effects during Operational Stage 1. For other surrounding LCZ's no significant effects are predicted.
- 8.52 Loch Lochy and Loch Oich SLA covers the vast majority of the LCZ's which have been assessed. Therefore, the effects identified for these LCZ's is therefore indicative of the distribution of effects which are likely to occur on the landscape character of the SLA. During construction localised significant adverse effects would occur within parts of the valley floor close to the proposed development. However, effects on the wider valley floor and surrounding slopes where elevated views over the Great Glen are an important experiential characteristic of the landscape are considered to be not significant given the works would appear as a relatively small and localised area of disturbance within the wider context.
- 8.53 When considering the contribution of these effects on LCZ's to the SLA as a whole, the effect during construction would be Moderate adverse and significant but localised to the Great Glen area around northern Loch Lochy and along the proposed road corridor between Loch Lochy and Loch Oich. During Operational Stage 1 there would continue to be recognisable changes to landscape character within a very localised area close to the route but it is considered unlikely that this would lead to a Significant effect following the revegetation of disturbed areas including cut slopes and with the retention of most trees around the route, particularly those lower side of Kilfinnan Road. Although busier and somewhat out of scale within the domestic scale landscape the road would be relatively well accommodated within the surrounding landscape setting of retained trees and revegetated slopes. The overall effect on the landscape character of the SLA is therefore predicted to be Minor adverse and not significant.
- 8.54 During Operational Stage 2, once the road has been narrowed to 3.3m with passing places and traffic reduced to operational levels it is considered the road would have a similar influence on the landscape to the existing Kilfinnan Road. The further growth of vegetation and planting associated with the proposed development would help the route to assimilate into the landscape setting. The overall effect on the landscape character of the SLA is therefore predicted to be negligible.
- 8.55 In terms of visual effects, visual receptors include:
- people at properties around the shore of Loch Lochy, around the shore of Loch Oich, along Kilfinnan Road and A82;
 - people travelling along Kilfiinan Road, Great Glen Way and A82; and
 - People undertaking recreational activities such as walking or cycling along the Great Glen Way/Caledonian Way (NCN78), Laggan Locks, Laggan

Locks and Swing Bridge, Caledonian Canal, Great Glen Canoe Trail and walking route from Kilfinnan to Ben Tee.

- 8.56 Significant effects are predicted for a number of building and route based visual receptors during the construction of the proposed development. However, there would be no Significant visual effects during the operation of the proposed development at either Operational Stages 1 or 2. Significant effects would be confined to receptors at relative close proximity to the site, largely those occupying residential or tourist properties which lie directly adjacent to the route to be upgraded or using routes which would be directly affected by construction activities. One exception would be visual receptors at Laggan Locks where the construction works would be viewed across open water or open fields and would appear prominent within a valued aspect of the view.
- 8.57 During Operational Stage 2, visual effects for all receptors would reduce to levels that would be not significant. Although the route would appear wider and would be busier with traffic the revegetation of cut slopes and disturbed areas would reduce the prominence of the route within views. For a number of adjacent properties along the existing Kilfinnan Road and forest track, the retention of trees on the lower side of the road which provide a visual buffer and the movement of the road alignment slightly further from properties and occasionally into a cutting, would help to ensure that these effects would be not significant. Similarly, the establishment of a separated route for pedestrians on the Great Glen Way between Kilfinnan and Glengarry Lodges would help to decrease the visual effect with potential for mitigation to be provided to further reduce the visual influence of traffic on walkers.
- 8.58 In the longer term, once the construction activities for the Coire Glas Pumped Storage Scheme complete, the road will be narrowed to with passing places and the visual effect of the road on all receptors is predicted to be very similar to that of the existing road. The visual effect for all visual receptors during Operational Stage 2 is therefore negligible.
- 8.59 Cumulative landscape and visual effects were considered given the overlap with Coire Glas Pumped Storage Scheme. It is considered there will be some increase in effects from a number of locations including Laggan Locks, Kilfinnan Road, the Great Glen Way/Caledonian Way (NCN78), however, the cumulative landscape and visual effects are considered not significant.
- 8.60 It is evident that the proposed development will result in some adverse landscape and visual impacts. It has however been evidenced from the EIAR that the landscape and visual effects have been carefully considered. Significant landscape and visual effects would occur within a very localised area, affecting the landscape character of areas around a small section of shoreline at the northern end of Loch Lochy between Kilfinnan Farm and Laggan Locks, a relatively enclosed area close to the road corridor and between Loch Lochy and Lochy Oich. The proposal would also affect some visual receptors in the area, including residents and visitors to a small number of properties set along the existing road and at Laggan Locks, along with recreational users of the existing Kilfinnan Road, Great Glen Way and Caledonian Way (NCN78). Landform and existing woodland and scrub, in particular trees to be retained along the lower side of the existing

road, and a shelterbelt which encloses the Caledonian Canal will limit the range and extent of effects. The significant landscape and visual effects noted are sufficiently localised and temporary. Thereafter, in the longer term, the mitigation imbedded within the scheme's design, including: the upgraded road being narrowed to 3.3m, the revegetation of cut slopes, embankments and verges, and the introduction of compensatory planting, will help to ensure that all landscape and visual effects are negligible.

Construction Impact

- 8.61 The development of a project of this scale will have temporary impacts including, for example, construction traffic but also construction noise, dust, waste, etc. Such impacts are expected throughout the construction period. Additionally, there will be significant associated development including construction compounds, laydown areas (for material, spoil, equipment, plant and construction vehicles) welfare facilities, mobile concrete batching plant as well as storage for fuel, oils other equipment etc. It is for these reasons that the applicant has a commitment toward a project specific Construction and Environmental Management Document (CEMD) approach, the finalised details of which, following appointment of the project contractor, would require approval of the Planning Authority in consultation with relevant consultees. In addition, the applicant has also committed to the appointment of an Ecological Clerk of Works (ECoW) to oversee the project. This can usefully dovetail with a Planning Monitoring Officer role to monitor compliance with the conditions attached to any consent.
- 8.62 Construction of the proposed development will utilise land and construction materials (stone, asphalt, piping, etc.), oil (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 for site re-profiling purposes. It is not expected that any material would be unsuitable for reuse 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. Approximately 35,000m³ of suitable fill material will be required to be imported into the site to establish the proposed road levels.
- 8.63 Spoil generated from the works can be retained on site and reused for the construction of the Coire Glas Pumped Storage Scheme. The applicant estimates that of the spoil generated from the road's construction an excess of 50,000m³ will be generated and will not be reused in the road's construction. It is proposed that 10,000m³ of this spoil will be used in the formation of the project's temporary site compounds and that the remaining 40,000m³ will be temporarily stored for 12 months and likely reused in the Coire Glas Pumped Storage Scheme during this period following completion of construction. 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.
- 8.64 A number of representations note that spoil management and storage associated with the Coire Glas Pumped Storage Scheme is still to be agreed. The applicant has confirmed that upgrade works to Kilfinnan Road will not store spoil from the associated scheme, the spoil storage compound proposed is for the temporary

storage of spoil from the construction of this proposed development.

- 8.65 Areas of the compound which represent an increased pollution risk, for example, oil/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 and included in the CEMD.
- 8.66 Timing of deliveries (HGV's and abnormal loads) shall also be agreed through a Construction Traffic Management Plan (CTMP) with construction traffic avoiding school travel times and identified community events. In addition to the requirement for submission and agreement on a CEMD, the Council will require the applicant to enter into legal agreements and provide a financial bond with regard to its use of the local road network (a Section 96 Wear and Tear Agreement). A package of road mitigation works is also proposed as set out within the Roads, Transport and Access section of this report.
- 8.67 Representations raise concerns that the proposal will be intrusive given the scale of the development with Operational Stage 1 anticipated to last approximately 24 months with the upgraded Kilfinnan Road in place for approximately 8 years following this to facilitate the Coire Glas lower works construction. This, alongside 12 hour working days through the week and 6 hour working days on Saturdays is noted in representations. It is considered the proposed working hours are based on best practice guidance generally consistent with construction activities and extended working hours agreed for Coire Glas Pumped Storage Scheme previously. The applicant notes that shorter working hours will extend the construction duration and disruption to residents. A balance has been struck between Environmental Health and the applicant with up to 11 hours of construction during working days through the week (between 08:00 and 19:00) and 5 hours on Saturdays (between 08:00 and 13:00). These details are covered through the submission of a Construction Environment Management Document (CEMD) which is controlled by condition.
- 8.68 Developers must also comply with reasonable operational practices regarding construction noise so as not to cause nuisance. Section 60 of the Control of Pollution Act 1974 sets restrictions in terms of hours of operation, plant and equipment used and noise levels, amongst other factors, which is enforceable via Environmental Health. The applicant has submitted a construction noise appraisal that indicates predicted construction noise levels will meet the permitted levels. It is also expected that the developer and contractors would employ the best practicable means to reduce the impact of noise from construction activities at all times.
- 8.69 EIAR Chapter 6 (Air Quality) note the potential impact of dust generated by construction on human and ecological receptors are not considered to be significant subject to the implementation of best practice mitigation as specified in industry guidance via the CEMD.

- 8.70 The existing Coire Glas Community Liaison Group shall be continued. Given the size and duration of the proposed development there may be disturbance over a prolonged period, not only noise and dust but other issues such as access for residents along Kilfinnan Road and bin collection. As such, the Coire Glas Community Liaison Group will help to ensure that the Community Council and other stakeholders are kept up to date and consulted before, during and after the construction period.

Roads, Transport and Access

- 8.71 Kilfinnan Road is a publicly adopted road from its junction with the A82 up to and including the bridge over Kilfinnan Burn. The road is currently a single track route with passing places at various points along its length. The Transport Assessment (TA) submitted with the application (Technical Appendix 9.1) states that Kilfinnan Road will act as the construction route for approximately 10 years in total across Operational Phase 1 and Operational Phase 2, after this the road will be restored to single track with passing places. This is proposed to be secured by condition.
- 8.72 The TA provides an estimate of the peak construction traffic generation based on existing traffic flows from an Automatic Traffic Counter (ATC) survey carried out on the Kilfinnan Road close to the junction with the A82 in 2023. However, the traffic survey includes construction traffic from the exploratory works currently being carried out at Coire Glas. The original application (18/01564/S36) also provides traffic data from 2017 before any works had commenced on the proposed pumped hydro scheme.
- 8.73 Comparing these two data sets indicates that there has been a marked increase in cars and light goods vehicles on Kilfinnan Road since planning permission for Coire Glas Hydro Pumped Storage scheme was granted in 2020. The TA uses 2023 survey data, applies a high traffic growth factor then provides two assessments, one based on predicted traffic generation from the construction of the road, then a cumulative worst case scenario using estimates of construction traffic for the pumped hydro storage scheme as well as construction traffic for the road and construction traffic for the following consented wind farm applications including Dell, Bhlairaidh extension, and Cloiche, along with electricity transmission schemes that are at various points in the planning application process, including Coire Glas Grid Connection (pending consideration) and the Skye Reinforcement Project (pending Scottish Minister decision). All of the estimated traffic generation is based on a daily average two-way flow.
- 8.74 It is acknowledged that there has been a significant percentage increase in HGV's using Kilfinnan Road since 2017 which reflects the low levels of large vehicles previously using the route. Nevertheless, the Transport Planning Team welcome the proposals to widen Kilfinnan Road as the existing single track road would not be able to support the proposed increase in HGV's and construction traffic given the volume of earth that has to be moved from the construction site to the spoil site. The large increase in traffic does however have implications for the safety of residents, tourists, and vulnerable road users in the area. This has been noted as an area of concern from a number of representations received from the local community. Although the community is relatively small and dispersed along

Kilfinnan Road, residents still require safe access to the A82 for scheduled buses and the main school bus which stops at Laggan Locks and safe waiting areas for the smaller school taxi that uses the road. Users of the tourist accommodation on Kilfinnan Road are also likely to use the road for recreational walking and cycling as well as the many users of the Great Glen Way.

- 8.75 The TA quantifies the predicted construction traffic and how that would change overall traffic levels on surrounding roads proposed for accessing the proposed development. Table 9.10 of the TA estimates that month 10 of the proposed 18 month construction period will generate the most vehicle movements with 3,065 total movements across 30 days. This is broken down as 103 vehicle movements each day consisting of 51 cars / LGV's and 52 HGV. This will clearly materially alter the current use of Kilfinnan Road. Additionally, the increase in HGV movements would be noticeable along the A82, particularly if the works occur concurrently the renewable projects in the wider surrounding noted earlier. However, this is at a lesser scale than the percentage increase that will be experienced on Kilfinnan Road. The daily predicted increases in construction traffic set out in the TA are based on average daily development trips, which will smooth out peaks and troughs in traffic numbers over the construction programme. Therefore, there will be periods when more construction traffic will be experienced on the roads than is set out in the submission, likewise, there will be periods when there will be less.
- 8.76 The EIAR determines that the likely construction traffic impacts using Institute of Environmental Management and Assessment (IEMA) guidelines would be at worst Minor adverse and not significant for all potential transport related effects. Post construction, negligible transport impacts are predicted during the operation of the substation given that it would be unmanned requiring only service visits, with final decommissioning to be re-assessed as part of any replacement infrastructure proposal requiring planning permission, as is the case with this application.
- 8.77 The TA results indicate that during the construction of the proposed development, neither total nor HGV traffic flows are predicted to increase by more than 30% at any section of the A82 road within the study area. Therefore, no significant effects are anticipated. It is considered that any effects will be short lived during the construction phase with the A82 not observed to be close to capacity.
- 8.78 Both total and HGV traffic flows are predicted to increase by more than 30% on Kilfinnan Road. However, based on the fact that Kilfinnan Road can be classified as a receptor of low significance, and can be mitigated through amendments to the CTMP associated with the proposed development, no significant effects are anticipated. No significant operational or decommissioning effects would also occur, due to the nature of the proposed development which will function as a public road, downgraded to single carriageway with passing places, after the completion of the Coire Glas Pumped Storage Scheme.
- 8.79 Consideration was also given to the cumulative impact of the proposed development with the aforementioned developments in the surrounding area. Some of the enabling works for the main Coire Glas Pumped Storage Scheme works will also run concurrently for the last six months of the Kilfinnan Road upgrade works. It is considered highly unlikely that the construction programmes

for the proposed development and the other projects noted previously would coincide and it is not certain that all will be granted consent given the projects are at different stages in the planning process. For the purposes of cumulative assessment, it was assumed that all proposals will be granted permission, and the peak periods of the respective construction programmes would overlap. As such, the cumulative assessment has considered the worst-case scenario.

- 8.80 In the cumulative development scenario that has been assessed both HGV and total traffic movements would increase by over 30% on the A82 south of Kilfinnan Road. On the A82 to the north, only the percentage of HGVs would increase by over 30% with the total increasing by 16%. The A82 is a receptor of high sensitivity based on its national importance, although it is designed to accommodate general traffic and HGV movements between primary destinations. Invergarry is a receptor of low sensitivity, as it is a small rural settlement, where the majority of facilities are off the A82.
- 8.81 Whilst highly unlikely, it is acknowledged that there could be HGV traffic from a combination of all 7 projects (Coire Glas Pumped Storage Scheme enabling works) inclusive of the developments using the A82 during their construction programmes should they coincide. It is noted that any cumulative effects would be temporary and relatively short lived during the construction phase. Additionally, the A82 is not close to capacity and pedestrian movements are not observed to be high given the limited pedestrian infrastructure.
- 8.82 It is clear that the cumulative impact on Kilfinnan Road is substantial to residents and visitors to the area and will be a key consideration in the development of the CTMP. Traffic management measures would be implemented along Kilfinnan Road to mitigate the impact of traffic related to the proposed development and that of the main Coire Glas Pumped Storage Scheme. Should cumulative construction phases occur concurrently, enhanced CTMP mitigation measures, associated with each individual development, should be considered, and introduced as required. This would involve further liaison with stakeholders. On this basis, the significance of any cumulative effect is considered to be Moderate - Slight, however, these effects can be mitigated through amendments to the CTMP.
- 8.83 The TA does not provide any details regarding the construction of the temporary diversion road for use by construction traffic and the public for up to 18 months to enable Kilfinnan Road to be upgraded. The Chapter 7 (Geology, Hydrology and Hydrogeology) Addendum confirms that a detailed drainage design for the temporary road is still to be undertaken. A statement in the Addendum confirms the drainage will be designed to collect surface water from the cut and fill slopes as well as the permanent road, provide at least two levels of treatment and sufficient attenuation to cope with the pre-development run off rate for all return periods up to and including a 1 in 200 year event with an allowance for climate change. Owing to the temporary road being a relatively minor aspect of the overall project, its finalised design, including its drainage design, is appropriate to be secured by way of pre-development commencement conditions.
- 8.84 The applicant has also agreed to provide a new bridge over the Kilfinnan Burn at the end of the public road and install new culverts at Allt an Oighre and Allt Cruinneachaidh. All three structures will require Technical Approval from the

Council.

- 8.85 Road landscaping measures have been outlined in the landscaping plans (Outlined Landscaping Plans 122009-D-LSP-1 to 122009-D-LSP-14), with such works including grass seeding of verges and slopes with planting where appropriate; finalised details of which will be prepared by the contractor.
- 8.86 The Transport Planning Team has no objection to the principle of the proposed development. This is subject to the application of conditions as summarised in the consultation section above, with all of these recommended conditions proposed to be attached. Similarly, Transport Scotland has confirmed that it has no objection to the proposed development subject to a condition that a Construction Traffic Management Plan is to be approved prior to work commencing on site.
- 8.87 Transport Planning note a “Wear & Tear” Agreement with Highland Council (Section 96 of the Roads (Scotland) Act 1984) is required. This is to protect the Council from any extraordinary expenses in having to repair local public roads from any damage inflicted by the construction traffic activities of this development that the applicant is not able to repair to the satisfaction of the Council. As with the CTMP, this is supplementary to any physical improvements deemed necessary to make the local public roads safe and usable to all whilst being utilised for construction access purposes.
- 8.88 In terms of localised residential impacts, the proposed road improvements would affect a number of properties and facilities along Kilfinnan Road. There is a mixture of residential and tourist accommodation (43 properties, 21 residential properties, 22 tourist accommodation) identified within the study area that lie close to the road side. Some properties lie above the existing track and face south but most lie below the road and thereby have “rear” elevations to the road. The access improvements will affect existing access and roadside parking arrangements and will require the existing North Laggan Farm House traditional barn to be demolished. Whilst the works to upgrade Kilfinnan Road will be disruptive to residents and visitors, the access improvements to the road network will be retained in the long term to the benefit of the local community. This is noted by a number of representations received in support of the proposed development that welcome the upgrade of the sub-standard Kilfinnan Road.
- 8.89 Residents have also raised concerns that a wider road may facilitate motorists to drive faster than they are currently able to as the new road will provide improved geometry and forward visibility. Such concerns have been taken on board by the applicant with the road to be narrowed with passing places post its use for construction. The TA does not provide any details about the level of operational traffic that will use Kilfinnan Road after the hydro scheme is completed, but states that an assessment will be undertaken to evaluate traffic flows and appropriate traffic management procedures implemented such as Automatic Number Plate Recognition (ANPR), reduced 20 miles per hour speed limit, worker site induction, road signage and lining etc. For the construction phase when the road is full width, the applicant has also confirmed that construction traffic will be managed at 20 mph with appropriate traffic control measures in place, such as Automatic Number Plate Recognition (ANPR).

- 8.90 A number of representations have raised concerns regarding the potential impacts on Kilfinnan Road including road safety. Whilst the development will result in a significant increase in vehicle movements, including HGV, on the local and public road network the proposed mitigation measures outlined above and controlled by conditions are deemed appropriate to minimise disturbance to road users and wider surrounding communities as far as possible. The Council's Transport Planning Team and Transport Scotland are generally satisfied with the principle of the development subject to mitigation measures and conditions.
- 8.91 The Council's Local Transport Officer confirmed that 2 primary school children are picked up from their house by school taxi on Kilfinnan Road. The applicant confirmed this will be maintained during construction.
- 8.92 Some representations questioned the requirement for a section of the unadopted road being retained with a 10m width and the potential impact on active travel users. The applicant has advised that it is a marginal increase from a width of 8m noted in the consent for the Coire Glas Pumped Storage Scheme (18/01564/S36). 10m is the maximum width required to provide an element of future proofing for the Coire Glas Scheme and requirements of the construction phase. An alternative active travel route is proposed to segregate these users.
- 8.93 A representation raised concerns that the upgrade of Kilfinnan Road could be halted at a later date, even if only partially completed, given that Coire Glas Pumped Storage Scheme is not yet fully committed. A bond is to be put in place to cover all of the site decommissioning and restoration measures for the finalised narrowed, permanent single track U1035 Kilfinnan Road and is controlled by condition.
- 8.94 The Access Officer welcomed further discussion and clarification of a number of details including the accommodation of public access along the Great Glen Way, NCN78 Caledonia Way and other routes along Kilfinnan Road and in the wider surrounding area. The Access Officer has no objection subject to an Access Management Plan which is proposed to be conditioned. A number of representations have raised concerns regarding the potential impacts on safety of recreational users utilising the diverted Great Glen Way/NCN78 Caledonia Way along with a lack of active travel safeguards and improvements. A number of objections provided considered the proposed development offered an opportunity for a segregated shared use path for the full length of Kilfinnan Road. However, it is considered the upgrading works will provide an overall net improvement for active travel, with a segregated route to Laggan Locks, as well as widened road with filter strip verges at Operational Stage 2. The Council's Transport Planning Team and Access Officer are therefore satisfied with the principle of the development with regards to active travel provision.

Noise

- 8.95 An Addendum to EIAR Chapter 5 (Noise and Vibration) was submitted updating the number of Noise Sensitive Receptors (NSR) to include the entire length of Kilfinnan Road from the junction at the A82 to South Laggan Forest Gate whereas the previous assessment only considered the road from the junction at the A82

down to Kilfinnan Bridge. In the previous assessment a total of 31 Noise Assessment Locations (NAL's) were identified. With the addition of the southern section of Kilfinnan Road from Kilfinnan Bridge to South Laggan Forest Gate, an additional 12 Noise Sensitive Receptors (NSR's) have been identified resulting in a total number of NAL's to 43.

- 8.96 The EIAR Addendum presents an assessment of likely significant effects on noise and vibration from the proposed development during the construction phase only. Operational noise has already been addressed previously for the Coire Glas Pumped Storage Scheme. The construction period is anticipated to last for 18 months (on the adopted section of Kilfinnan Road) and 18 scenarios have been modelled to simulate typical noise levels that may occur on a month to month basis. For all months except one (Month 12) predicted noise levels at all NAL's will result in a negligible or minor magnitude of impact. During Month 12 the predicted noise levels indicate that a Major - Moderate magnitude of change could occur at a small number of receptors, however, effects are not reported to give rise to any significant effect as the duration of exposure to these noise levels is expected to be less than 10 days in any 15 consecutive days and less than 40 days in 6 consecutive months.
- 8.97 Given the extent and duration of the works proposed Environmental Health has confirmed that they would limit operation of any work that is audible at the curtilage of any NSR's between 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturday with no audible work on Sundays or bank holidays. These recommended hours are shorter than those proposed by the applicant (between 08:00 and 19:00 Monday to Friday and 08:00 to 14:00 hours on Saturday).
- 8.98 The EIAR considers the effects of daytime construction noise not significant. Environmental Health disagree however, the expectation is that this will be considered in detail by Environmental Health once the CEMP is submitted. Significant effects are likely to occur if regular construction activities are undertaken during the evenings and weekends. Accordingly, construction activities during evening and weekend hours will be restricted. For a period of up to 3 months (Months 11, 12 and 13) a Major – Moderate magnitude of change is anticipated at the majority of receptors between South Laggan Forest Gate and Kilfinnan Bridge. There is the potential for this to result in significant effects unless appropriate mitigation is put in place such as noise barriers for example.
- 8.99 The use of temporary noise barriers can typically reduce noise levels by around 10dB. Given the restrictions with space limitation and access, for example, ensuring that driveways are not blocked, the actual amount of barrier attenuation achieved for houses in the South Laggan area might be less and careful consideration will need to be given to the placement of any barriers to ensure they are used effectively. Even with reduced levels of attenuation this could still be a useful means of noise control to lessen the impacts of construction noise. For evening and weekend working the use of noise barriers would also reduce noise levels, however, the primary method of mitigation during these time periods should be through careful timetabling of construction activities. The use of barriers could include the erection of temporary boarding along the roadside, however, it will most likely be preferable to use “acoustic blanket panels” to hang from Herras fencing or similar so that barriers can be easily moved for both safety and access

reasons, as well as to optimise the level of attenuation achieved.

- 8.100 Environmental Health has also confirmed that construction activities outwith daytime hours works will not be undertaken unless the contractor can demonstrate that the BS 5228 threshold levels will not be exceeded, for example, through the use of noise modelling prior to activities being scheduled. For all other periods, predicted noise levels at all NAL's will result in a negligible or minor magnitude of impact.
- 8.101 The construction noise assessment submitted in support of the application confirms that noise levels at some properties will exceed 65dB at certain times but no properties will have more than one consecutive month with noise exceeding that level. Environmental Health would normally look for a more conservative 55dB level and the assessment indicates that level will be regularly exceeded, particularly from month 8 onwards. However, it is accepted that a certain level of noise is to be expected from construction work and much will depend on the mitigation measures that will be proposed in the Construction Noise Management Plan which is to be secured by condition, along with compliance with the mitigation set out within the EIA's noise appraisal and ongoing compliance monitoring to demonstrate that the noise associated with construction works does not exceed agreed noise levels at noise sensitive properties.
- 8.102 No significant effects are expected to occur as a result of construction vibration.
- 8.103 A number of representations raise concerns regarding the impact of noise associated with the proposed development. Whilst there will be noise during construction of the upgraded Kilfinnan Road it is generally considered the proposed mitigation measures are appropriate. Additionally, representations noted that the initial noise data submitted in support of the application missed a number of properties from the A82 to South Laggan Forest Gate. This has been rectified through the Addendum to EIAR.

Natural Heritage

- 8.104 There are no natural heritage designations covering the site itself. The proposed development is in close to the South Laggan Fen Site of Special Scientific Interest (SSSI) protected for its fen habitats. Whilst there are natural heritage interests of national importance on the SSSI site these will be unaffected by the proposal given the location of the development in relation to the SSSI and the nature of the development which is unlikely to affect the hydrological regime within the SSSI.
- 8.105 NPF4 Policy 3 - Biodiversity aims to protect biodiversity, reverse biodiversity loss, deliver positive effects and strengthen nature networks. Every development proposal has to maintain or improve biodiversity.
- 8.106 The Ecology Appraisal submitted in support of the application notes that ecology was scoped out following the Scoping response in (22/05277/SCOP). Updated protected species and habitats surveys have been provided to ensure a valid baseline to inform mitigation plans.
- 8.107 Phase 1 habitats identified within the site include Broadleaved Semi-natural

Woodland, Coniferous Plantation Woodland, Dense Scrub, Improved Acid Grassland, Semi-improved Neutral Grassland, Improved Grassland, Marshy Grassland, Bracken Continuous, Dry Dwarf Shrub Acid Heath, Wet Dwarf Shrub Heath, Acid/neutral Flush, Basic Flush, Standing Water, Running Water, Buildings and Bare Ground. Juniper, which is a priority species, are also present.

- 8.108 Bat surveys have confirmed brown long-eared, Daubenton's, common and soprano pipistrelles, utilising the site for foraging. A transitional roost for up to 3 pipistrelle bats was also present during surveys conducted in May 2023. Additionally, there are several buildings and trees within and adjacent to the site which are suitable for a variety of roosting bats. The habitat present within the site and surrounding area is considered to be highly suitable for foraging and commuting bat.
- 8.109 Otter are known to be active within the area with spraints found during bat surveys. An otter couch is also located south of Kilfinnan bridge. This couch is used infrequently following further monitoring. No otter holts have been identified within the site or within likely disturbance distances. Should otter holts be identified as a result of pre-works checks or during works, a license may be required for disturbance and/or destruction as appropriate.
- 8.110 A license may also be required for destruction of a transitional and non-breeding day roost for up to 3 pipistrelle bats. Should the proposed works avoid this roost site, it remains likely that a disturbance license will be required prior to the works commencing. NatureScot advise that the applicant would need to be satisfied that the licensing tests are likely to be met before an application can be approved. If not, the applicant risk being unable to make use of planning permission. 2 bat surveys were undertaken May and June 2023 in the barn at North Laggan which is to be demolished, no roosting bats found to be present. The Ecological Appraisal submitted in support of the application outlines various mitigation measures and best practice regarding protected species which are controlled by condition.
- 8.111 Other protected species identified within the site and wider surrounding area include red squirrel and pine marten along with various birds, reptiles, flora and fauna. Suitable protected species related conditions are proposed to be attached. There are also several wetland habitats within the site and survey area representing potential GWDTE's. It is considered, however, that within the site, these wetlands most likely are surface water derived.
- 8.112 Where the removal of Juniper is required, these will be transplanted as outlined within the Ecological Appraisal.
- 8.113 A number of representations raise concerns regarding the impact to natural habitat and on protected species. Whilst there are habitats and species of international and national importance present within the site it is considered the proposed development will not compromise the integrity of the conservation status of these ecological features if appropriate mitigation measures are put in place. An Ecological Clerk of Works will be required to audit adherence to these mitigation measures and is controlled by condition.
- 8.114 As noted from the supporting information provided within the EIAR and no

concerns raised by either internal or external consultees the proposal is not considered to have a detrimental impact on natural habitat or protected species.

Woodland

- 8.115 Approximately 3.1ha of coniferous commercial plantation woodland west of Laggan Locks will be removed as part of the proposed development. Woodlands within the site boundary are recorded as part of the Ancient Woodland Inventory (AWI), the Native Woodland Survey of Scotland (NWSS) and also recorded as Plantation on Ancient Woodland Sites (PAWS). Whilst the applicant notes a compensatory planting scheme will be delivered within the local area as part of the Coire Glas Pumped Storage Scheme further information regarding the specifics of woodland surveys, tree felling, restocking. tree protection measures are required and controlled by condition.
- 8.116 There may be opportunities for planting proposed as mitigation to the visual impact of the upgrading works early in Operational Stage 1 which would soften views of the road construction as it established, particularly from areas at greater distances. Revegetation of cuttings and embankments would also occur during this stage of development.
- 8.117 The retention of existing trees will help minimise the short and longer term landscape and visual effects of the road upgrade, particularly trees close to the existing roadside on its lower side, and between properties and the road. Protection of these trees, including the root zone, will be key during construction. Tree protection measures will be in accordance with BS 5837: 2012. There will be a requirement for pruning to some existing trees to accommodate construction works. Pruning works will be carried out following a detailed tree survey and by a suitably qualified arboriculturist. Additionally, re-establishment of vegetation on embankments and cuttings will help in limiting operational landscape and visual effects, in particular, the visual prominence of the road construction from areas at greater distances. Vegetation would be re-established through natural regeneration, supplemented by a suitable native seed mix where necessary, containing grasses and flowering species reflective of those present within the local landscape.
- 8.118 Suitable locations for the replanting of trees will be identified along the road to compensate for trees removed during construction. Key areas with the potential for planting including:
- Between the new active travel path and the road alignment - In places where the upgraded road will be pulled away from the existing road alignment which would become the active travel path there may be scope for tree or scrub planting. This would help to mitigate views of the road for path users, would enhance the recreational experience and provide further mitigation for views of the road from areas further to the east, such as Laggan Locks.
 - To the rear of properties - In some areas the new road alignment would be slightly further from properties at the rear and may be marginally in-cut. This offers the opportunity for additional landform and planting on the alignment of the existing road enhancing the buffer effect of existing trees between

properties and the upgraded road. These measures would be subject to agreement with property owners.

Biodiversity

- 8.119 NPF4 Policy 3 Biodiversity notes that development requiring an EIA will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. As such, a Biodiversity Action Plan (BAP) has been submitted in support of the application which details enhancements delivered as part of the proposed development. The plan also takes into consideration local priorities for biodiversity action highlighted within the Highland Nature Biodiversity Action Plan 2021 – 2026. The Highland Nature BAP includes a number of priority habitats and species for the Highland region including the following habitats and their related species which are present within the site - upland and moorland, peatland and wetland, woodland and forest along with freshwater.
- 8.120 The Coire Glas Pumped Storage Scheme will carry out various planting and landscaping measures as part of the associated consent. For the Kilfinnan Road upgrade works biodiversity enhancements will be delivered via the following actions:
- Expand the area of native woodland and scrub habitats;
 - Remove non-native and invasive species from the site;
 - Create species rich acid grassland within roadside verges;
 - Supply additional shelter and breeding habitat for protected and notable species; and
 - Provide safe road crossings for small mammals, reptiles and amphibian.
- 8.121 Semi-natural broadleaved woodland is present within riparian corridors, particularly along Kilfinnan Burn and Allt Cruinneachaidh. Juniper scrub is also present within dry heath habitat on the slopes above Kilfinnan Road. Natural regeneration and expansion of these native woodlands and scrub habitat is currently constrained by livestock and deer grazing. Woodland is a priority habitat within the Highland Nature BAP with actions for the protection and regeneration of native woodlands being a key action. Juniper is also a local and national priority species. Where the removal of Juniper is required, these will be transplanted as outlined within the Ecological Appraisal. In order to expand the native woodland, landscaping plans will include the planting of new woodland, in buffer areas, either side of the existing native woodland. This will help reduce edge effects within the existing woodland with a mix of taller canopy trees proposed as well as smaller understory species for variety. Appropriate species are noted as downy birch, silver birch, sessile oak, aspen, alder, Scots pine, rowan, juniper, holly and hazel.
- 8.122 Landscape plans should also seek to create additional patches of juniper scrub within the bracken and dry dwarf shrub heath mosaic present on the slopes above Kilfinnan Road, between the unnamed plantation beside Laggan Locks and the North Laggan Plantation. All new planting should be of local provenance where

possible to reduce biosecurity risks associated with movement of plants and ensure specimens are suited to local growth conditions. Planting should also be protected from herbivore damage.

- 8.123 The BAP proposes the removal of invasive non-native species such as rhododendron and sitka spruce which are spreading within the site and on the adjacent hillside into acid grassland and dry dwarf shrub heath. This will provide space for more diverse native flora to grow.
- 8.124 Additional shelter and breeding habitat features can be created on site for a range of species by utilising felled trees to form log piles, excavated stone to form stone piles, 2 hibernacula (protective covered shelter for amphibians and reptiles over winter), 3 pine marten boxes, 10 red squirrel boxes, 10 bat boxes, 20 bird nest boxes along with 2 nest boxes specifically for Dippers and Wagtails. The BAP proposes monitoring of all these features, comprising regular checks and replacement of any damaged or loss of features.
- 8.125 The applicant has confirmed that the site contains 221 Biodiversity Units (BU) prior to development and 248BU after development, a biodiversity enhancement of 12%. The approach to biodiversity net gain outlined in the supporting BAP can be supported, is compliant with NPF4, as the proposal would result in overall biodiversity enhancement.

Water, Flood Risk, Drainage and Soils

- 8.126 NPF4 Policy 22 - Flood Risk and Water Management aims to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. Owing to the site's identified flood risk, this is considered further within the Water, Flood Risk, Drainage and section of this report.
- 8.127 An Addendum to EIAR Chapter 7 (Geology, Hydrology and Hydrogeology) was submitted covering the water environment, including flood risk, drainage and private water supplies following consultation responses from FRMT and SEPA objecting to the proposed development subject to further information and clarifications. The applicant notes that elements of the detailed design of the proposed development is ongoing and as a result it is not possible to provide final development proposals for all aspects of the proposal. Any outstanding details will be secured by condition, through the Road Construction Consent Process or by the Controlled Activity Regulations (CAR) authorisation to be obtained from SEPA where relevant.
- 8.128 The applicant provided further details regarding fluvial and surface water flooding, water crossing design, further Flood Risk Assessment data, Drainage Impact Assessment, design standard and overland flow routes, temporary compounds, storage areas and areas of permanent and temporary fill, drainage of watercourses to the canal, sensitive flood risk locations, updated hydraulic modelling for Kilfinnan Burnroad bridge and monitoring of private water supplies. Following the submission of the further details noted FRMT and SEPA removed their objections subject to finalised details of all new, altered and temporary roads and watercourse crossings, assessment and monitoring of private water supply

boreholes, appropriate pollution prevention measures to protect the water environment, details of replacement structures along the route and a Spoil Management Plan.

- 8.129 Based on SEPA's indicative flood mapping the majority of the site is free from flood risk apart from a small area of ground alongside Kilfinnan Burn is at risk from fluvial flooding. The site is located within two main surface water catchment areas - Loch Lochy to the south and Loch Oich and the Caledonian Canal to the north. Numerous minor watercourses cross the site and drain into the lochs including Allt Cruinneachaid which flows to the south east within the northern portion of the site before discharging into the Caledonian Canal, Allt an Oighre which flows to the south east within the northern portion of the site before discharging into the Caledonian Canal and Kilfinnan Burn (Allt a' Choire Ghlais) which also flows to the south east within the southern portion of the site before discharging into Loch Lochy.
- 8.130 The proposed development will adopt Sustainable Urban Drainage Systems (SuDS). 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 Highland Council 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 drainage systems designed to ensure that any sediment, pollutants or foreign materials which may cause blockages are removed before water is discharged into a watercourse;
- 8.131 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. Check dams will be used to prevent trenches developing into preferential flow pathways where necessary.
- 8.132 EIAR Chapter 7 (Geology, Hydrology and Hydrogeology) has considered the risk to Private Water Supplies (PWS) sources within the study area. It confirms that 4 PWS sources are potentially at risk from the proposed development, 5 distribution pipes associated with PWS sources are potentially at risk from the proposed development and 3 PWS sources are not at risk from the proposed development. Details of measures to safeguard these PWS and a monitoring schedule are outlined within EIAR Chapter 7 which will be used to confirm that the PWS's are not impaired during construction works. SEPA has provided records of Controlled Activity Regulation (CAR) authorisations within the study area with a total of 10 authorisations recorded within the proposed development area or potentially downstream of the proposed development. These include 7 private sewage discharges, 1 impoundment and 1 abstraction for private water supply near Kilfinnan Lodges and Kilfinnan Compound respectively and 1 authorisation near Laggan Locks where the activity is unknown.
- 8.133 In its consultation response SEPA clarified its role in providing advice on private water supplies relates specifically to protecting the water source. It does not

provide advice on protecting the private water supplies per se, including, for example, in relation to the risk of pollution of the private water supply infrastructure. These are matters for the water supply owner and for Environmental Health.

- 8.134 Table 2.1 in the Private Water Supply Risk Assessment indicates that 2 groundwater fed private water supply sources are potentially at risk from the proposed development (PWS07 and PWS09). The Addendum to EIAR Chapter 7 (Geology, Hydrology and Hydrogeology) indicates that these boreholes are in hydraulic continuity with Loch Lochy. SEPA agree that this is likely but request a condition is applied requiring the applicant to undertake a quantitative assessment based on the guidance within SEPA Guidance Note 31 (Guidance on Assessing the Impacts of Development Proposals on Groundwater Abstraction) and outline appropriate mitigation. This is likely to include ongoing monitoring, and while not directly an issue for SEPA, the provision of an alternative water supply should that be required, which the applicant has confirmed they are amenable to.
- 8.135 Additionally, 2 surface water private water supplies (PWS08 and PWS12) are identified as potentially at risk and The Addendum to EIAR Chapter 7 (Geology, Hydrology and Hydrogeology) indicates that they are likely to be directly affected. Suitable pollution prevention measures should be put in place to protect the water environment, and while not directly an issue for SEPA, they recommend a condition is attached which covers the requirement for the applicant to provide alternative water abstraction locations.
- 8.136 A number of representations raised concerns regarding the potential detrimental impacts on private water supplies and risks of development impacting upon them. To mitigate disruption to water supplies, the applicant is considering the following two options – 1) maintain the existing stream fed supplies using existing or new stream fed supply infrastructure and pipework, or 2) provide new water well boreholes. Confirmation of the preferred mitigation measure will be subject to agreement with land and property owners with discussions ongoing. As an absolute minimum, existing stream fed supplies shall be maintained as the first option. The applicant has confirmed they are fully committed to safeguarding private water supplies and the finalised detail of this is proposed to be secured by way of condition.
- 8.137 In relation to peat interests, no peat is present within the site or wider study area.
- 8.138 Scottish Water do not object to the application. It notes the proposed development falls within drinking water catchments where a Scottish Water abstraction is located. Loch Ness supplies Invermoriston WTW and it is essential that water quality and water quantity in the area are protected. Whilst it is considered construction works will have a negligible effect on yield and risk to water quality Scottish Water should be notified of any major pollution incidents that could impact the Invermoriston WTW with appropriate mitigation measures implemented.
- 8.139 Existing geological, hydrogeological, hydrological and soil conditions have been confirmed and used to assess the potential effects the proposed development might have on hydrogeology, flood risk and drainage. Best practice construction techniques that would safeguard soils, geology and the water environment will be

incorporated into the detailed design and during the construction works. Subject to the conditions noted above, adoption of best practice techniques and covered in more detail in EIAR Chapter 7 (Geology, Hydrology and Hydrogeology) and Addendum effects on soils, geology or the water environment of the proposed development are considered not significant.

Built and Cultural Heritage

- 8.140 There are a number of built and cultural heritage interests within the wider surrounding including the Category C Listed Kilfinnan Burial Ground and McDonnell Mausoleum, Ivy Cottage and Glenjade Cottage, Category B Listed Store on the Caledonian Canal and Laggan Locks to Loch Oich Schedule Monument. Additionally, the site within the Blar Na Leine Inventory Battlefield designation. However, the visual impact on the Caledonian Canal and Laggan Locks to the east of Kilfinnan Road would be slight and can be minimised by good design of the upgrading works, location of the site compound and other associated infrastructure.
- 8.141 Historic Environment Scotland has no objection and also identified no significant effects on historic environment features within its remit. Likewise, the Council's Historic Environment Team (Conservation and Archaeology) identified no direct or adverse impacts upon built heritage or archaeological features. It has no objection.
- 8.142 In a more localised context, the Kilfinnan Road upgrade works would lead to the disruption or removal of other features including fences, walls, gates and culverts. Where possible the use of original materials would be used in the restoration of these features to assimilate the development into the existing landscape. This will include the reconstruction of stone walls at North Laggan farm to reflect the change to the road alignment in this area. Other actions will include the re-instatement of gateways and signage, particularly those used by recreational users.

Economic Impact

- 8.143 NPF4 Policy 11 – Energy Section c) confirms development proposals will only be supported where they maximise net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities.
- 8.144 Additionally, Policy 25 - Community Wealth Building aims to encourage, promote and facilitate a new strategic approach to economic development that also provides a practical model for building a wellbeing economy at local, regional and national levels. While NPF4 considers national developments as a focus for delivery, they should also be exemplars of the community wealth building approach to economic development. This is considered further within the Economic Impact section of this report.
- 8.145 The applicant has confirmed the latest cost estimate for the Coire Glas Pumped Storage Scheme is £2 billion with a multi-million pound community benefit fund, the exact figure is due to be announced later this year. During construction of the Coire Glas Scheme, the Gross Value Added is estimated to be £81.5 million for

Highland, and £123.9 million for the rest of Scotland. During operation of the Coire Glas Scheme, the Gross Value Added is estimated to be £1.1 million for Highland and £0.49 million for the rest of the UK. The upgrade of Kilfinnan Road itself is in the region of £20 million of direct investment in public roads infrastructure.

- 8.146 The Highlands is currently experiencing significant construction activity of renewable development along with associated infrastructure upgrades. The approval of the proposed development would have a generally positive economic impact, particularly during the proposed 24 month construction period to upgrade Kilfinnan Road along with the construction of associated Coire Glas Pumped Storage Scheme although there will be significantly less impact at the operational stage.
- 8.147 Representations received considered the proposed development would bring both positive and negative economic impacts. Comments received in support of the proposed development considered the project could offer investment/opportunities to the local, Highland, and Scottish economy including businesses ranging across construction, haulage, electrical and service sectors.
- 8.148 However, comments received objecting to the proposal noted not all impacts from the proposal will have a positive economic impact. There are tourist accommodation businesses along Kilfinnan Road along with the local communities of Kilfinnan, Laggan and Invergarry that could experience adverse impacts through loss of its traditional customers on account of construction impacts. However, there is the potential for such businesses to adapt to assist with the expected influx of workers associated with the proposed development and wider project. The positive economic impact of other renewable energy projects in the wider area is well known by many local businesses (B and B's, hotels, property lettings, shops) who have benefited from major construction works.

Other Material Considerations

- 8.149 Light Pollution significantly affects the rural countryside, from disturbing the way animals and plants perceive daytime and night time to making developments visible across wide areas. The use of LED lighting to provide a focused area of illumination, with external lighting controlled by PIR sensors and angled in a downwards direction can significantly reduce the effects of light pollution and should be utilised. Full details of the specification of lighting are to be provided and are controlled by condition.

Non-Material Considerations

- 8.150 None.

Matters to be Secured by Planning Legal Agreement

- 8.151 None.

9. CONCLUSION

- 9.1 The Scottish Government and The Highland Council each has policies offering support for renewable energy projects and the associated development and

infrastructure upgrading required to make such projects feasible. Whilst pumped hydro storage is noted as National Development within NPF4, and is of national importance, the proposed development still has to conform with the policies and guidance within the Development Plan.

- 9.2 Statutory and other consultees responding to this application are generally supportive of the proposed development. Some have requested planning conditions to be attached to any grant of planning permission to effectively ensure that their specific interests are secured. The development has attracted public interest with 15 objections, 4 comments in support and 1 neutral comment submitted. Significant concerns have been raised regarding the proposed development with regards to road safety, active travel, noise, amenity, private water supplies, flood risk, spoil management, tourism, protected species and biodiversity amongst other issues. It is inevitable that the proposed development along with the associated Coire Glas Hydro Pumped Storage Scheme will impact on the quiet rural amenity which residents enjoy and on which many rely on for their tourist enterprises. Whilst their concerns have assisted with the assessment of the application and considering the adequacy of the mitigation measures proposed, it is considered that there are no issues that merit the proposal to be re-located, re-configured or refused.
- 9.3 There are clear impacts that might be expected from this development, particularly during its construction. These can be managed through best practice construction management techniques to ensure surrounding interests, particularly access and the amenity of residents along Kilfinnan Road and surrounding local communities is safeguarded from the key impacts of the development. The attached planning conditions will strengthen and clarify the plans and supporting environmental information provided by the applicant. The proposal will also be overseen by an appointed Ecological Clerk of Works with any permission requiring regular compliance monitoring and ongoing engagement by means of the existing Coire Glas Community Liaison Group.
- 9.4 There will be a number of impacts on valued tourist resources that also operate in this locality, principally the Great Glen Way, but also a number of other footpath routes, canoe trails and recreational sailing interests on the Caledonian Canal. This impact too will be greatest during the construction phase of the development. Mitigation is tabled to ensure continued access along the route on the Great Glen Way via appropriate temporary and permanent path connecting the existing route.
- 9.5 The development is expected to impact on the local economy both positively and negatively. There is potential for local residents to gain from an investment of this magnitude, including associated education and training programmes as well as direct and indirect employment. The downside to the local economy is the adverse impact on some local tourist accommodation businesses, particular during the construction phase.
- 9.6 Notwithstanding some shortcomings in the initially submitted details associated with this project, the main impacts of the development are clear and understandable. There are considerable benefits with the wider scheme and strong support for such investment within National and Council policy. Clarification of a number of details following the submission of the Addendums to Chapter 5

(Noise and Vibration) and Chapter 7 (Geology, Hydrology and Hydrogeology) of the EIAR (Addendum Response Water, Flood Risk and Drainage Assessment) was welcomed.

- 9.7 Under the provisions of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, the Council is required to reach a reasoned conclusion on the environmental impacts of the proposed development. The Council is satisfied that environmental effects of this development can be addressed by way of mitigation. The Council has incorporated the requirement for a schedule of mitigation within the conditions of this permission. Monitoring of construction and operational compliance has been secured through conditions attached below.
- 9.8 The application can be supported in the context of the Development Plan and NPF4. All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. IMPLICATIONS

- 10.1 Resource: Not applicable
- 10.2 Legal: Not applicable
- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: Not applicable
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

11. RECOMMENDATION

- 11.1 **Action required before N decision issued:**
- 11.2 It is recommended that planning permission be **GRANTED** subject to the following:

CONDITIONS AND REASONS

1. Time Limit for the Implementation of Planning Permission

In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within FIVE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

Reason: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. **Accordance with the Provisions of the Application**

The development shall be constructed and operated in accordance with the provisions of the Application, the Environmental Impact Assessment Report (EIAR) received by the Planning Authority on 13 November 2023 and Supplementary Environmental Information (SEI) received by the Planning Authority on 15 March 2024, except in so far as amended by the terms of this consent.

Reason: To identify the extent and terms of the development consent.

3. **Permanent Road Implementation Period**

Within 10 years of the commencement of development, works shall commence on the finalised narrowed, permanent single track U1035 Kilfinnan Road, including all associated landscaping in accordance with Proposed Site Layout – Operational Stage 2 Drawing LH000012-COIG-SID-SD-0002-02 (Plans 1 to 53) received by the Planning Authority on 13 November 2023 with the permanent road to be completed within 24 months of commencement of this final phase of the development, with any variation to this timescale to be subject to the prior written approval of the Planning Authority.

Rason: To ensure works to the road are completed timeously and that the implementation period reflects progress with the construction of the pumped hydro scheme.

4. **Restoration Financial Guarantee**

No development shall commence until:

- i. Full details of a bond or other financial provision to be put in place to cover all of the site restoration measures for the finalised narrowed, permanent single track U1035 Kilfinnan Road outlined under Condition 3 of this permission have been submitted to, and approved in writing by, the Planning Authority; and
- ii. Confirmation in writing by a suitably qualified independent professional that the amount of financial provision proposed under part (i) above is sufficient to meet the full estimated costs of all removal, disposal, site restoration, remediation and incidental work, as well as associated professional costs, has been submitted to, and approved in writing by, the Planning Authority; and
- iii. Documentary evidence that the bond or other financial provision approved under parts (i) and (ii) above is in place has been submitted to, and confirmation in writing that the bond or other financial provision is satisfactory has been issued by, the Planning Authority.

Thereafter, the developer shall:

- i. Ensure that the bond or other financial provision is maintained throughout the duration of this permission; and
- ii. Pay for the bond or other financial provision to be subject to a review five years after the commencement of development and every five years

thereafter until such time as the restoration measures for the finalised narrowed, permanent single track U1035 Kilfinnan Road have been implemented.

Each review shall be:

- a. conducted by a suitably qualified independent professional; and
- b. published within three months of each five year period ending, with a copy submitted upon its publication to both the landowner(s) and the Planning Authority; and
- c. approved in writing by the Planning Authority without amendment or, as the case may be, approved in writing by the Planning Authority following amendment to their reasonable satisfaction.

Where a review approved under part (c) above recommends that the amount of the bond or other financial provision should be altered (be that an increase or decrease) or the framework governing the bond or other financial provision requires to be amended, the developer shall do so within one month of receiving that written approval, or another timescale as may be agreed in writing by the Planning Authority, and in accordance with the recommendations contained therein.

Reason: To ensure financial security for the cost of the restoration of the site to the satisfaction of the Planning Authority.

5. **Elevations and Site Formation Levels**

a) No development shall commence until elevation, and cross section drawings of the proposed above ground infrastructure, have been submitted to and approved in writing by the Planning Authority. These details shall include:

- i) The external materials, colours and finishes of all external structures and site fencing;
 - ii) any raised areas of hardstanding to support all onsite infrastructure; and
- b) No element of the development shall have any text, sign or logo displayed on any external surface of the development, save those required by the applicant's safety systems and law under other legislation; and

Thereafter, the development shall be built out in accordance with these approved details and, with reference to part (a) above, the site shall be maintained in the approved colour, free from rust, staining or discolouration.

Reason: In the interest of visual amenity.

6. **Construction Environment Management Document**

No later than three months prior to the Commencement of the Development, a Construction Environment Management Document (CEMD) shall be submitted for the writing approval of the Planning Authority, in consultation with SEPA, Flood Risk Management Team, Transport Planning, Environmental Health and other consultees as appropriate. The development shall then proceed in accordance with the approved CEMD unless otherwise agreed in writing by the Planning

Authority. The CEMD shall include details of:

- a) An updated Schedule of Mitigation (SM) as it relates to construction highlighting mitigation set out within each chapter of the Environmental Impact Assessment Report (EIAR), within the EIAR Supplementary Environmental Information (SEI), and the conditions of this consent;
- b) Processes to control / action changes from the agreed SM;
- c) Construction Environmental Management Plans (CEMPs) for the construction phase, covering:
 - i) Habitat and Species Protection;
 - ii) Pollution Prevention and Control;
 - iii) Dust Management, covering demolition and construction activity, including vehicle movements;
 - iv) Construction Noise and Vibration (refer to Condition 7). Hours of construction limited to between 0800 hours and 1900 hours Monday to Friday and 0800 hours and 1300 hours on Saturdays with no works on Sunday or Bank Holidays;
 - v) Temporary Site Lighting;
 - vi) Site Waste Management;
 - vii) Surface and Ground Water Management, including: drainage and sediment management measures from all construction areas including access tracks; drainage by SUDS to accommodate the 1 in 200 plus an allowance for climate change; mechanisms to ensure that construction will not take place during periods of high flow or high rainfall; and a programme of water quality monitoring;
 - viii) Soil Management, with details of soil placement and measures to utilise the soils' existing seed base in the finalised landscaping plan;
 - ix) Spoil Management Plan;
 - x) A Private Water Supply Risk Assessment which should include details of any monitoring prior to, during and following construction and the proposals for contingency measures in the event of an incident.
 - xi) Public Water Supply Protection Measures;
 - xii) Emergency Response Plans;
 - xiii) Timetable for post construction restoration/reinstatement of the temporary working areas and construction compound;
 - xiv) Phasing plans for the construction; and
 - xv) Other relevant environmental management as may be relevant to the development.
- d) A statement of responsibility to 'stop the job/activity' if a breach or potential breach of mitigation or legislation occurs; and
- e) Methods for monitoring, auditing, reporting, and the communication of environmental management on site and with client, Planning Authority and

other relevant parties.

Reason: To ensure protection of surrounding environmental interests and general amenity.

7. **Construction Noise Management Plan**

No development shall commence until a Construction Noise Management Plan (CNMP) which demonstrates how the developer will ensure the best practicable measures are implemented in order to reduce the impact of construction noise and vibration, is submitted to and approved in writing by the Planning Authority, in consultation with Environmental Health. The CNMP shall include, but is not limited to, the following:

- a) A description of the most significant noise sources in terms of equipment; processes or phases of construction;
- b) The proposed operating hours and the estimated duration of the works for each phase;
- c) A detailed plan showing the location of noise and vibration sources and noise sensitive receptors; and
- d) A description of noise mitigation methods that will be put in place including the proposals for community liaison. The best practice found in BS5228 Code of practice for noise and vibration control on construction and open sites should be followed. Any divergence requires to be justified.

Thereafter the development shall progress in accordance with the approved CNMP with all approved mitigation measures to be in place prior to the commencement of development, or as otherwise agreed in writing by the Planning Authority.

Reason: In the interest of safeguarding residential amenity.

8. **Environmental Clerk of Works**

1. No development or Site Enabling Works shall commence unless and until the terms of appointment of an independent Environmental Clerk of Works (EnvCoW) by the Company have been submitted to, and approved in writing by, the Planning Authority. The terms of appointment shall:
 - a) Impose a duty to monitor compliance with the environmental commitments provided in the EIA Report as well as the following (the EnvCoW works):
 - i. the Pre-Construction Ecological Survey under Condition 21;
 - ii. the Construction Environmental Management Plan under Condition 6;
 - iii. the Biodiversity Action Plan (BAP);
 - iv. Protected species surveys.
 - b) Require the EnvCoW to report to the nominated construction project manager, developer and Planning Authority any incidences of non-compliance with the EnvCoW works at the earliest practical opportunity;
 - c) Require the EnvCoW to submit a quarterly report to the construction project manager, developer and Planning Authority summarising

- works undertaken on site, unless otherwise agreed; and
- d) Require a statement that the EnvCoW shall be engaged by the Planning Authority but funded by the developer. The EnvCoW shall be appointed on the approved terms throughout the period from Commencement of Development to completion of construction works and post-construction site reinstatement works.

Reason: To secure effective and transparent monitoring of and compliance with the environmental mitigation and management measures associated with the Development during the construction, decommissioning, restoration and aftercare phases.

9. Road Design During Construction

No development shall commence until a plan detailing the design of the U1035 Kilfinnan Road and temporary diversion road, including its drainage design, during the construction period is submitted to and approved in writing by the Planning Authority, in consultation with the local Roads Authority, unless otherwise agreed. The applicant will need to specify the following:

- Design standards used and justification of any departure from standards;
- Details of access points to existing properties with appropriate visibility splays onto the U1035 Kilfinann Road and temporary diversion road;
- Stage 1 Road Safety Audit that considers the presence of vulnerable road users and the ability of pedestrians to access the nearest bus stops;
- Construction timescale and further Road Safety Audits; and
- Details of any vehicle restraint barriers.

Reason: To ensure the road is enhanced and thereafter maintained to safely accommodate the increased traffic arising from the construction traffic associated with this development and existing road users.

10. Road Design Post Construction

No development shall commence until a plan detailing the design of the U1035 Kilfinnan Road post construction is submitted to and approved in writing by the Planning Authority, in consultation with the local Roads Authority. The applicant will need to specify the following:

- Further assessment of the U1035 Kilfinnan Road to determine the most appropriate design for all users;
- Details of measures to reduce traffic flows as set out in Cycling by Design;
- Stage 1 Road Safety Audit; and
- Construction timescale and further Road Safety Audits.

Reason: To ensure the road is enhanced and thereafter maintained to safely accommodate the increased traffic arising from the construction traffic associated with this development and existing road users.

11. Waste and Recycling Provision

No development shall commence until a plan detailing collection points for waste and recycling along the U1035 Kilfinnan Road and the temporary diversion road is submitted to and approved in writing by the Planning Authority, in consultation with

the local Roads Authority.

Reason: To ensure that suitable provision is made for the storage and collection of waste and recycling.

12. **Permanent Surface Water Drainage System**

No development shall commence until full details of the design of the surface water drainage system for roads water only to be adopted by the Council post construction should be submitted to and approved in writing by the Planning Authority, in consultation with the local Roads Authority. The design of the surface water drainage system must conform to the current guidance at the time as approved by Ciria and Sewers for Scotland.

Reason: To ensure that surface water drainage is provided timeously and complies with the principles of SUDS; in order to protect the water environment.

13. **Structures**

No development shall commence until full details of all structures on the temporary diversion road and as part of the permanent alignment of the U1035 Kilfinnan Road are submitted to and approved in writing by the Planning Authority, in consultation with the local Roads Authority, in accordance with the Council's Technical Approval procedures.

Reason: In the interests of road safety and amenity.

14. **Construction Traffic Management Plan**

No development shall commence until a Construction Traffic Management Plan (CTMP) to manage all construction traffic, has been submitted to and approved in writing by the Planning Authority, in consultation with the Local Roads Authority, Trunk Roads Authority and any affected local Community Councils. The CTMP shall be carried out as approved in accordance with the timetable specified within the approved CTMP. The CTMP shall include, but not be restricted to, details of the following:

- Details for the delivery, storage and unloading of plant and materials used for the construction of the temporary and permanent roads;
- Details of the location of car parking for staff and visitors;
- Location of welfare facilities;
- Location of wheel washing facilities to prevent mud and debris depositing onto the temporary and permanent roads;
- Inspection protocol to ensure that the temporary and permanent roads remain free from spillages, dust, mud, debris and damage during the construction period;
- Details of the traffic management required for the duration of the construction period;
- Measures to mitigate the impact of development traffic on residents and vulnerable road users including proposals to control the speed of construction traffic;
- If the development involves any abnormal loads, a detailed protocol and delivery programme will be required and agreed with any interested parties

such as Highland Council, Police Scotland, Transport Scotland and Community Councils. The protocol shall identify any requirement for convoy working and/or escorting of vehicles and include arrangements to provide advance notice of abnormal loads in the local media;

- A protocol for consulting local residents and businesses on or adjacent to the U1035 Kilfinnan Road including contact details so that residents can contact relevant persons should any issues arise;
- Arrangements for monitoring and updating the CTMP during the lifespan of the construction period.
- Identification of designated construction vehicle routes to the site and Vehicle Details;
- Arrangements for monitoring and updating the CTMP;
- Route Condition Survey;
- Arrangements for monitoring accelerated wear and tear on the road network throughout the period of the works;
- Arrangements for the implementation of remediation works due to excess wear and tear to the trunk road;
- Delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
- Training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the trunk road;
- Avoidance of peak school transport times and local community events;
- Appropriate traffic management measures will be put in place off the A82(T), to avoid conflict with general traffic; and
- There will be regular road inspection on the A82(T) in the vicinity of the Site entrance.

Reason: In the interests of road safety and to ensure adequate road safety measures are in place.

15. **Access Management Plan**

No development shall commence until an Access Management Plan (AMP) for public access across the site (as existing, during construction and following completion) has been submitted to, and approved in writing by, the Planning Authority in consultation with the Access Officer. The plan shall include details showing:

- i. All existing access points, paths, core paths, tracks, rights of way and other routes (whether on land or inland water), and any areas currently outwith or excluded from statutory access rights under Part One of the Land Reform (Scotland) Act 2003, within and adjacent to the application site;
- ii. Any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or effect on curtilage related to proposed buildings or structures;
- iii. All proposed paths, tracks and other routes for use by walkers, riders, cyclists, canoeists, all-abilities users, etc. and any other relevant outdoor access enhancement (including construction specifications, signage,

information leaflets, proposals for on-going maintenance etc.);

- iv. Any diversion of paths, tracks or other routes (whether on land or inland water), temporary or permanent, proposed as part of the development (including details of mitigation measures, diversion works, duration and signage); and
- v. Measures to make provisions for visitors, including walkers within the surrounding area, which shall include, but not be limited to, the provision of parking, signage and street furniture.

The approved Access Management Plan, and any associated works, shall be implemented in full prior to the first occupation of the development or as otherwise may be agreed within the approved plan.

Reason: In the interests of maintaining public access rights and pedestrian safety.

16. **Flood Risk**

No development shall commence until the finalised design of all new, altered and temporary watercourse crossings and all replacement structures on the temporary diversion road and as part of the permanent alignment of the U1035 Kilfinnan Road are submitted and approved in writing by the Planning Authority, in consultation with SEPA and the Flood Risk Management Team. The submitted information should include a summary of the existing and proposed structure, a capacity assessment and outline of flow pathways in the event of exceedance. All new, altered and temporary watercourse crossings shall be designed to accommodate a 1 in 200 year with an allowance for climate change flood event.

Reason: To ensure that all roads watercourse crossings are free from flood risk and do not exacerbate flood risk elsewhere.

17. **Private Water Supply Appraisal**

No development shall commence until an appraisal to demonstrate that private water supplies will be safeguarded by the development with full details of assessment and monitoring of private water supply boreholes of properties along the U1035 Kilfinnan Road and temporary diversion road. This shall include:

- i. A quantitative assessment of the 2 groundwater fed private water supplies (PWS07 and PWS09 noted in Table 2.1 Private Water Supply Risk Assessment) outlining appropriate mitigation measures and details of ongoing monitoring;
- ii. Alternative water abstraction locations and pollution prevention measures proposed for the 2 surface water private water supplies (PWS08 and PWS12 noted in the Addendum Response Water, Flood Risk and Drainage Assessment).

This appraisal shall be carried out by an appropriately qualified person(s) and shall specify the means by which a water supply shall be provided and thereafter maintained to the development. The appraisal shall also demonstrate that the sufficiency of any other supply in the vicinity of the development, or any other person utilising the same source or supply, will not be compromised by the proposed development. The development itself shall not be occupied until the supply has been installed in accordance with the approved specification. The

appraisal shall be submitted and approved in writing by the Planning Authority, in consultation with Environmental Health and SEPA.

Reason: In the interest of environmental amenity, pollution prevention and maintaining water quality.

18. **Woodland Survey**

Prior to any site excavation or groundworks, a baseline woodland survey report containing details of existing areas of woodland (including, but not limited to, species composition, age class, condition etc), that would be affected by development proposals is to be submitted to and subsequently approved in writing by the Planning Authority, in consultation with the Forestry Officer and Scottish Forestry. The report will also identify the extent and type of woodland that would need to be removed.

Reason: To protect Scotland's woodland resource, in accordance with the Scottish Government's policy on the Control of Woodland Removal.

19. **Tree Protection**

Prior to any site excavation or groundworks, a survey of individual trees to BS 5837:2012 (Trees in Relation to Design, Demolition and Construction), Tree Constraints Plans and Tree Protection Plans are to be submitted to and subsequently approved in writing by the planning authority. Thereafter, all retained trees are to be protected against construction damage using protective barriers located as per the Tree Protection Plans. Barriers are to remain in place throughout the construction period and must not be moved or removed without the prior written approval of the Planning Authority, in consultation with the Forestry Officer and Scottish Forestry

Reason: To ensure the protection of retained trees throughout the construction period.

20. **Compensatory Planting**

No development shall commence until a detailed scheme of on-site landscaping and off-site Compensatory Planting (including future maintenance) has been submitted and approved in writing by the Planning Authority. All planting shall be implemented in full no later than following the commencement of development, or as otherwise agreed with the Planning Authority, in consultation with the Forestry officer and Scottish Forestry. The planting shall be maintained thereafter in accordance with the approved scheme, until established to the full satisfaction of the planning authority.

Reason: To protect Scotland's woodland resource, in accordance with the Scottish Government's policy on the Control of Woodland Removal.

21. **Pre-Construction Ecological Survey**

A pre-construction survey is required to be undertaken not more than 3 months prior to works commencing and a report of the survey has been submitted to, and approved in writing by, the Planning Authority. The survey shall cover both the

application site and an appropriate buffer from the boundary of application site and the report of survey shall include mitigation measures where any impact, or potential impact, on protected species or their habitat has been identified. Development and work shall progress in accordance with any mitigation measures contained within the approved report of survey and the timescales contain therein.

Reason: To ensure that the site and its environs are surveyed and the development does not have an adverse impact on protected species or habitat.

22. **Planning Monitoring Officer**

No development shall commence until the Planning Authority has approved in writing the terms of appointment by the applicant of a suitably qualified environmental specialist to assist the Planning Authority in monitoring compliance with the planning permission and conditions attached to this consent. The terms of Planning Monitoring Officer (PMO) appointment shall:

- a) Impose a duty to monitor compliance with the planning permission and conditions attached to this consent;
- b) Require the PMO to submit a report at least every three months to the Planning Authority, or monthly at the further written request of the Planning Authority, summarising works undertaken on site; and
- c) Require the PMO to report to the Planning Authority any incidences of non-compliance with the planning permission and conditions attached to this consent at the earliest practical opportunity.

The PMO shall be appointed on the approved terms throughout the period from the commencement of development to completion of post construction restoration works.

Reason: To enable the development to be suitably monitored to ensure compliance with the consent issued.

REASON FOR DECISION

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

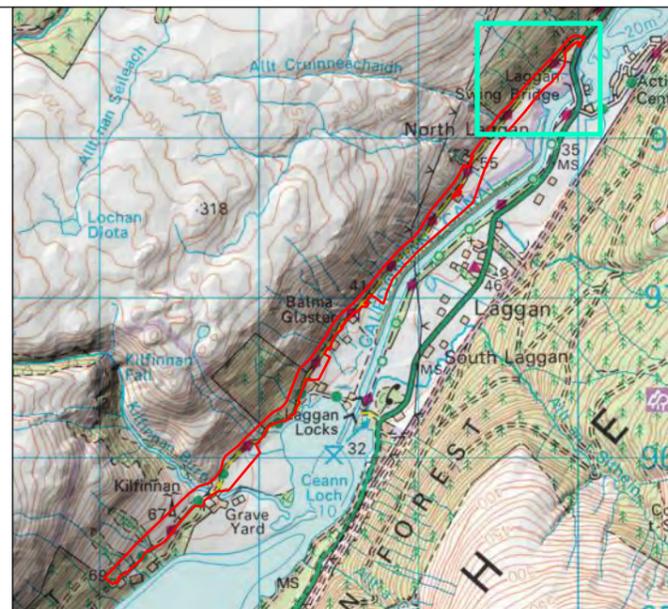
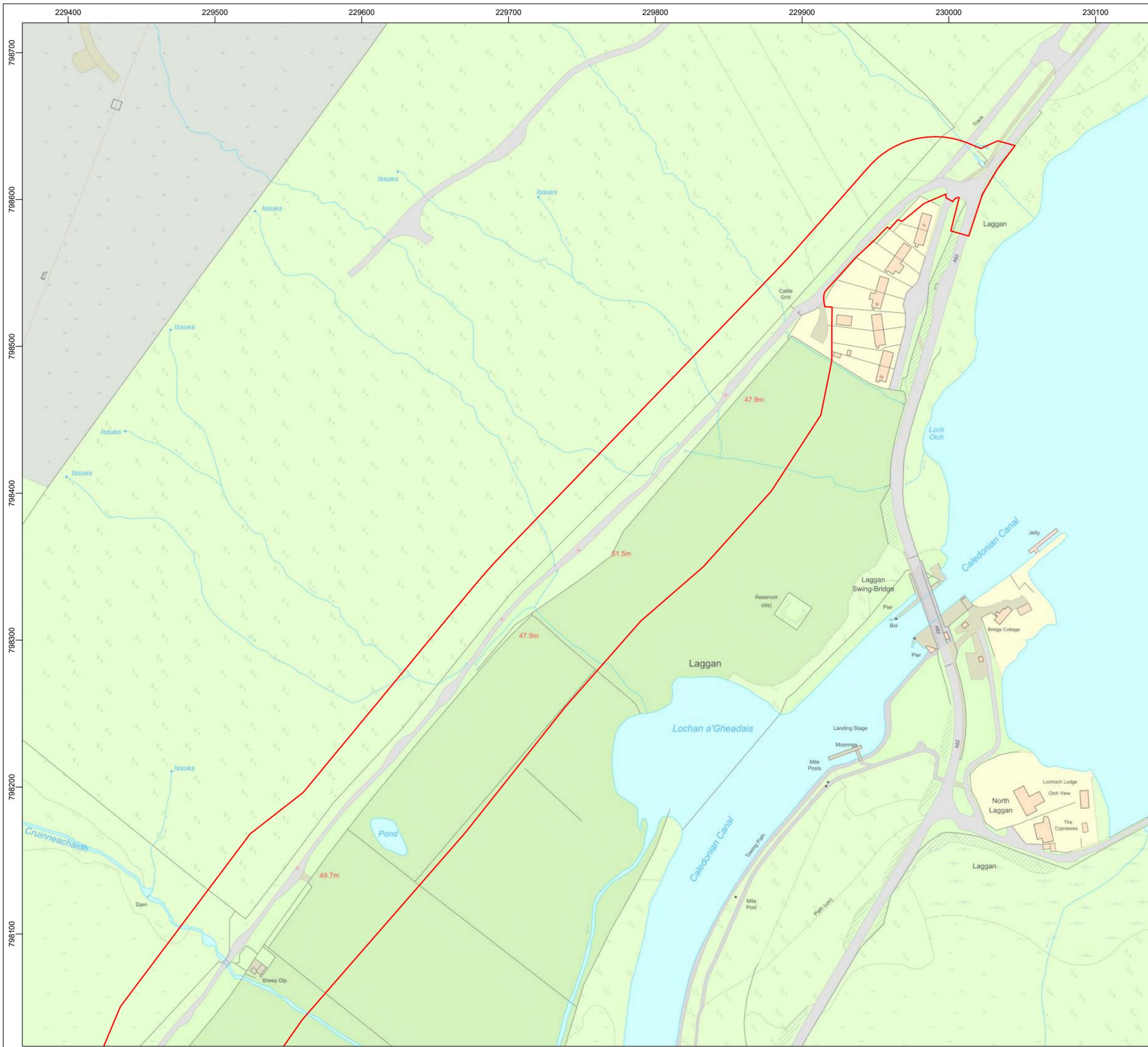
REASONED CONCLUSION

The Council is in agreement with the findings of the Environmental Impact Assessment Report and Supplementary Environmental Information for the Kilfinnan Road upgrade works over a length of approximately 4.6km from the A82 junction to the South Laggan Forest gate, comprising widening to form a two-way public road to serve the Coire Glas scheme during construction and thereafter, reducing the road width to single-track with passing places, and ancillary works. Whilst the proposed development will produce some significant visual and cumulative effects, particularly during the construction period, to receptors using the Great Glen Way/Caledonian Way (NCN78) and a number of other routes,

these temporary and not considered significant longer term. Whilst Environmental Health consider there are significant effects associated with construction work noise they have raised no objection subject to appropriate mitigation measures and best practice to reduce the impact of noise which is controlled by conditions. The Highland Council is satisfied that environmental effects of this development can be addressed by way of mitigation. The Council has incorporated the requirement for a schedule of mitigation within the conditions of this permission. Monitoring of construction and operational compliance has been secured through Conditions 6, 7, 8, 14, 15, 17, 21 and 22 of this permission.

Signature: David Mudie
 Designation: Area Planning Manager – South
 Author: Roddy Dowell
 Background Papers: Documents referred to in report and in case file.
 Relevant Plans:

Document Type	Document No	Version No	Date Received
SITE LOCATION (Drawings 001 to 006)	LH000012-COIG-SID-SD-0002-01		13.11.2023
PROPOSED SITE LAYOUT – OPERATIONAL STAGE 1 (Drawings 1 to 53)	LH000012-COIG-SID-SD-0002-02		13.11.2023
PROPOSED SITE LAYOUT – OPERATIONAL STAGE 2 (Drawings 1 to 53)	LH000012-COIG-SID-SD-0002-02		13.11.2023



Legend
 Kilfinnan Road Construction Boundary

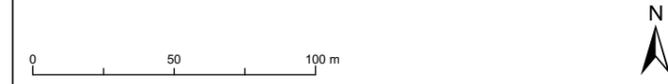
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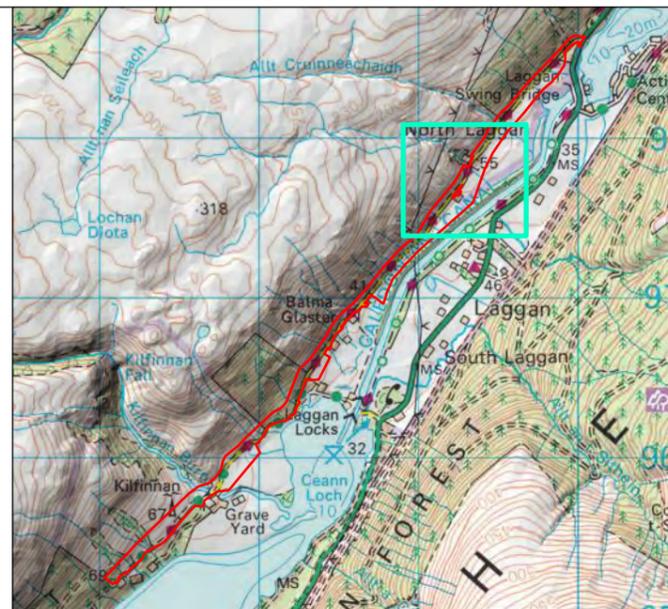
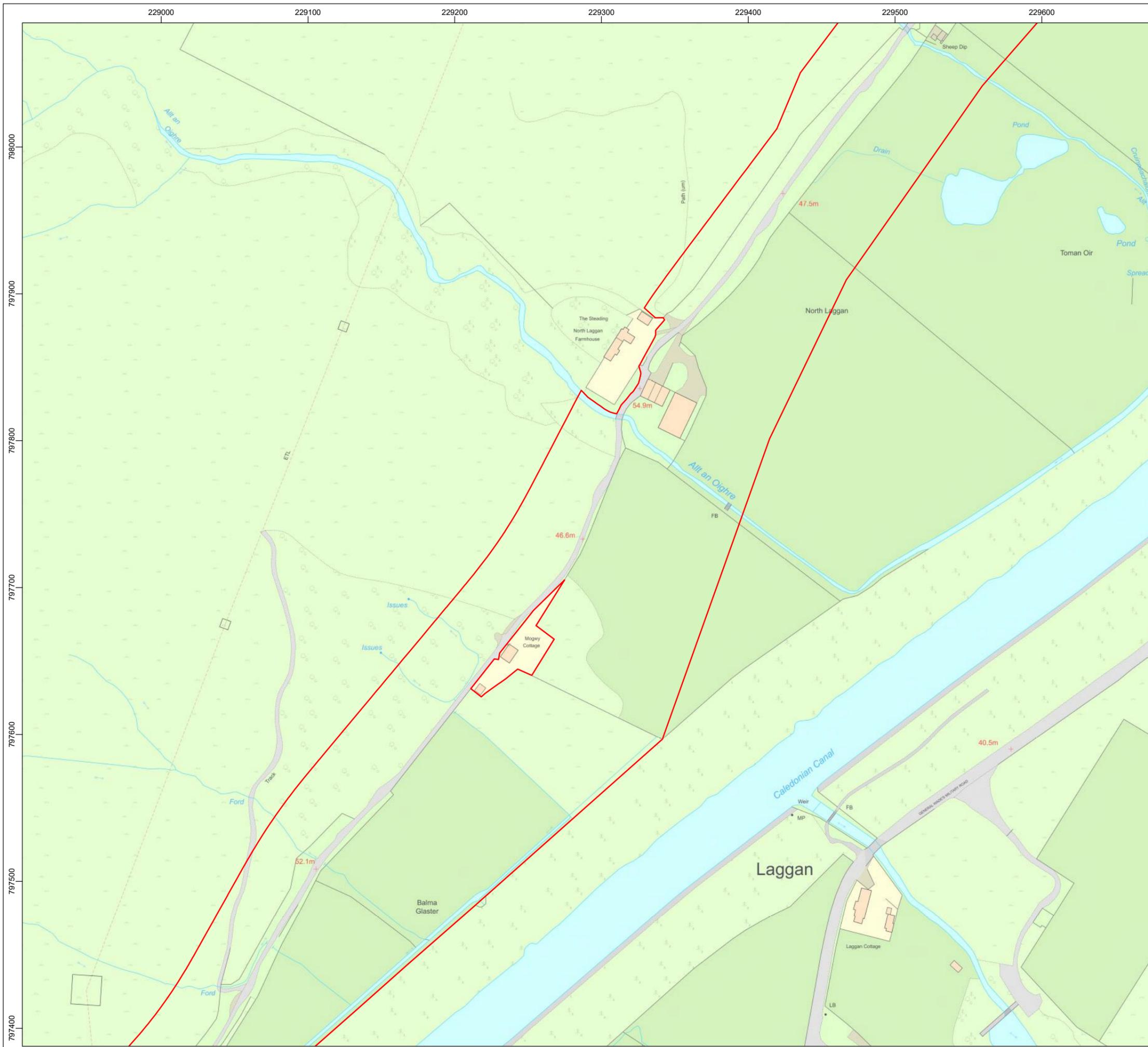
Project
COIRE GLAS

Title
**KILFINNAN ROAD CONSTRUCTION
 - SITE LOCATION**



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1:2,500	A3	OSGB36	BNG
Drawing Number LH000012-COIG-SID-SD-0002-01			Sheet No. 001 OF 006



Legend
 Kilfinnan Road Construction Boundary

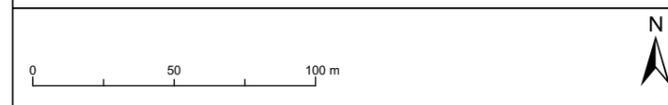
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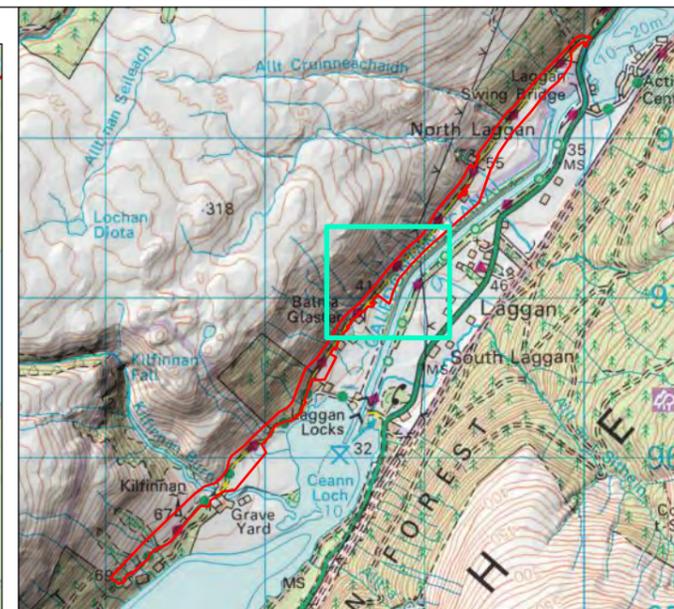
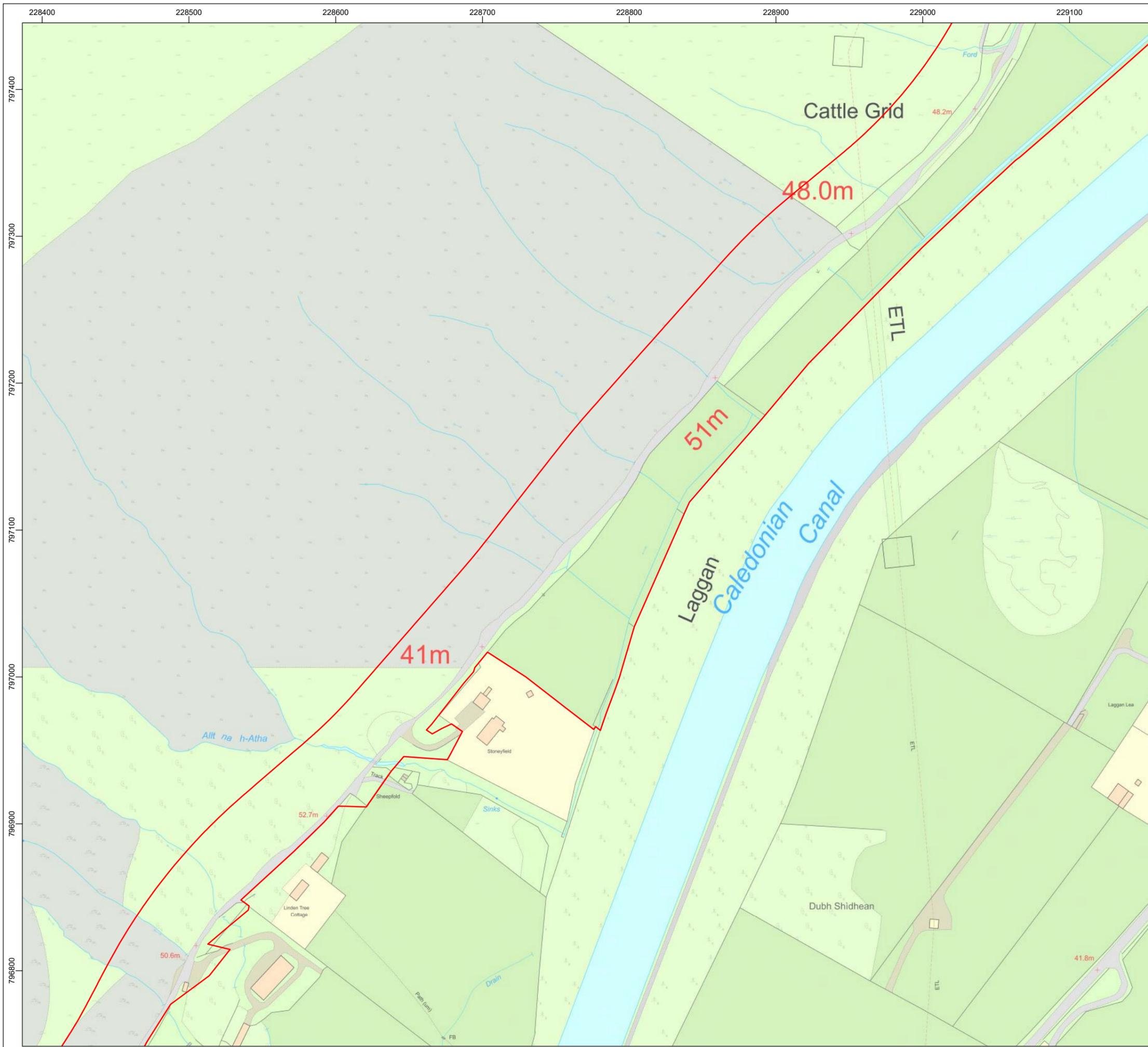
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**KILFINNAN ROAD CONSTRUCTION
 - SITE LOCATION**



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Scale	Plot Size	Datum	Projection
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Drawing Number: **LH000012-COIG-SID-SD-0002-01** Sheet No.: **002 OF 006**



Legend
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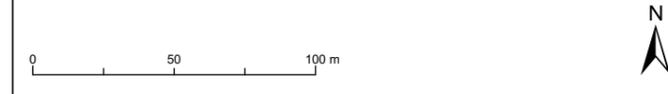
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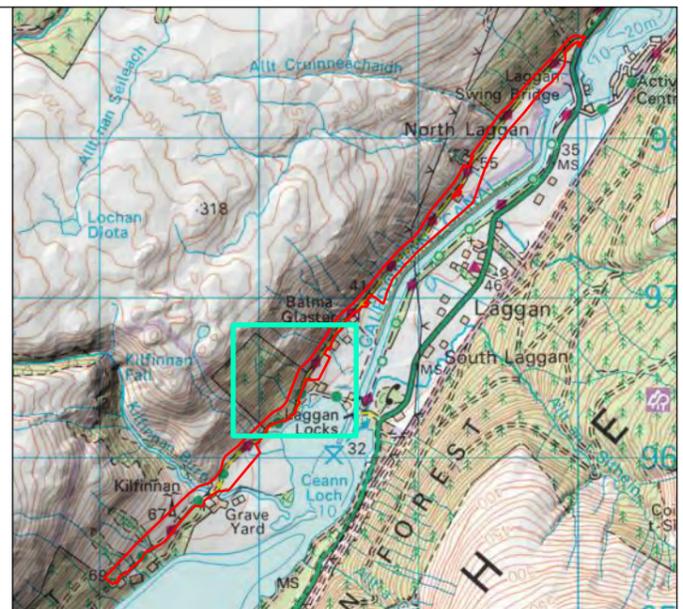
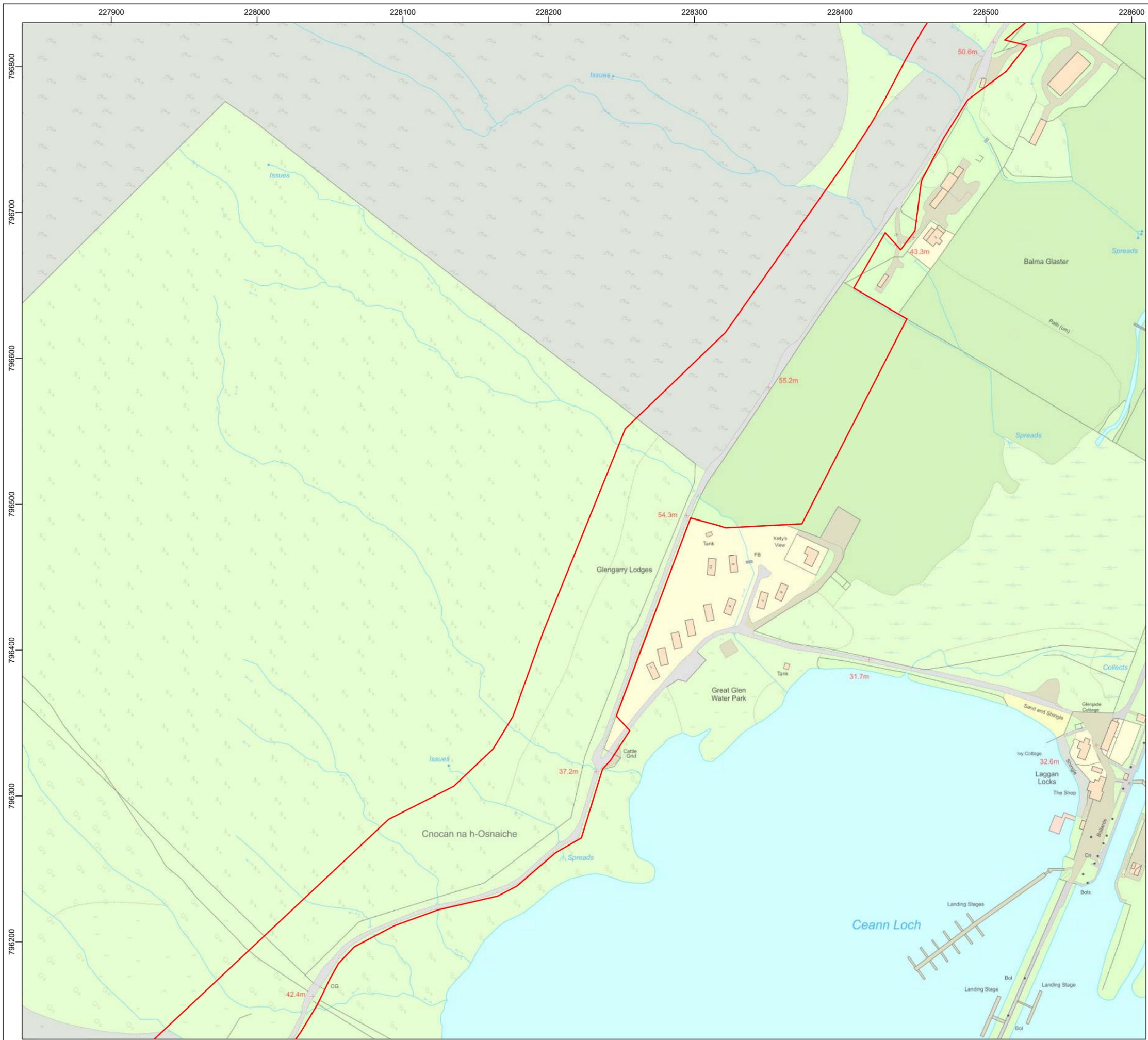
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1:2,500	A3	OSGB36	BNG
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LH000012-COIG-SID-SD-0002-01			003 OF 006



Legend
 Kilfinnan Road Construction Boundary

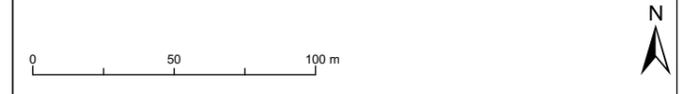
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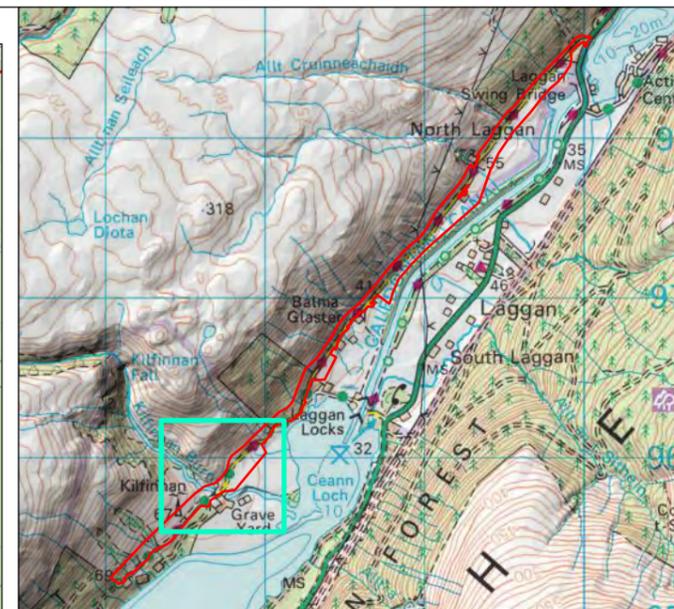
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Drawing Number LH000012-COIG-SID-SD-0002-01			Sheet No. 004 OF 006



Legend
 Kilfinnan Road Construction Boundary

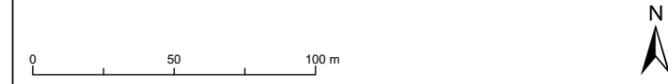
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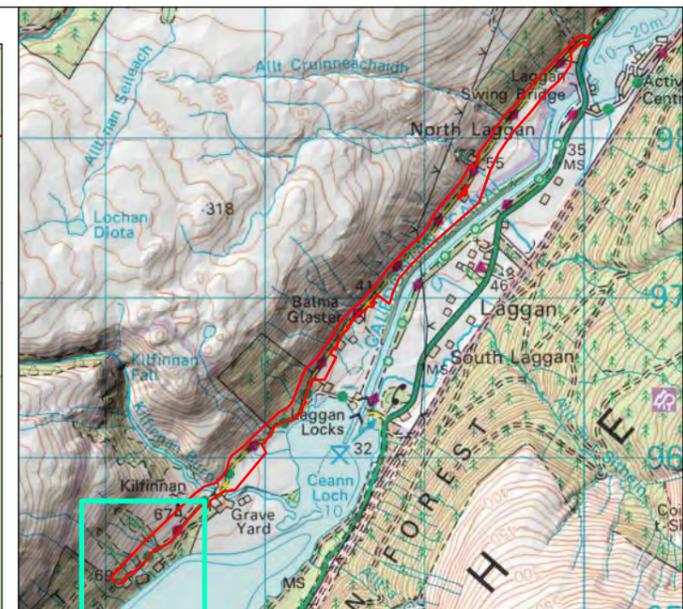
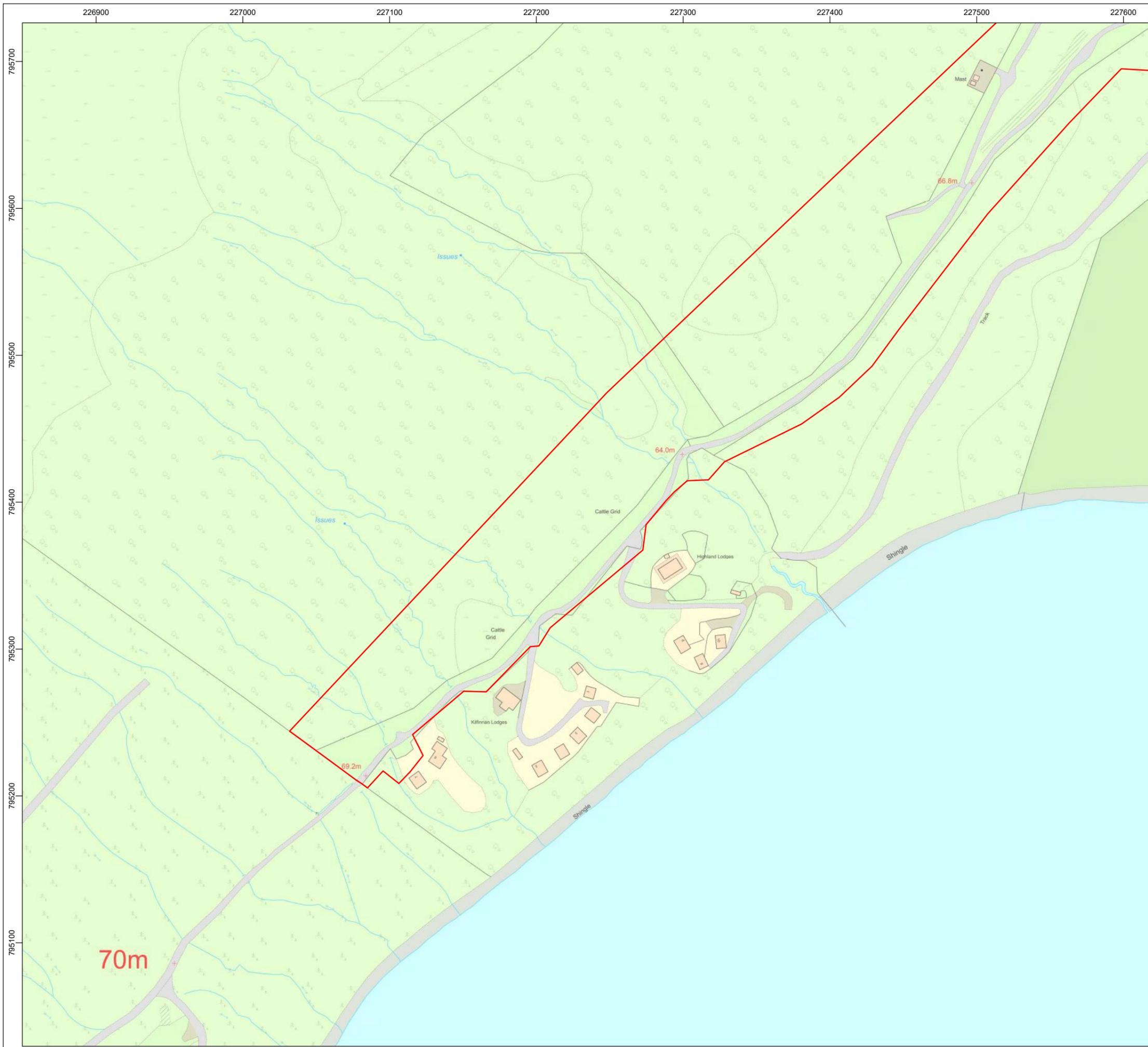
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- SITE LOCATION**



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Scale 1:2,500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-01			Sheet No. 005 OF 006



Legend
 Kilfinnan Road Construction Boundary

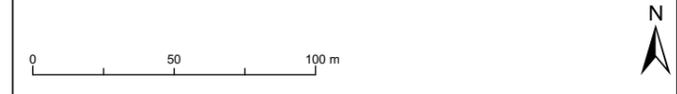
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Scale	Plot Size	Datum	Projection
1:2,500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-01			006 OF 006



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

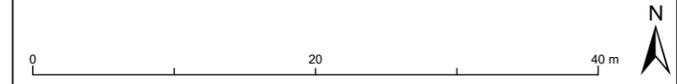
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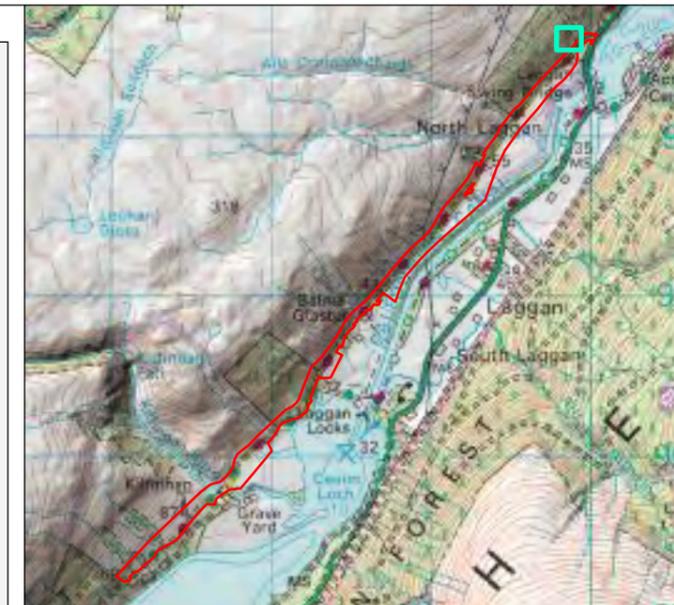
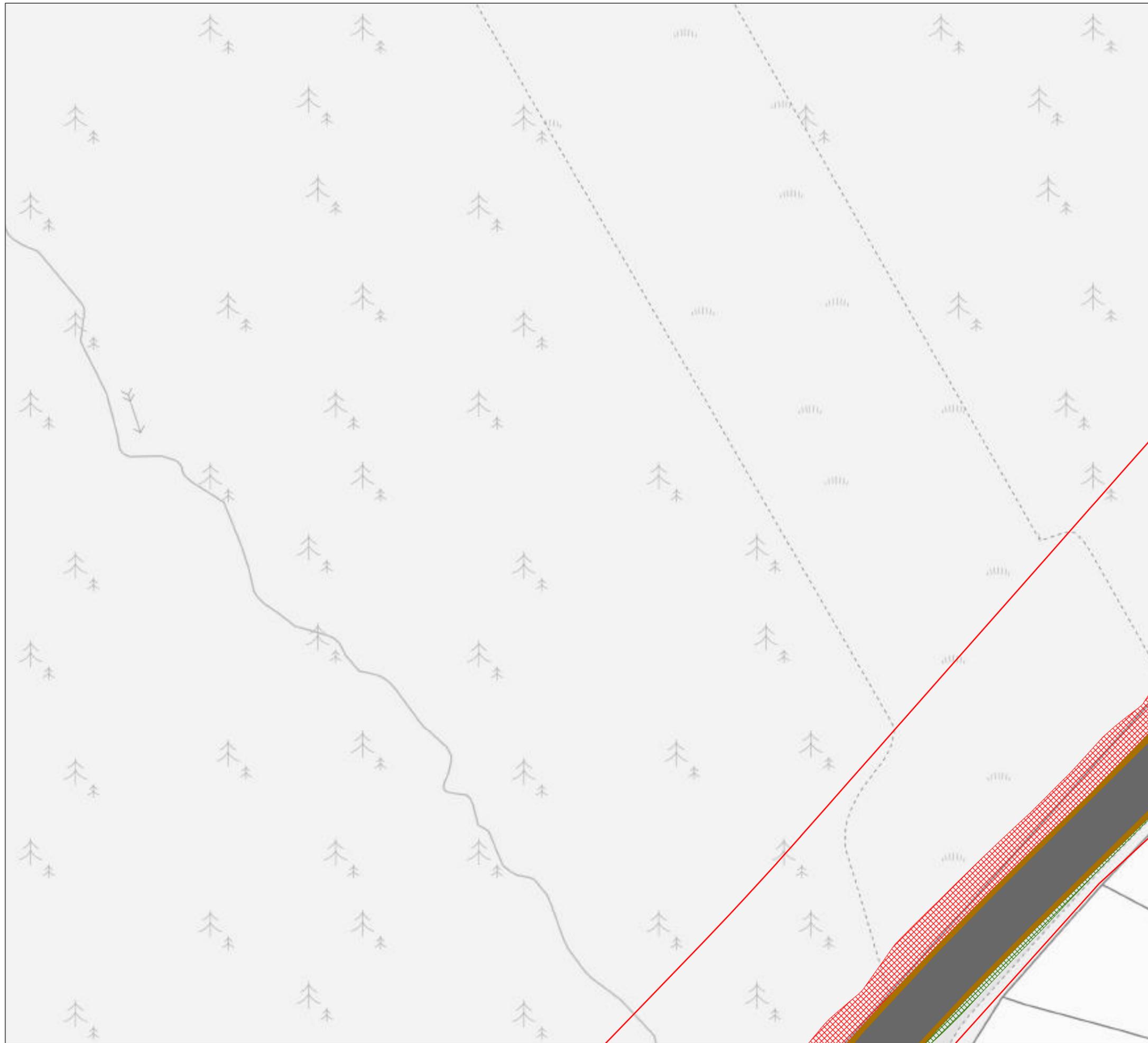
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 1 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

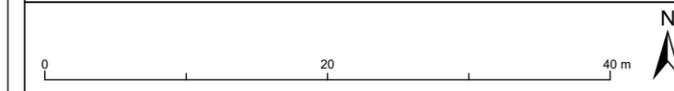
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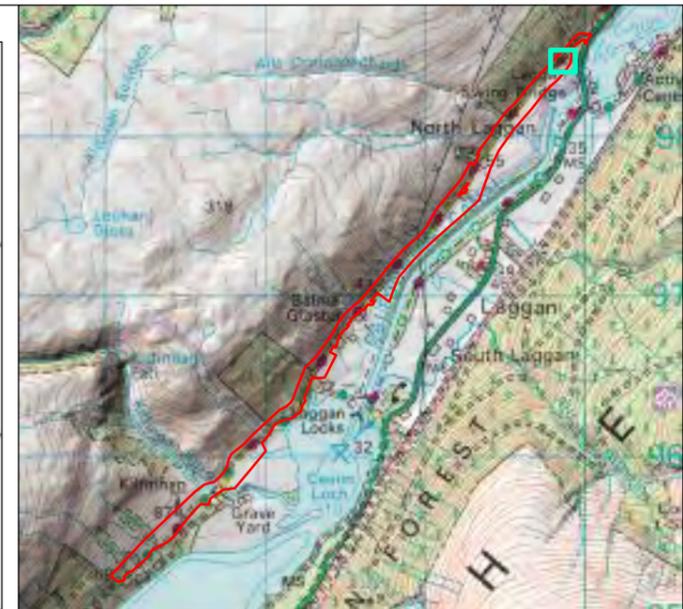
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- OPERATIONAL STAGE 1**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG

Drawing Number	Sheet No.
LH000012-COIG-SID-SD-0002-02	2 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
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- Cut
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- Temporary Compound / Material Storage Area
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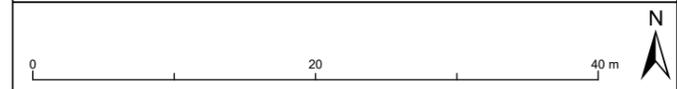
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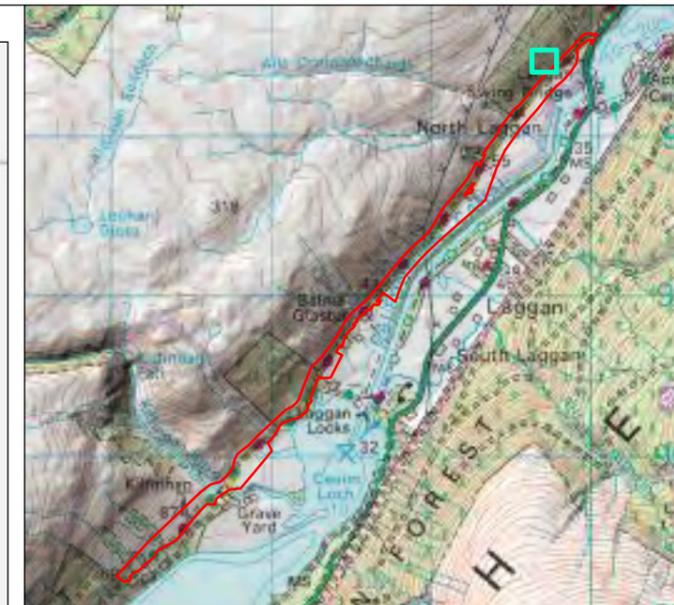
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 3 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
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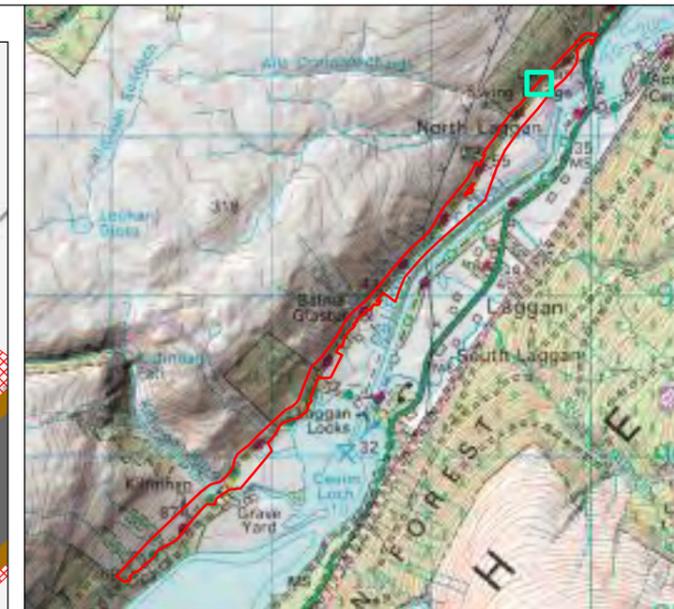
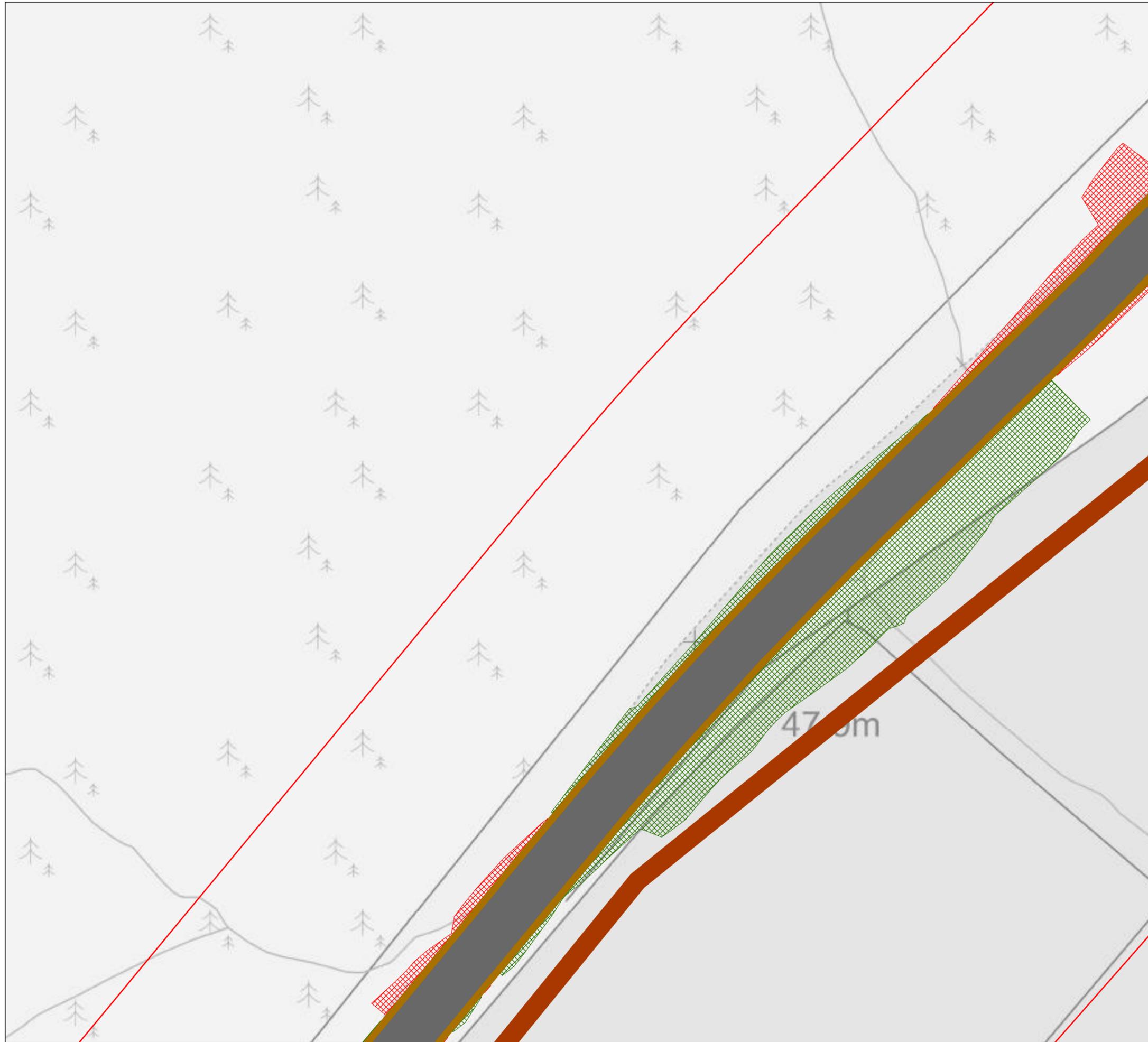
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 4 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
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- Cut
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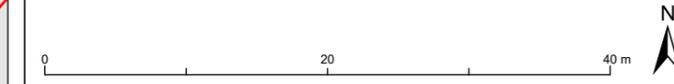
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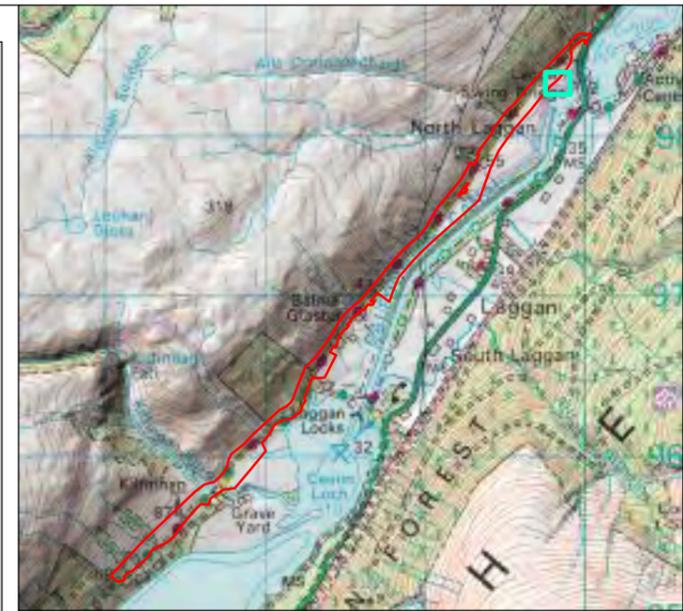
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- OPERATIONAL STAGE 1**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			5 OF 53



Legend

- Kilfinnan Road Construction Boundary
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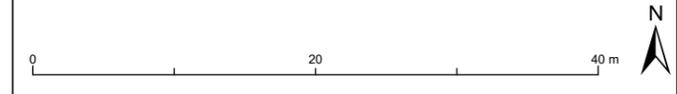
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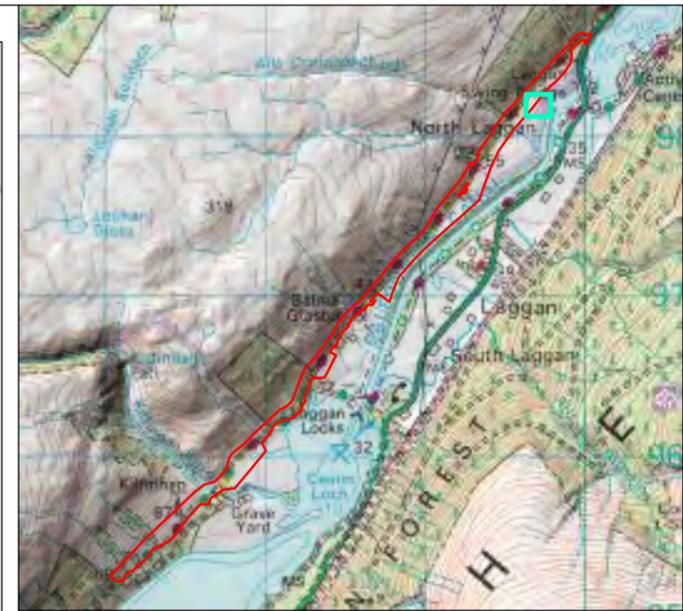
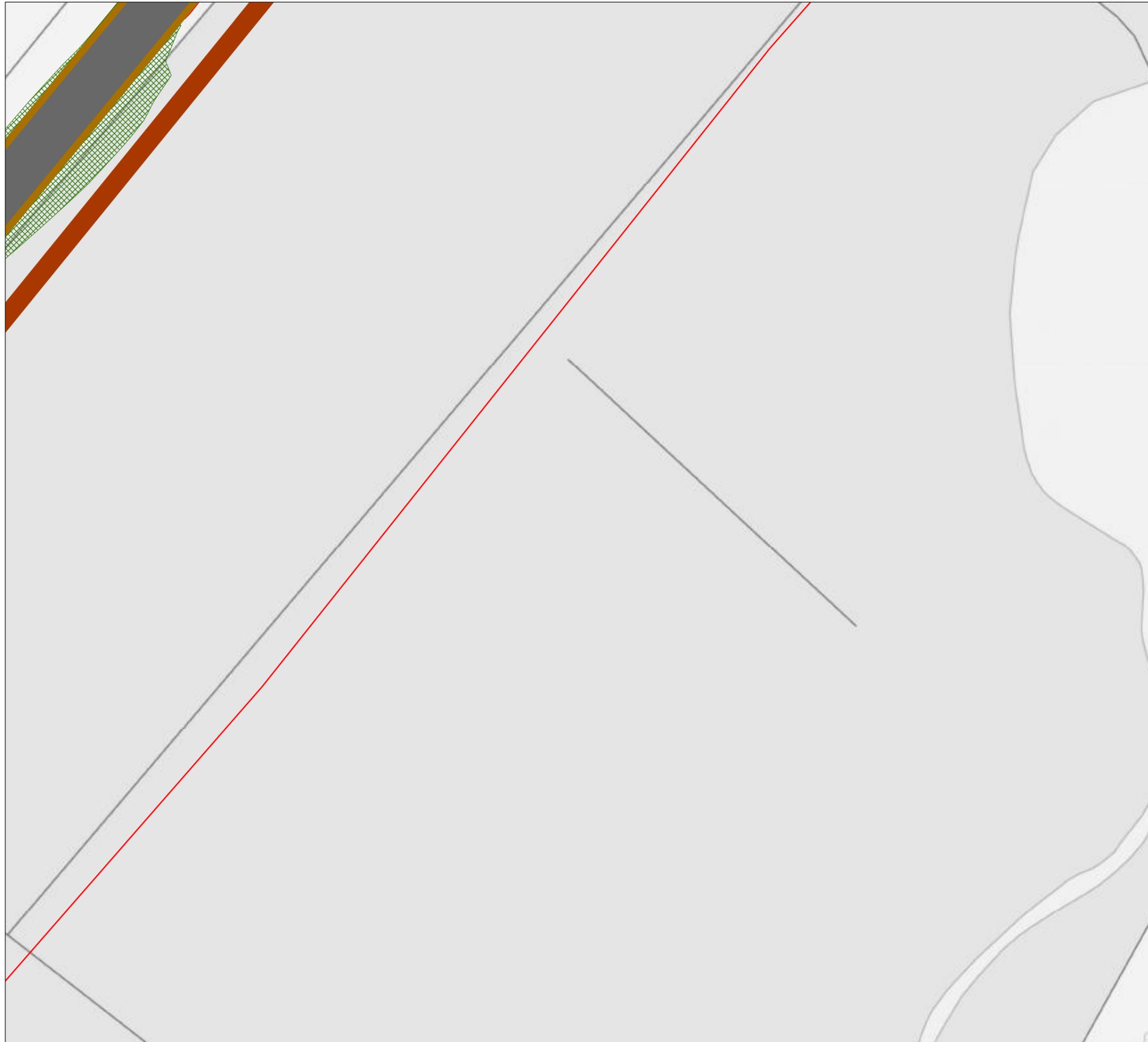
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 6 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
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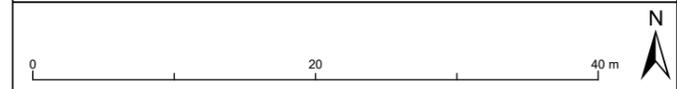
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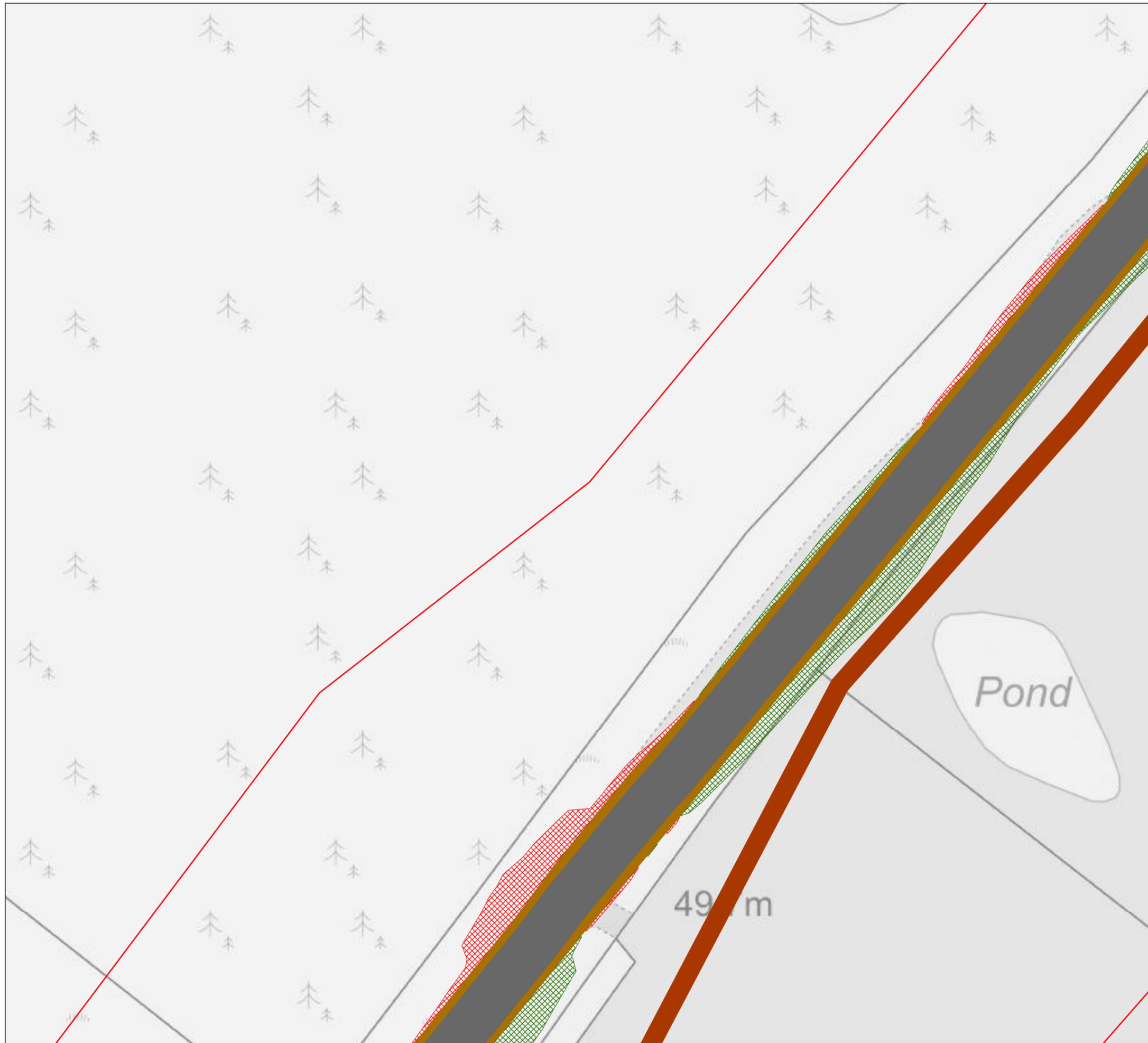
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**KILFINNAN ROAD CONSTRUCTION
- OPERATIONAL STAGE 1**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			7 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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01	09/11/2023	Scale update	AM	CB	-
00	24/10/2023	First issue	AM	CB	-



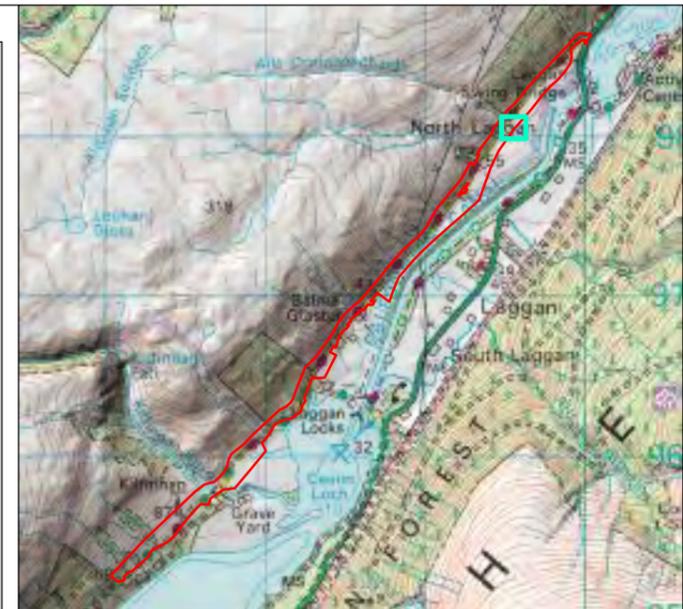
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 8 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

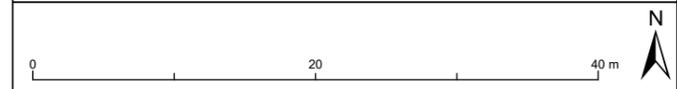
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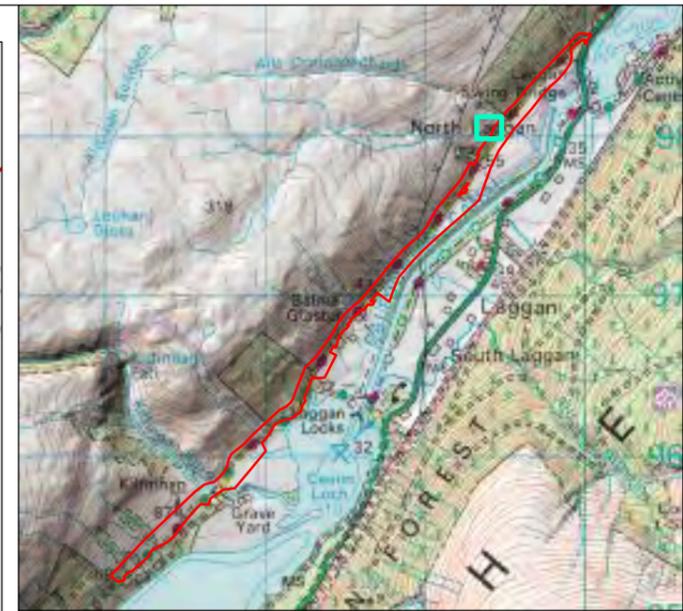
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- OPERATIONAL STAGE 1**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number	Sheet No.		
LH000012-COIG-SID-SD-0002-02	9 OF 53		

798000



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

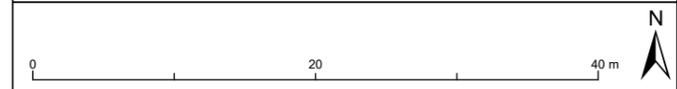
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 10 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 11 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

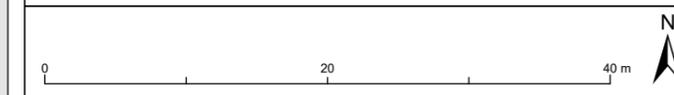
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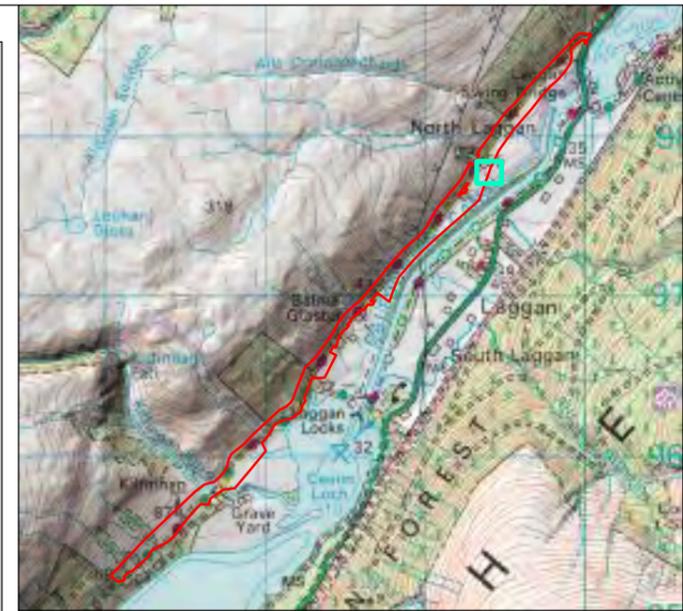
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- OPERATIONAL STAGE 1**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			12 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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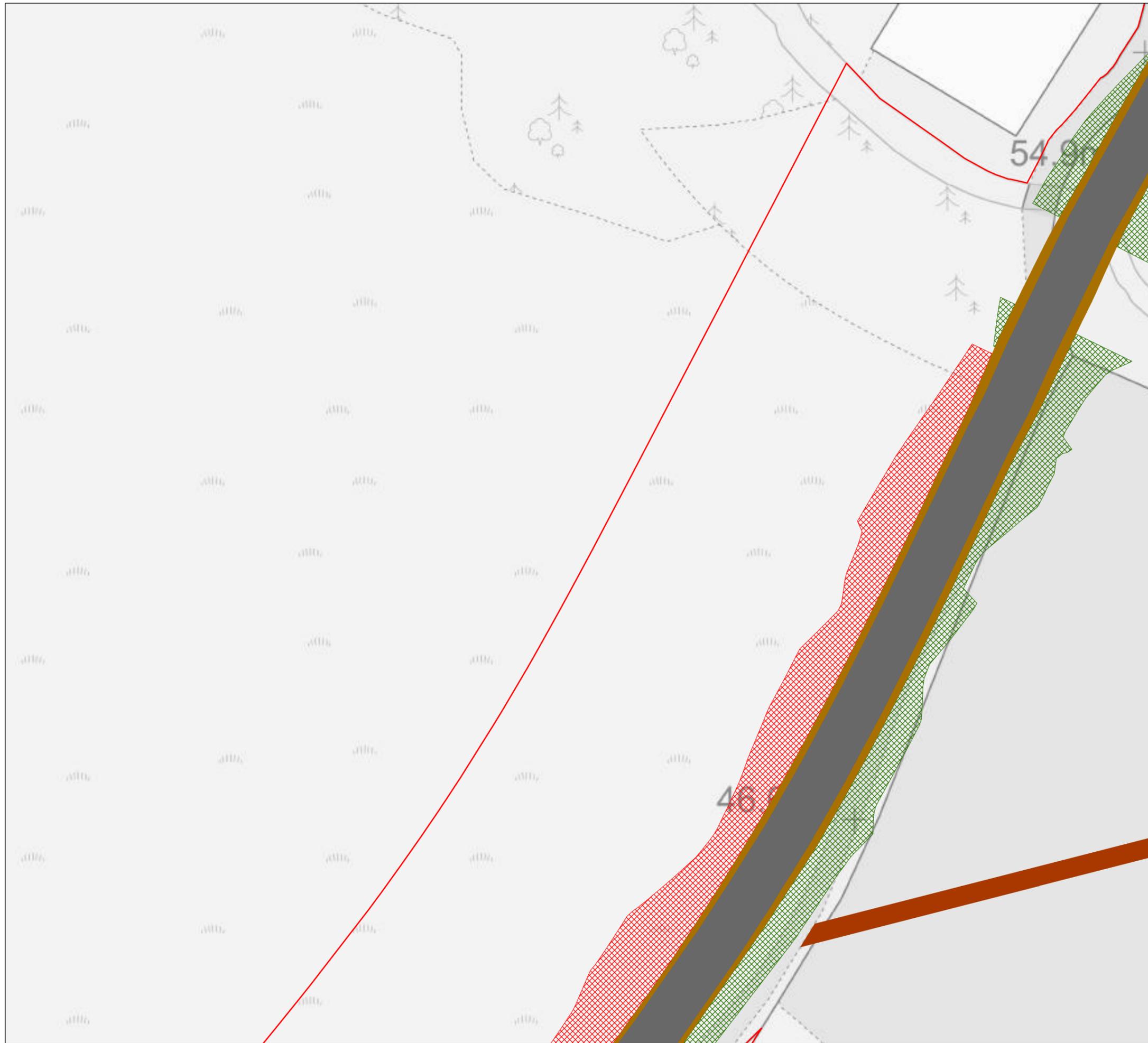
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- OPERATIONAL STAGE 1**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 13 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

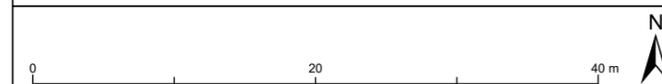
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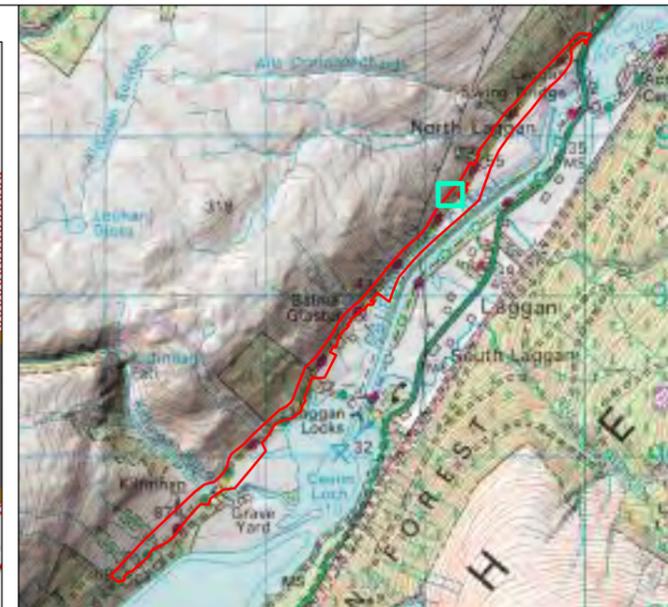
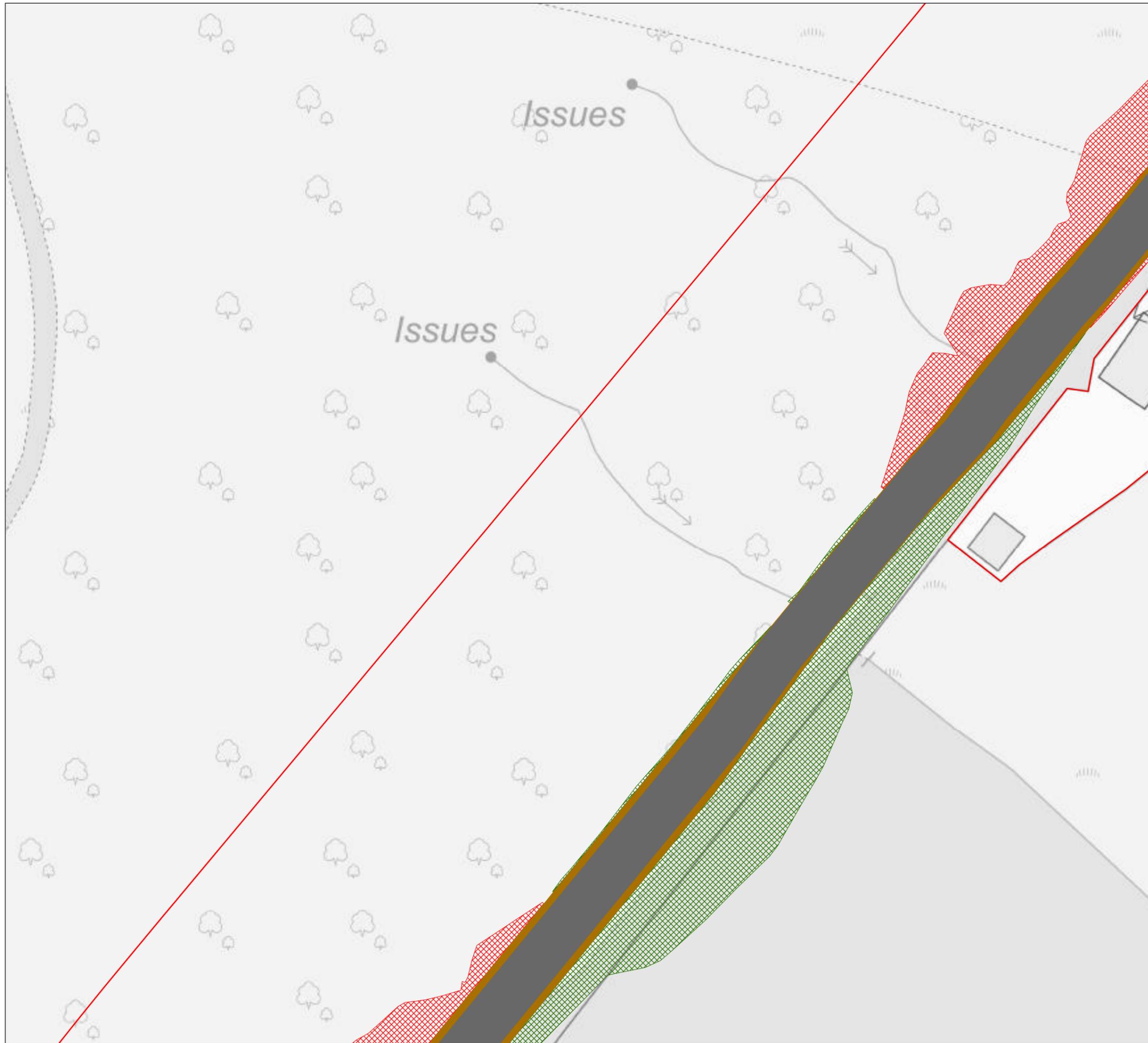
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 14 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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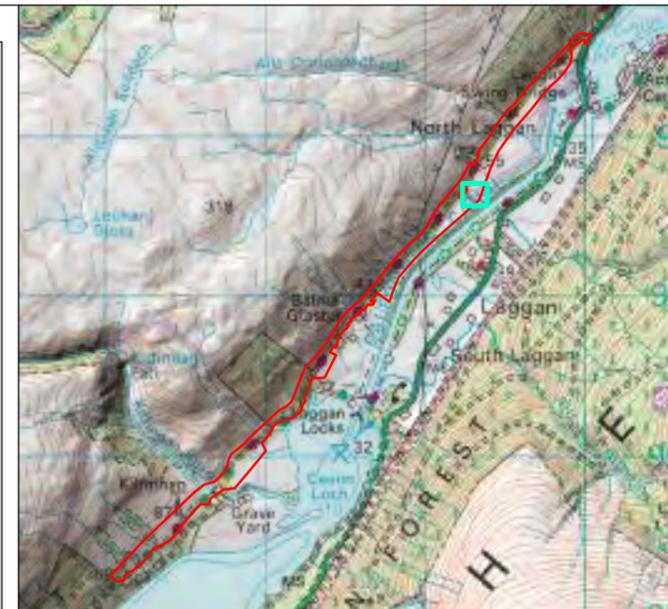
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			15 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Temporary Active Travel Route
-  Temporary Diversion Road
-  Permanent Active Travel Route
-  Cut
-  Fill
-  Temporary Compound / Material Storage Area
-  Temporary Spoil Storage Compound

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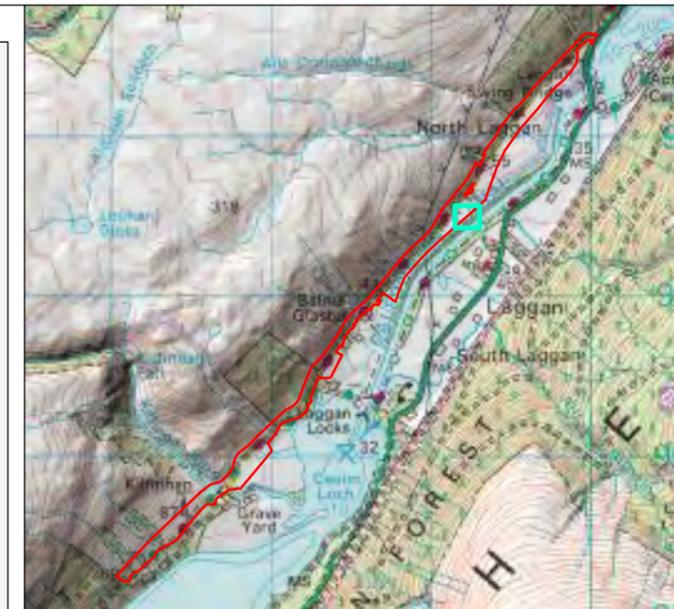
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 16 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Temporary Active Travel Route
 - Temporary Diversion Road
 - Permanent Active Travel Route
 - Fill
 - Temporary Compound / Material Storage Area
 - Temporary Spoil Storage Compound

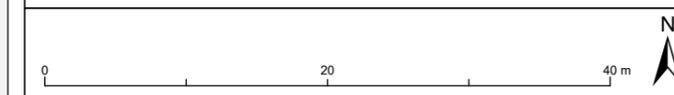
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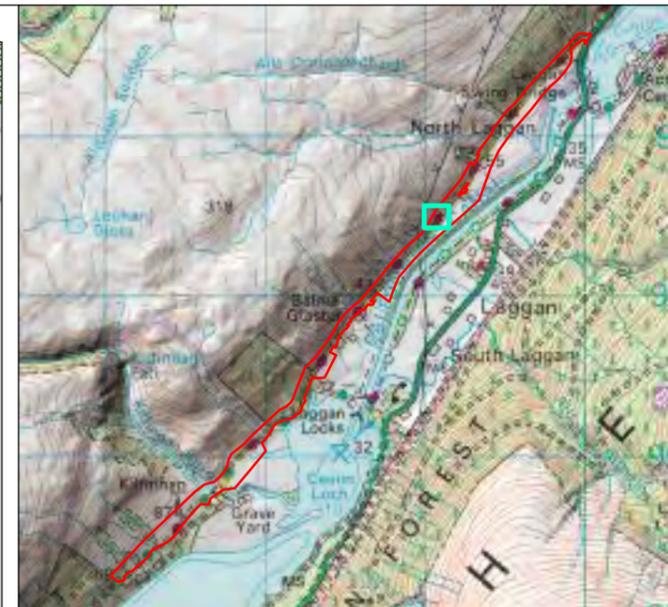
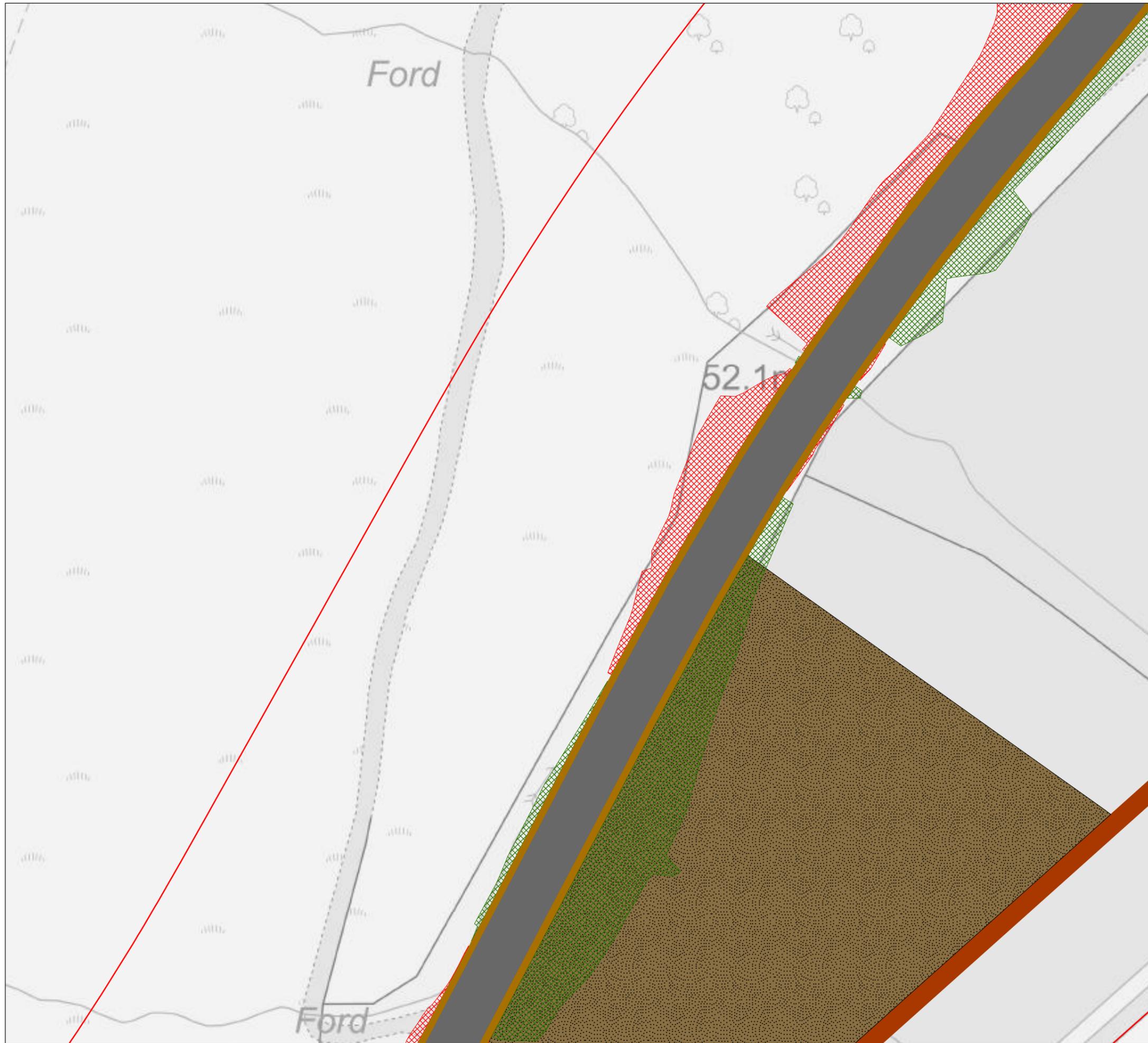
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			17 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

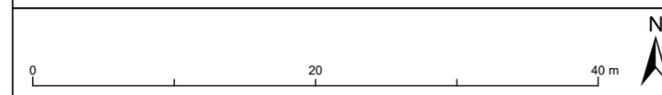
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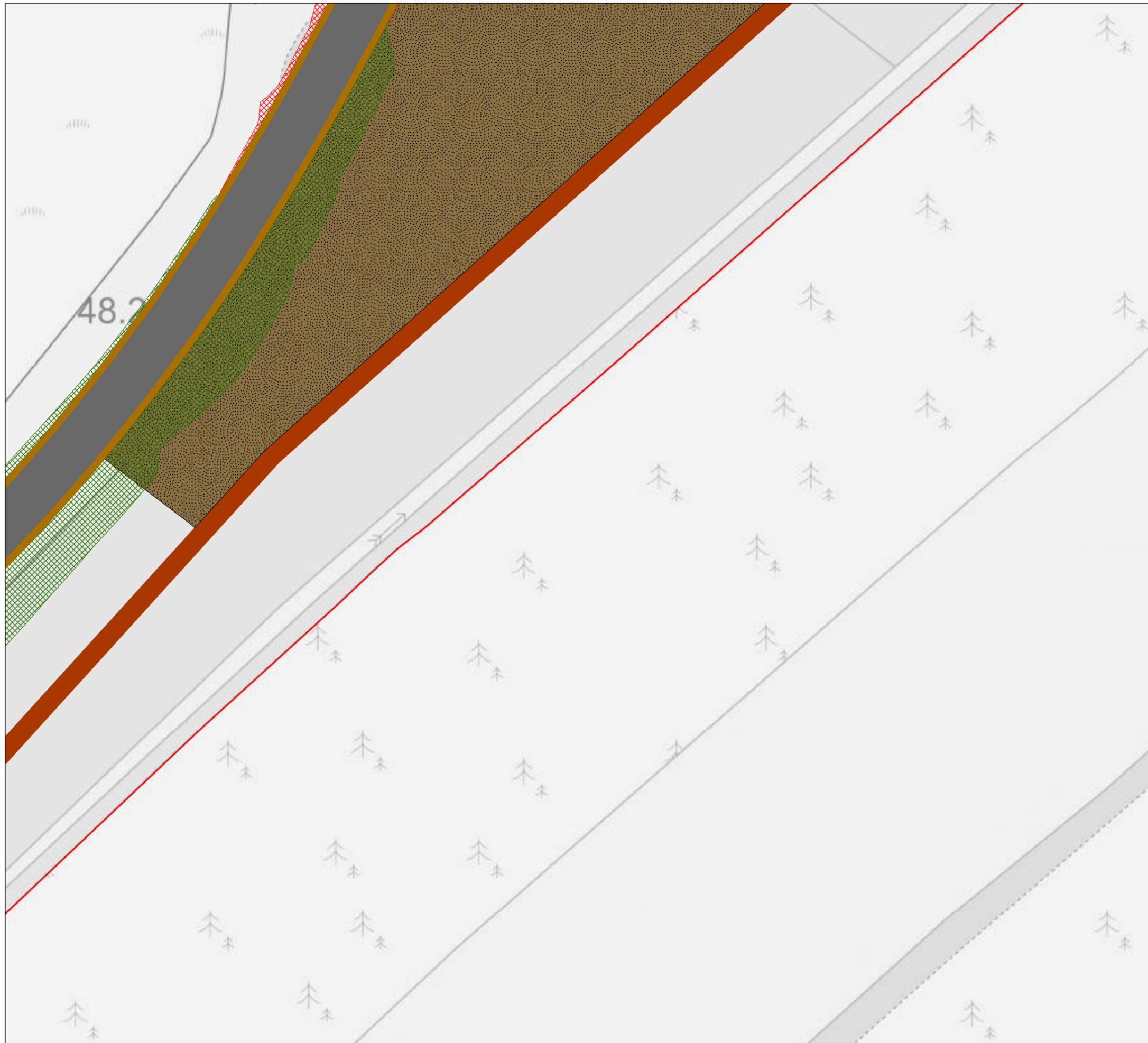
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- OPERATIONAL STAGE 1**



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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 18 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

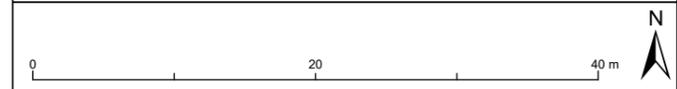
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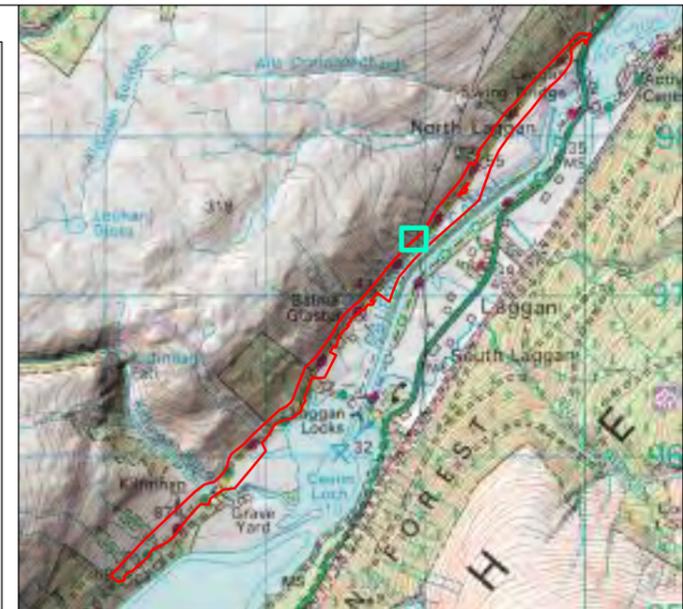
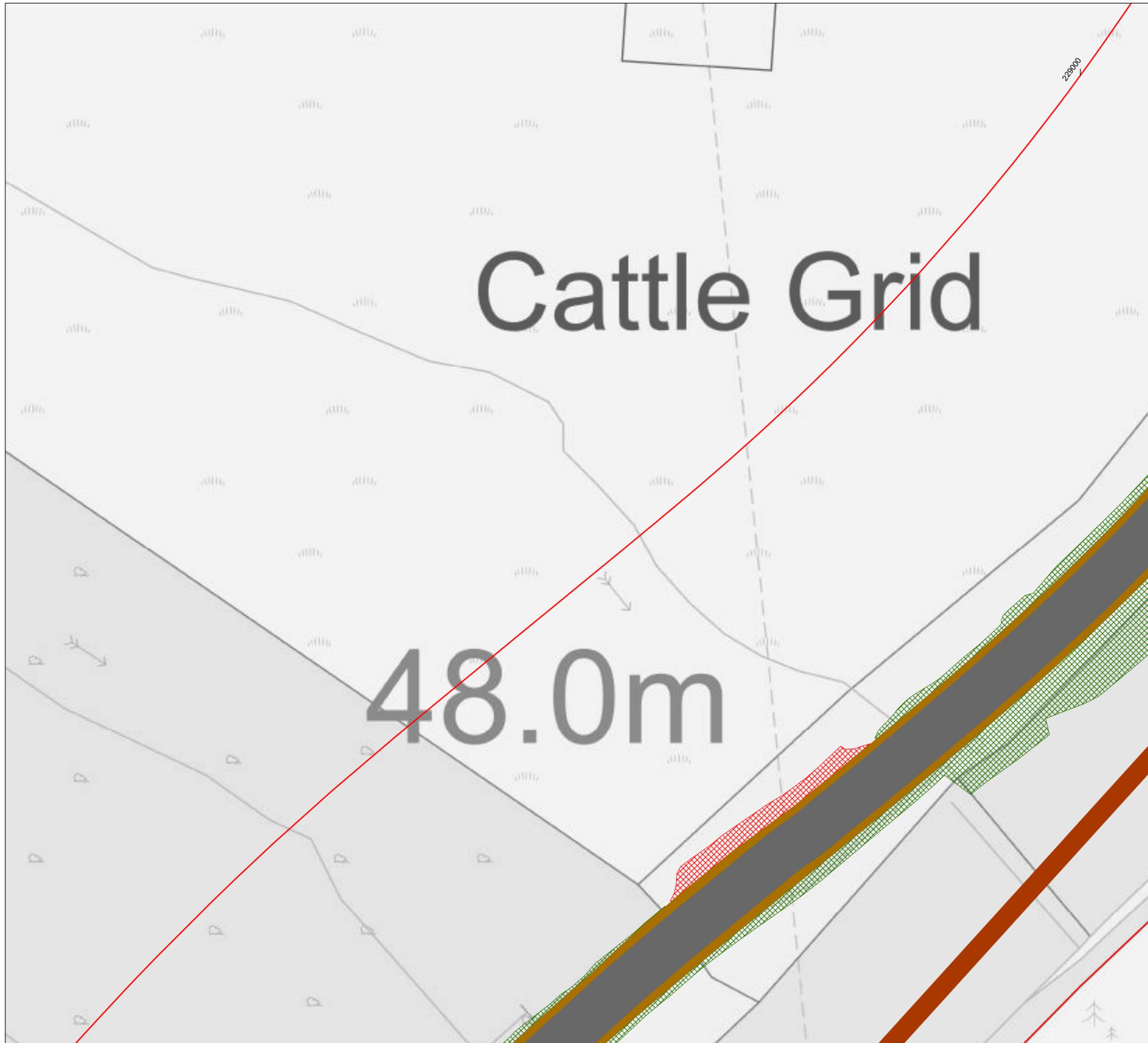
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- OPERATIONAL STAGE 1**



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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 19 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

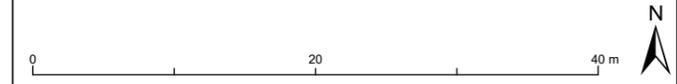
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 20 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

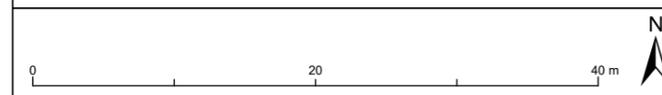
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			21 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
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- Temporary Spoil Storage Compound

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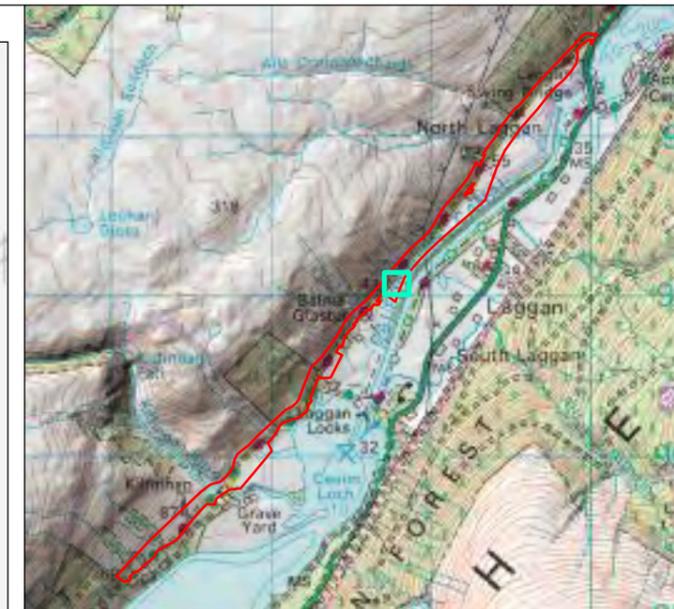
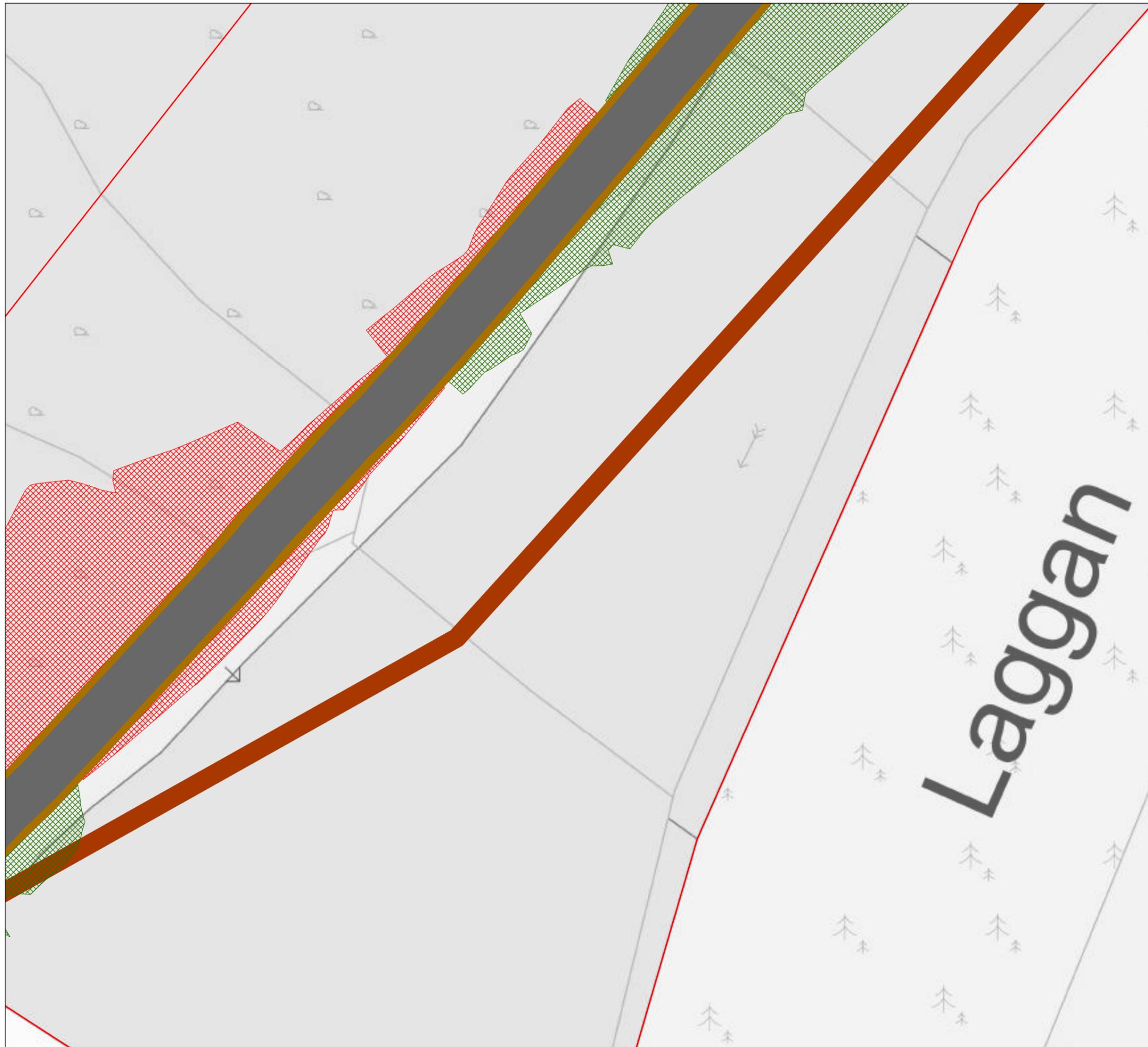
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 22 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Temporary Active Travel Route
 - Temporary Diversion Road
 - Permanent Active Travel Route
 - Cut
 - Fill
 - Temporary Compound / Material Storage Area
 - Temporary Spoil Storage Compound

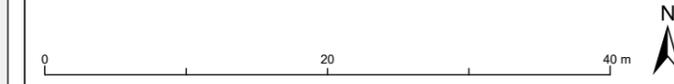
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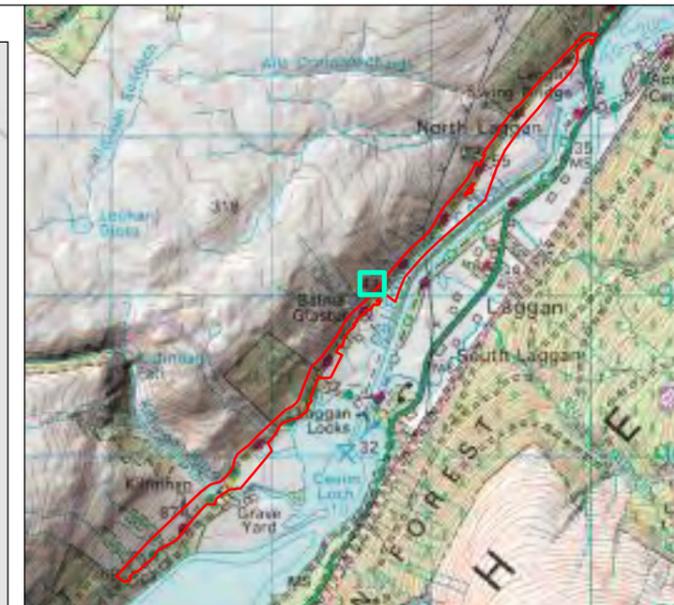
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 23 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
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- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

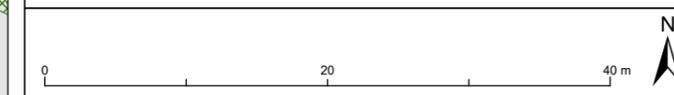
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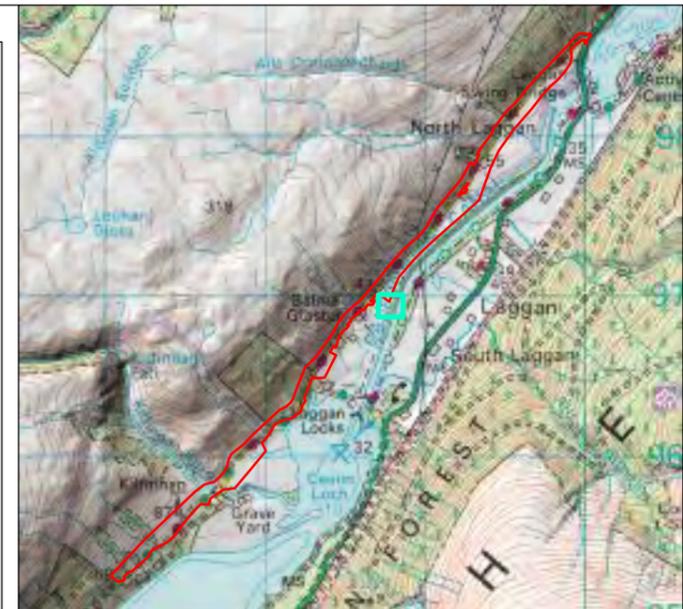


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Scale	Plot Size	Datum	Projection		
1:500	A3	OSGB36	BNG		
Drawing Number				Sheet No.	
LH000012-COIG-SID-SD-0002-02				24 OF 53	



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

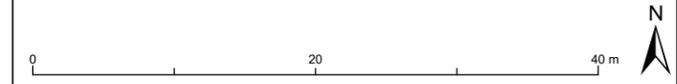
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01	09/11/2023	Scale update	AM	CB	-
00	24/10/2023	First issue	AM	CB	-
Rev	Date	Status	Drwn	Chkd	Appd



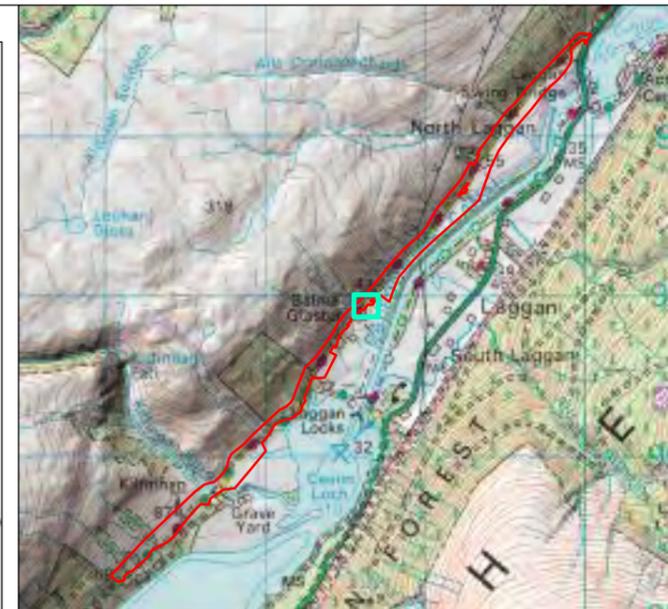
Project
COIRE GLAS

Title
**KILFINNAN ROAD CONSTRUCTION
- OPERATIONAL STAGE 1**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number	Sheet No.		
LH000012-COIG-SID-SD-0002-02	25 OF 53		



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

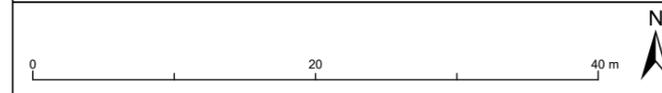
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Title
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- OPERATIONAL STAGE 1**

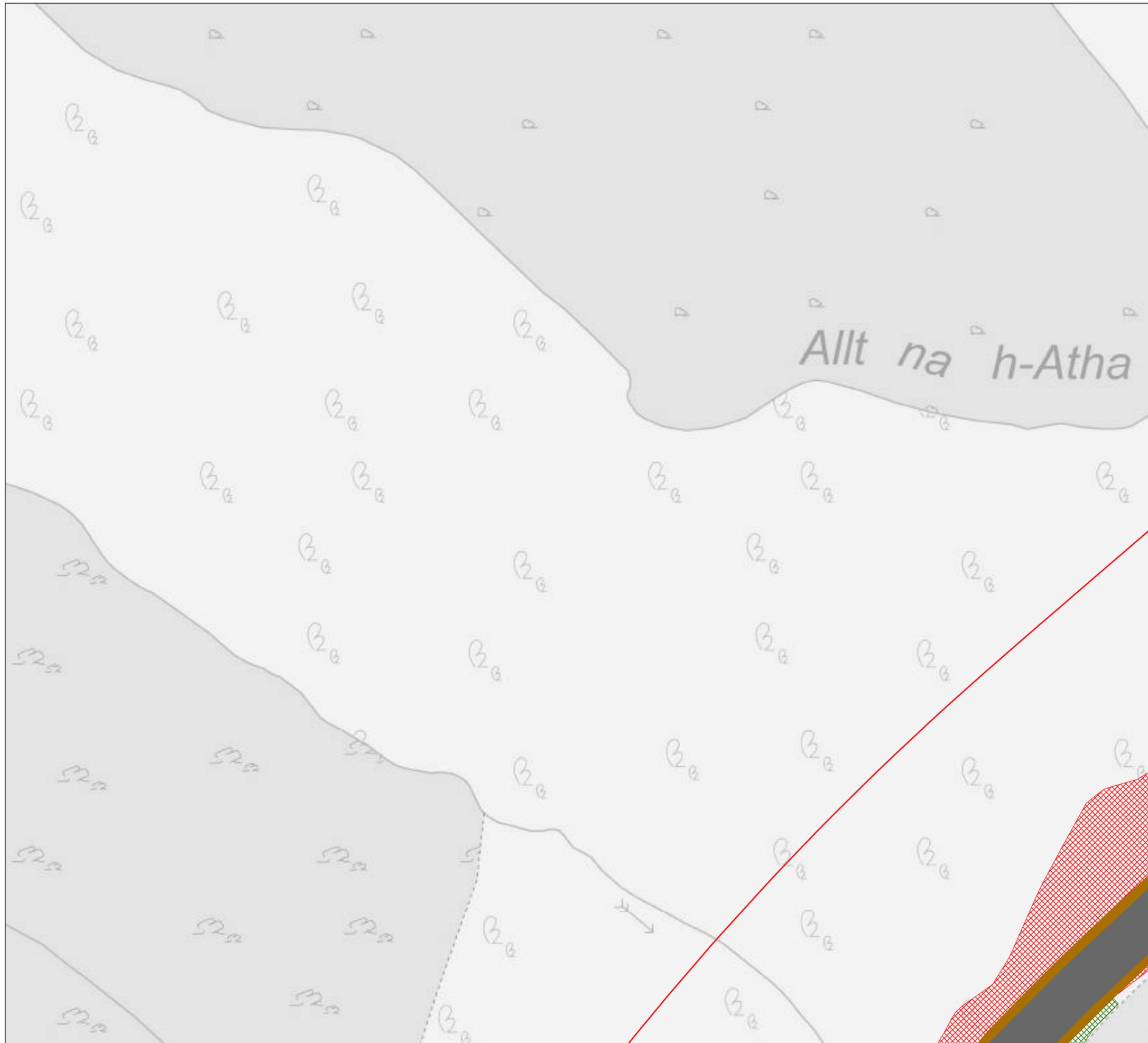


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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG

Drawing Number
LH000012-COIG-SID-SD-0002-02

Sheet No.
26 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

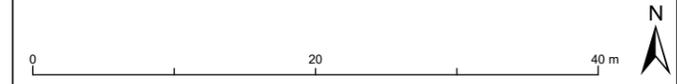
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00	24/10/2023	First issue	AM	CB	-



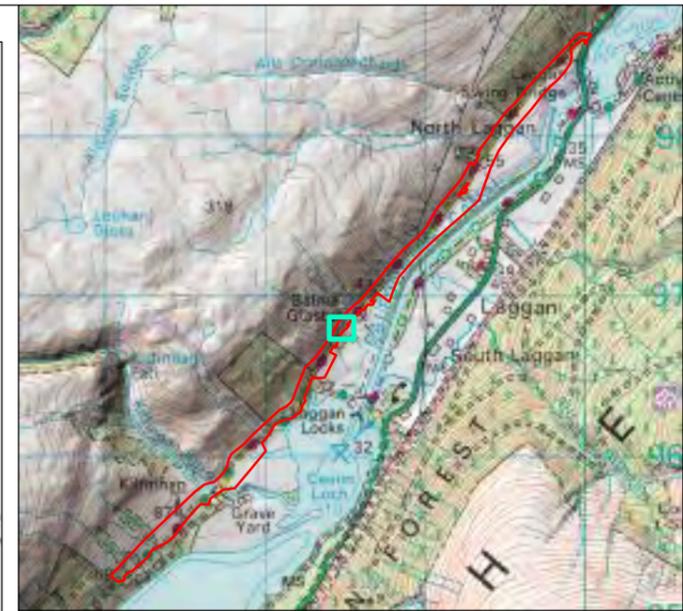
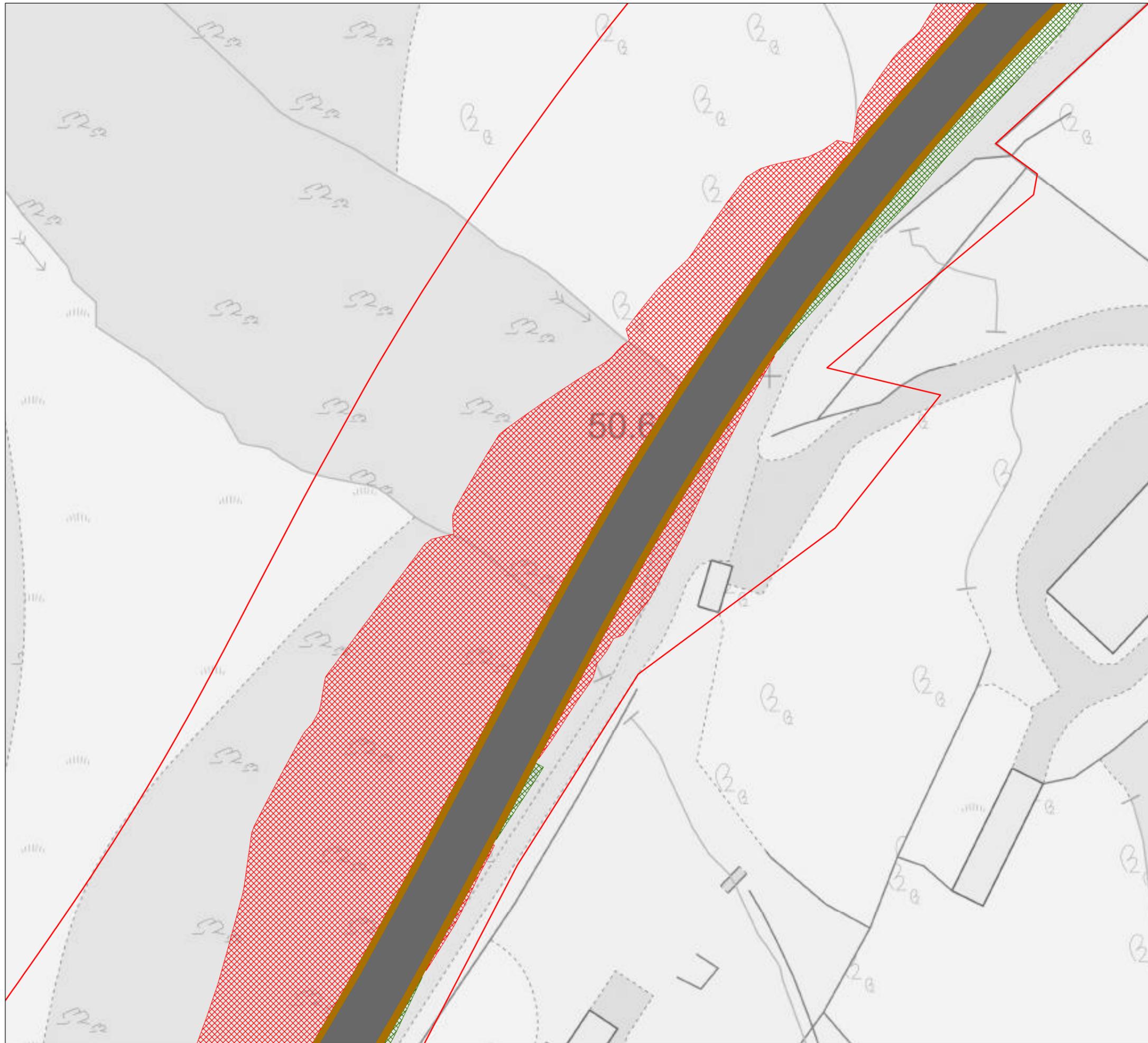
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- OPERATIONAL STAGE 1**



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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 27 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Temporary Active Travel Route
 - Temporary Diversion Road
 - Permanent Active Travel Route
 - Cut
 - Fill
 - Temporary Compound / Material Storage Area
 - Temporary Spoil Storage Compound

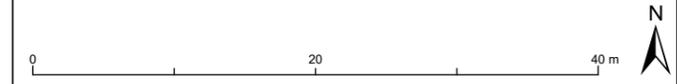
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 28 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 29 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Temporary Active Travel Route
 - Temporary Diversion Road
 - Permanent Active Travel Route
 - Cut
 - Fill
 - Temporary Compound / Material Storage Area
 - Temporary Spoil Storage Compound

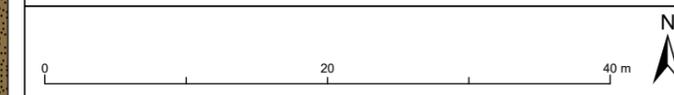
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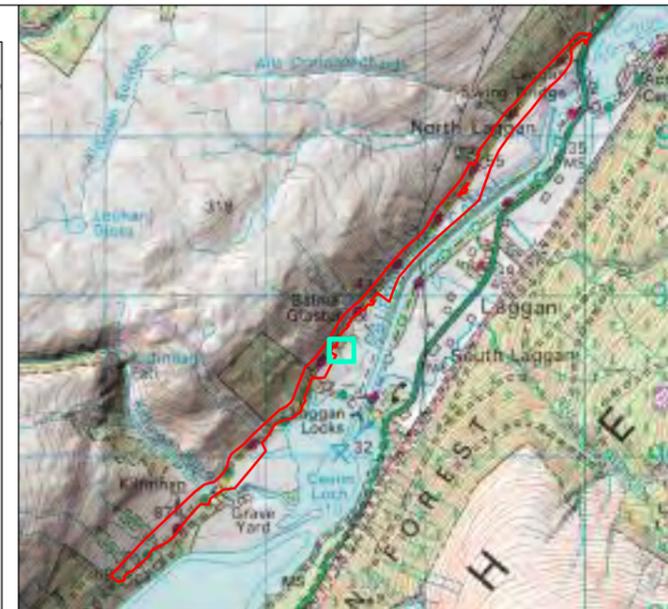
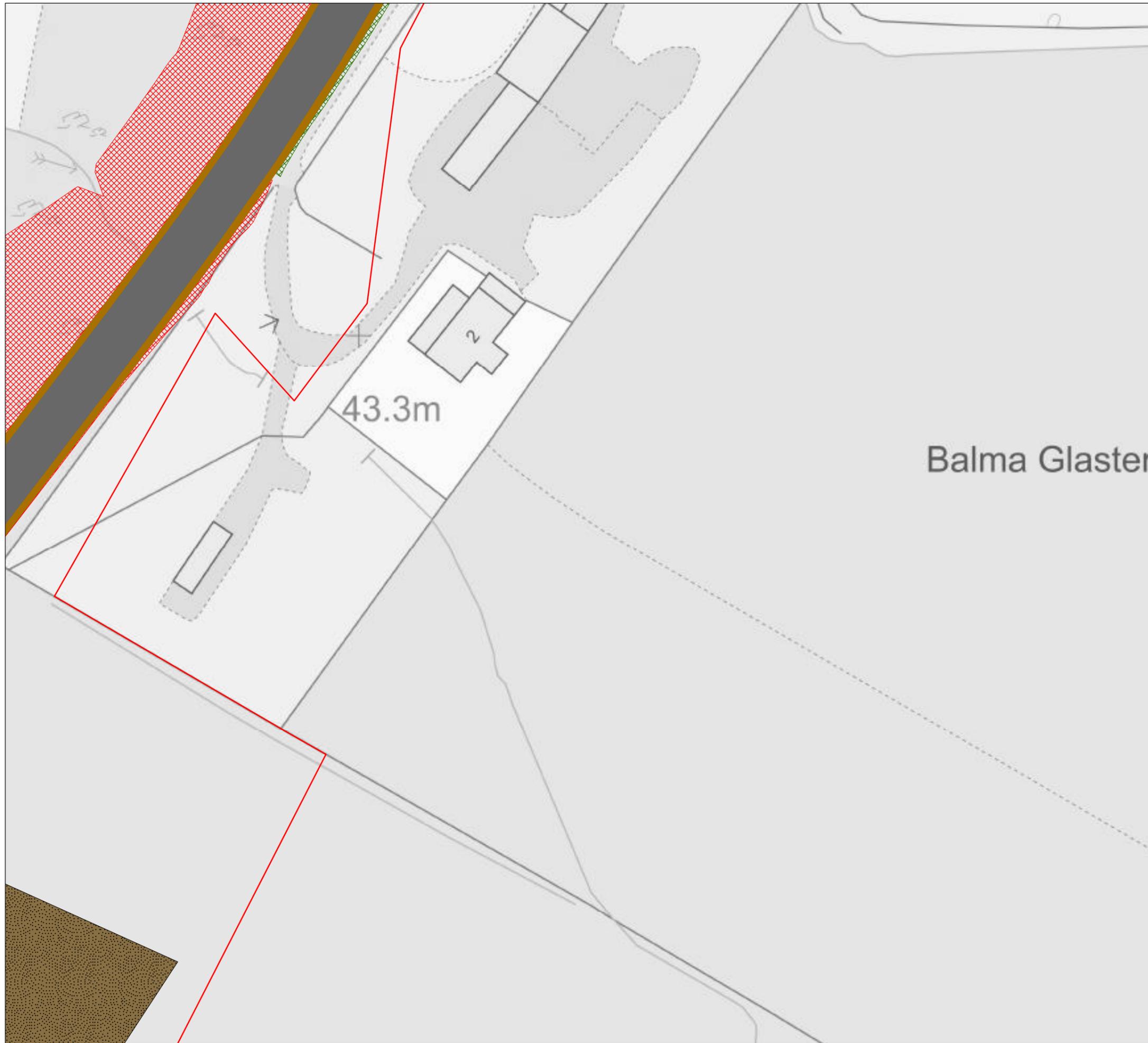
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 30 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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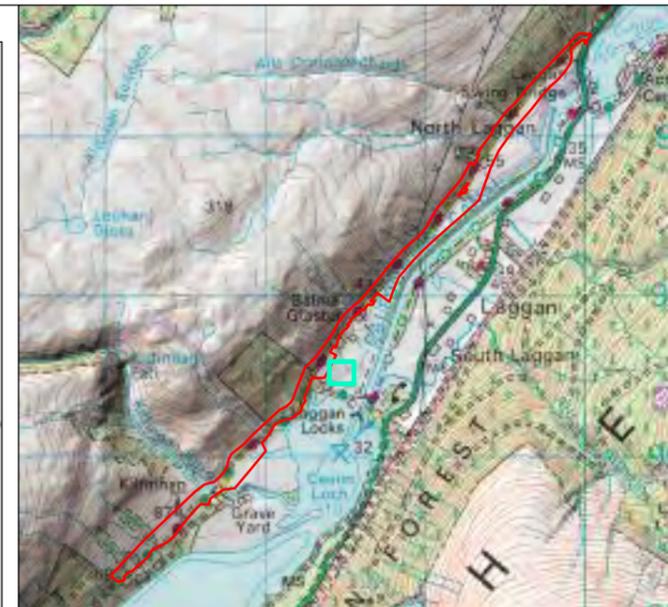
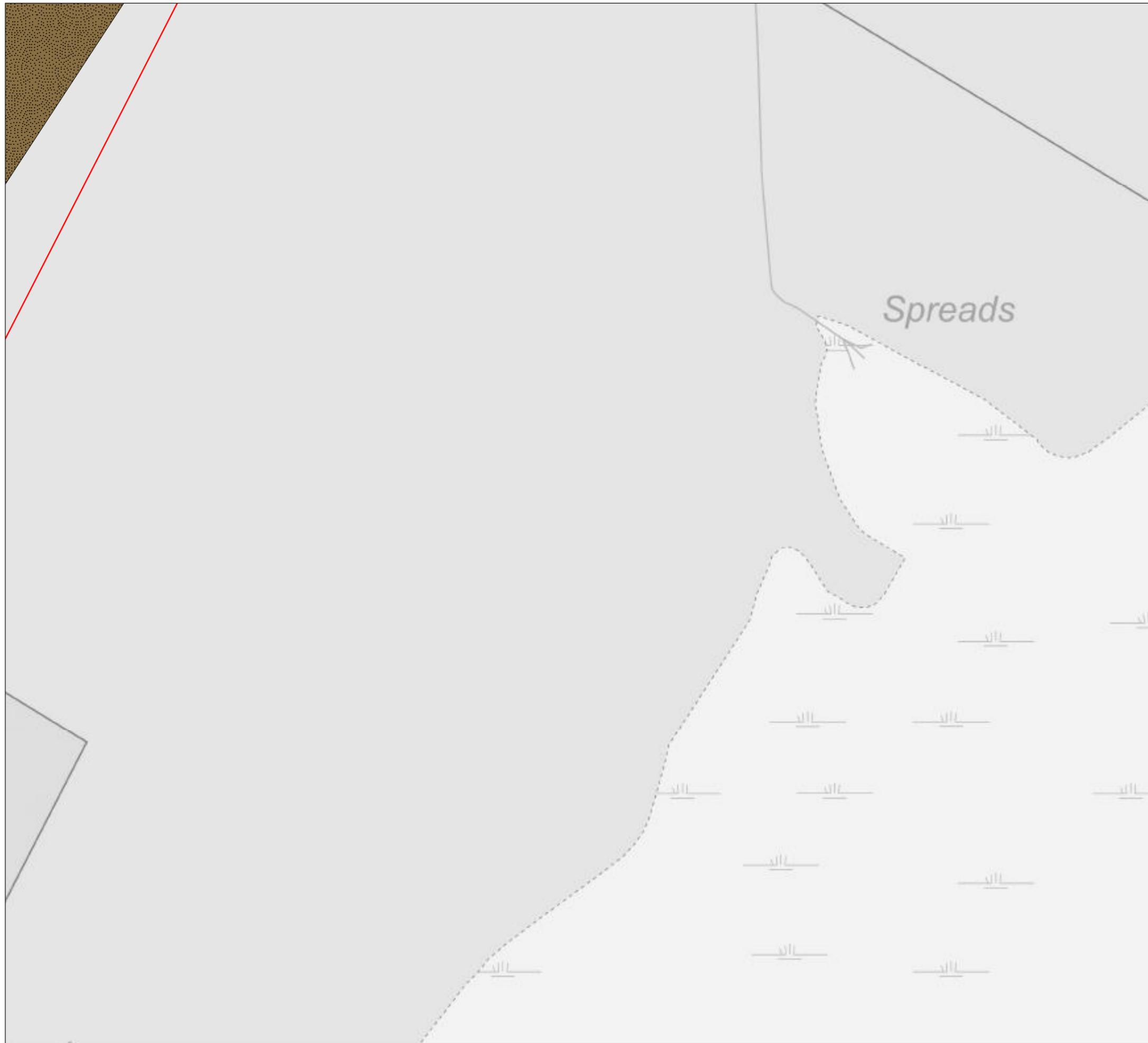
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 31 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

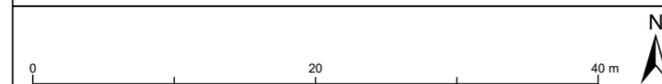
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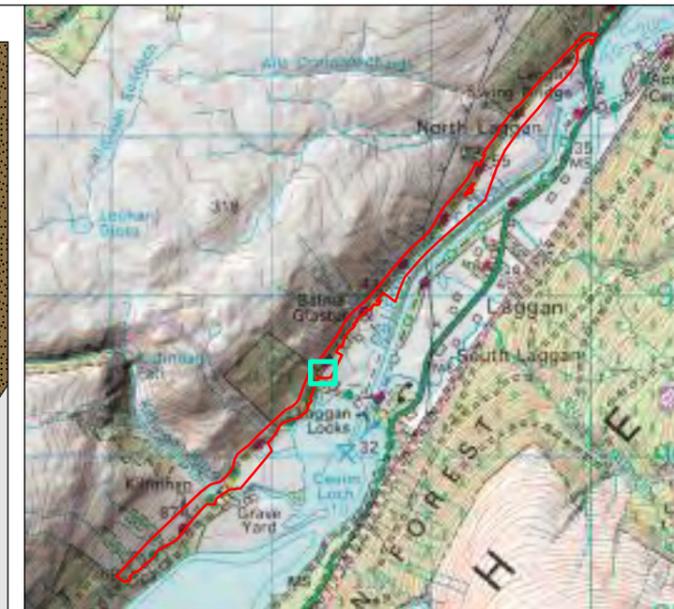
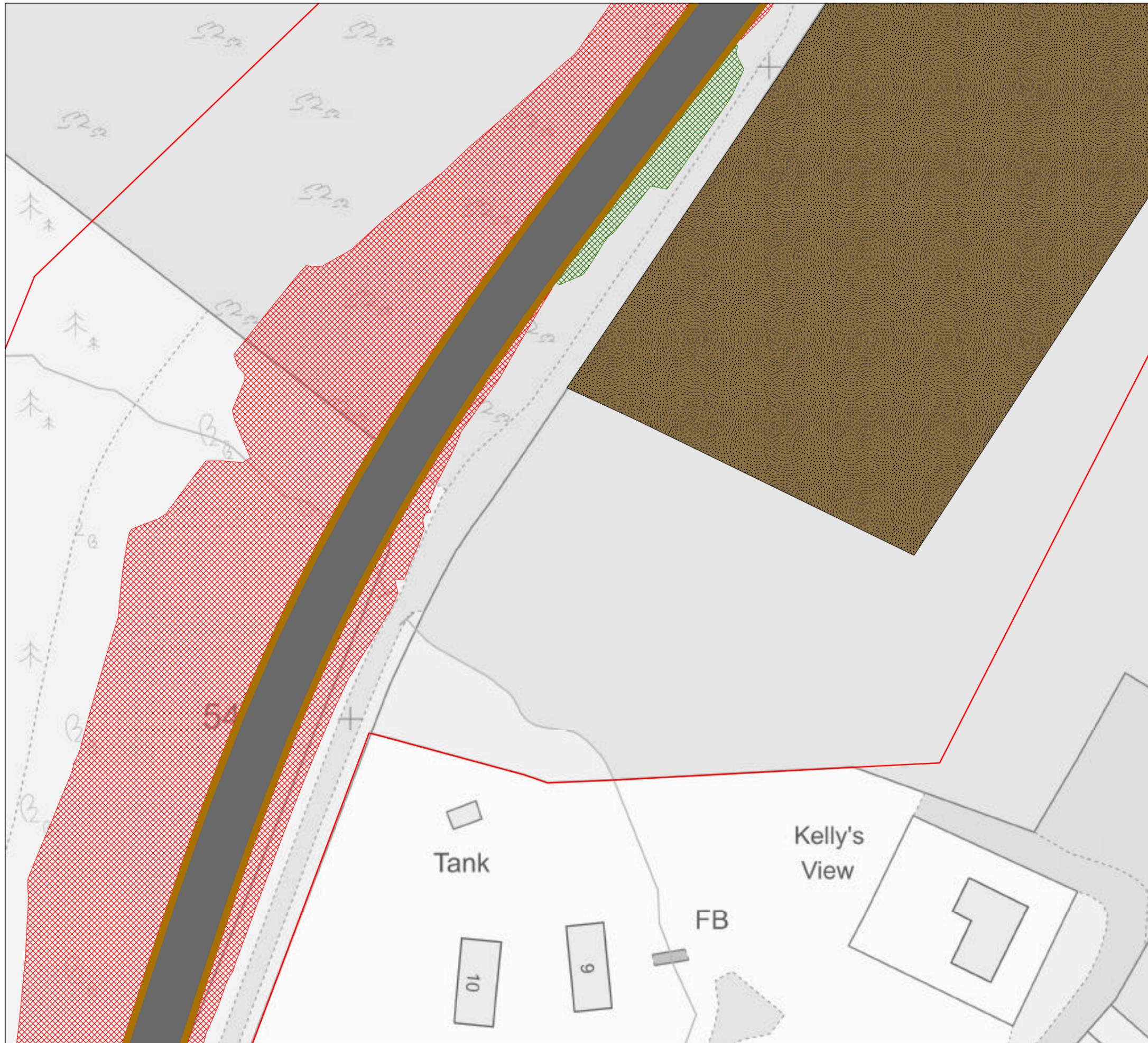
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			32 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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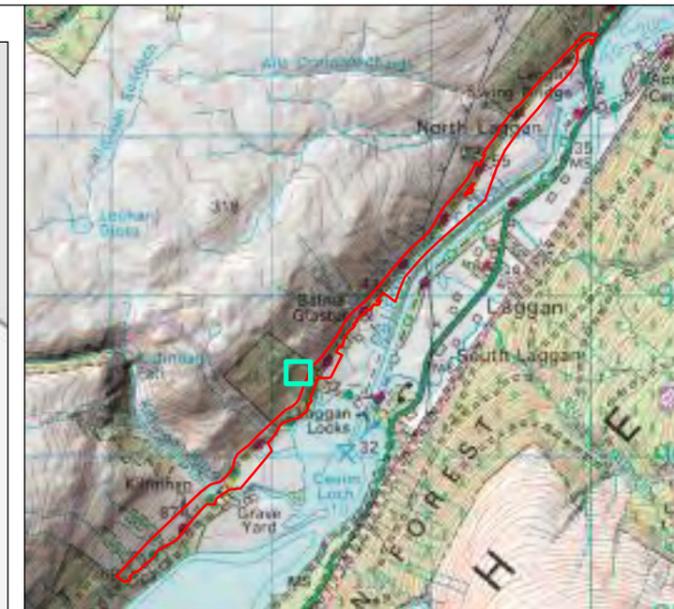
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 33 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Temporary Active Travel Route
-  Temporary Diversion Road
-  Permanent Active Travel Route
-  Temporary Compound / Material Storage Area
-  Temporary Spoil Storage Compound

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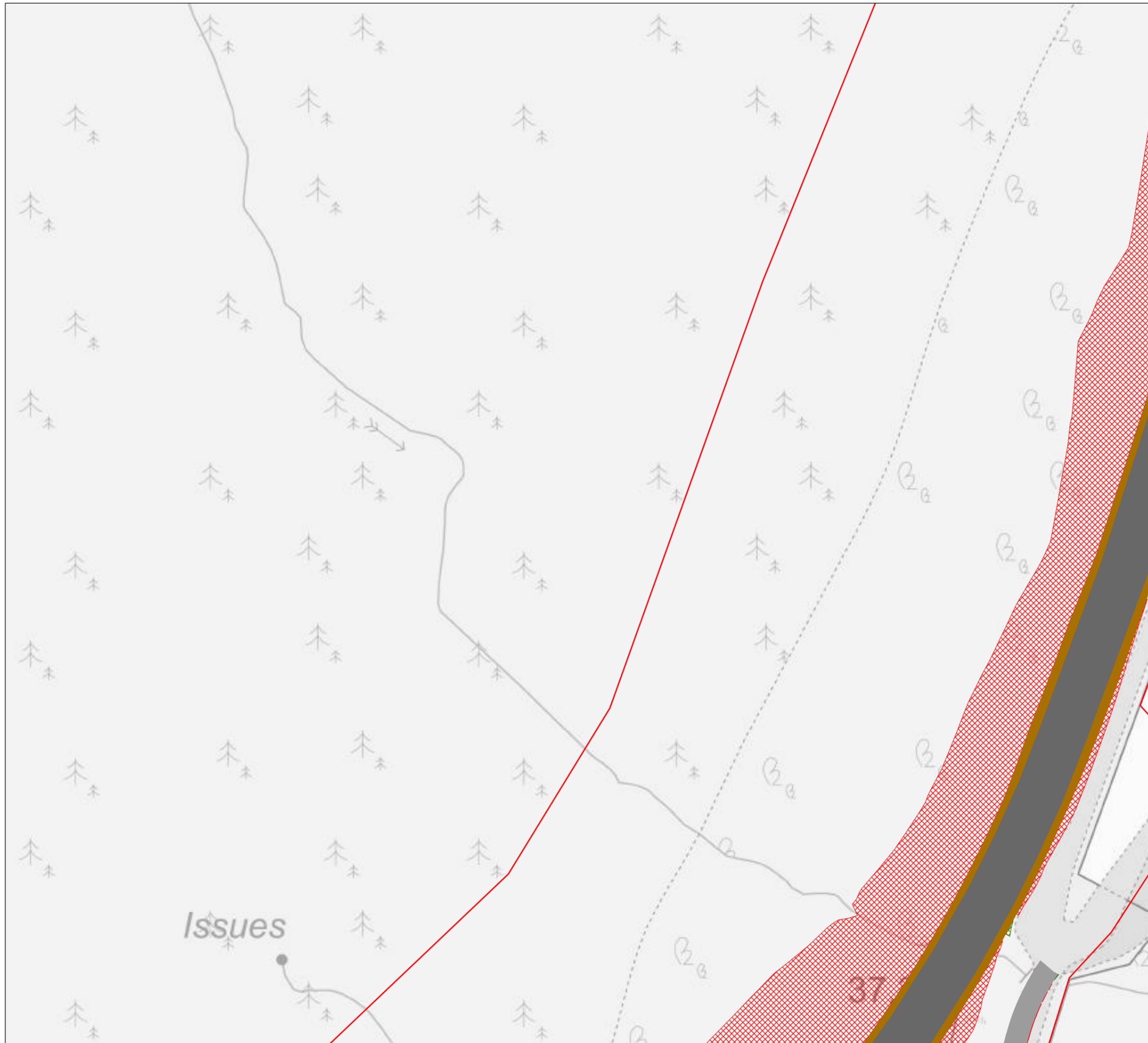
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 34 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

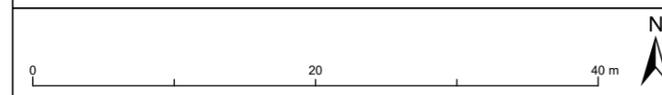
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 35 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

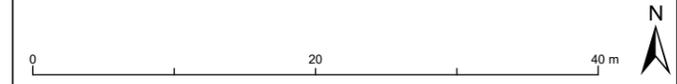
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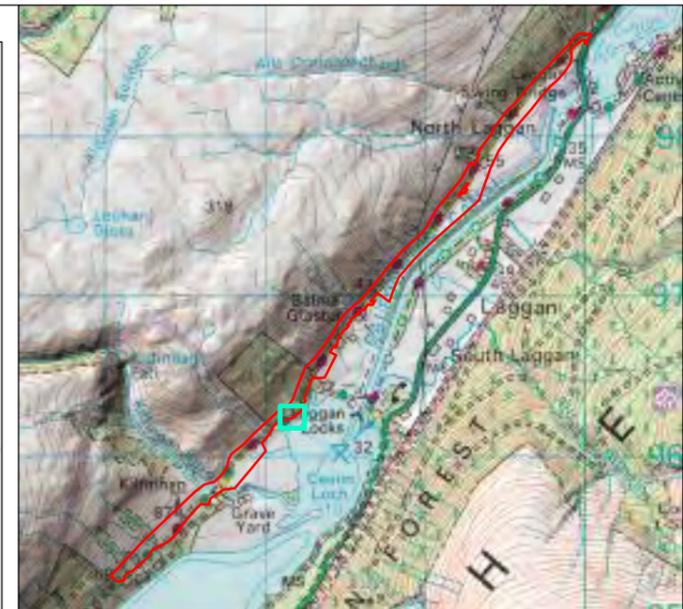
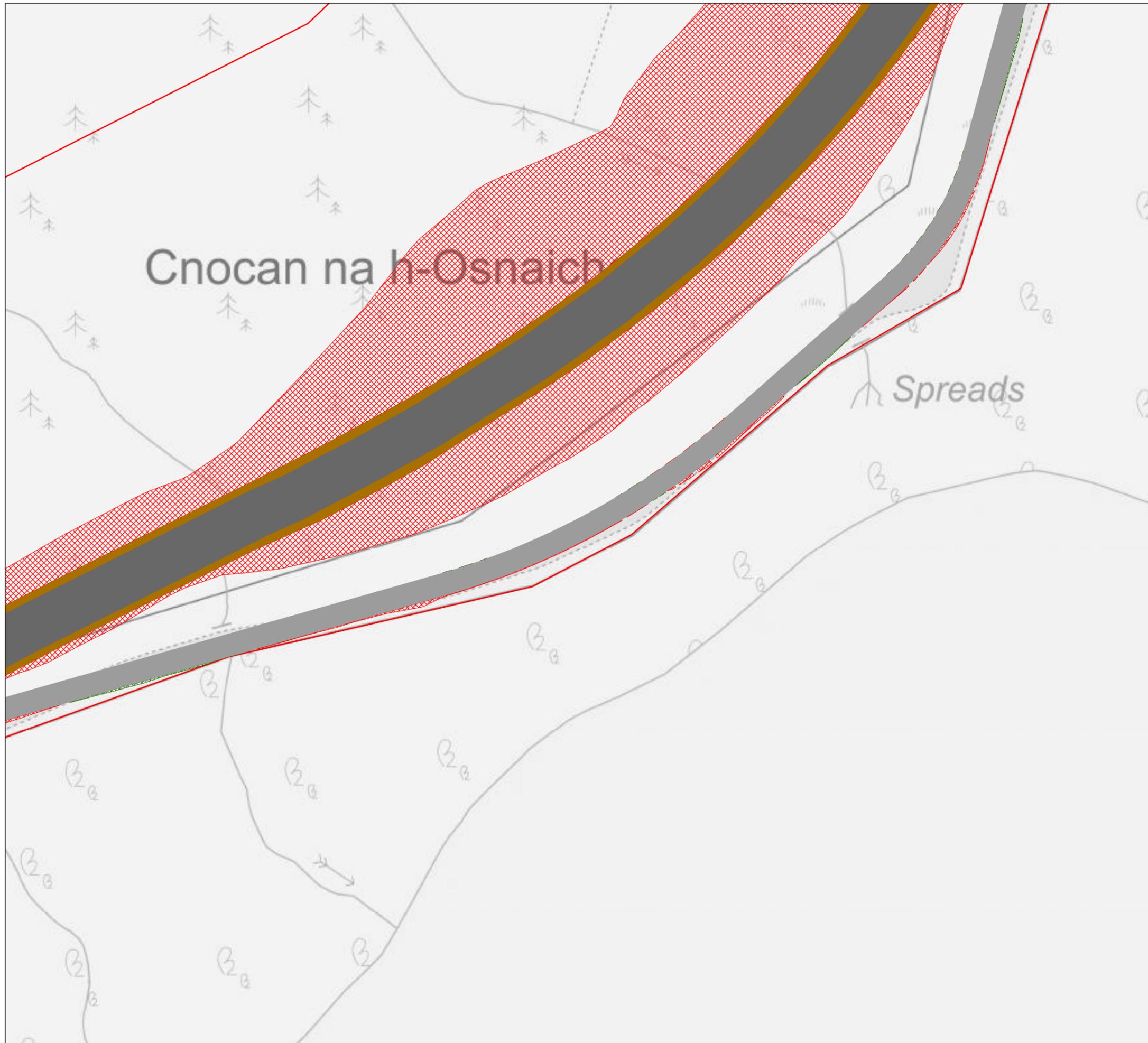
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- OPERATIONAL STAGE 1**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
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Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

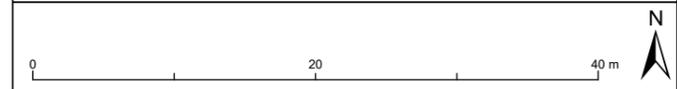
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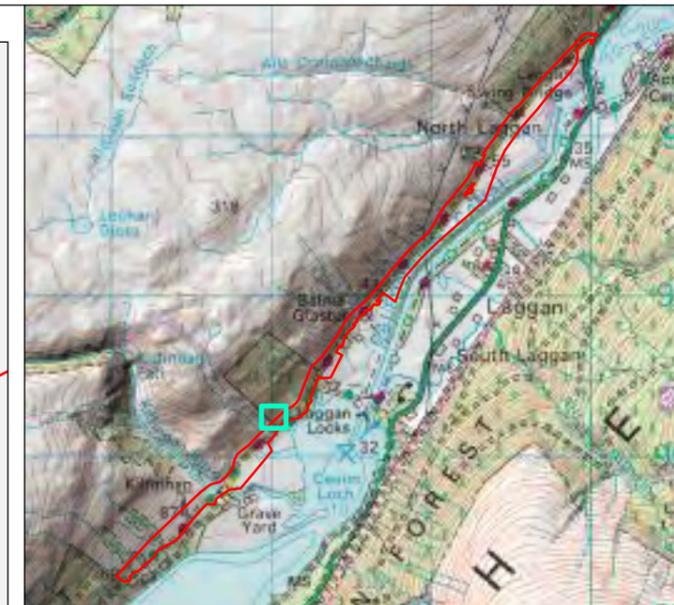
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			37 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

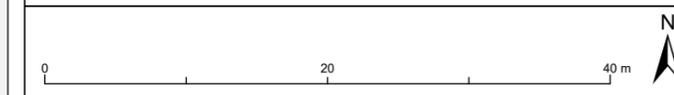
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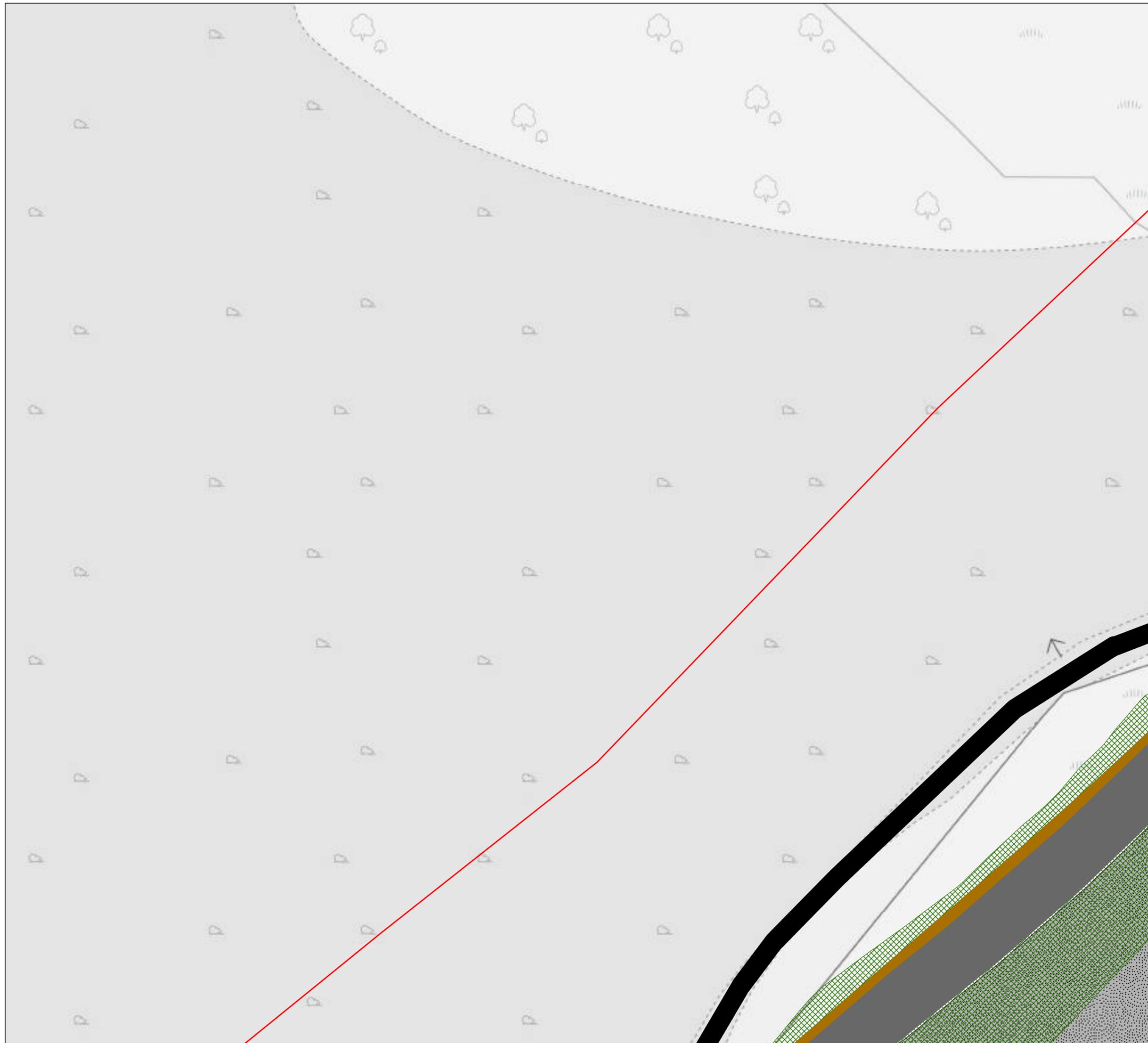
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 38 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

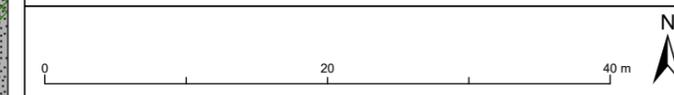
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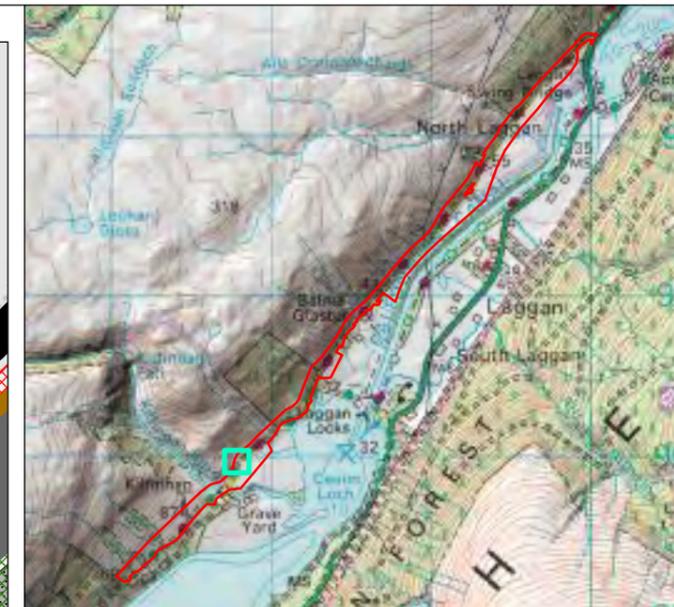
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 40 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

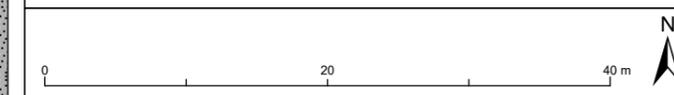
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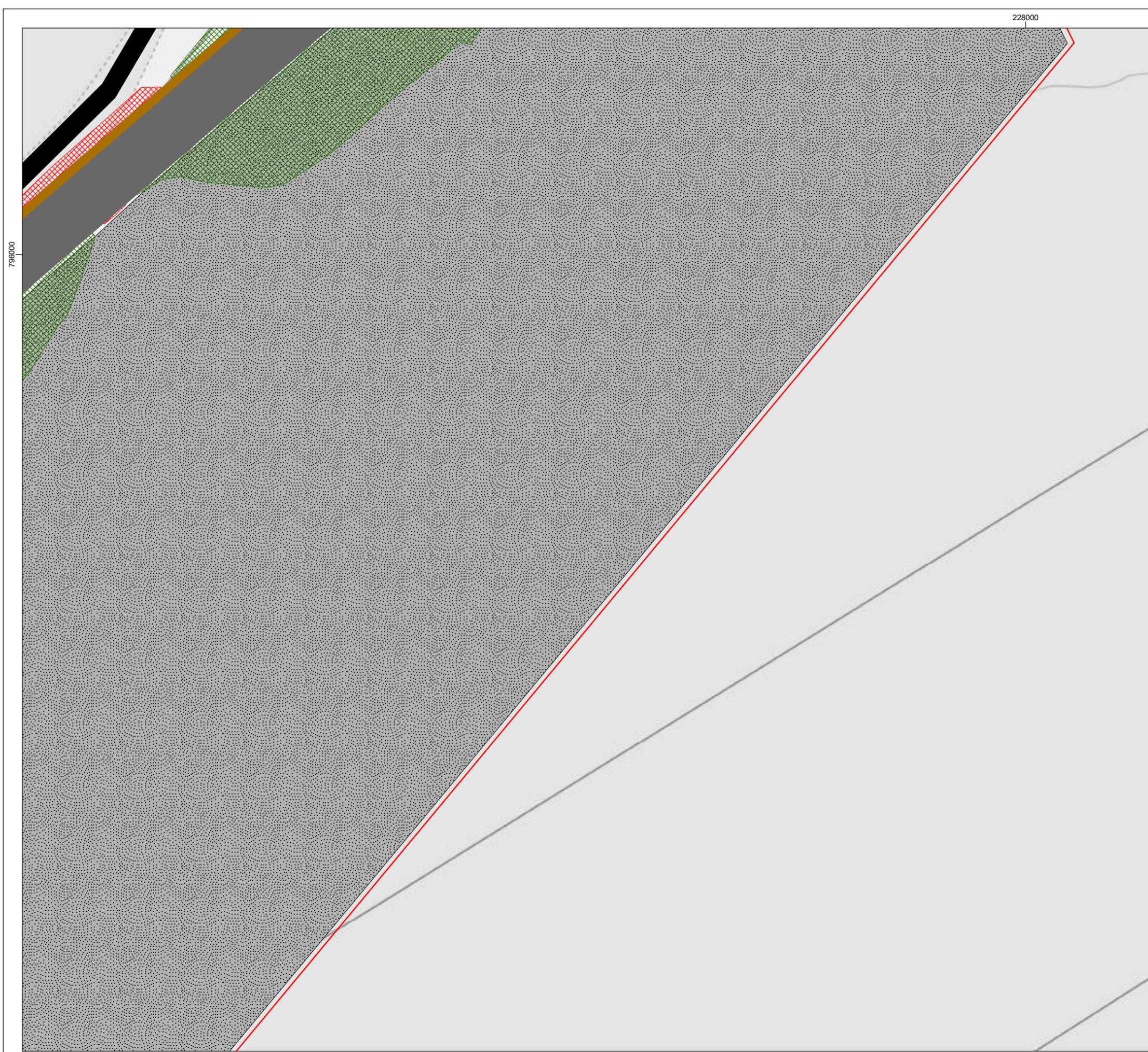
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			41 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Temporary Active Travel Route
 - Temporary Diversion Road
 - Permanent Active Travel Route
 - Cut
 - Fill
 - Temporary Compound / Material Storage Area
 - Temporary Spoil Storage Compound

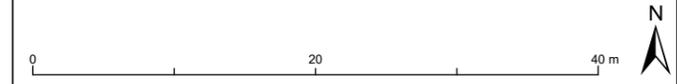
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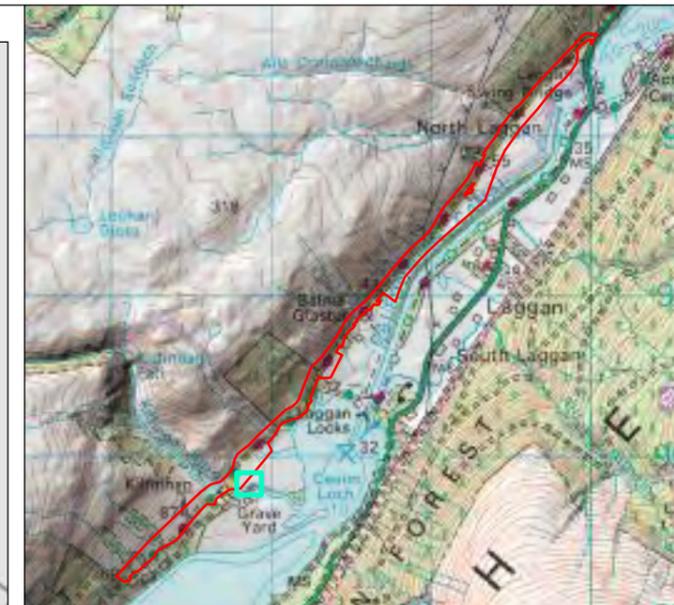
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			42 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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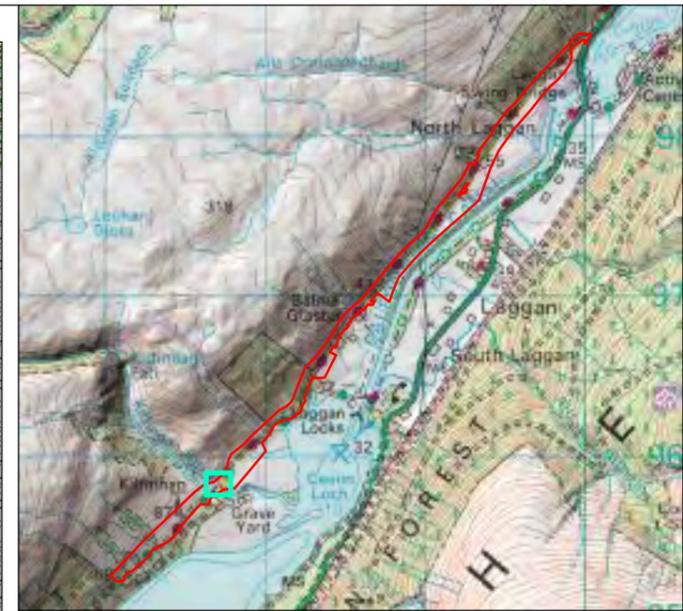
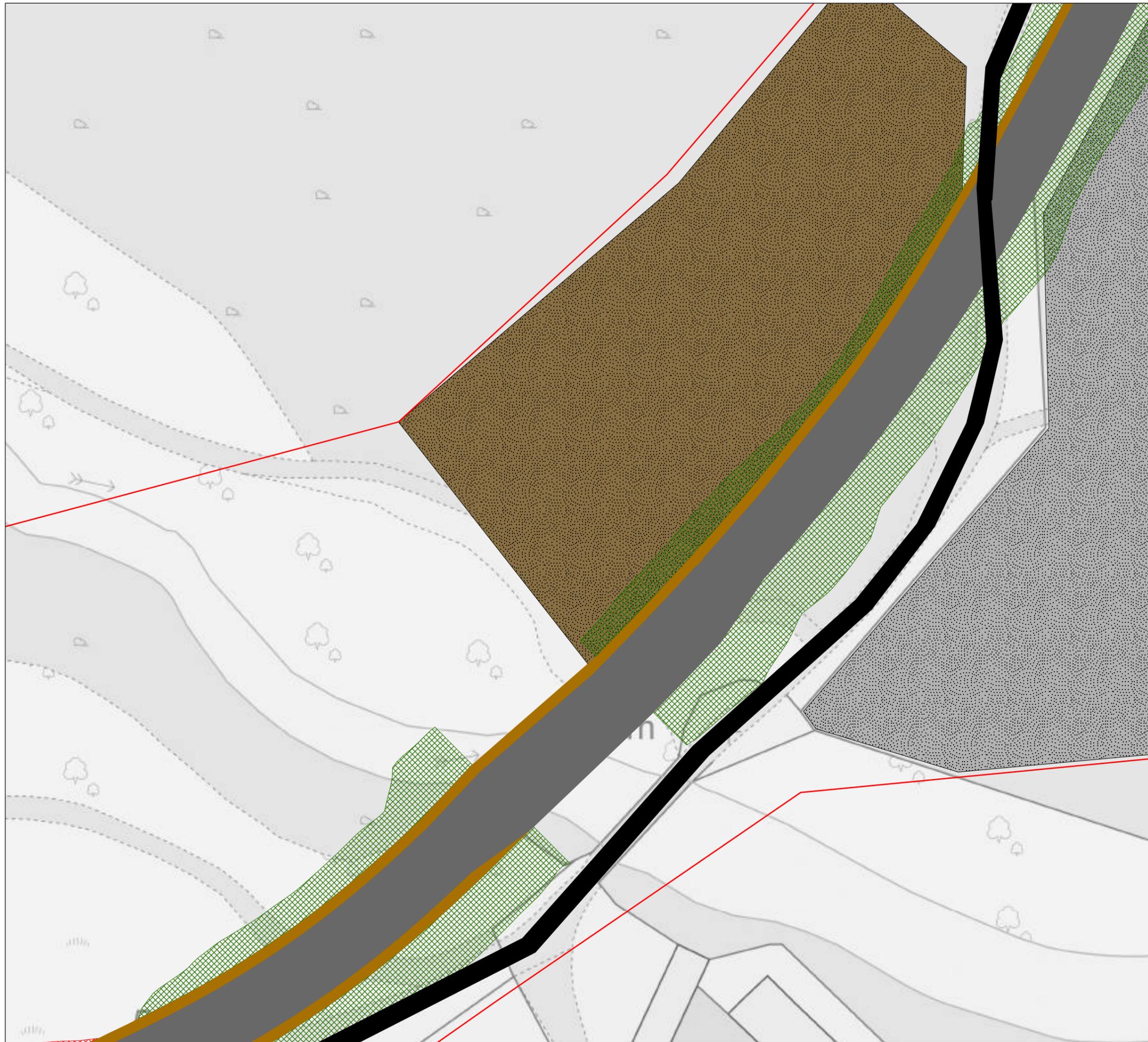
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 43 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

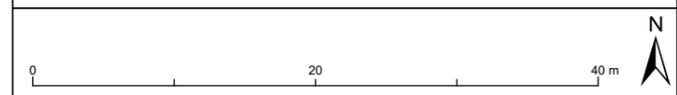
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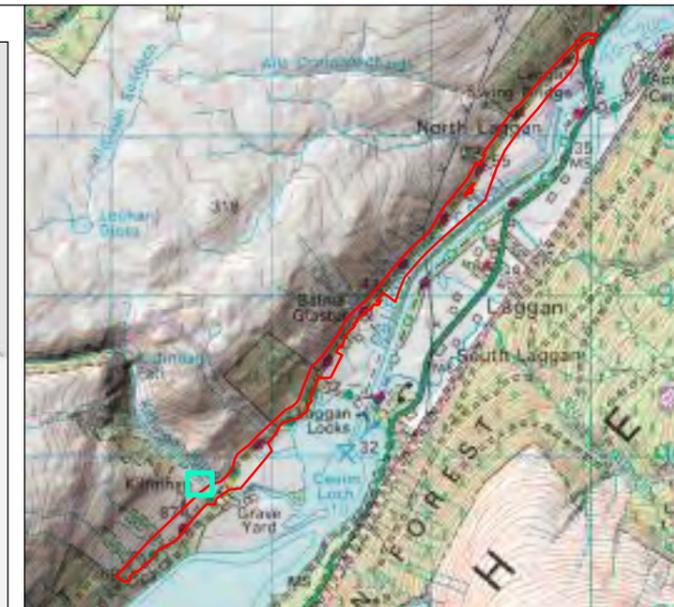
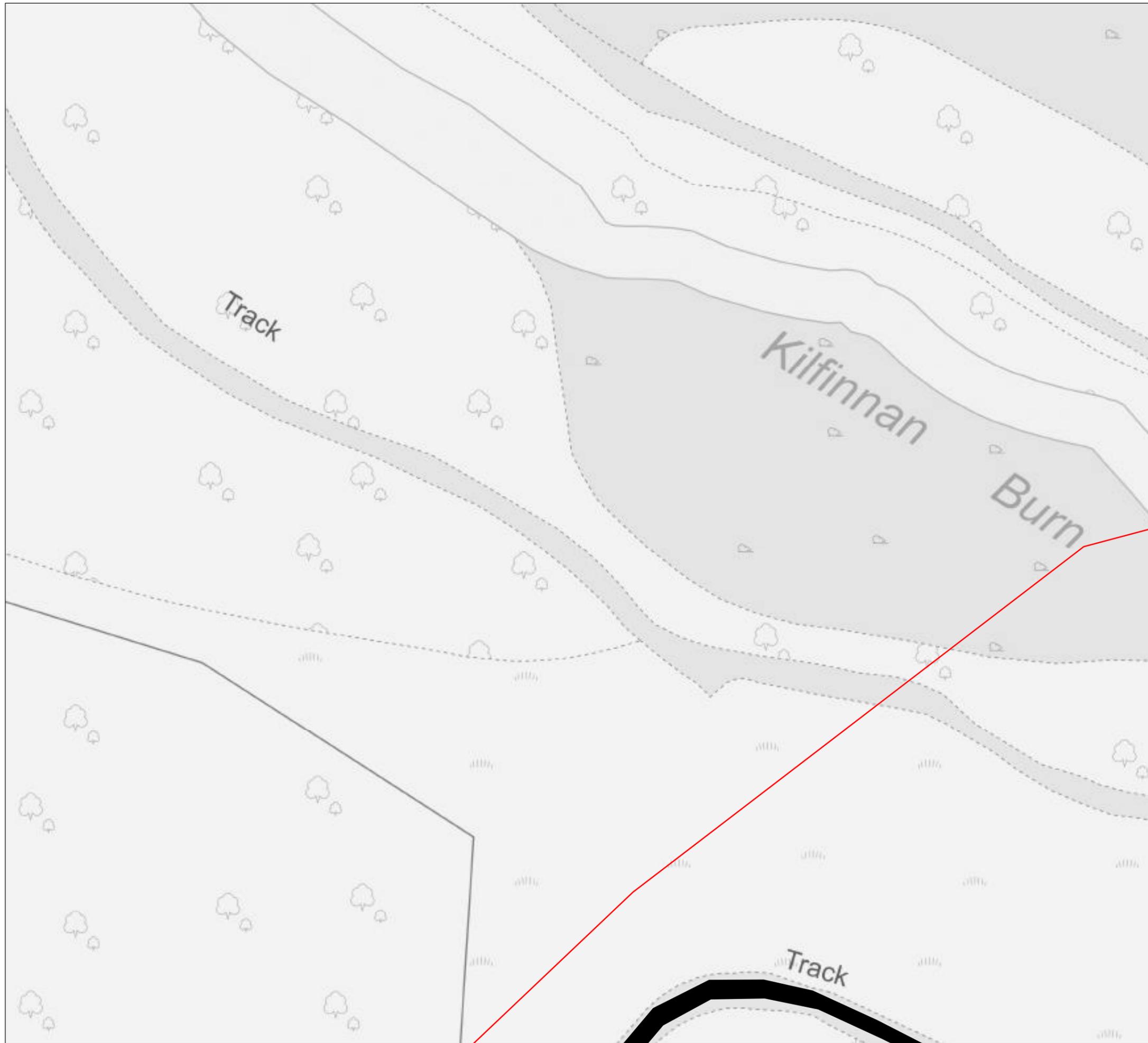
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
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- Legend**
-  Kilfinnan Road Construction Boundary
 -  Road
 -  Verge
 -  Temporary Active Travel Route
 -  Temporary Diversion Road
 -  Permanent Active Travel Route
 -  Temporary Compound / Material Storage Area
 -  Temporary Spoil Storage Compound

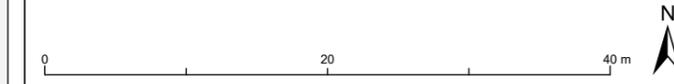
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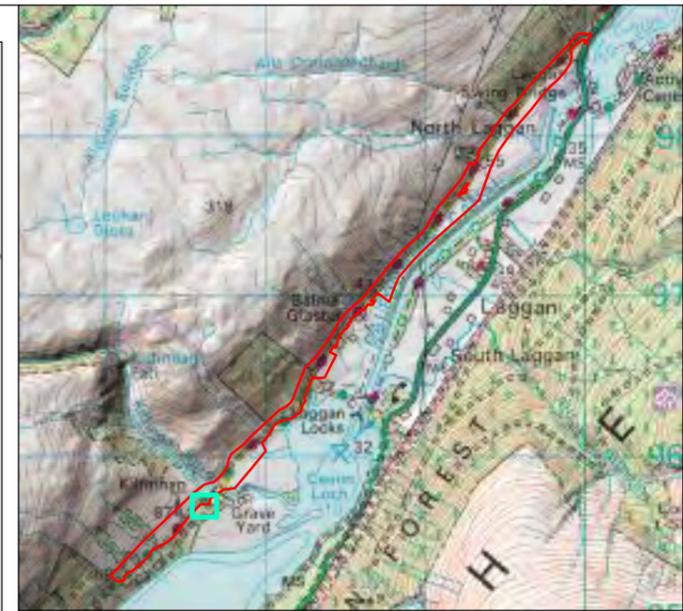
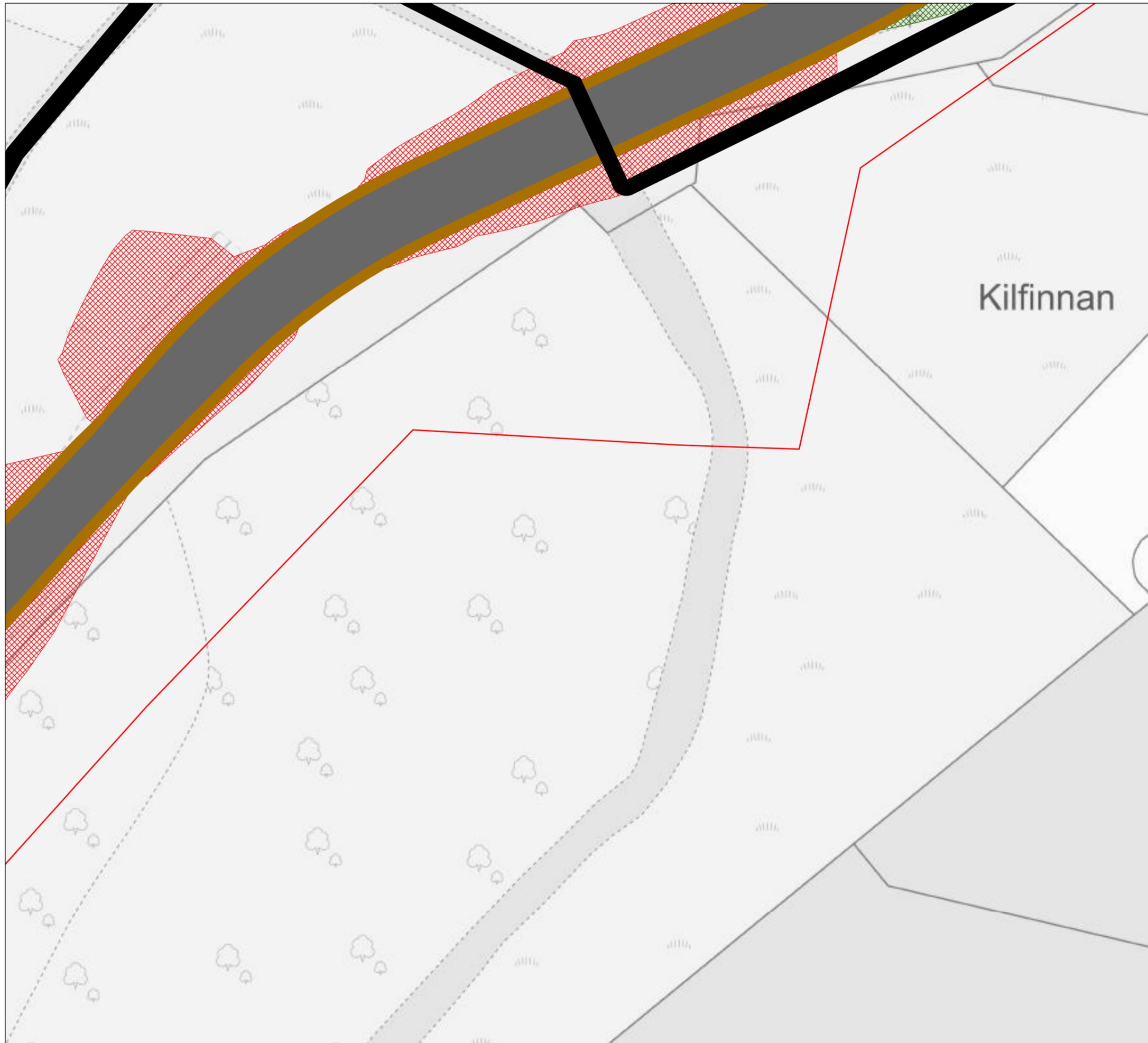
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 45 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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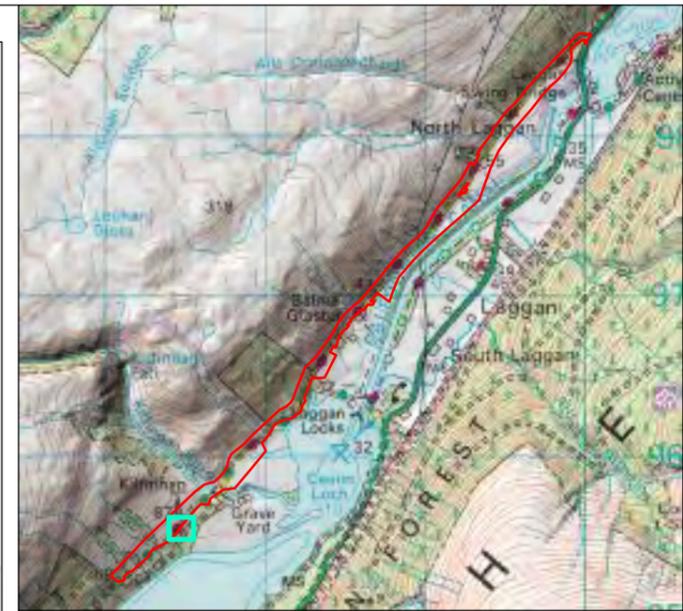
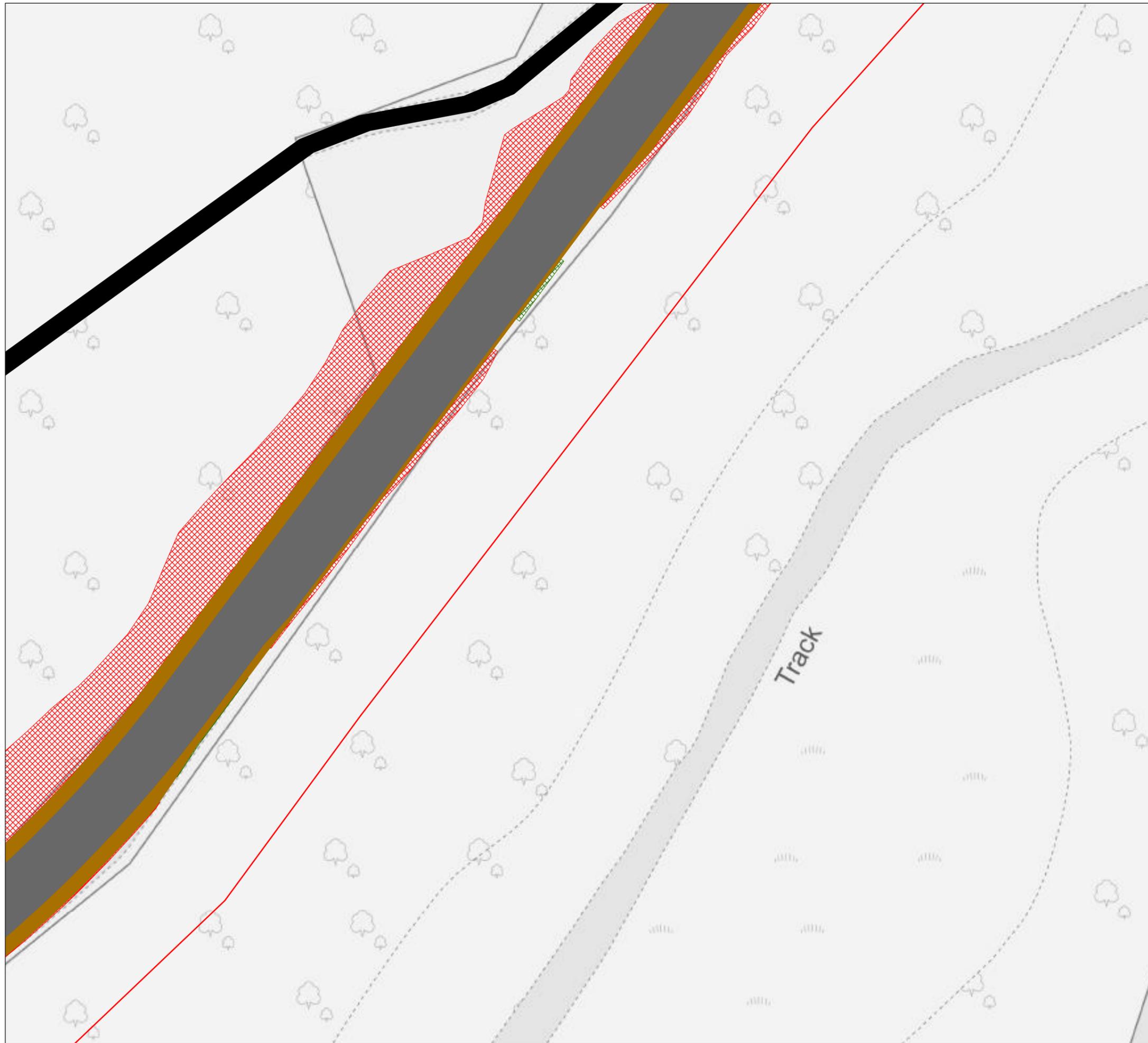
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			46 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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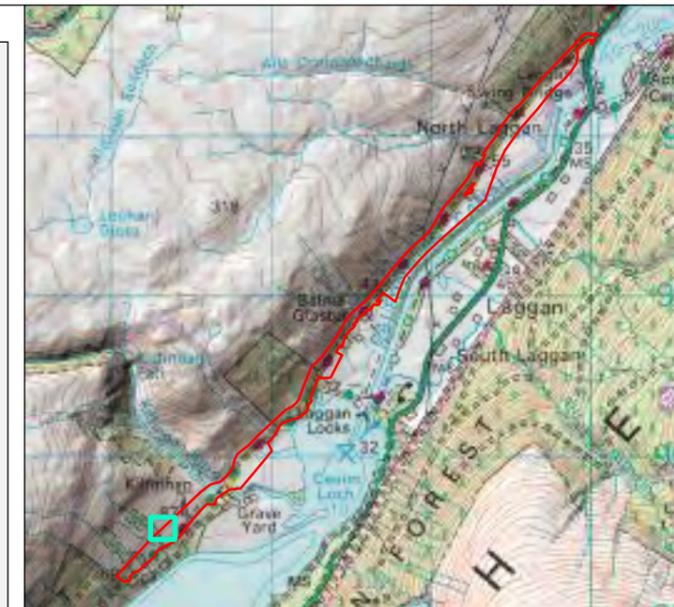
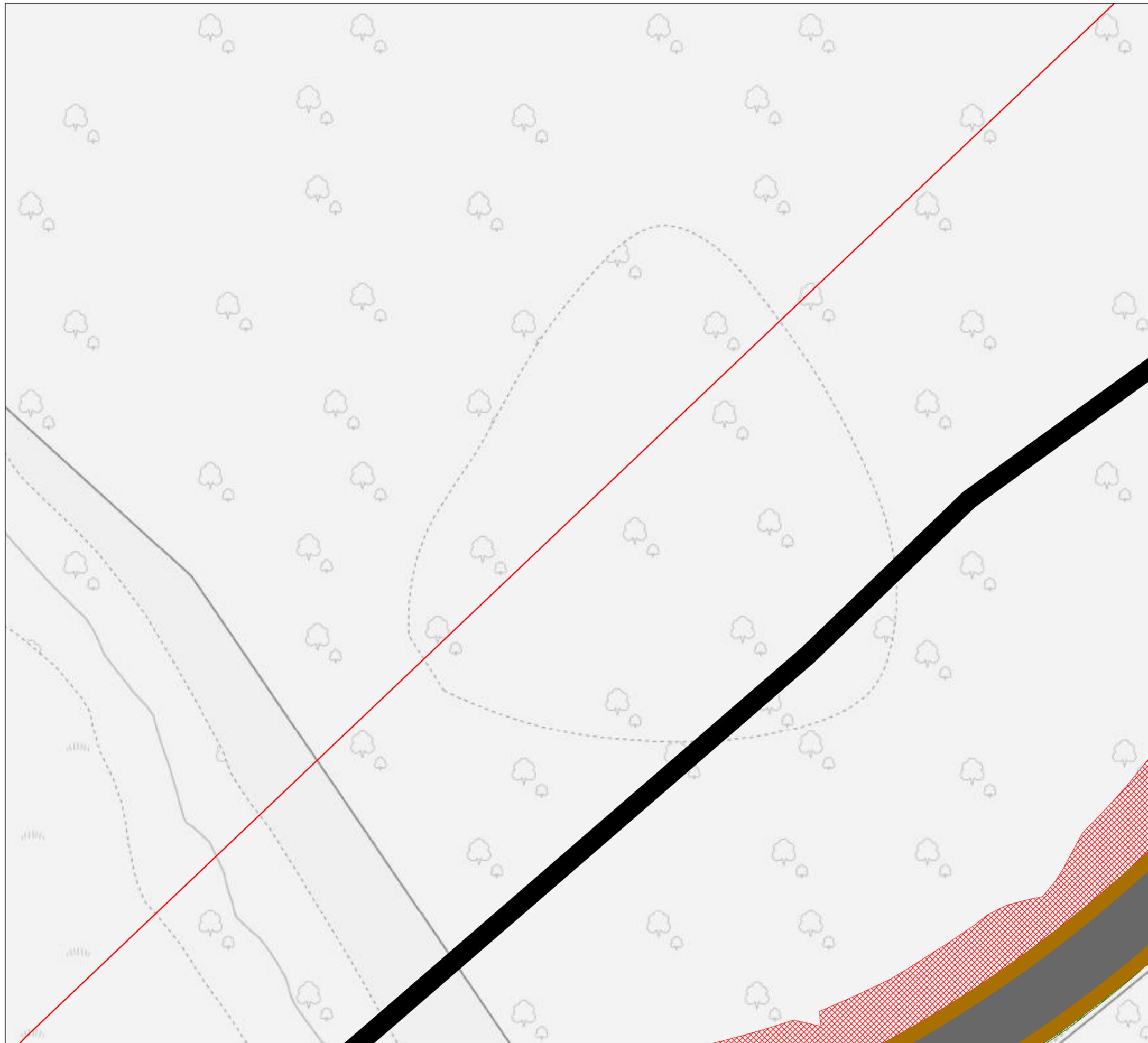
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			48 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

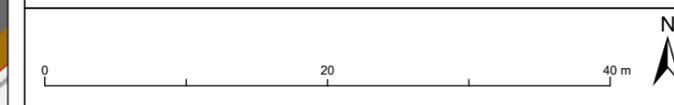
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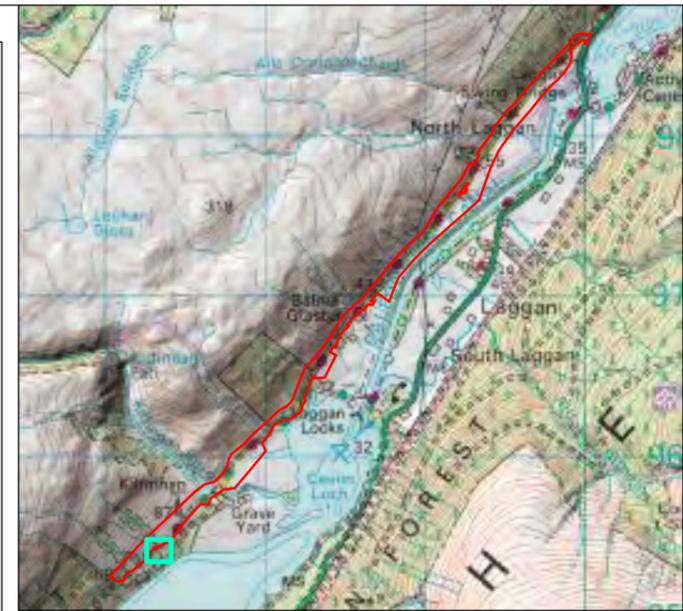
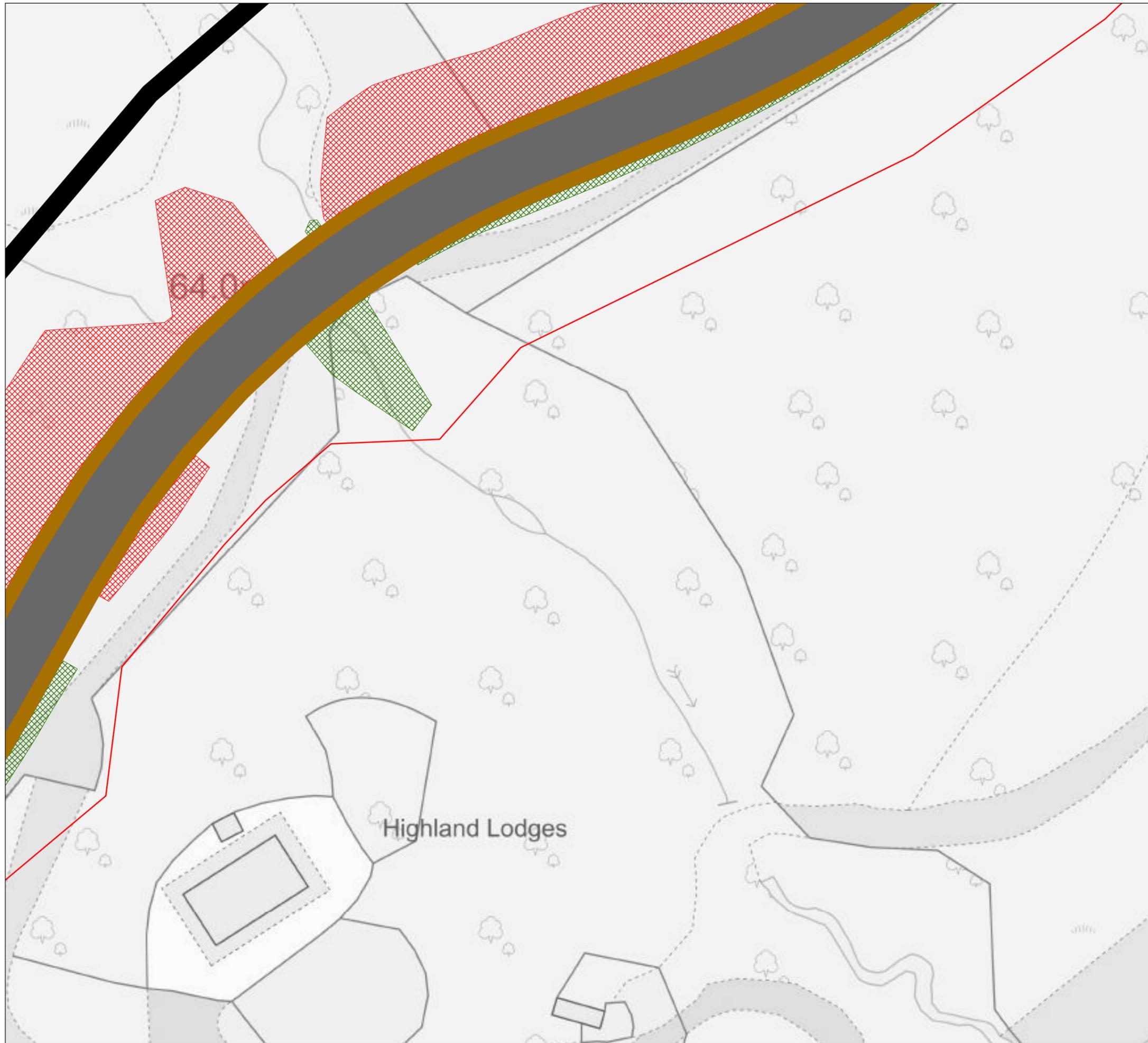
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-02			49 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

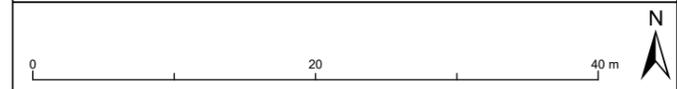
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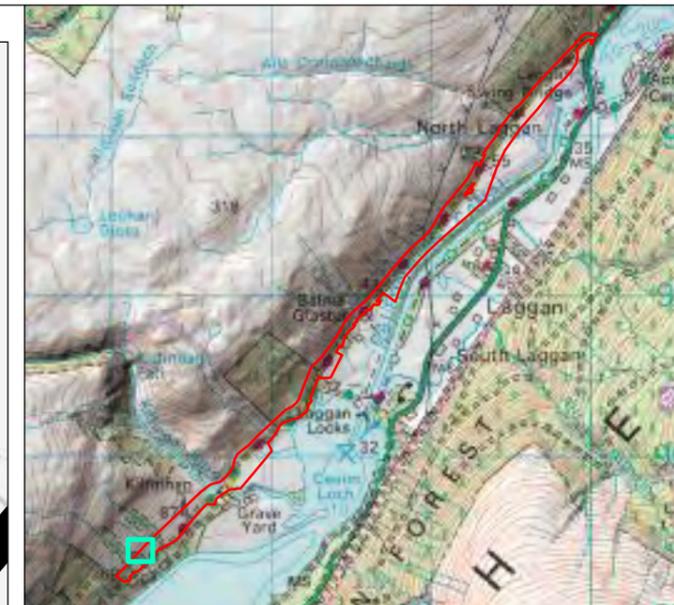
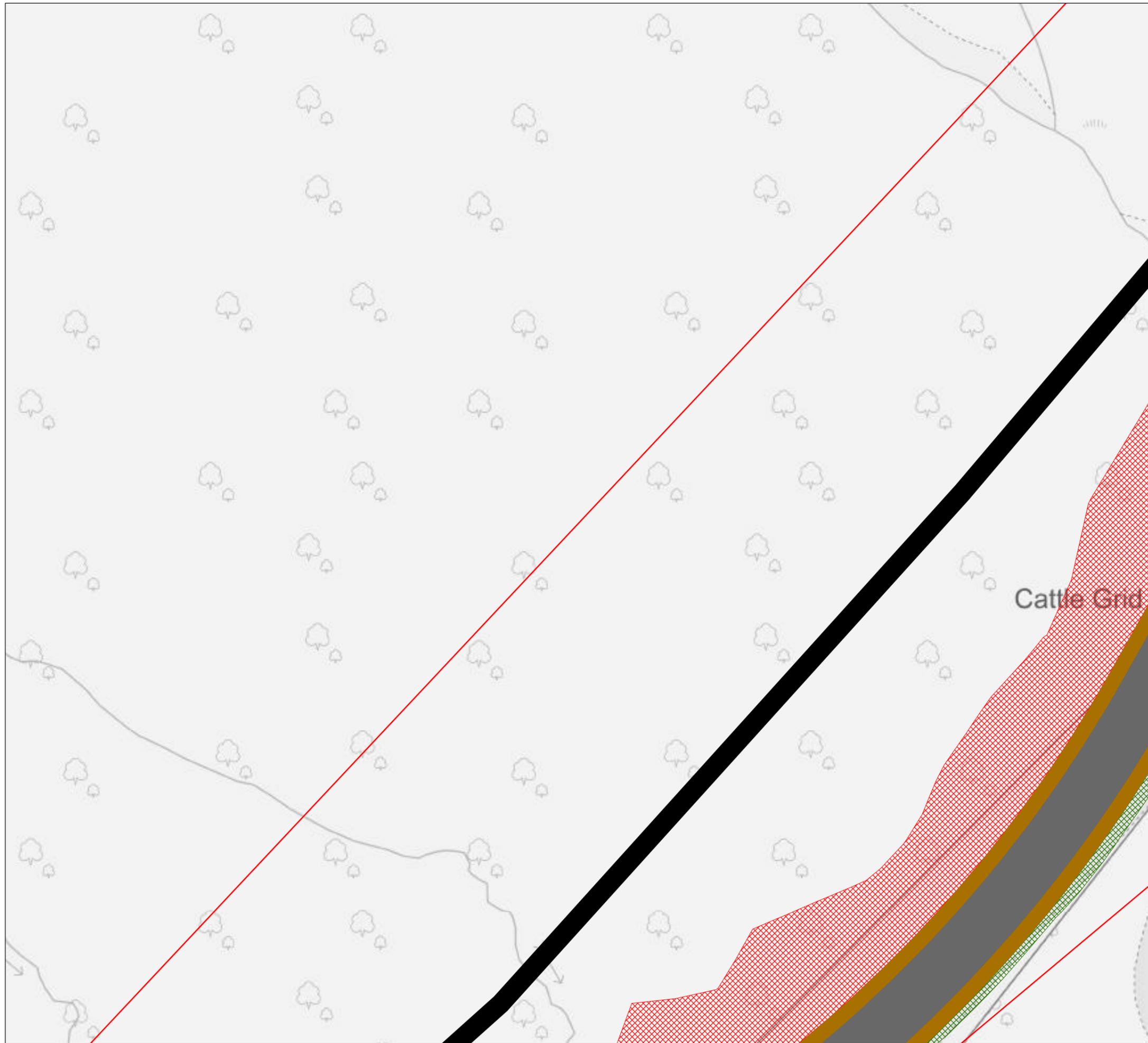
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 50 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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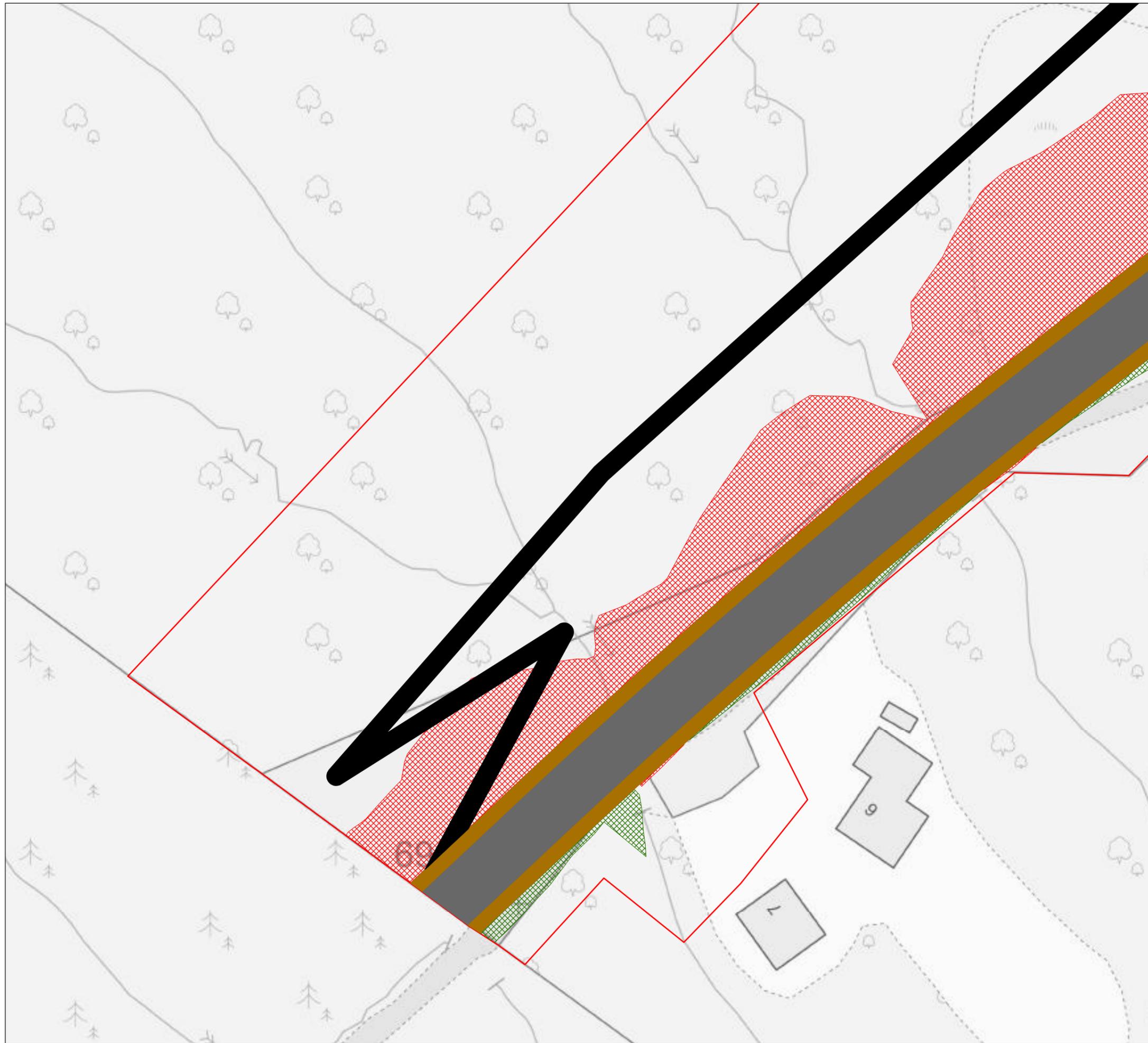
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG

Drawing Number	Sheet No.
LH000012-COIG-SID-SD-0002-02	51 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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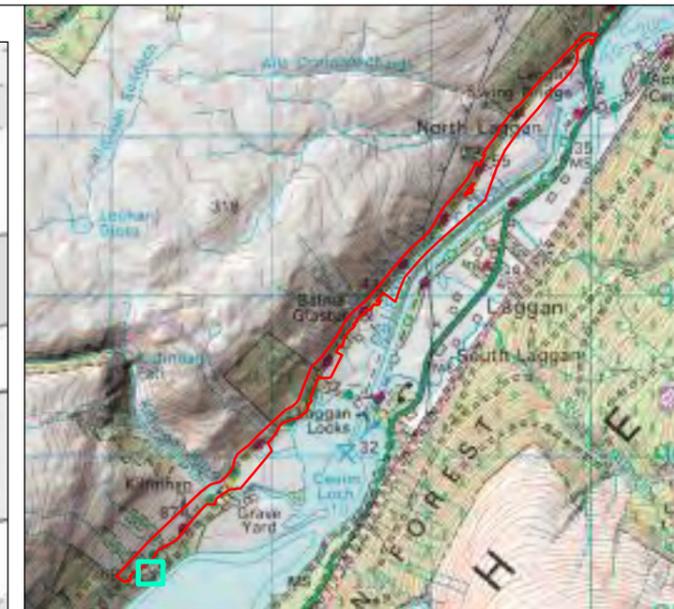
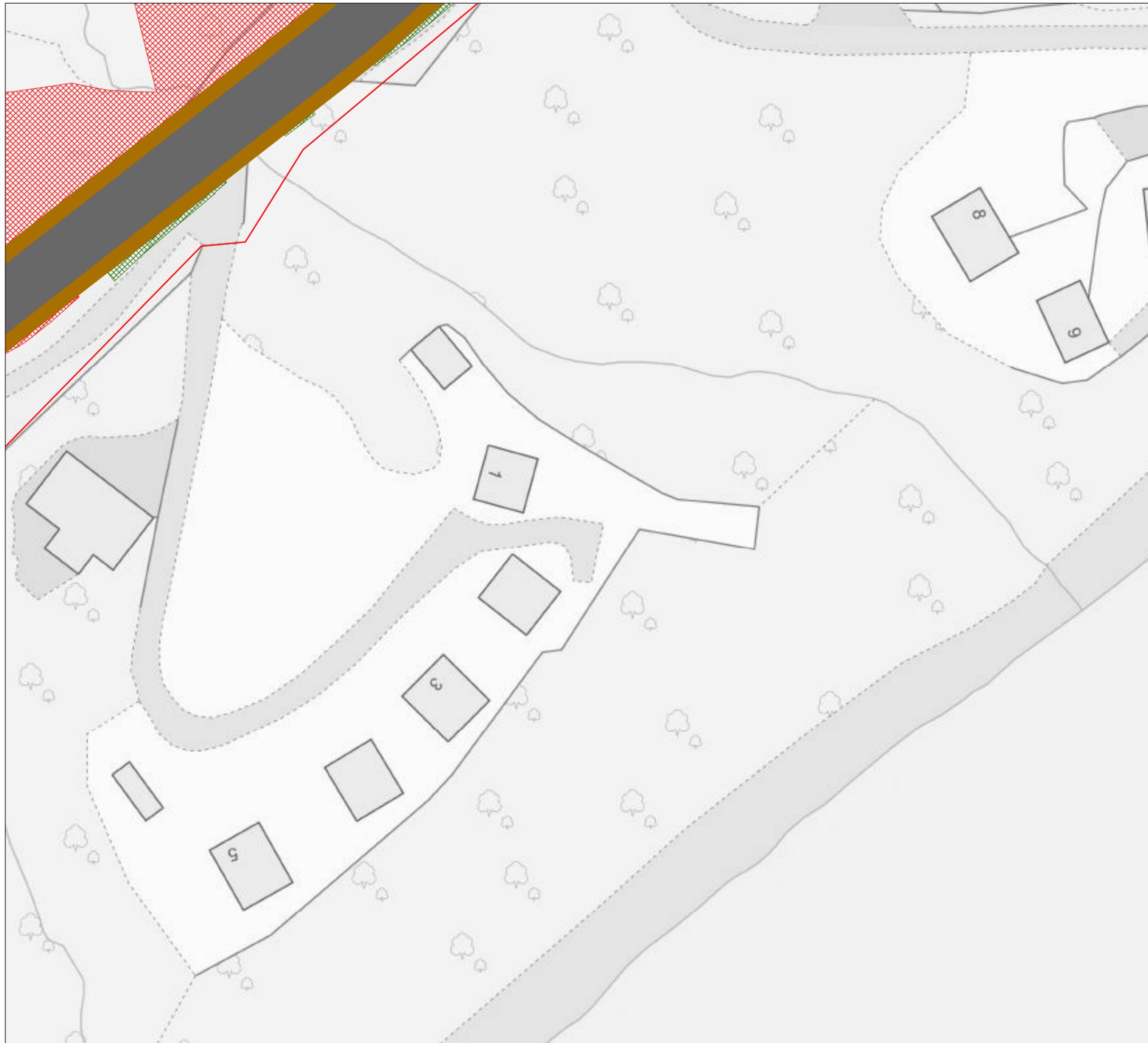
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 52 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Temporary Active Travel Route
- Temporary Diversion Road
- Permanent Active Travel Route
- Cut
- Fill
- Temporary Compound / Material Storage Area
- Temporary Spoil Storage Compound

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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-02			Sheet No. 53 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

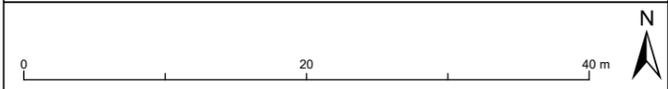
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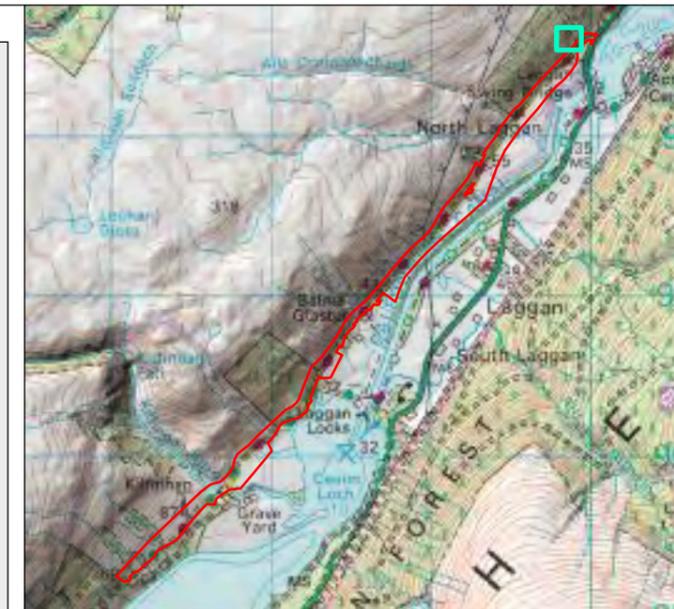
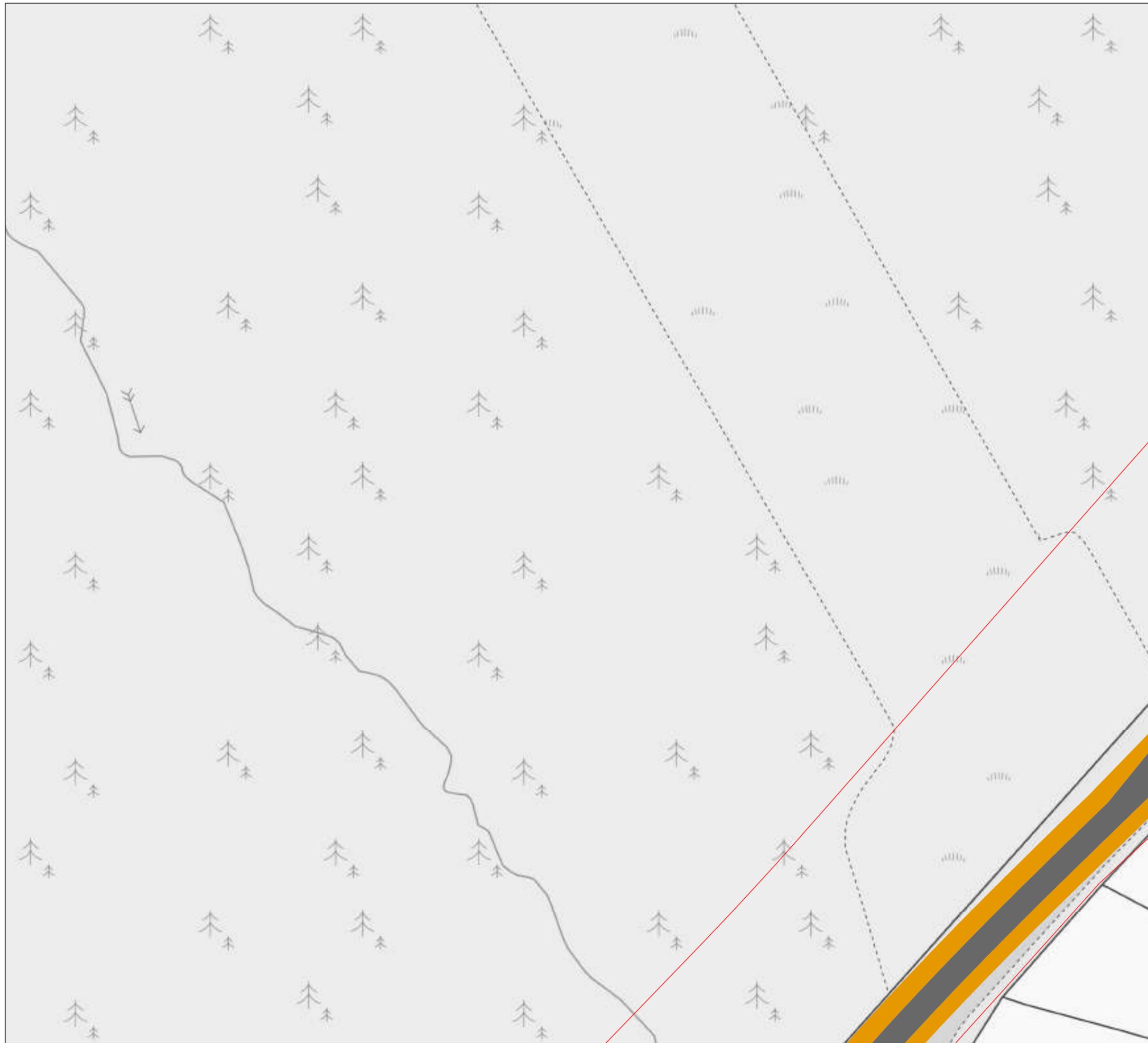
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			1 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 2 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

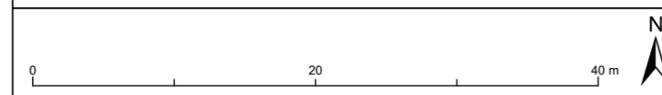
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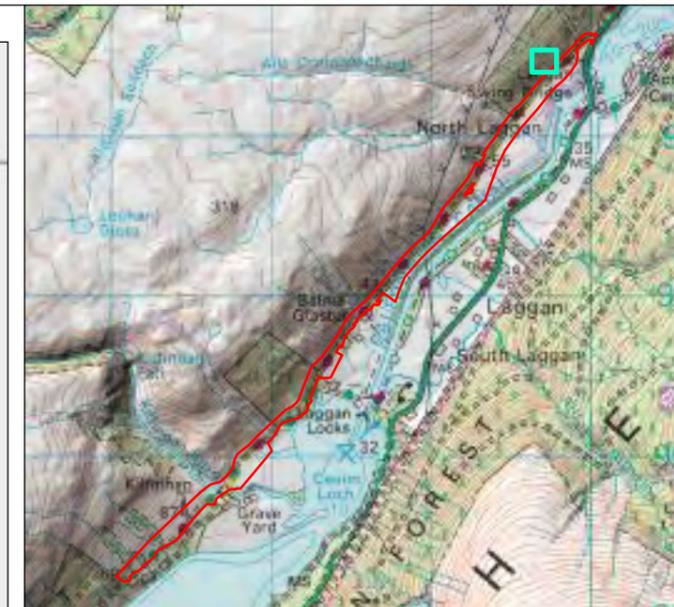
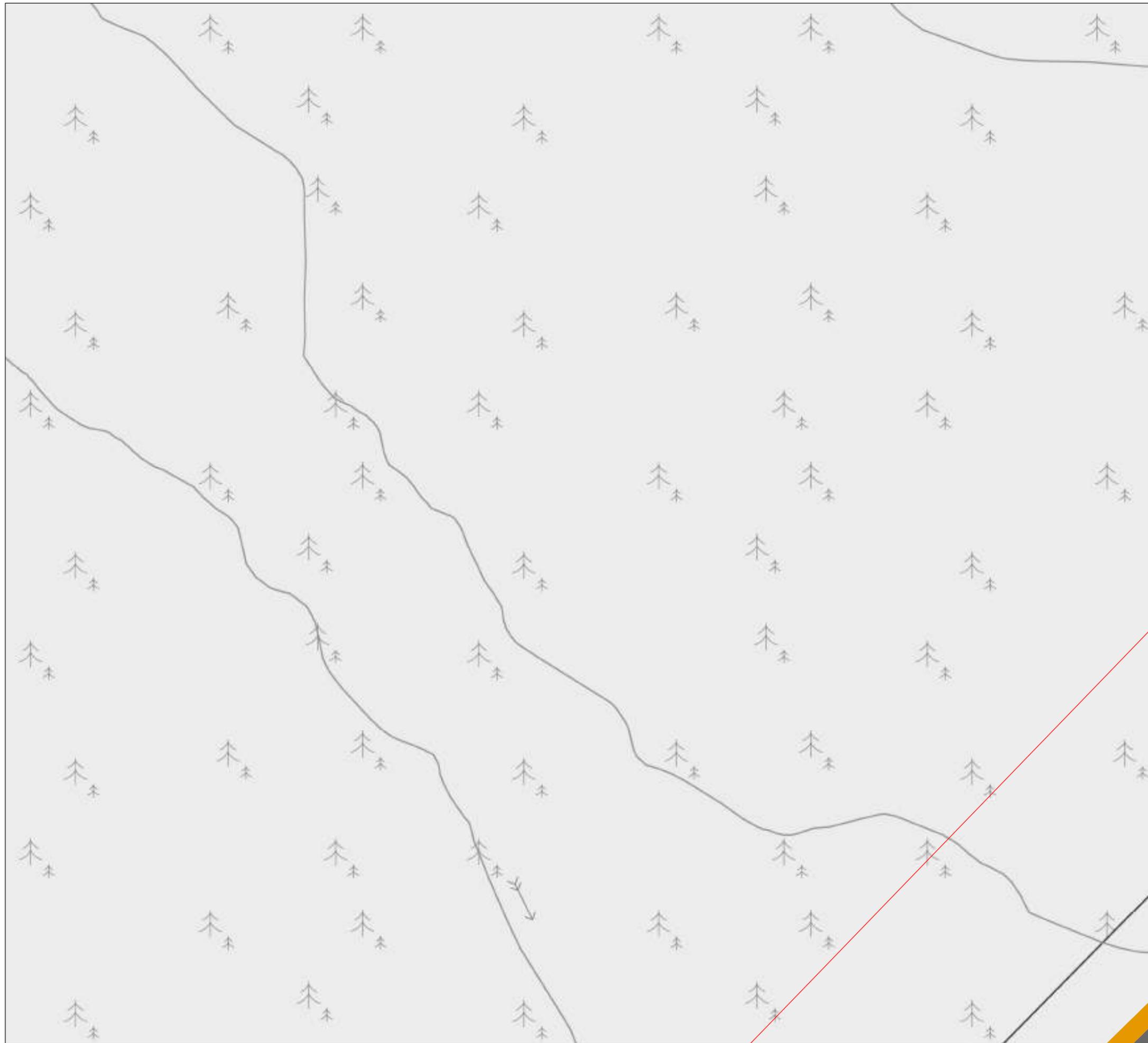
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number	Sheet No.		
LH000012-COIG-SID-SD-0002-03	3 OF 53		



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

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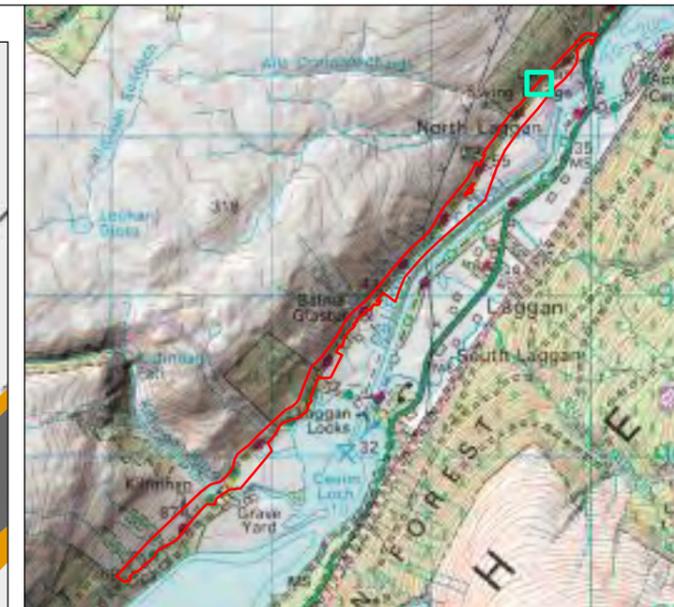
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 4 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

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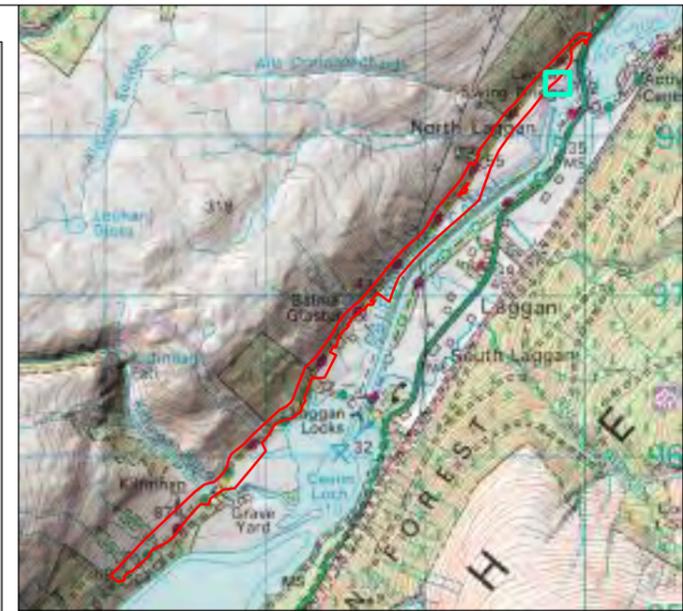
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 5 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

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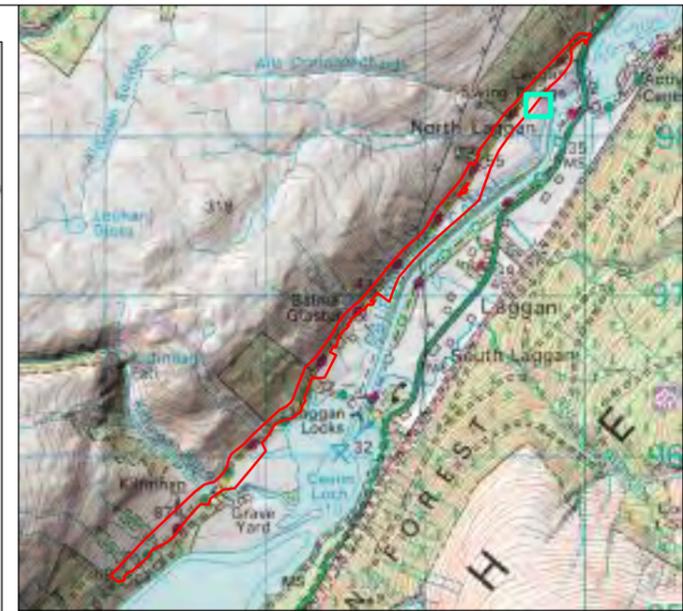
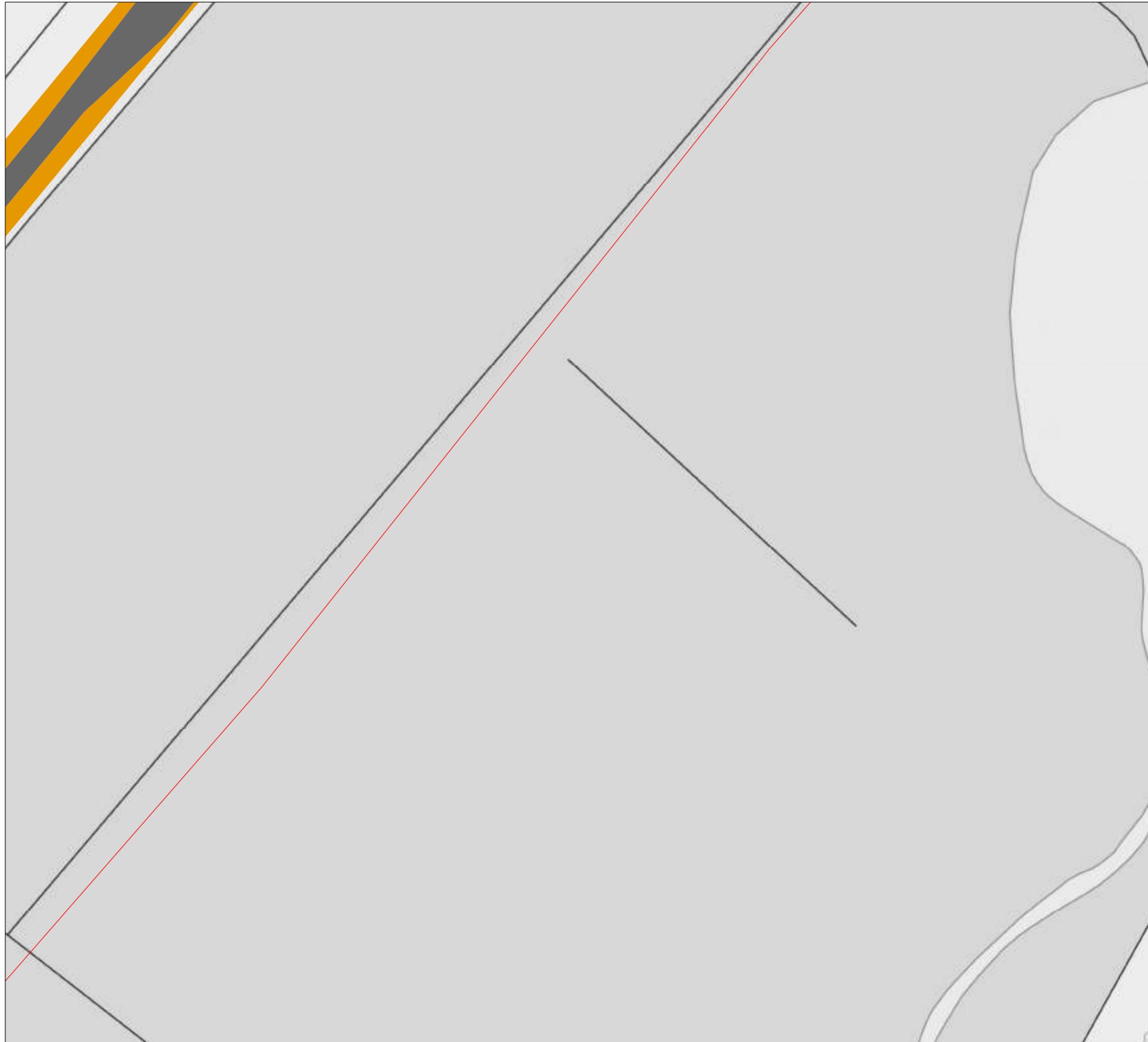
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			6 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

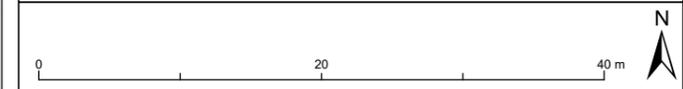
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			7 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Permanent Active Travel Route

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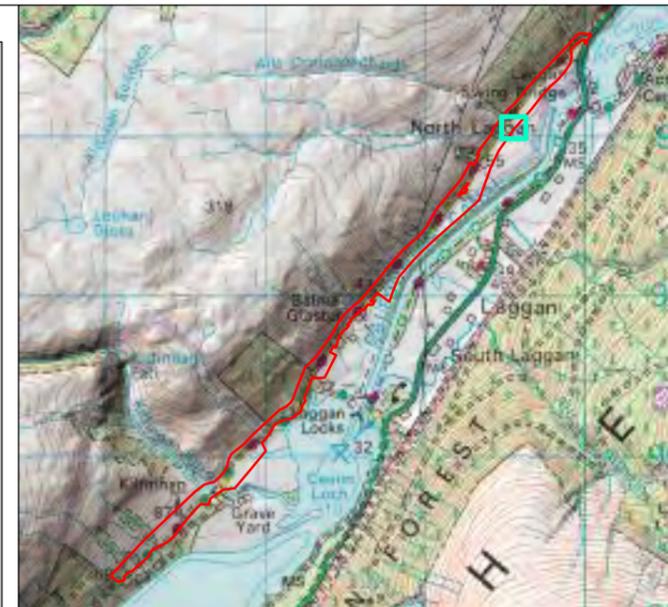
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**KILFINNAN ROAD CONSTRUCTION
- OPERATIONAL STAGE 2**



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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 8 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

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01	09/11/2023	Scale update	AM	CB	-
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 9 OF 53

798000



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

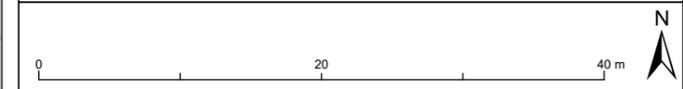
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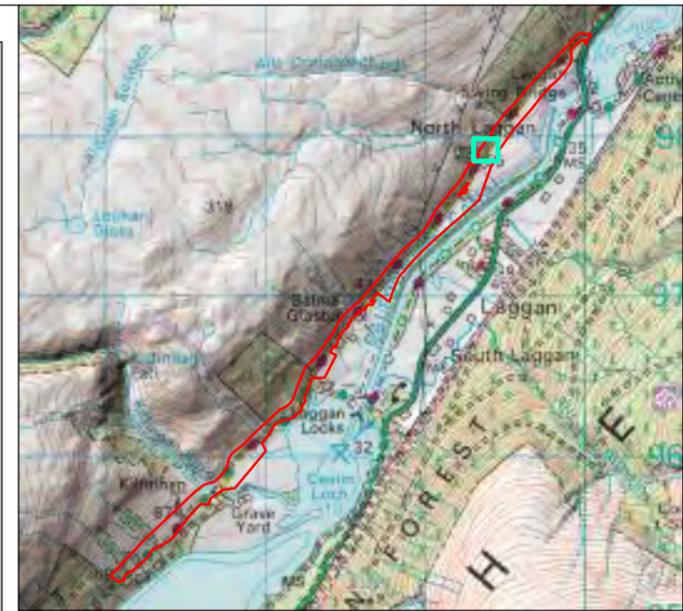
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**KILFINNAN ROAD CONSTRUCTION
- OPERATIONAL STAGE 2**



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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 10 OF 53

798000



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

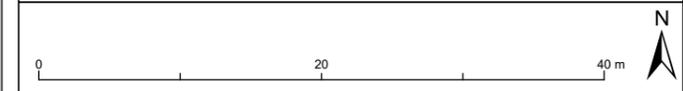
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**KILFINNAN ROAD CONSTRUCTION
- OPERATIONAL STAGE 2**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 11 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

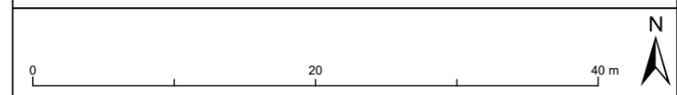
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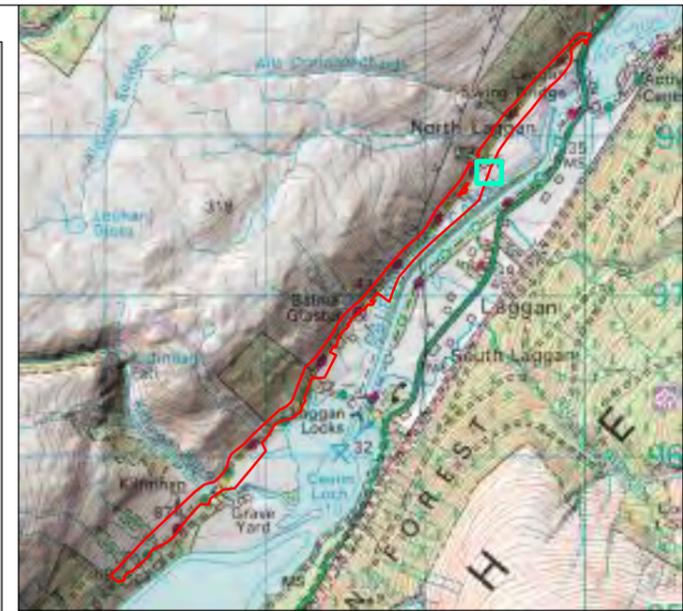
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**KILFINNAN ROAD CONSTRUCTION
- OPERATIONAL STAGE 2**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			12 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

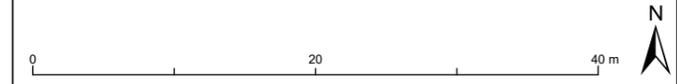
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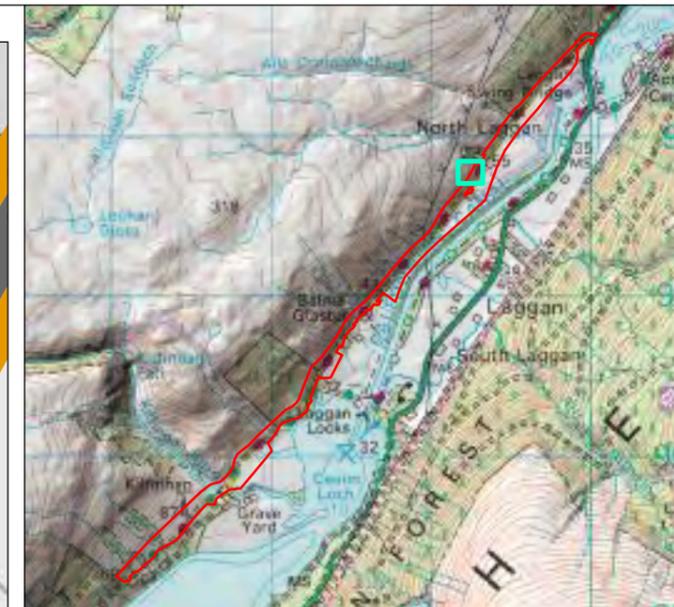
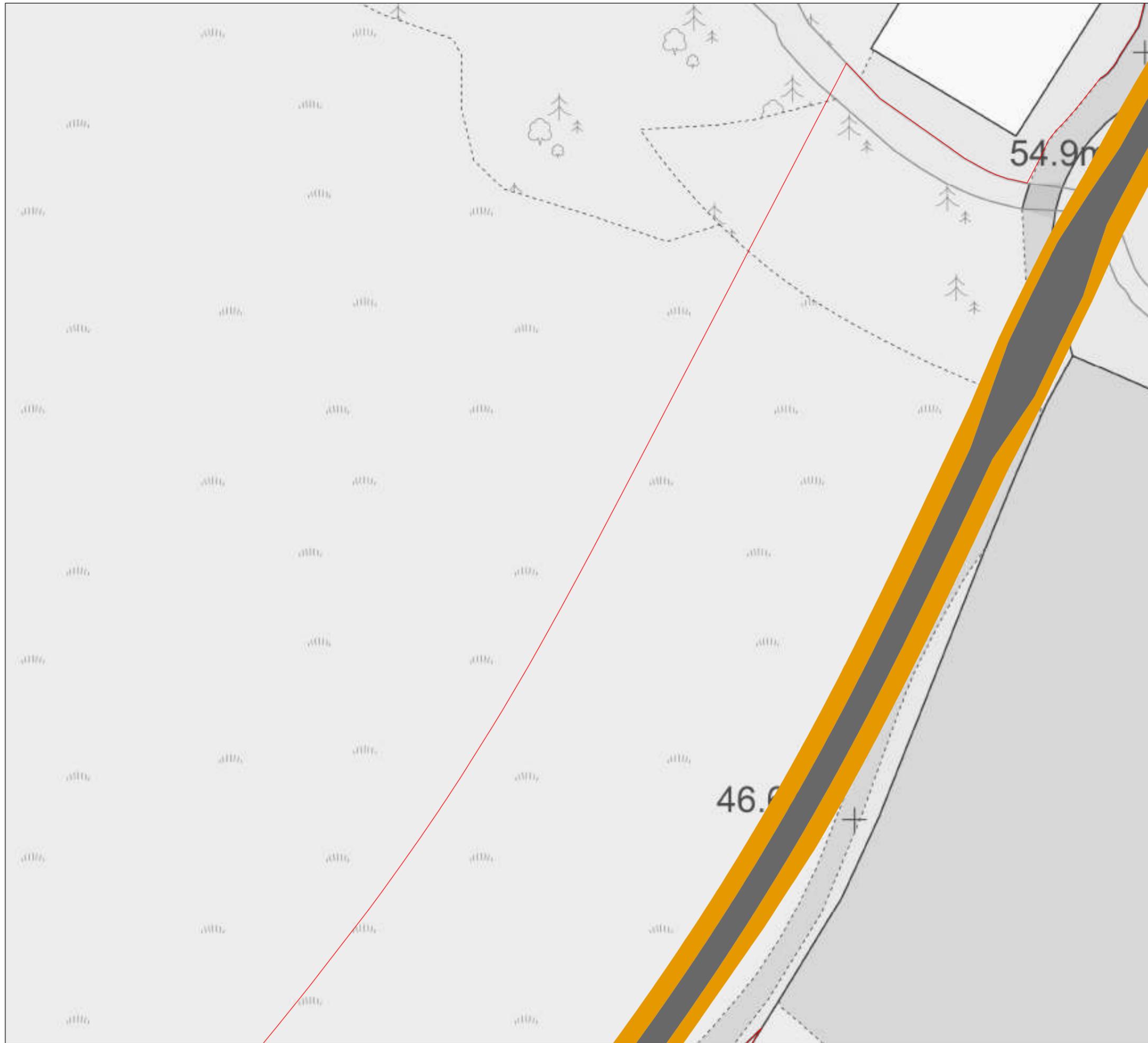
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			13 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

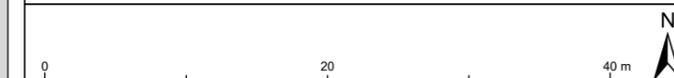
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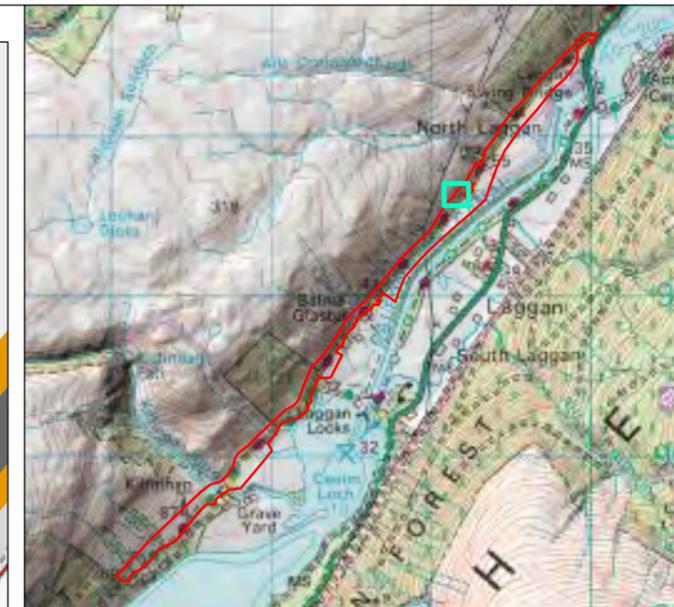
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- OPERATIONAL STAGE 2**



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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 14 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			15 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

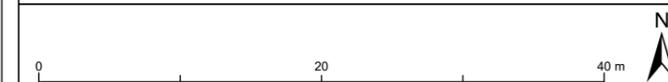
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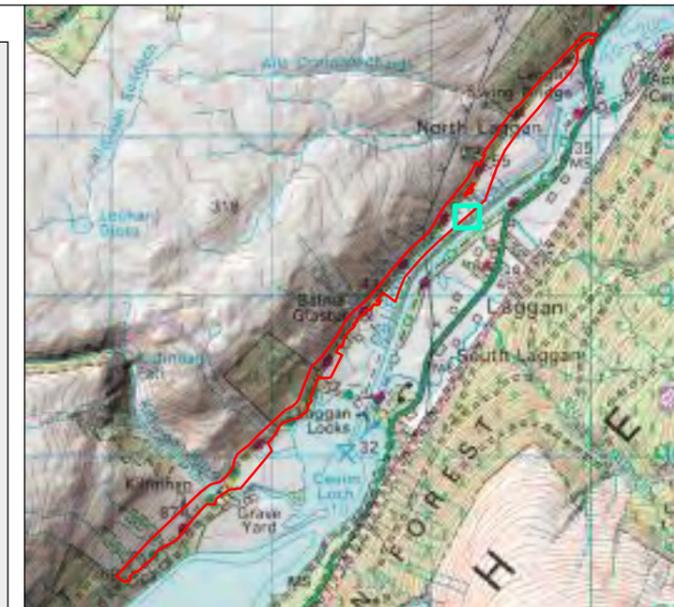
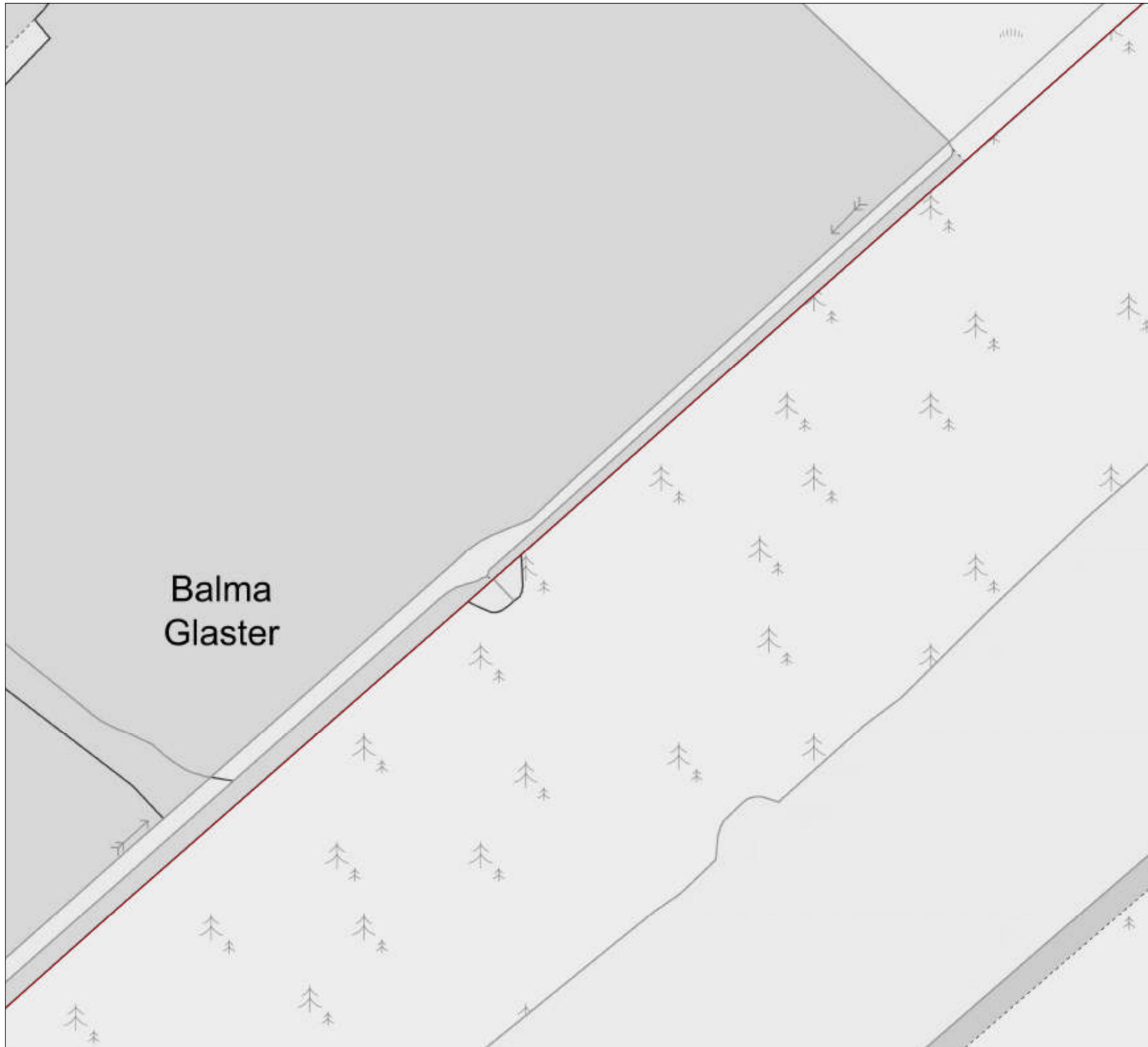
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 16 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

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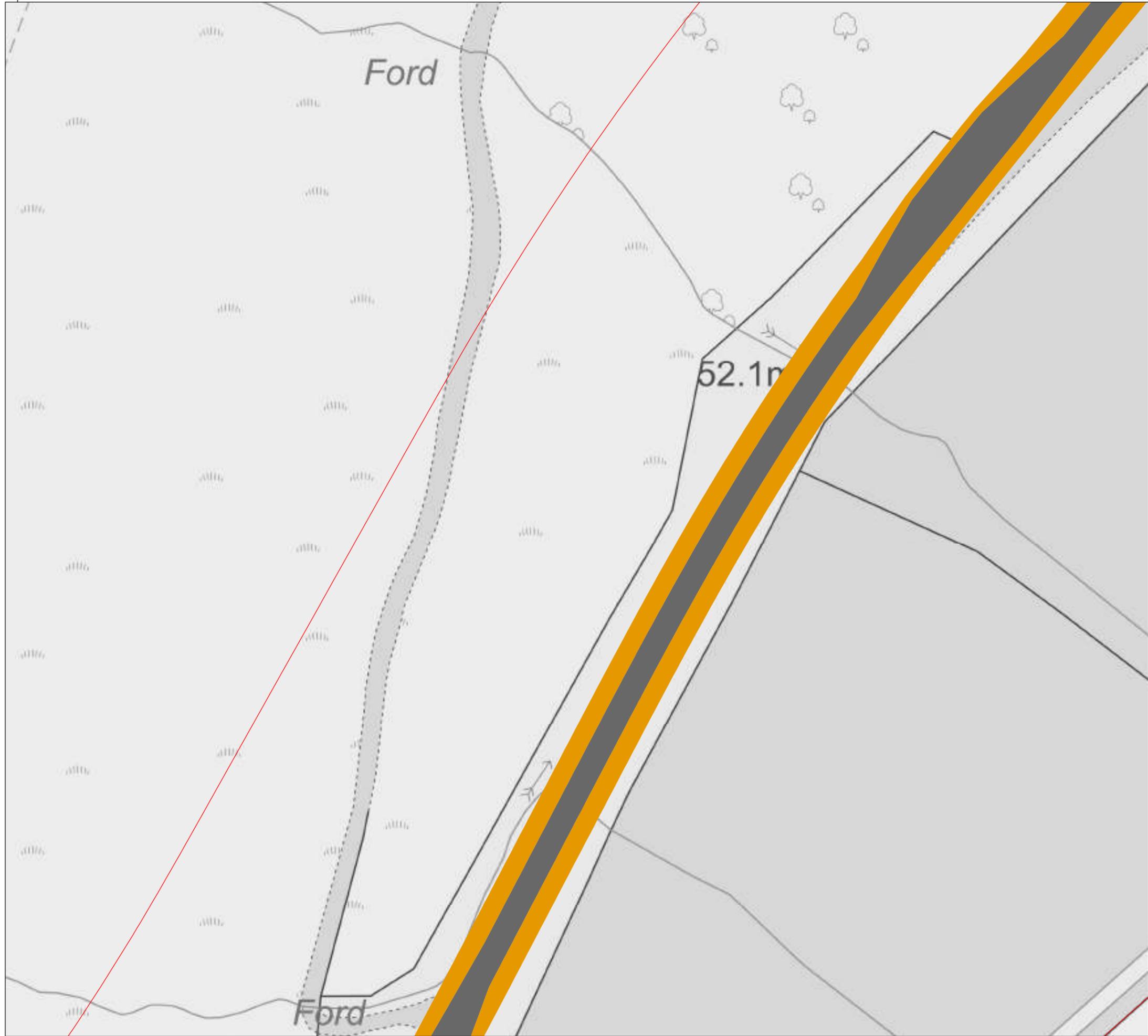
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 17 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

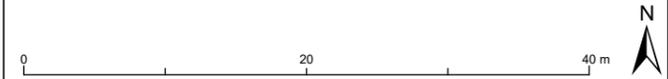
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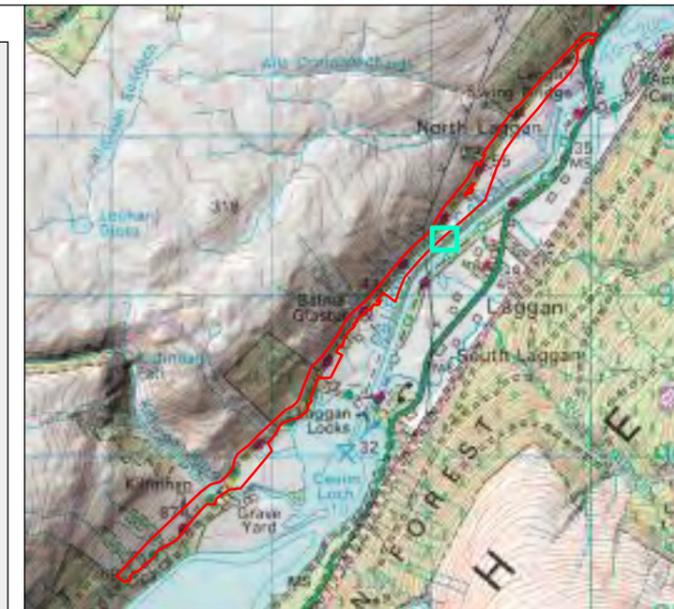
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number	Sheet No.		
LH000012-COIG-SID-SD-0002-03	18 OF 53		



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

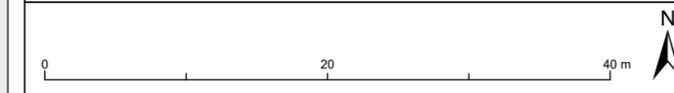
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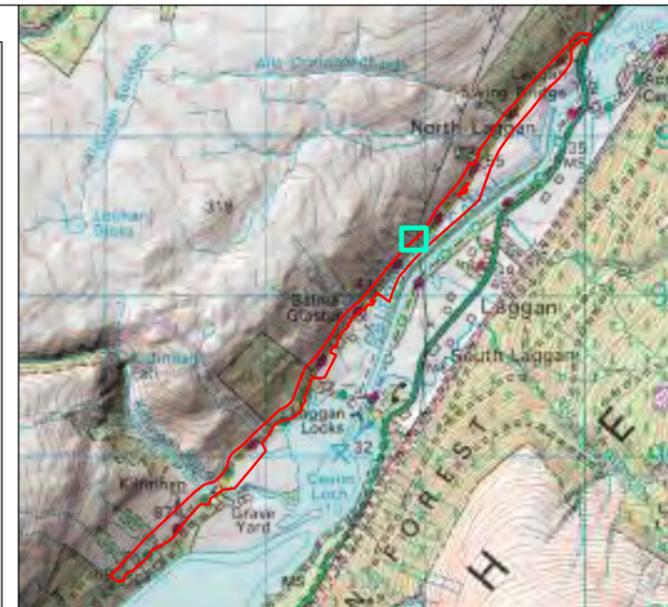
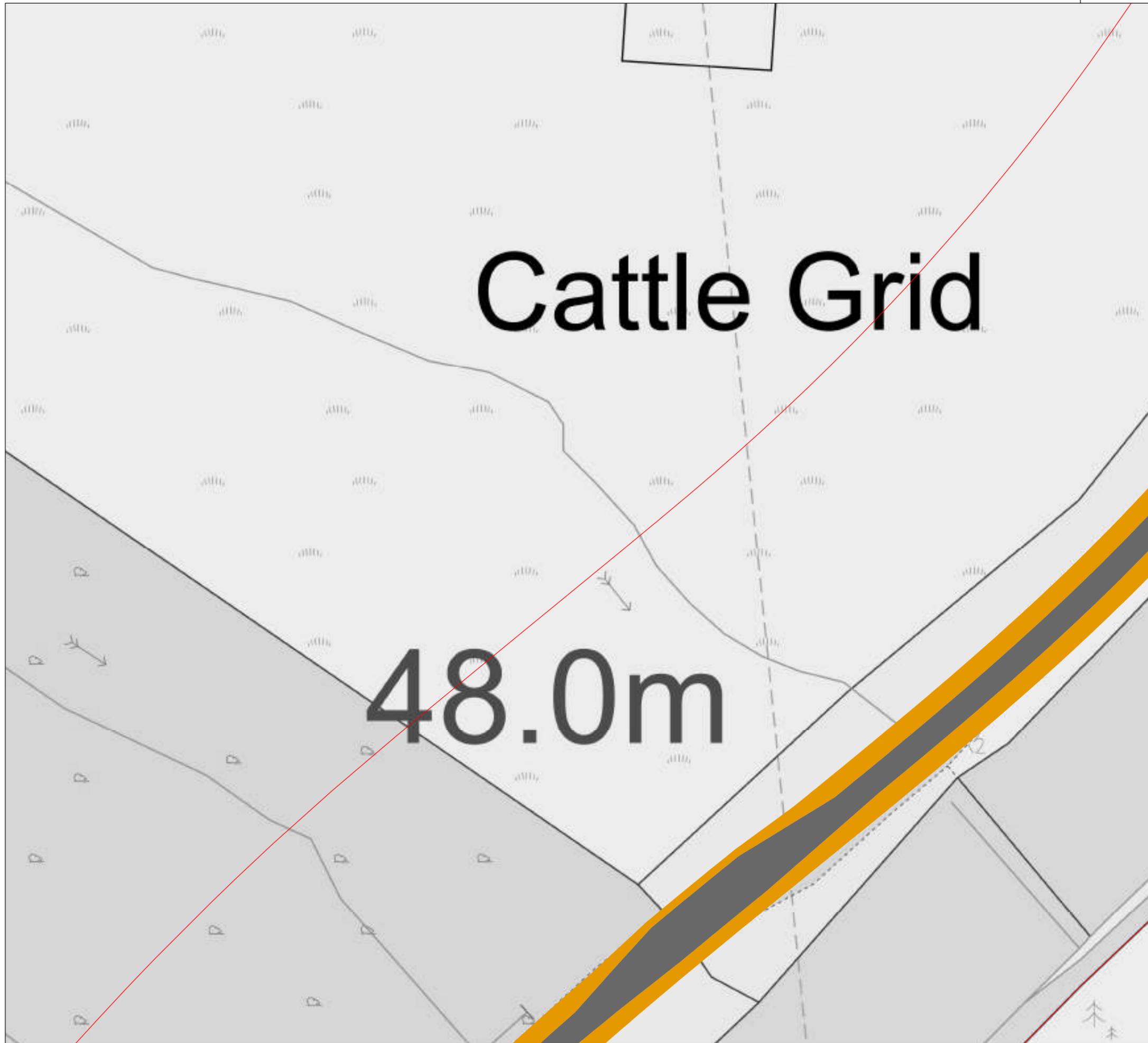
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 19 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Permanent Active Travel Route

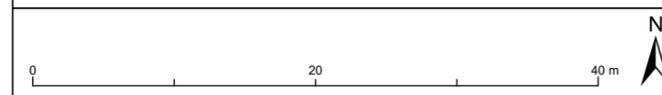
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			20 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

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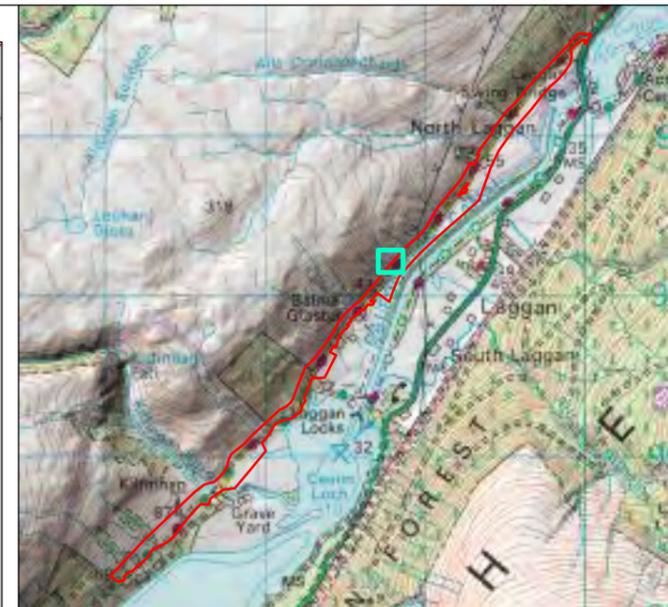
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			21 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

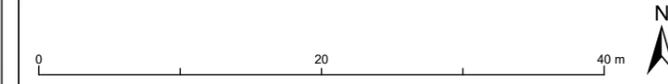
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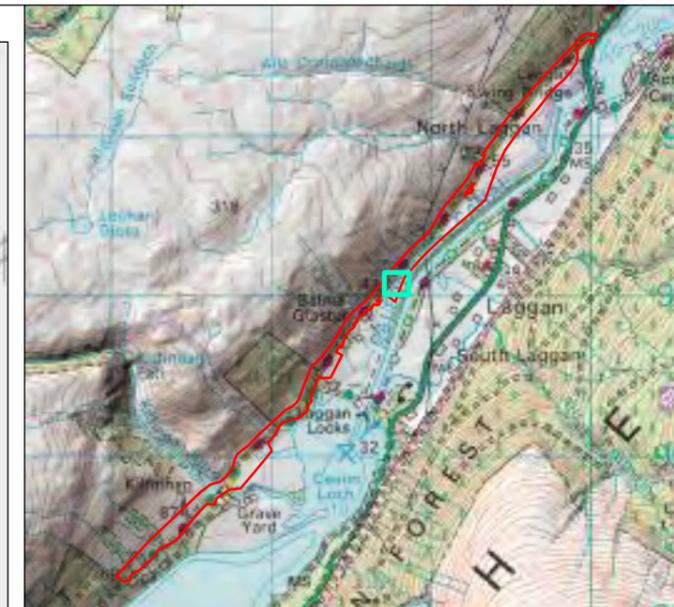
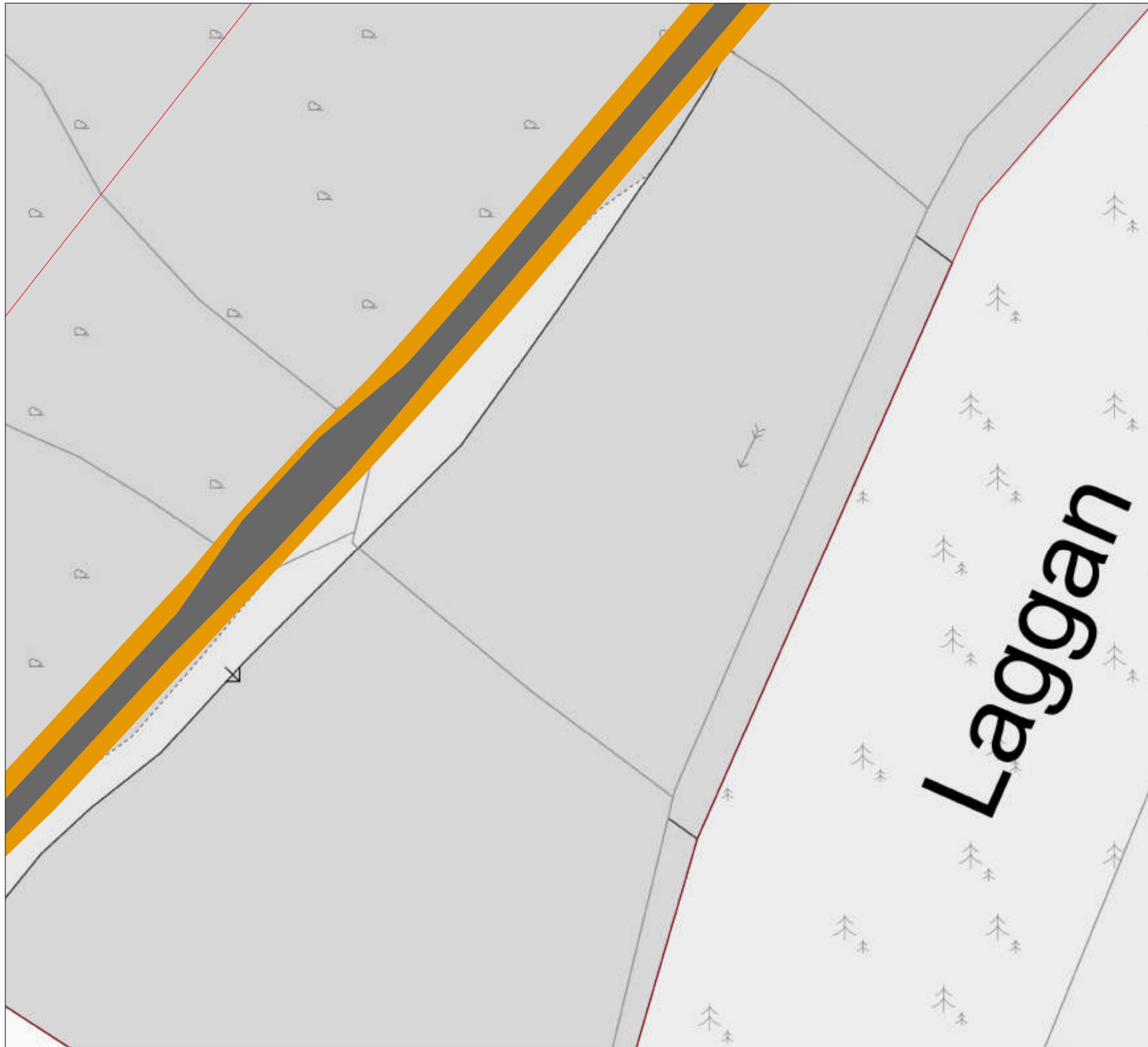
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 22 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			23 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

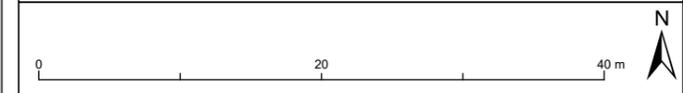
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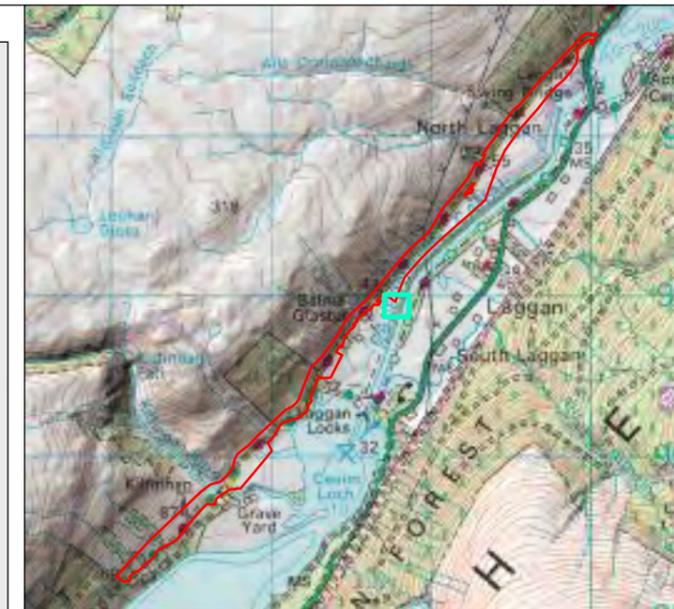
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 24 OF 53

797000



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

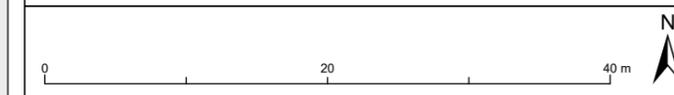
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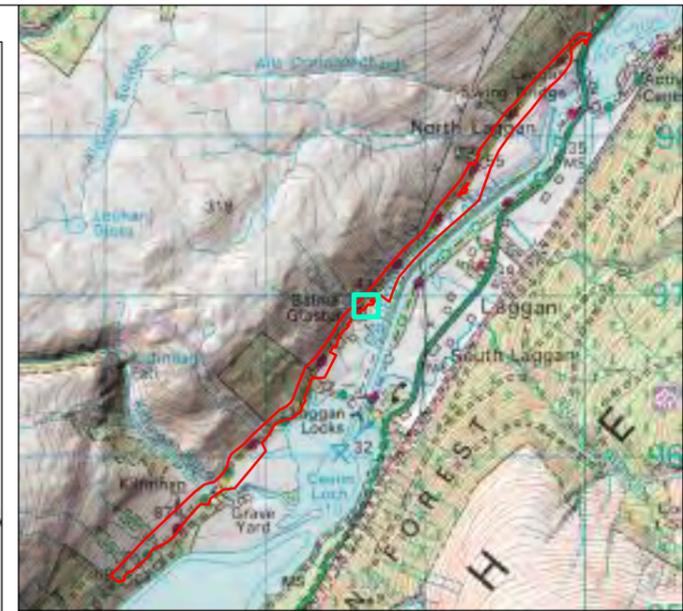
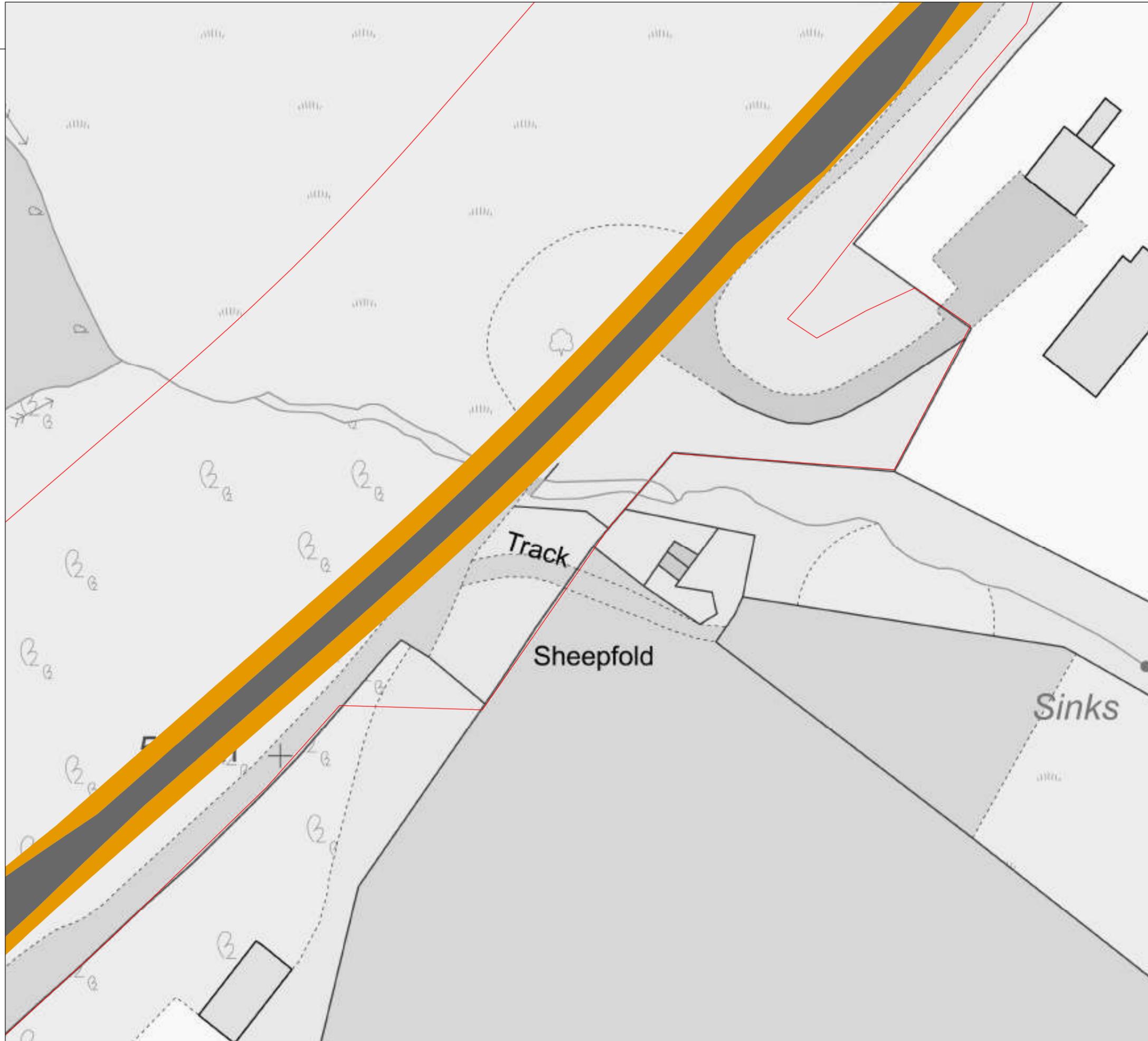
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 25 OF 53

797000



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

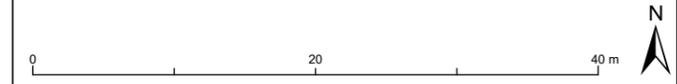
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			26 OF 53

797000



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

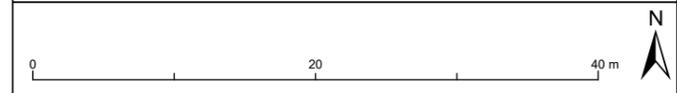
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- OPERATIONAL STAGE 2**



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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 27 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Permanent Active Travel Route

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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG

Drawing Number	Sheet No.
LH000012-COIG-SID-SD-0002-03	28 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Permanent Active Travel Route

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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 29 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Permanent Active Travel Route

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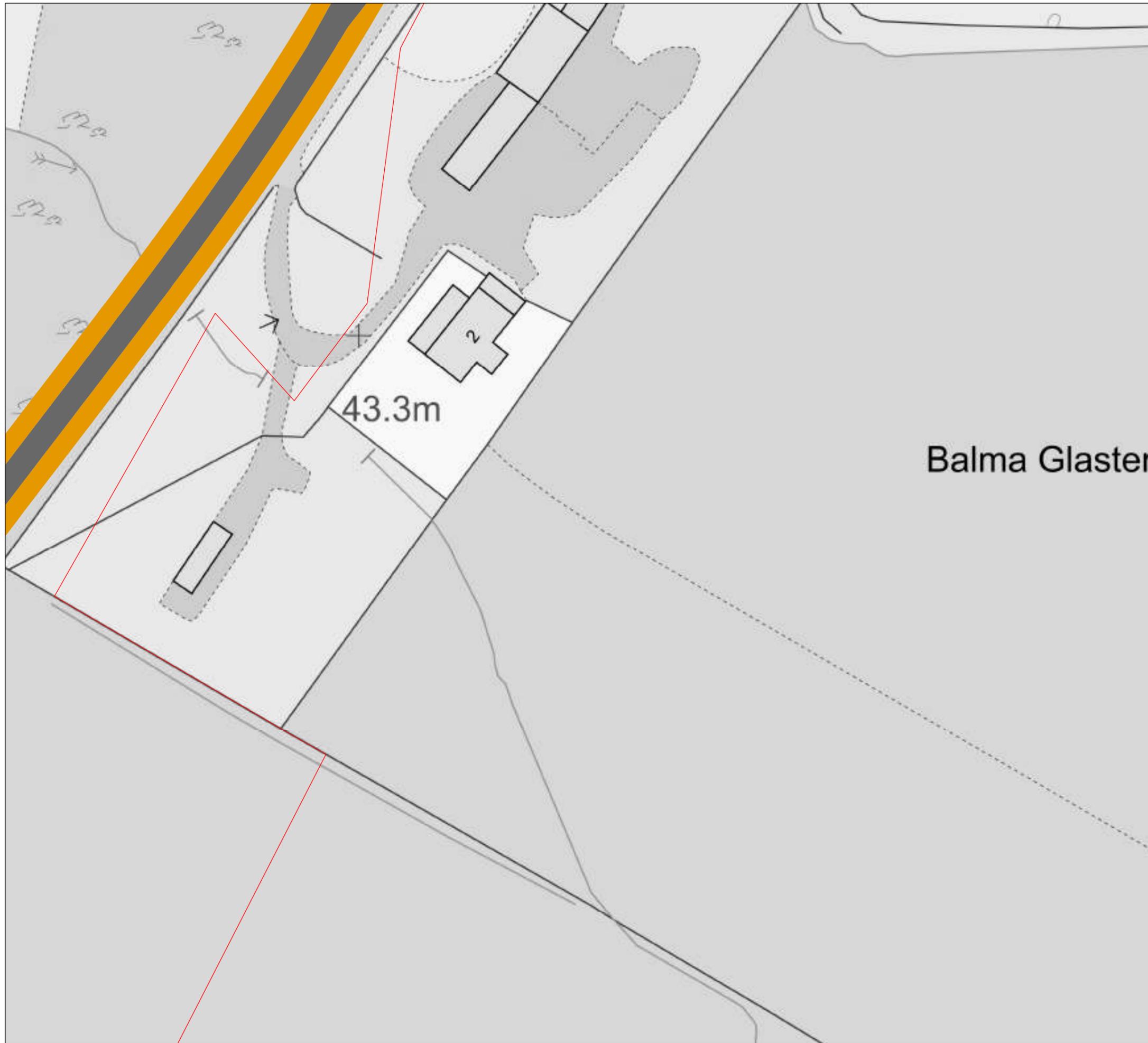
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 30 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

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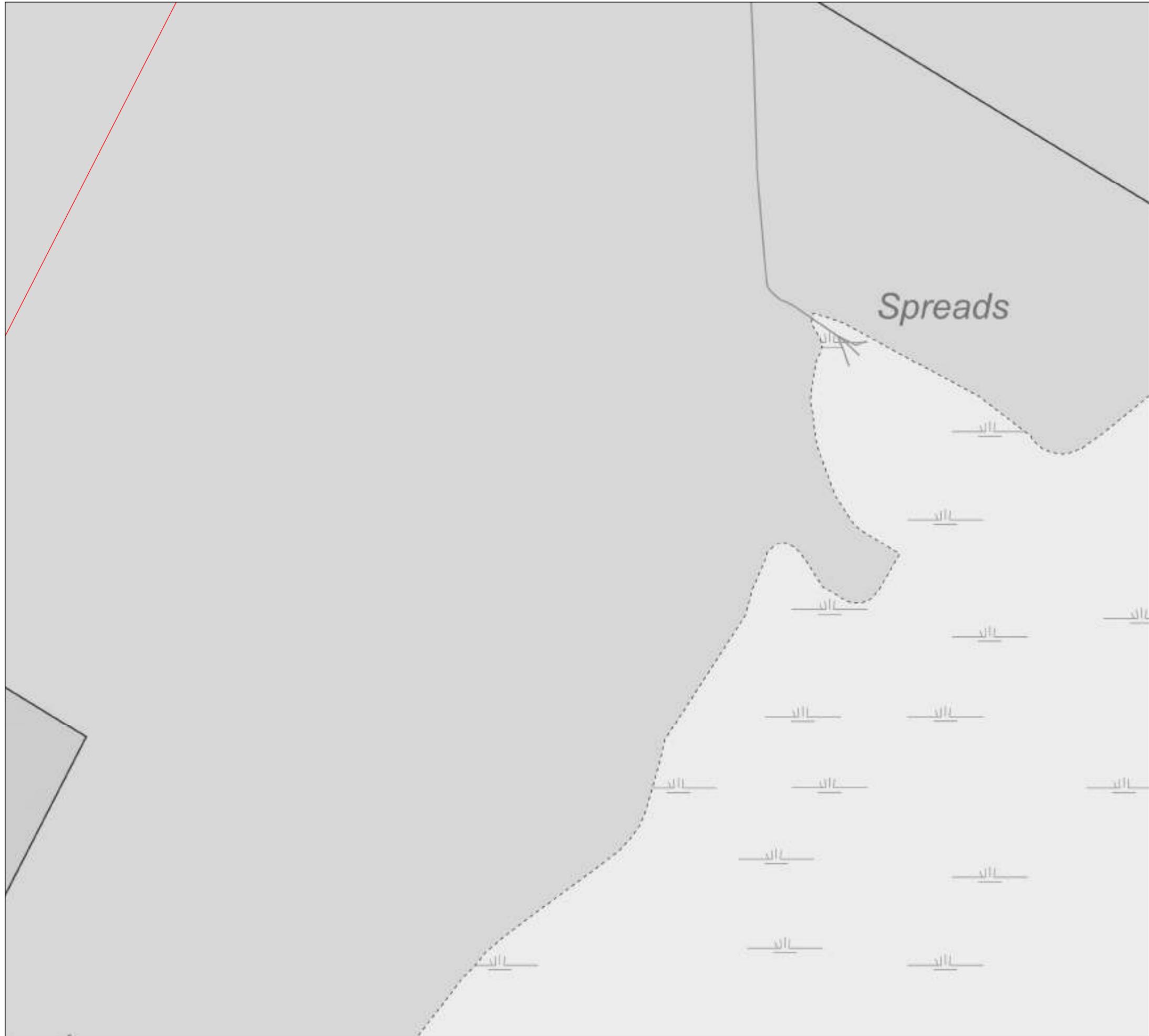
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			31 OF 53



- Legend**
-  Kilfinnan Road Construction Boundary
 -  Road
 -  Verge
 -  Permanent Active Travel Route

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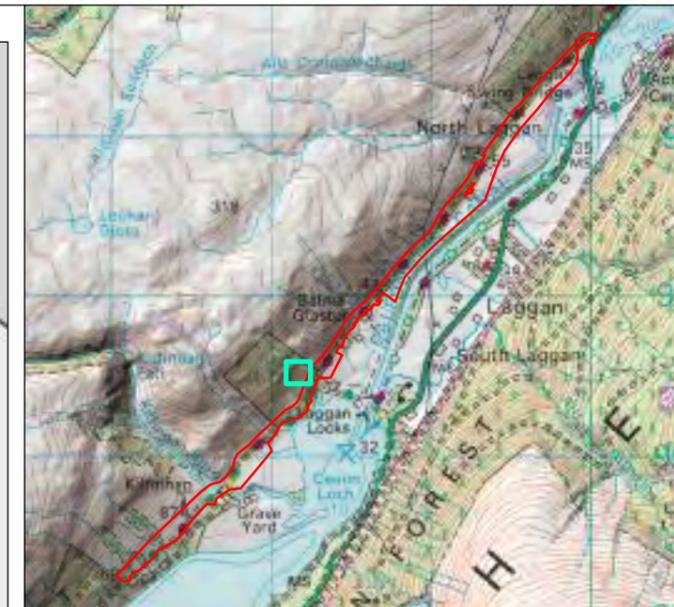
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 32 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
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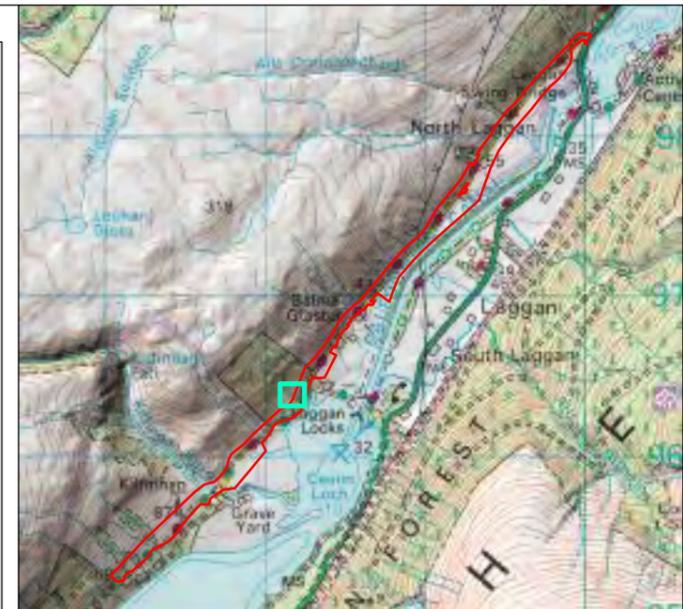
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 34 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Permanent Active Travel Route

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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 35 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

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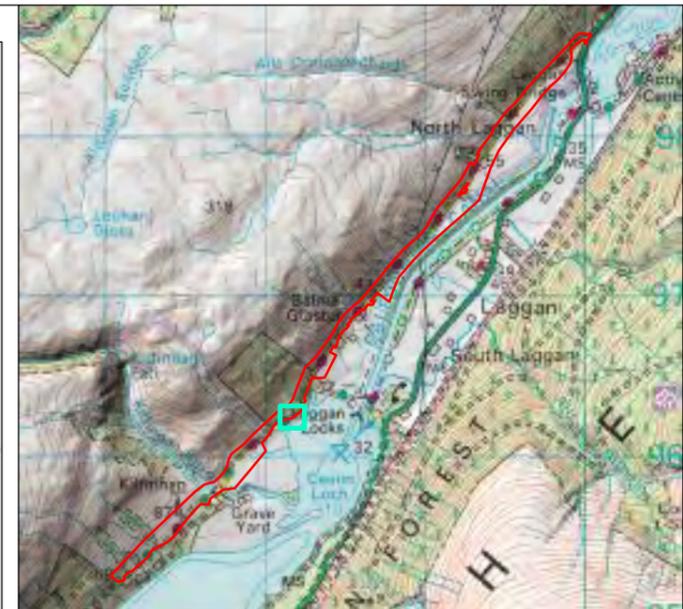
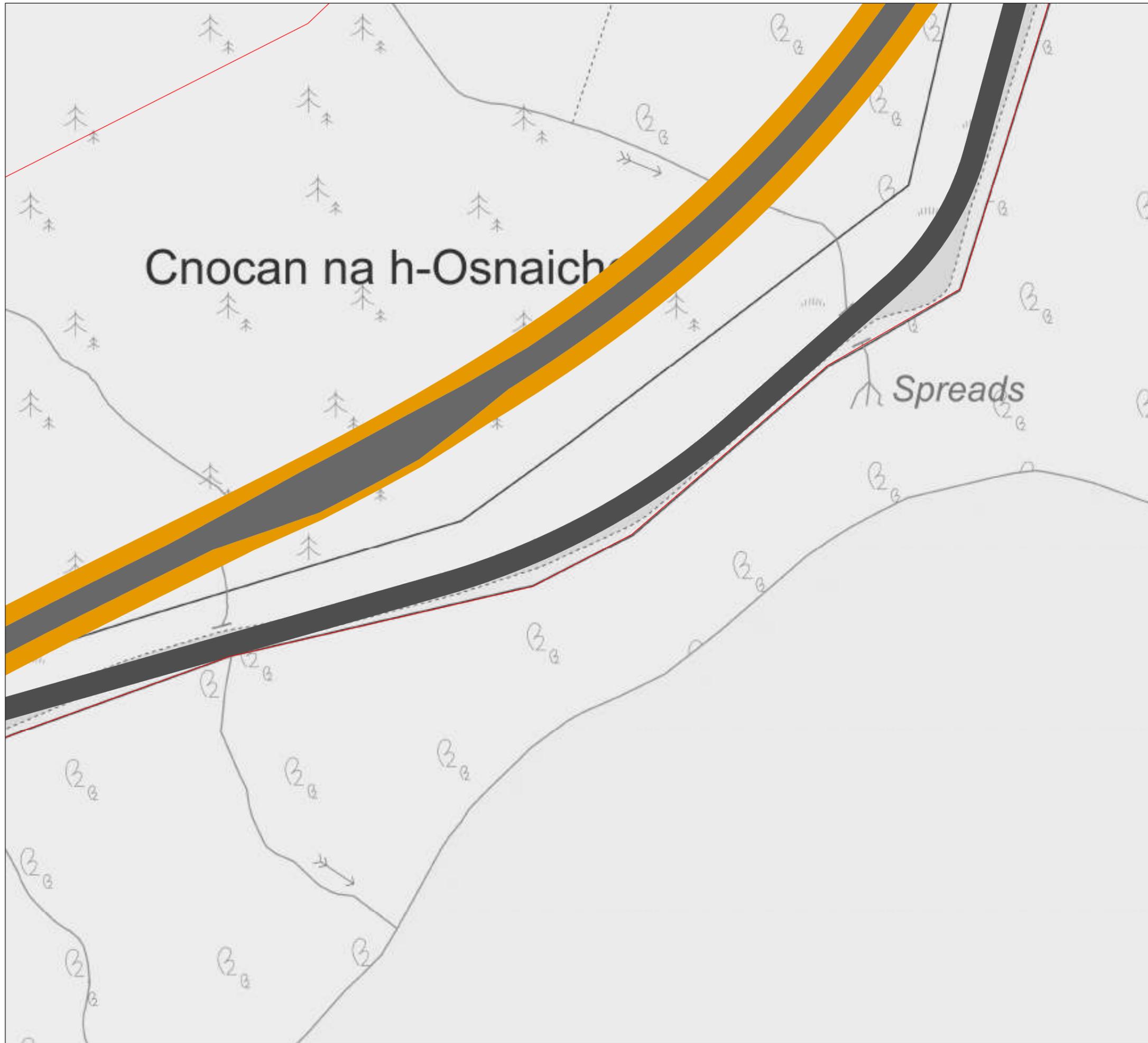
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			36 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

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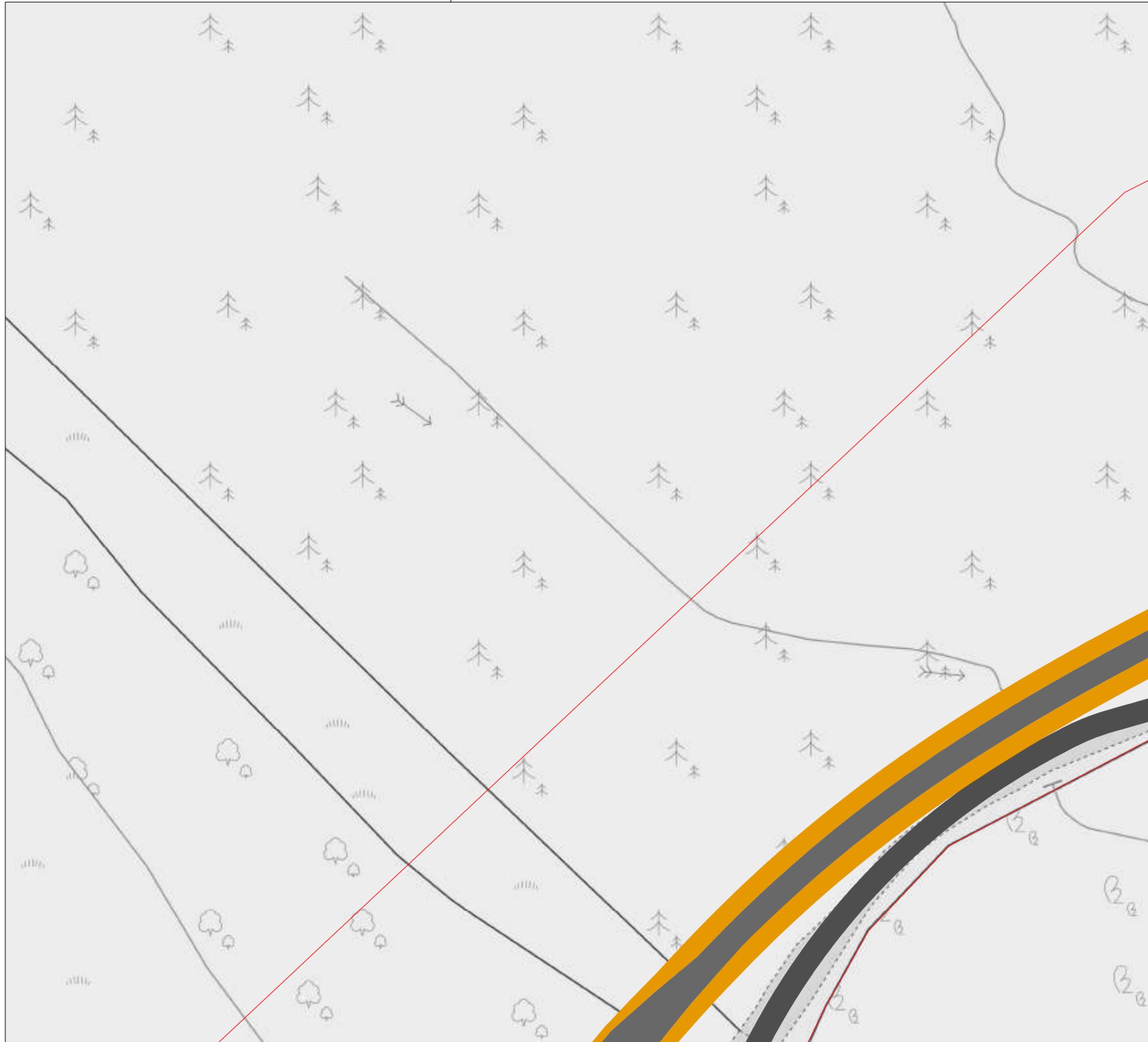
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			37 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

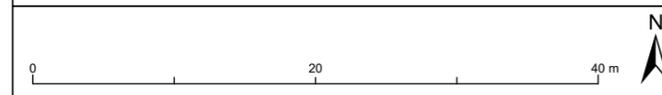
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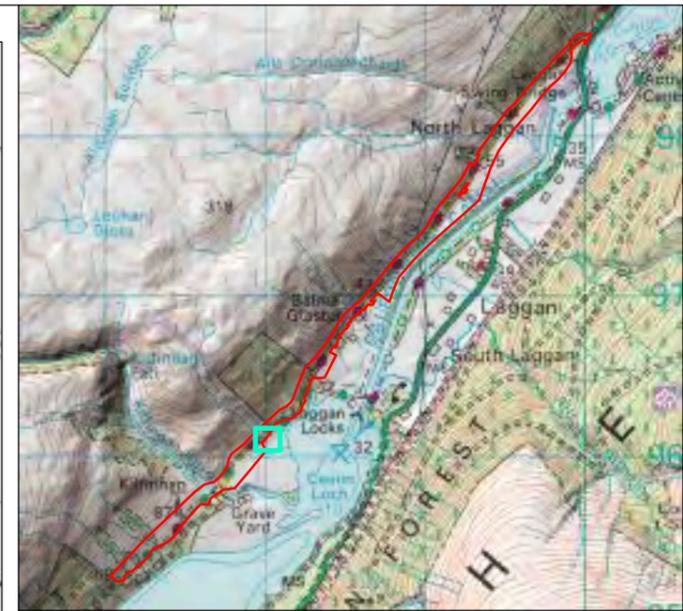
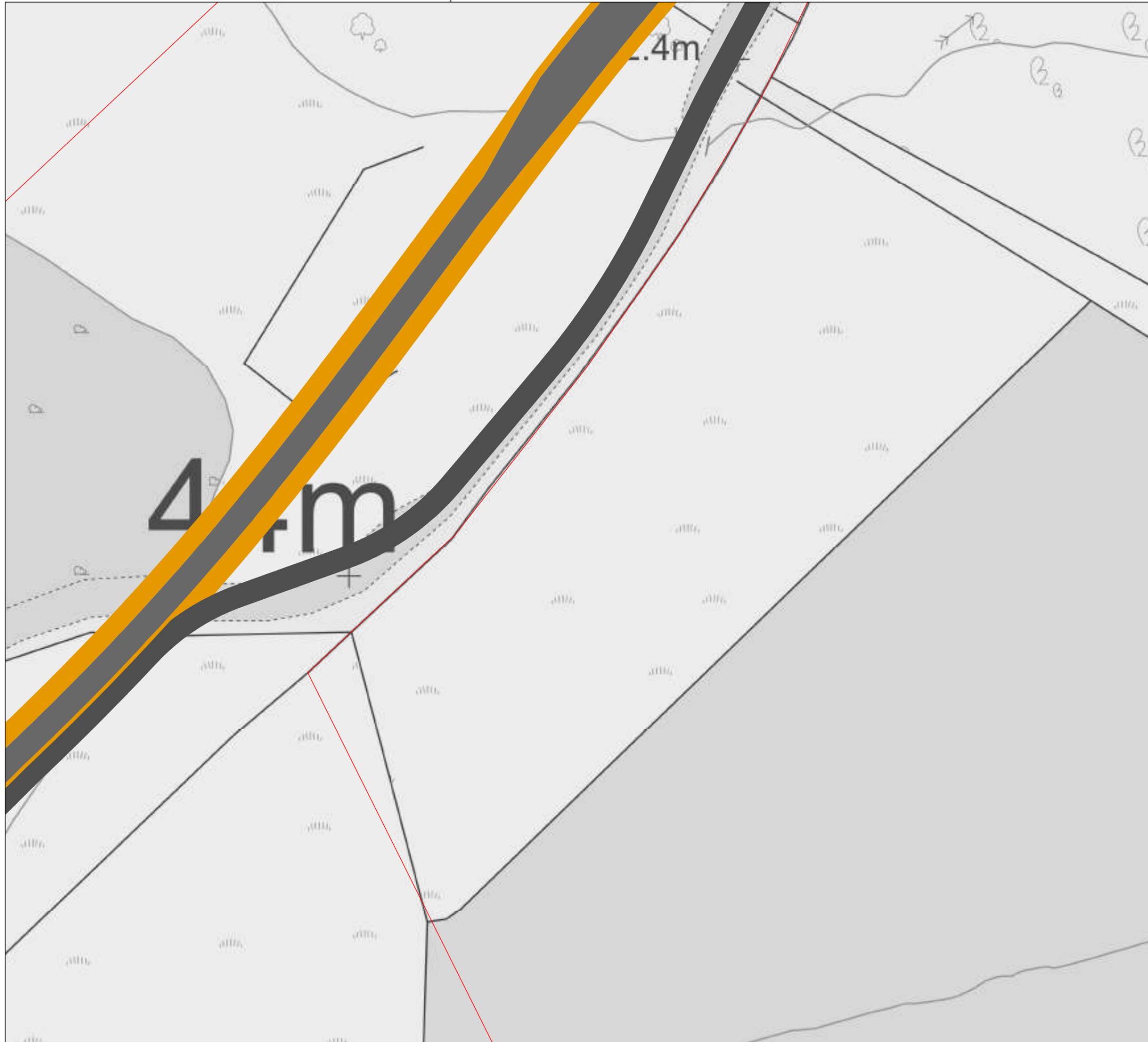
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			38 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

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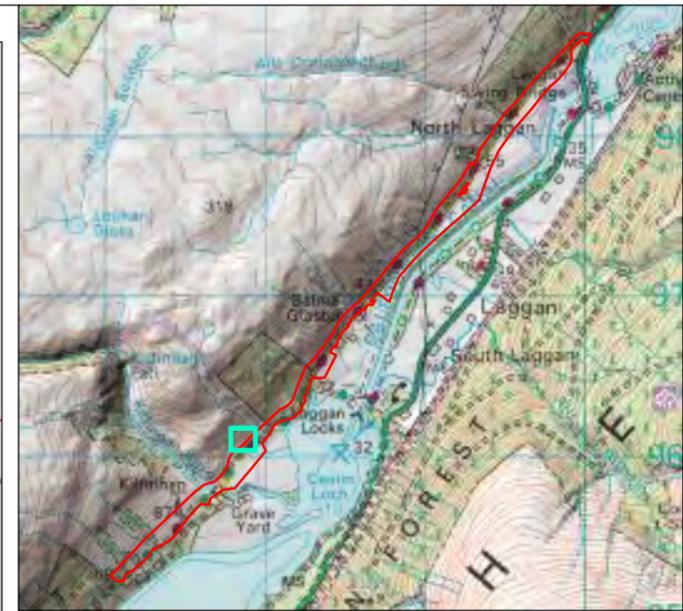
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 39 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Permanent Active Travel Route

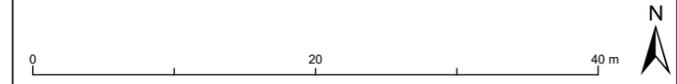
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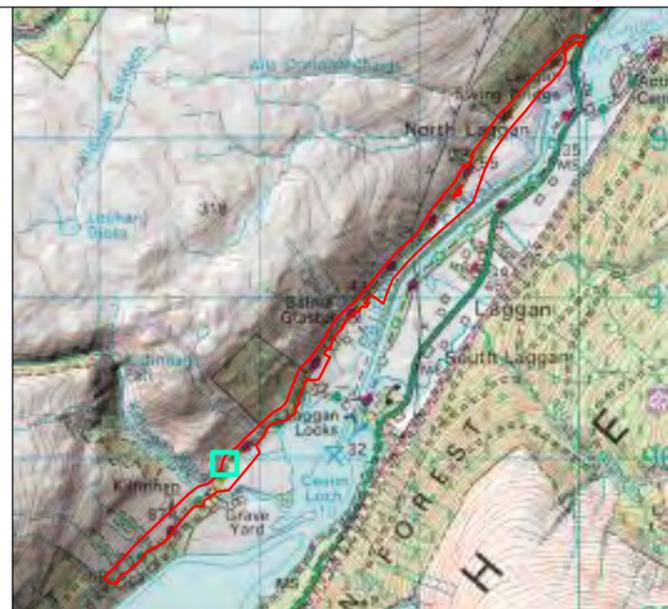
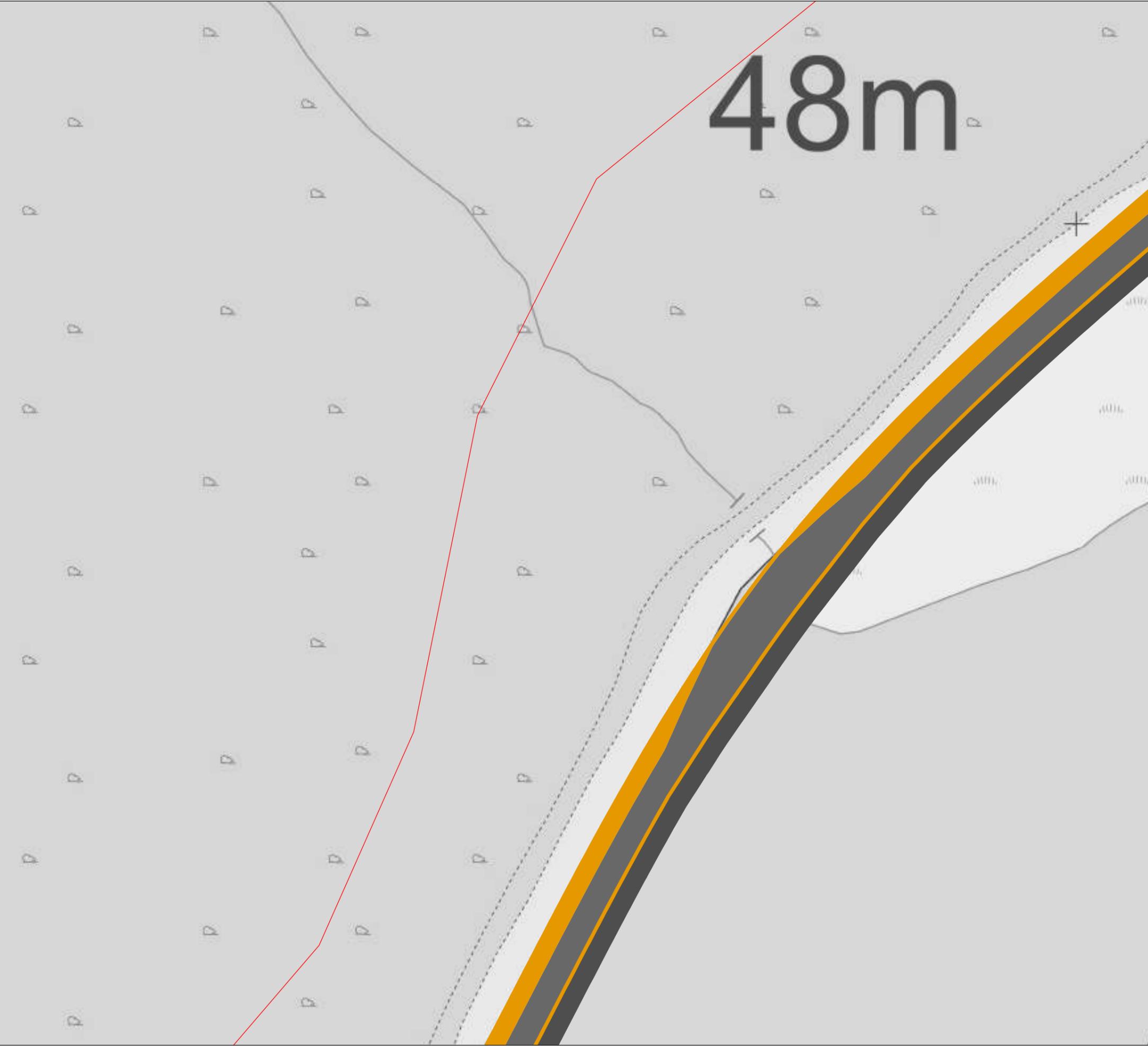
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 40 OF 53

796000



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
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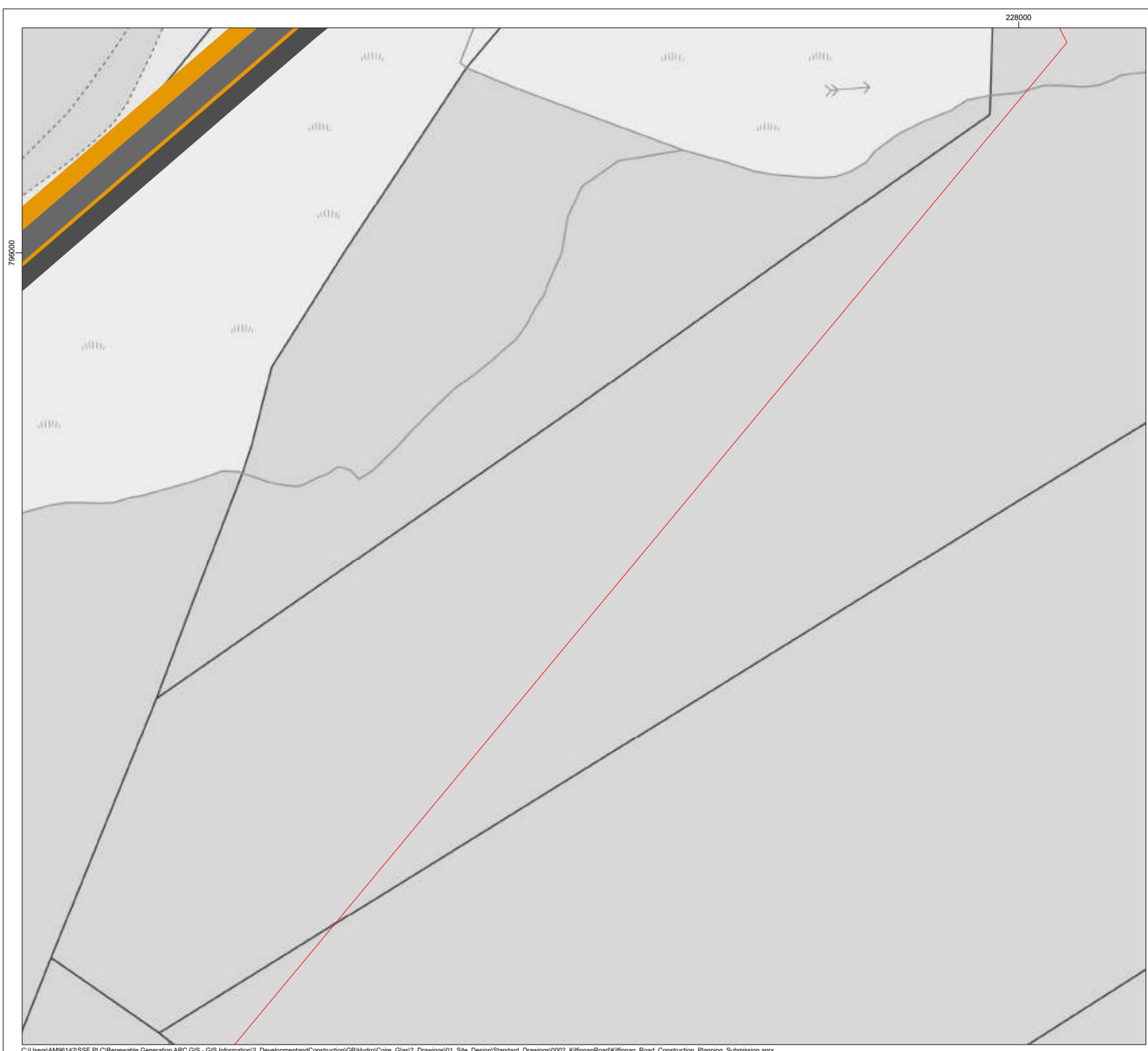
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			41 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
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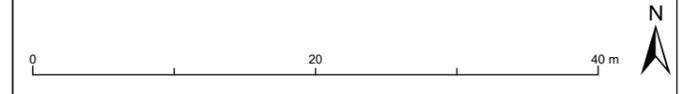
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			42 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

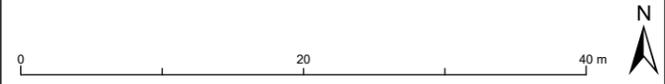
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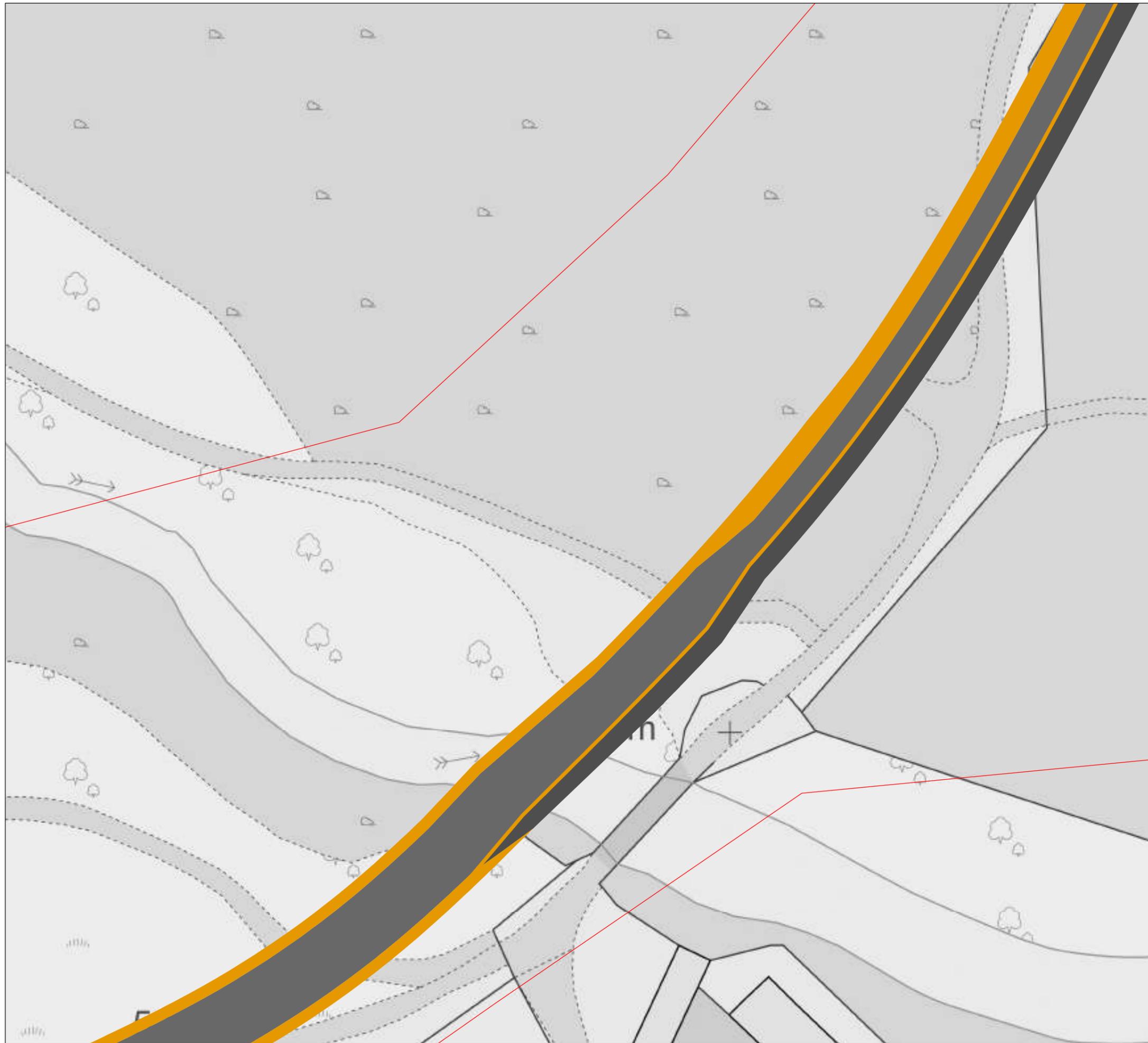
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			43 OF 53



Legend

- Kilfinnan Road Construction Boundary
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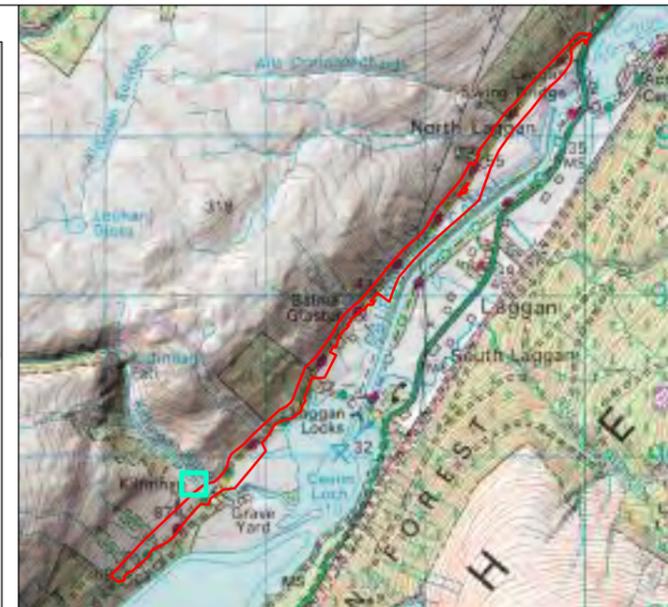
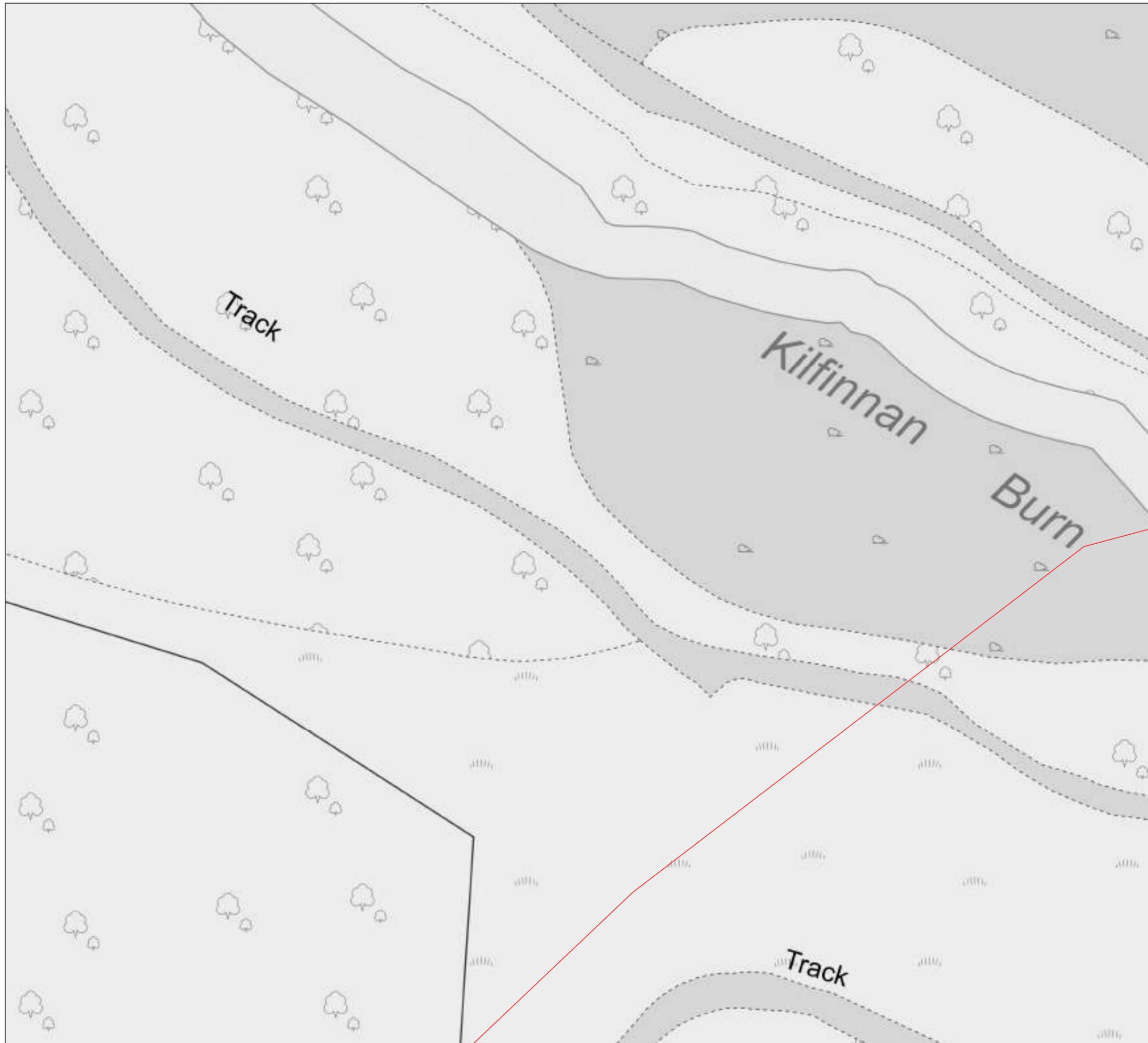
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			44 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
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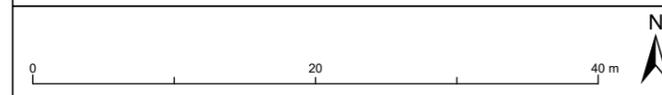
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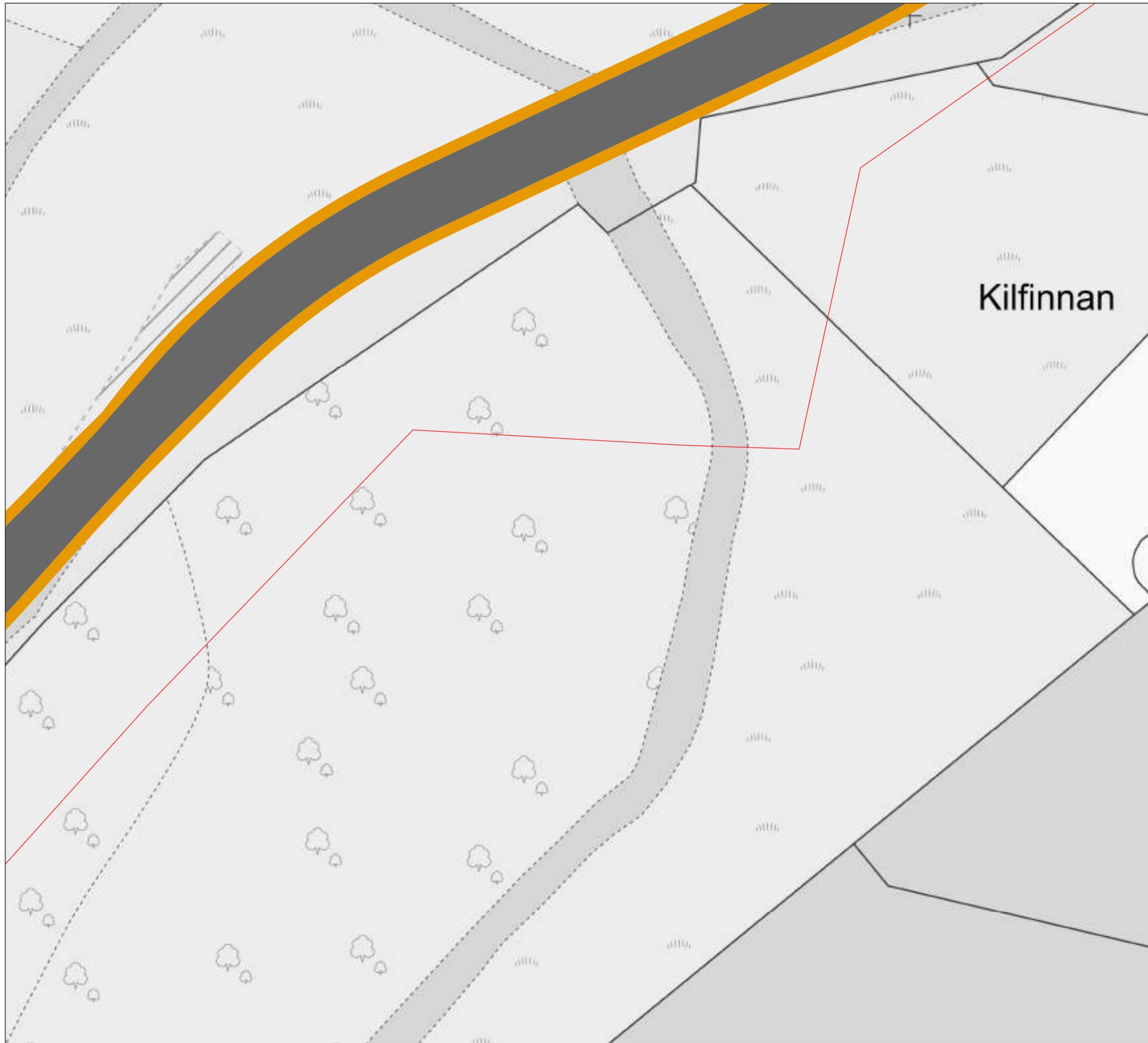
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 45 OF 53



Legend

- Kilfinnan Road Construction Boundary
- Road
- Verge
- Permanent Active Travel Route

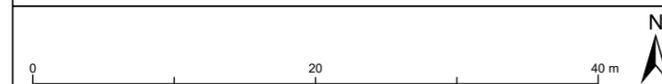
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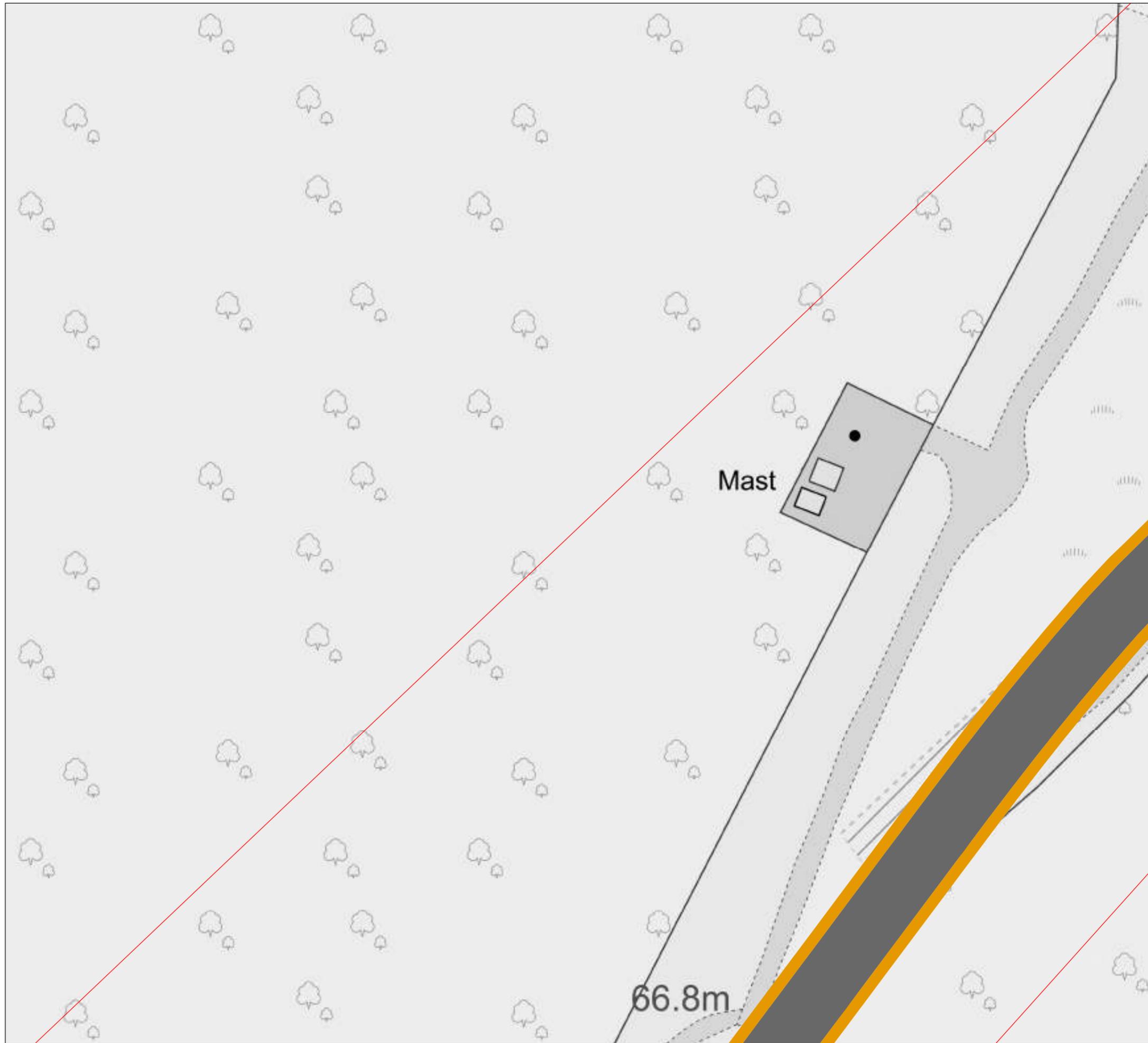
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
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Legend

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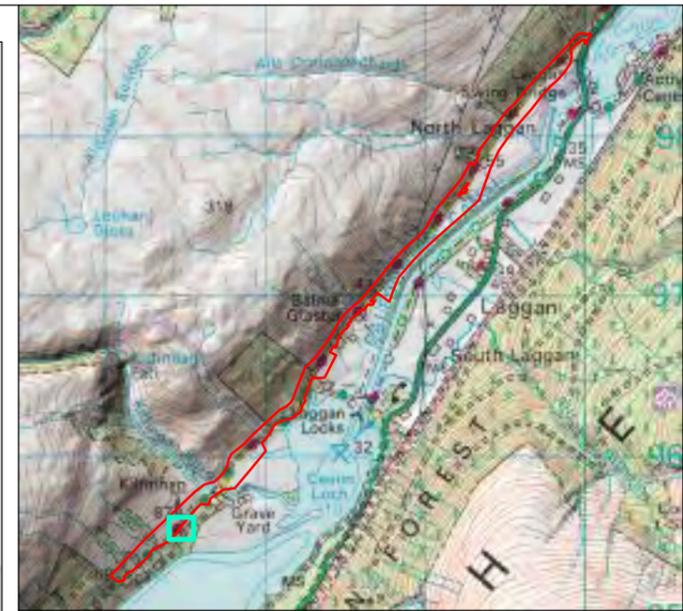
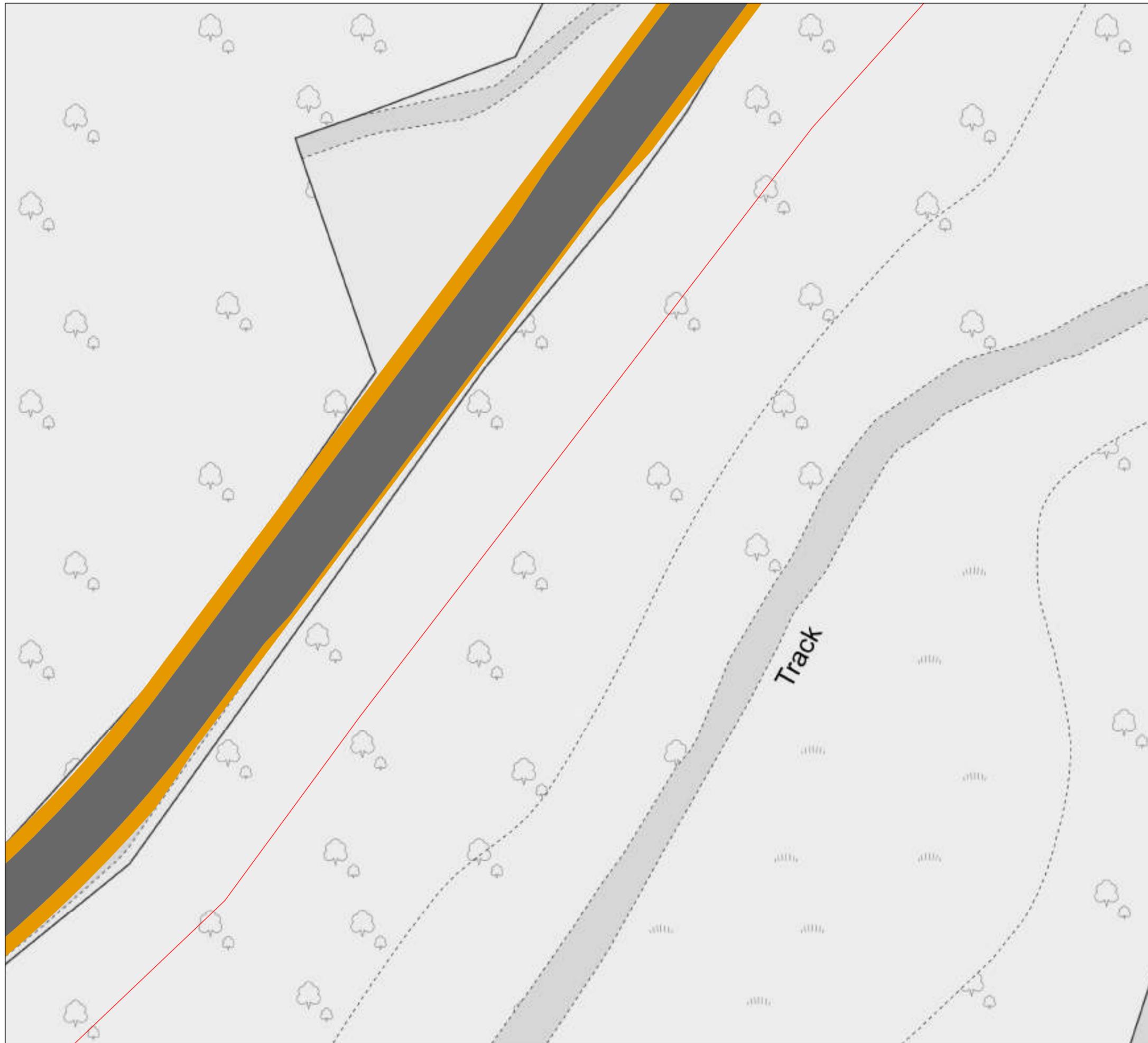
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 47 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

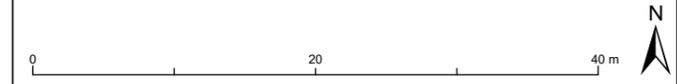
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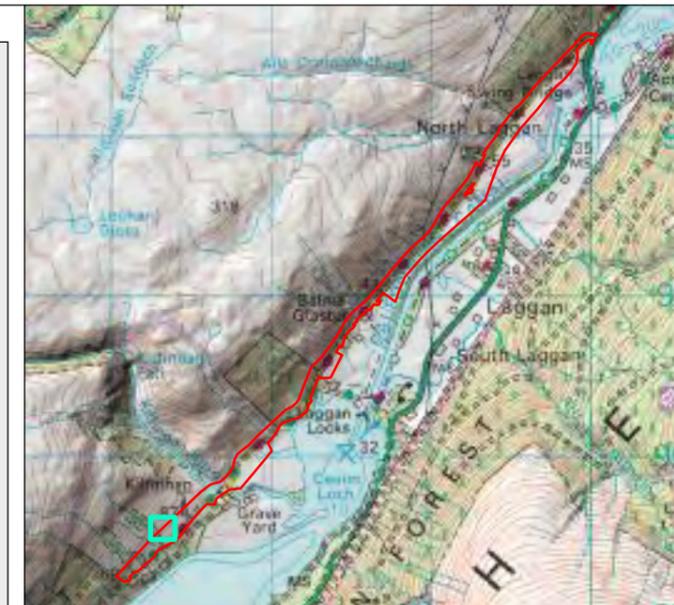
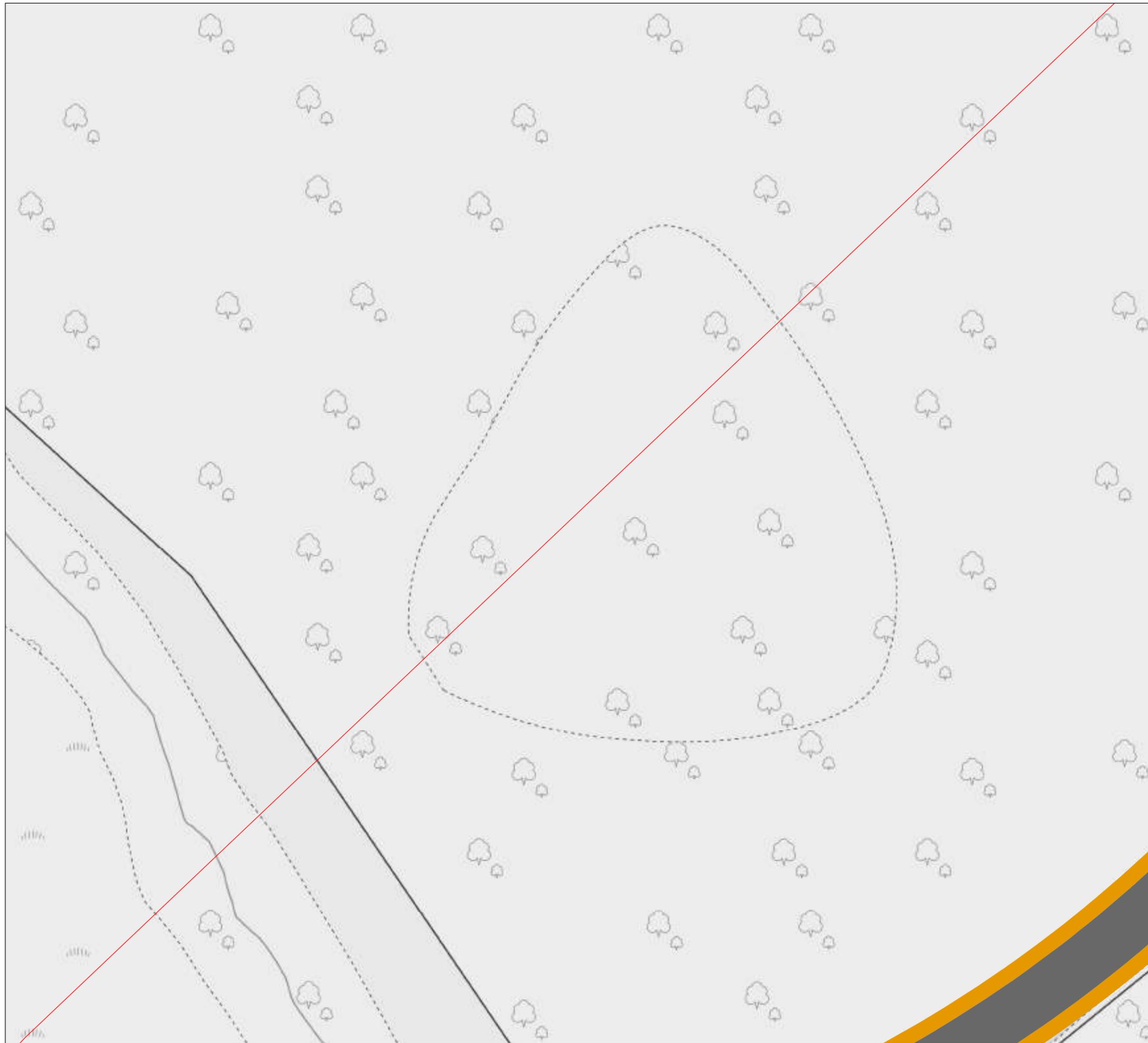
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**KILFINNAN ROAD CONSTRUCTION
- OPERATIONAL STAGE 2**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			48 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

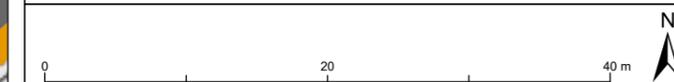
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Rev	Date	Status	Drwn	Chkd	Appd
01	09/11/2023	Scale update	AM	CB	-
00	24/10/2023	First issue	AM	CB	-



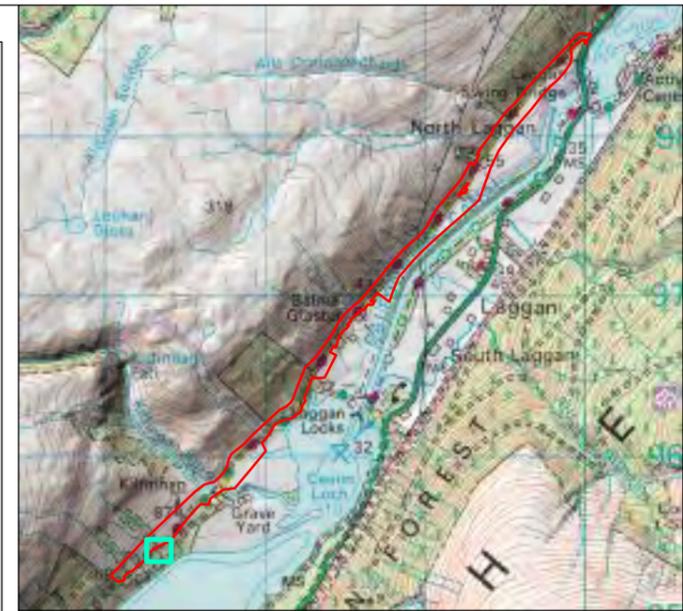
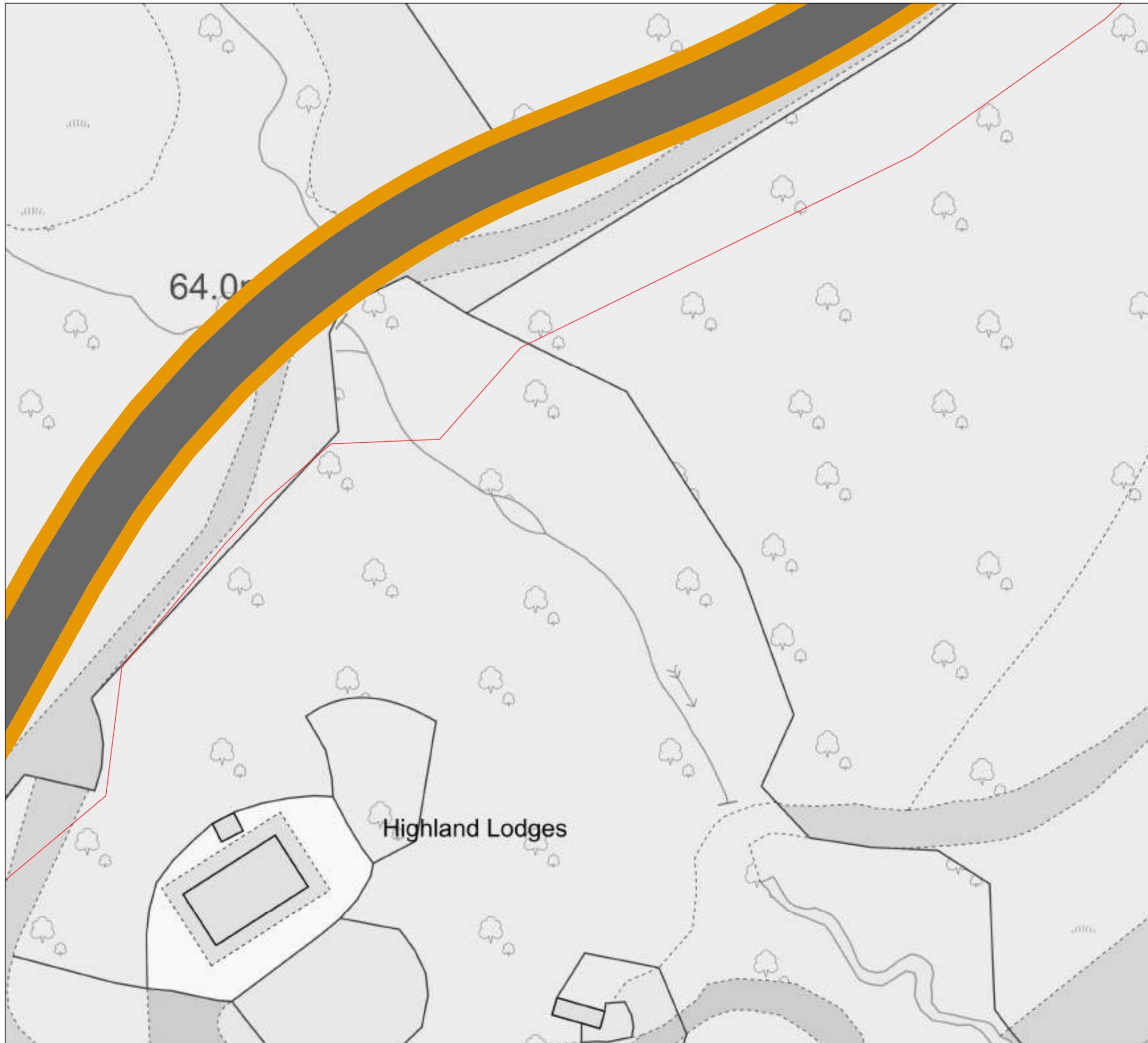
Project
COIRE GLAS

Title
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- OPERATIONAL STAGE 2**



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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 49 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
-  Verge
-  Permanent Active Travel Route

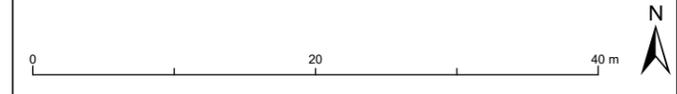
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01	09/11/2023	Scale update	AM	CB	-
00	24/10/2023	First issue	AM	CB	-
Rev	Date	Status	Drwn	Chkd	Appd



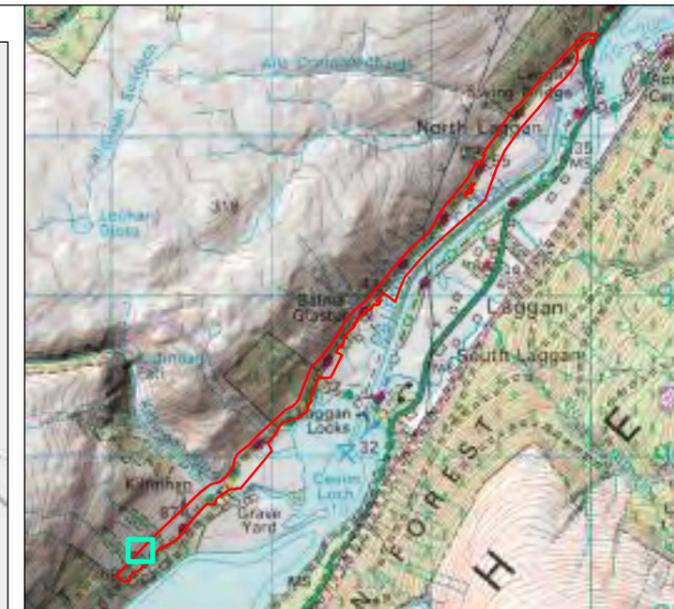
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
Drawing Number			Sheet No.
LH000012-COIG-SID-SD-0002-03			50 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
 - Road
 - Verge
 - Permanent Active Travel Route

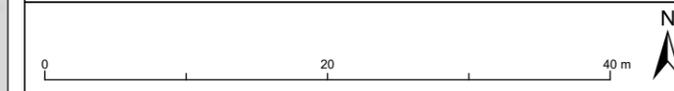
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Rev	Date	Status	Drwn	Chkd	Appd
01	09/11/2023	Scale update	AM	CB	-
00	24/10/2023	First issue	AM	CB	-



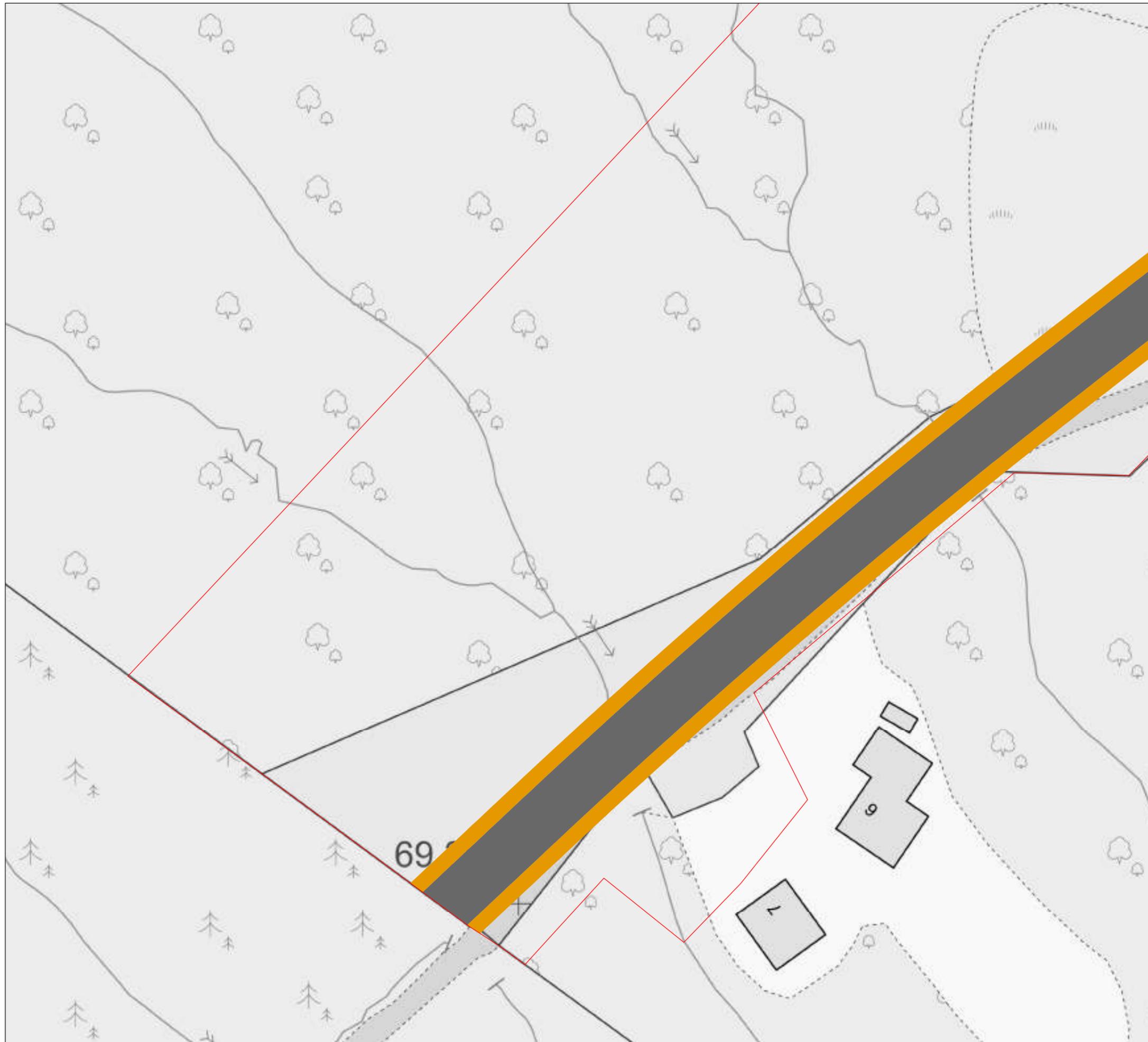
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 51 OF 53



Legend

-  Kilfinnan Road Construction Boundary
-  Road
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-  Permanent Active Travel Route

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Rev	Date	Status	Drwn	Chkd	Appd
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00	24/10/2023	First issue	AM	CB	-



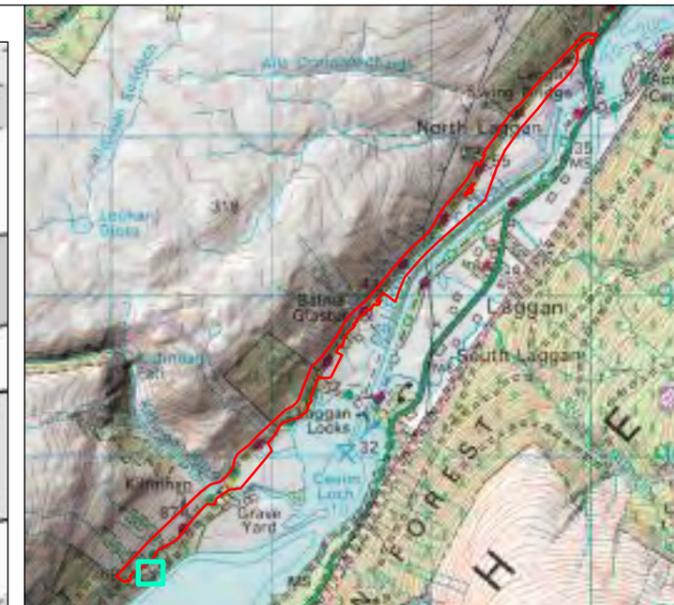
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Scale 1:500	Plot Size A3	Datum OSGB36	Projection BNG
Drawing Number LH000012-COIG-SID-SD-0002-03			Sheet No. 52 OF 53



- Legend**
- Kilfinnan Road Construction Boundary
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Scale	Plot Size	Datum	Projection
1:500	A3	OSGB36	BNG
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