



Corran Ferry Infrastructure Improvement Scheme

Design and Access Statement

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Wallace Stone
Consulting Civil Engineers



Document Control

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1 Introduction

The Highland Council (THC) are proposing to construct new ferry service infrastructure at the Corran Narrows under the Corran Ferry Infrastructure Improvement Scheme (CFIIS). The CFIIS will involve the construction of new infrastructure in the village of Ardgour, and just north of the 'Corran' settlement in the region of Nether Lochaber. The new infrastructure will facilitate a roll-on/roll-off ferry service, including a new electric vessel (NEV) for the ferry service and improve facilities for users and operators of the Corran Ferry. The development will involve both marine construction and dredging works below Mean High Water Springs, as well as construction works above Mean Low Water Springs.

This Design and Access Statement has been prepared in line with THC's guidance for design and access statements (THC, Undated). It also includes a Sustainable Design Statement (refer Section 6.4 and Appendix 2). An Environmental Impact Assessment Report (EIAR) has been prepared and submitted to support the planning permission application. An Equality Impact Assessment (EQIA) has also been prepared and included as Appendix B.1 in the EIAR. Where appropriate, this Design and Access Statement refers out to the EIAR, EQIA, and other supporting documents as specified, for further detail. This approach is intended to simplify and rationalise descriptions in this Design and Access Statement for reader clarity, whilst also preventing excessive duplication between this document and the EIAR. As such, this document should be read in conjunction with the EIAR, EQIA and supporting documents referenced.

2 Background Information

2.1 Name of Scheme

Corran Ferry Infrastructure Improvement Scheme (CFIIS)

2.2 Applicant / Client

The Highland Council – Mr Andrew Maciver
Diriebught Depot,
94 Diriebught Road,
Inverness, IV2 3QN

2.3 Agent

Affric Limited - Miss Claire Williams
Lochview Office,
Loch Duntelchaig,
Farr, IV2 6AW

2.4 Location Plan

The Corran Narrows, grid reference centre point of NN 01826 63387, are located approximately 7 miles south-west of Fort William in Loch Linnhe (see Figure 2.4.1). Figure 2.4.2 depicts the Planning Boundary and Marine Licence Boundary for the CFIIS. These boundaries are also shown in Drawing 99_DRG_C2_1, in Volume 4 of the EIAR.



Figure 2.4.1: Location of the Corran Narrows

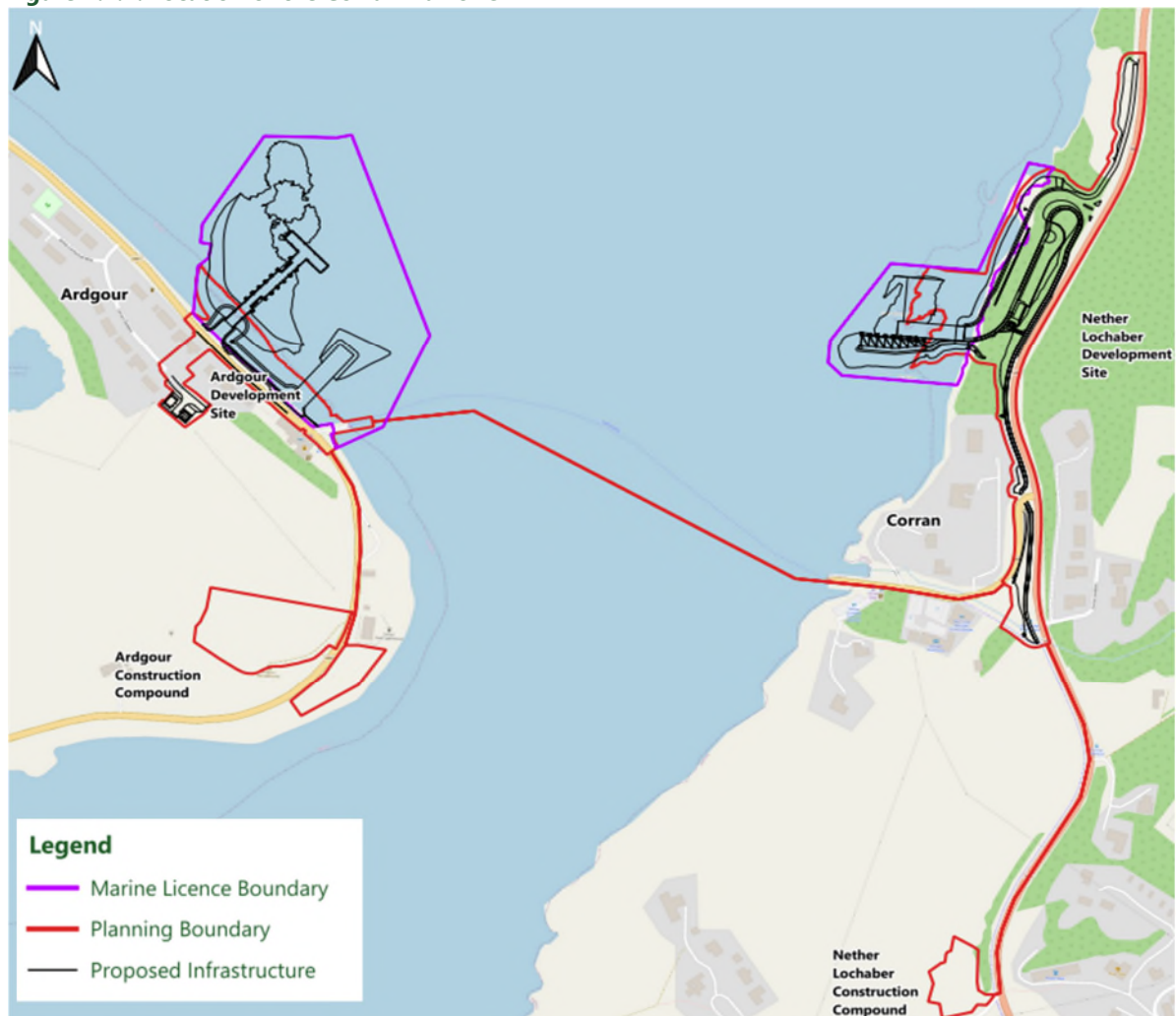


Figure 2.4.2: Location of the CFIS Development Areas: Corran Narrows

2.5 The Corran Ferry

The Corran Ferry service carries passengers and vehicles across the Corran Narrows between the settlements at Corran and Ardgour. The service provides an essential connection to and from the Ardnamurchan peninsula, providing these communities with access to hospitals, further education, larger retail outlets and, in some instances, their place of work and/or supply chain needs. In addition, it also acts as a gateway for tourists visiting the Ardnamurchan peninsula and onwards to destinations such as the Isle of Mull. Further details are provided in Section 2.1.2 of Chapter 2: Project Description in Volume 2 of the EIAR.

2.6 Project Need

The Corran Ferry service is facing challenges to the current service, imposed by the existing, ageing vessels and current infrastructure. As there is a need to ensure and maintain an appropriate, resilient connection between communities either side of the Corran Narrows, the CFIS specifically addresses a number of the infrastructure requirements and facilitates the introduction of a NEV. The key infrastructure requirements forming the initial design brief included:

- **Slipways:** Slipways at a 1:8 gradient would be required on both sides of the Corran Narrows to support the 'straight-through' boarding and offloading arrangements for the NEV and other vessels.
- **Overnight berthing structure:** An overnight berthing structure would be required for vessel berthing, NEV charging, water bunkering and safe crew access on and off the vessels.
- **Marshalling Area:** Marshalling areas with sufficient capacity would be required to safely manage the queuing vehicle traffic, including appropriate public facilities and footways/cycleways, promoting the use of active travel networks.
- **Purser's Kiosk:** Shore-based ferry staff collecting fares and managing loading/unloading operations and marshalling for the ferry service ('pursers') would require limited welfare and shelter facilities.
- **Other Facilities and Services:** Public access to appropriate facilities including toilets, a changing places facility, electric vehicle (EV) charging, bicycle shelters, pedestrian shelters and parking are required, serviced by appropriate utilities including lighting, power and water.

These elements are discussed in more detail within Section 2.3.2 of Chapter 2: Project Description in Volume 2 of the EIAR.

2.7 Development Proposal

This section includes a brief summary of the CFIS components. A full project description is provided in Sections 2.4 and 2.5 of Chapter 2, Volume 2 of the EIAR.

The CFIS comprises the following main components:

New infrastructure on the Ardgour side:

- Slipway*;
- Slipway access, including a low retaining wall;
- Localised road improvements and formalised residential parking;
- Footpath;

- Bicycle shelter and pedestrian shelter*;
- An overnight berthing structure with crew access, fendering and vessel charging facilities*;
- Associated services (lighting, power, vessel charging, water and drainage);
- Power infrastructure with associated access will be required within the field area at the end of North Corran cul-de-sac; and
- Temporary diesel generator with associated fuel storage in a bunded tank (if required), also within this field area.

New infrastructure on the Nether Lochaber side:

- Slipway;
- A breakwater with fendered vessel alignment structure*;
- A new marshalling area;
- A new junction with the A82, including access road to the new marshalling area;
- Public car parking;
- EV car charging facilities*;
- Purser's kiosk*;
- A toilet block, including shelter areas and a changing places facility*;
- A bicycle shelter*;
- Shared-use path;
- Access steps providing a short-cut route from the new slipway to the shared-use path along the A82; and
- Associated services (lighting, power, water and drainage).

*Indicative designs of these project components are included in Appendix 1.

The majority of new development on the Nether Lochaber side will be to the north of the settlement, in an area currently used by Forestry and Land Scotland as woodland silviculture. The CFIS will subsequently relocate all activities associated with ferry operations out of the existing settlement.

Proposed infrastructure is described in more detail in Sections 2.4.1 and 2.4.2 of Chapter 2 in Volume 2 of the EIAR.

Construction of the proposed infrastructure will be facilitated by removal of de-energised, redundant sub-sea cabling, demolition of the small, existing pier at Ardgour, land reclamation, dredging activities, removal of limited areas of existing woodland and the establishment of temporary construction compounds. Construction activities are described in Section 2.5.1 of Chapter 2 in Volume 2 of the EIAR.

3 Site Appraisal

3.1 Site Description

The Corran Narrows is the narrowest section of Loch Linnhe and there has been a ferry operating here for hundreds of years. On the west side of the Corran Narrows is the village and community of Ardgour. Ardgour is a small, coastal village consisting of approximately 30 houses and the Inn at Ardgour (Figure 3.1.1) in a roughly parallel street arrangement. At the end of the North Corran cul-de-sac is an existing sub-station and pastoral field (Figure 3.1.2).

Ardgour also includes a historic lighthouse. Ardgour is encompassed by the Ardgour Special Landscape Area and includes a long foreshore of sandy, gravelly beach. A small, steel-piled pier is located at the foreshore (see Figures 3.1.3).

On the eastern side of the crossing, is a small settlement within the community catchment of Nether Lochaber. Whilst this settlement is understood to be associated with the nearby settlement of Onich to the south, for the purpose of this report, this settlement will be hereafter referred to as 'Corran'. The settlement of Corran consists primarily of approximately seven 'shorefront' houses (see Figures 3.1.4 and 3.1.5), the Corran Bunkhouse and The Corran (serviced accommodation) (Figure 3.1.6). There is an existing junction of the A861 and the A82 trunk road (Figure 3.1.7). The area north and east of Corran is characterised by natural broad-leaf or plantation woodland.

National Cycle Network Route 78 is located along the shared path at the A82, south of the A82 / A861 junction and across the ferry crossing, to continue north (on the west of the loch) from Ardgour along the A861.

Core Path LO20.04 links the seaward end of the A861 with the A82, providing a more direct route as shown in the insert in Figure 3.1.8.



Figure 3.1.1: Ardgour Shorefront Showing the Inn at Ardgour





Figure 3.1.2: Ardgour Field at the end of North Corran



Figure 3.1.3: Ardgour Shorefront, View from the Ferry, Looking North-west



Figure 3.1.4: Corran Shorefront, View from the Ferry, Looking East



Figure 3.1.5: Corran Frontage Houses



Figure 3.1.6: Corran Frontage, View of The Corran and Corran Bunkhouse



Figure 3.1.7: Existing Junction of the A861 and A82 Trunk Road at Corran as shown from the A82 Facing South and from Aerial Imagery

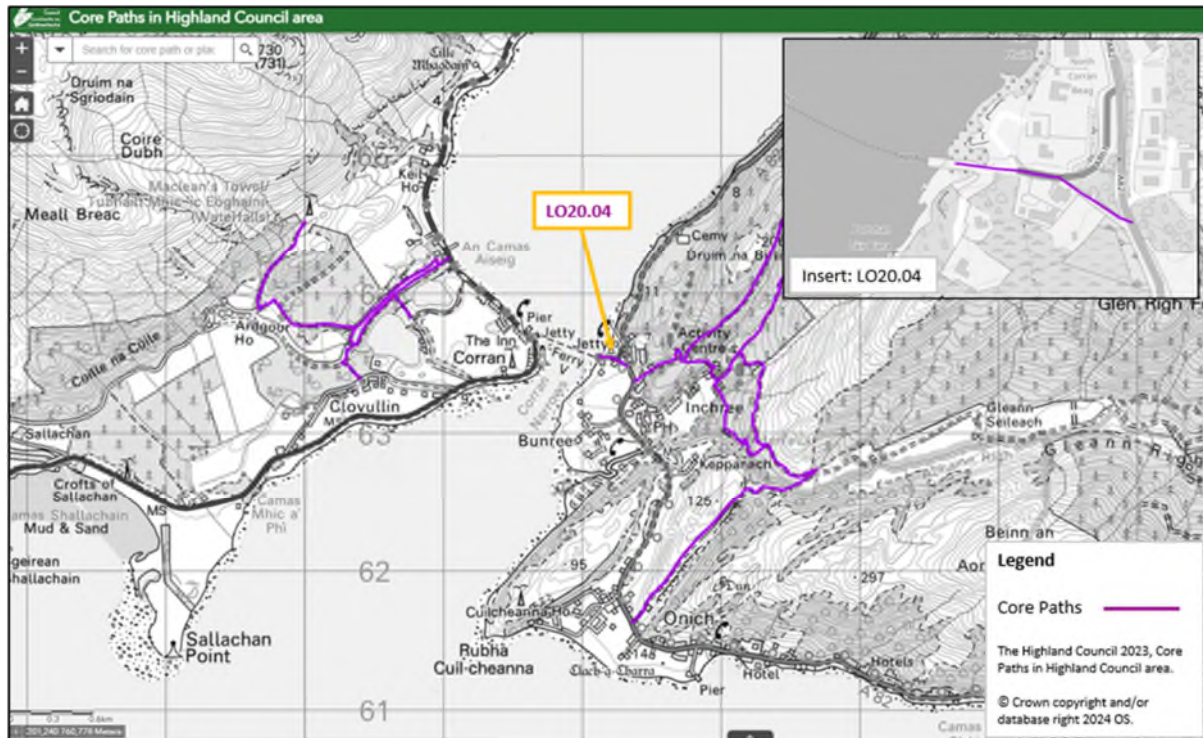


Figure 3.1.8: Local Core Paths to the CFIS

3.2 Ferry Connection

The Corran Ferry service transits across the Corran Narrows, between the villages of Ardgour (on the west shore) and Corran (on the east shore) on the route depicted in Figure 3.2.1. The ferry operates a frequent transit operating 361 days of the year. The alternative route is a 40-mile road journey between Ardgour and Corran around Loch Eil via Fort William. The Corran service currently operates with one of two compatible, though ageing, vessels; the *Motor Vessel (MV) Maid of Glencoul* and the *MV Corran* (Figure 3.2.2).



Figure 3.2.1: Current Ferry Crossing Route between Ardgour and Corran



Figure 3.2.2: The MV Corran Quarter-point Loading Vessel on the Ardgour Slipway

3.3 Corran Road Junction

On the Nether Lochaber side, the design of the existing junction of the A861 with the A82 trunk road in Corran is sub-optimal, in that it is located close to a bend with restricted sight lines. Additionally, the junction includes very tight entry and exit corners, includes minimal road length between the junction and the limited marshalling areas on the A861 and lacks suitable stacking, deceleration or acceleration arrangements for cars turning onto or off the A82.

3.4 Toilet Facilities and Access

On the Nether Lochaber side, the existing toilet block includes a male, female and a disabled toilet but no changing places facility. At Ardgour, toilet facilities are provided by the Inn at Ardgour, which includes baby changing facilities and a disabled access toilet.

3.5 Active Travel Provisions

South of Corran, a shared-use path runs adjacent to the A82, and terminates at a bus stop south of the settlement. It is noted that the ferry service, accessible via the current slipway can be accessed by pedestrians / wheelchair users / cyclists via an approximately 85m long shared use footway / cycleway between the A82 and A861. Over at least 50m of this path there is a gradient of approximately 1:6 to 1:7. The existing shared path is therefore not compliant for pedestrians with mobility issues / wheelchair users or cyclists. Refer Section 3 of the EQIA for further details.

There are currently no formalised footways, marshalling or shelter provision for pedestrians / wheelchairs / cyclists accessing the Ardgour slipway aside from a limited area delineated by road markings adjacent to the A861 at the head of the slipway.

The A861 through Corran, forms part of a designated Highland Council core path - The 'Path to Corran Ferry' (Core Path reference: LO20.04; THC, 2025).

A bicycle shelter is provided near the existing Corran slipway. There are no formal bicycle shelter or racks on the Ardgour side.

Bus stops for local services to and from the Ardnamurchan peninsula are situated near the existing Corran and Ardgour slipways.

4 Identification of the Design Principles

The proposed scheme includes many different elements, including maritime structures, roadworks, active travel routes, earthworks, rock armouring, piling, dredging, steel works, concrete works, buildings, retaining walls and installation of services. Each element has been subject to design developments from initial concepts through to detailed design in accordance with relevant design requirements.

- Design requirements that have been relevant to this development include:
- Eurocodes (including United Kingdom National Annexes);
- British Standards (Including BS 6349 – Maritime Structures, BS 8002 – Earth Retaining Structures etc.);
- Design Manual for Roads and Bridges (DMRB);
- Building Standards;
- Industry Guidance and/or Best Practice, including, but not limited to:
 - The Highland Council – Road and Transport Guidelines for New Developments;
 - Transport Scotland – Vehicle / Cycleway / Footways, including ‘Cycling by Design’;
 - Scottish Environment Protection Agency (SEPA) - Drainage;
 - PIANC (World Association for Waterborne Transport Infrastructure) – Scour and Fendering;
 - Construction Industry Research and Information Association (CIRIA) - Rock Armour and principles of Sustainable Drainage Systems (SuDS) (where appropriate);
 - Health and Safety Executive (HSE) - Health and Safety;
 - Institute of Lighting Professionals (ILP) - Lighting;
 - Den Norske Veritas - Cathodic Protection Systems; and
 - Scottish Water - Water Systems.

5 Analysis and Development of the Design Concept

The consent design of the CFIS has developed and evolved over a number of years. A detailed description of this process is provided in Section 2.3 of Chapter 2: Project Description in Volume 2 of the EIAR. The reader is specifically directed to:

- Section 2.3.1: Conceptual Options - Various conceptual options were considered to ensure there was an ongoing transport link across the Corran Narrows. Initial focus was centred on how best to provide access across the Narrows. Options considered include a ‘do nothing’, fixed link and ferry scenario, from which a ferry scenario was carried forward.
- Section 2.3.2: Ferry Infrastructure Requirements - Key infrastructure requirements were identified to form the initial design brief (mentioned previously in Section 2.6 of this Design and Access Statement).
- Section 2.3.3: Design Optioneering – Various scheme layouts were considered to position the key infrastructure within the locality with consideration given to constructability, consentability, public stakeholder feedback, advice from regulators, as

well as outputs for traffic data, geotechnical data, bathymetry, topography, ecological surveys, wave/current modelling and environmental sensitivities.

- Section 2.3.4: Refinement of Project Scope – Inclusions and exclusions to the design brief were adapted through the project development process.
- Section 2.3.5: Refinement of Preferred Scheme Design - Key infrastructure was further refined taking into account the following factors as appropriate:
 - Constructability;
 - Operability;
 - Public safety;
 - Physical constraints/restrictions;
 - Stakeholder feedback;
 - Consentability;
 - Cost; and
 - Environmental effects (including effects on people).

Stakeholder feedback was integral to the scheme evolution. Design optioneering took into account the key themes in responses received during pre-application consultation (PAC). A summary of consultation materials, feedback and outcomes are summarised in the CFIS PAC Report (Affric Limited, 2025). Section 7 of the PAC Report specifically discusses how these key themes, including those relating to design and access, have been considered and, where appropriate and practicable, incorporated and/or used to inform the final proposal.

6 Design Solution

A full project description is provided in Sections 2.4 and 2.5 of Chapter 2, Volume 2 of the EIAR.

6.1 Layout

The scheme layouts are presented in Figures 6.1.1 and 6.1.2 below, and in detailed technical Drawings 2387-WS-ZZ-ZZ-DR-C-0101, 2387-WS-ZZ-AG-DR-C-0102 and 2387-WS-ZZ-NL-DR-C-0103 of Volume 4 of the EIAR. The scheme proposal is also presented in 3D visualisations to accompany the landscape and visual impact assessment, included as Figures 5.3.1 to 5.3.8 in Volume 4 of the EIAR.

Reasons for the design solution are outlined in Section 2.3: Consideration of Alternatives as outlined in Section 5 above.

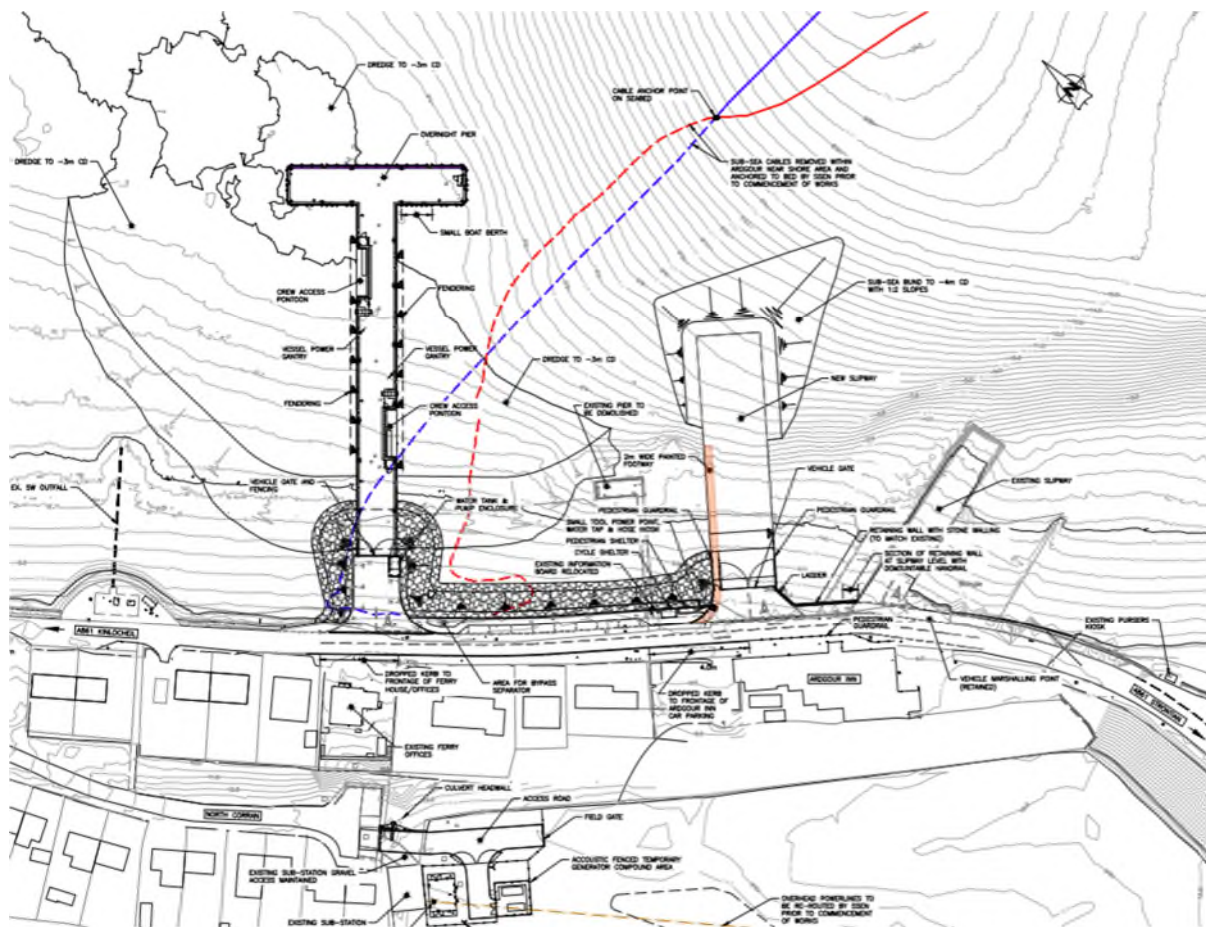


Figure 6.1.1: Ardgour Site Layout



Figure 6.1.2: Nether Lochaber Site Layout

6.2 Landscaping

The CFIS design and layout has developed in consideration of minimising landscape and visual impacts. Outcomes of this design iteration are described in Section 5.8 of Chapter 5: Landscape and Visual, Volume 2 of the EIR.

Landscaping and planting of native vegetation on the Nether Lochaber side will occur as per the CFIS Landscape Planting and Maintenance Plan (Atmos Consulting, 2025). The remainder of the site will be reinstated as necessary, as outlined in Section 2.5.1.17: Reinstatement of Chapter 2, in Volume 2 of the EIR.

6.3 Scale, Mix and Appearance

Only one 'building' is proposed under the CFIS, the toilet block on the Nether Lochaber side of the Narrows. The toilet block, will be approximately 12m by 6m wide and 5m high. Upper wall sections will be finished in Eternit Cedral Weatherboard in a silver/grey colour, with lower wall sections of harled blockwork painted white (see Section 2.4.2.7 of Chapter 2, Volume 2 of the EIR for details). The scale of this building is considered appropriate for its function and location. Colours (i.e., grey and white) have been chosen in keeping with those of other buildings in Corran and Ardgour (refer Figures 3.1.3 and 3.1.4).

6.4 Sustainable Design Statement

A Sustainable Design Statement is provided in Appendix 2 of this Design and Access Statement.

7 Access

Details of CFIS infrastructure are provided in Section 2.4 in Chapter 2: Project Description of Volume 2 of the EIAR.

7.1 Access to the Development

On the Nether Lochaber side, access to the main development site will be created via a new junction with the A82 trunk road. This junction has been designed in accordance with the relevant design principles listed in Section 4, and through consultation with Transport Scotland. Details and assessment of the junction design is included in the CFIS Transport Assessment, included as Appendix P.1 in Volume 3 of the EIAR.

On the Ardgour side, access to the field area at Ardgour will be formalised and improved through the construction of an unbound granular road and turning area. The road will be accessed from between the existing garage units at the end of the North Corran cul-de-sac. The field area, utilised for services, will be fenced around its perimeter. A field gate will be installed at the south-east terminus of the road to maintain the existing farm access route (as taken from Section 2.4.1.7.1 in Chapter 2 Volume 3 of the EIAR).

Arrangements for active travel and access in the scheme design are discussed in Section 2.3.5.5 of Chapter 2: Project Description in Volume 2 of the EIAR. In summary:

- A fit-for-purpose shared-use path will connect the new ferry infrastructure to the existing bus stop on the A82;
- A set of concrete steps, fitted with a cycle rail, is also included between the shared-use path and the marshalling area to offer individuals a shorter alternative route;
- Pedestrian and bicycle shelters and electric bicycle charging facilities are included within the CFIS to support active travel networks;
- Footpath and handrail improvements in front of the Inn at Ardgour are included to segregate pedestrians and road traffic, improving road safety conditions' and
- Once the Corran Ferry service is operating on the new slipway on the Nether Lochaber side), THC has proposed the bus stop for the local bus services that utilise the ferry crossing will be relocated to the new marshalling area. As such, the first marshalling lane, furthest from the sea, will be dedicated as a bus only lane, enabling buses, and also emergency vehicles, to bypass the marshalling queue as necessary.

Table 7.3.1 below also summarises the project considerations and inclusions with regard to access policies.

During the construction phase, access to the construction compound on the Nether Lochaber side will be via the existing access, off an unnamed road to Bunree. This access is already largely fit-for-purpose and minimal works are required. Access to the construction compounds on the Ardgour side will utilise existing access tracks from the A861. The existing access from the western compound area may be widened to ensure safe vehicular ingress and egress from the A861. Note, access to CFIS construction areas from public roads will be managed and impacts mitigated through a Construction Traffic Management Plan to be developed and in place prior to the construction phase (refer Section 16.8.1 of Chapter 16: Traffic, Transport and Access in Volume 2 of the EIAR). Construction site access for the main development works and construction compounds on either side of the Narrows will be restricted by the use of site fencing (Heras or similar) and appropriate signage.

7.2 Access for All Users

The scheme design has been subject to an EQIA in an effort to promote equality and eliminate discrimination. The EQIA has been undertaken to verify that the project does not present barriers to use of the infrastructure and facilities, or disadvantage any protected demographic groups, so far as reasonably practicable. This document is presented in Appendix B.1, Volume 3 of the EIAR.

7.3 Policy Context

7.3.1 National Planning Framework 4 and Highland-wide Local Development Plan

Table 4.3.1 in Chapter 4: Legislation and policy in Volume 2 of the EIAR lists the policies of National Planning Framework 4 (NPF4) (Scottish Government, 2023) and Highland-wide Local Development Plan (HwLDP) (THC, 2012) that are relevant to CFIS and how these have been considered in the proposal. An excerpt of Table 4.3.1 is included in Table 7.3.1 below for policies relating to access.

Table 7.3.1: Access Policies Relevant to the CFIS

Policy	Policy Intent	CFIS Considerations
NPF4		
Policy 13: Sustainable transport	To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.	The CFIS integrates into the existing sustainable transport networks including providing the shared-use path to connect the Nether Lochaber infrastructure to the nearest bus stop and also maintains the integrity of the national cycle network. Electric bicycle charging points are also provided. Access and sustainable transport are discussed further in Chapter 16: Traffic, Transport and Access.
Policy 14: Design, quality and place	To encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.	The CFIS will support well connected networks to make moving across the Corran Narrows easier and reduce car dependency and travel time, as detailed in Chapter 2: Project Description.
Policy 20: Blue and green infrastructure	To protect and enhance blue and green infrastructure and their networks.	No impacts on existing blue, green infrastructure is predicted. The ongoing availability of the ferry will facilitate access to the Ardnamurchan Peninsula's green spaces.
Policy 23: Health and safety	To protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.	Noise and dust impact assessments have been completed and presented in Chapter 6: In-air Noise and Vibration and Chapter 8: Air Quality. Construction dust impacts are mitigated to non-significant levels hence no effects on human health are predicted. Construction noise could

Policy	Policy Intent	CFIIS Considerations
		give rise to localised short term significant effects on Ardgour residents. Safety considerations have been incorporated into the design including safety rails where appropriate to prevent falls into the sea. Improvements to pedestrian arrangements in Ardgour are planned. The Nether Lochaber works will improve road safety issues by preventing back up onto the A82 and providing a junction with appropriate lines of sight (see Chapter 16: Traffic, Transport and Access.)
Policy 25: Productive Places	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.	The CFIIS will allow continued access across the Narrows to safeguard community resilience and access to economic opportunities further afield, including continuity of local supply chains and access to services. Additionally, the provision of a new toilet block, with changing places facility, in Nether Lochaber will act to reduce inequalities as a community and place benefit.
Policy 29: Rural development	To encourage rural economic activity, innovation and diversification whilst ensuring that the distinctive character of the rural area and the service function of small towns, natural assets and cultural heritage are safeguarded and enhanced.	The CFIIS will ensure that the rural communities reliant on the Corran Ferry have continued access to economic opportunities such as tourism, as discussed in Chapter 18: Socio-economics. The CFIIS is proposed to maintain and improve the Corran Ferry service, which provides an essential transport connection for communities on the Ardnamurchan peninsula. The proposal will therefore support the sustainability of these rural communities, ensuring they have continued access to economic opportunities such as tourism, and also access employment, education, medical and other services, as discussed in Chapter 18: Socio-economics.
Policy 30: Tourism	To encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with our net zero and nature commitments, and inspires people to visit Scotland.	The CFIIS will allow continued access to the Ardnamurchan peninsula and onward to Mull and Iona for tourists, including those using the national cycle network and those with electric vehicles and bicycles. Tourism is

Policy	Policy Intent	CFIIS Considerations
		discussed further in Chapter 18: Socio-economics.
HwLDP		
Policy 28: Sustainable Design	The Council will support developments which promote and enhance the social, economic and environmental wellbeing of the people of Highland.	The CFIIS will safeguard accessibility to nearby areas and locations further afield for local residents and visitors to the area. This has the potential to allow continued access from the Ardnamurchan peninsula to larger settlements and jobs, higher education, etc. Discussed further in Chapter 18: Socio-economics.
Policy 30: Physical Constraints	Developers must consider whether their proposals would be located within areas of constraints as set out in Physical Constraints: Supplementary Guidance. The main principles of the guidance are: <ul style="list-style-type: none"> to provide developers with up to date information regarding physical constraints to development in Highland; and to ensure proposed developments do not adversely affect human health and safety or pose risk to safeguarded sites 	Where the CFIIS is to be situated within an area of constraint (namely, within 20m of woodland and within 150m of a trunk road), Compensatory planting is planned to address the loss of woodland as discussed Chapter 10: Biodiversity. The access onto the trunk road (A82) has been appropriately designed and poses an improvement on the existing situation (see Chapter 16: Traffic, Transport and Access)
Policy 74: Green Networks	Green networks should be protected and enhanced. Development in areas identified for the creation of green networks should seek to avoid the fragmentation of the network and take steps to improve its connectivity, where this is appropriate.	The upgrades to the footpath along the A82 to a shared-use path will strengthen the active travel links within the vicinity of the CFIIS. This is discussed further in Chapter 2: Project Description.
Policy 77: Public Access	Where a proposal affects a route included in a Core Paths Plan or an access point to water, or significantly affects wider access rights, then The Council will require it to either: <ul style="list-style-type: none"> retain the existing path or water access point while maintaining or enhancing its amenity value; or ensure alternative access provision that is no less attractive, is safe and convenient for public use, and 	The upgrades to the Corran Ferry Infrastructure will safeguard access across the Corran Narrows. Additionally, the footpath along the A82 will be upgraded to provide a shared-use footpath, suitable for cyclists and pedestrians, as discussed in Chapter 2: Project Description. A Design and Access Statement has been produced to support the planning application (Affric, 2025c).

Policy	Policy Intent	CFIIS Considerations
	<p>does not damage or disturb species or habitats.</p> <p>For a proposal classified as a Major Development, the Council will require the developer to submit an Access Plan. This should show the existing public, non-motorised public access footpaths, bridleways and cycleways on the site, together with proposed public access provision, both during construction and after completion of the development (including links to existing path networks and to the surrounding area, and access point to water).</p>	

7.3.2 Local Transport Strategy

The objective of the Highland Local Transport Strategy 2025 – 2035 (THC, Undated) is:

'To invest in the safety, maintenance and resilience of the transport system to support the future prosperity of communities and businesses within Highland.'

The CFIIS is considered firmly in alignment with the objective and policies of the Highland Local Transport Strategy as the proposal will maintain an essential transport connection vital for the sustainability of communities on the Ardnamurchan peninsula. The proposal introduces new facilities to promote and improve active travel links and will result in local improvements to road safety by providing an appropriate new junction for access to and from the A82. The CFIIS will thereby divert ferry traffic from a sub-optimal junction and away from the Corran settlement.

7.3.3 Core Path Plan

Review and adherence to THC's Core Path plan (THC, 2025) is detailed in Chapter 16: Traffic, Transport and Access of Volume 2 of the EIAR. It should be noted that it is not anticipated that there will be a detrimental impact on the local Core Path network or National Cycle Network Route 78 during the construction phase or operational phase of the CFIIS. These routes will not be impacted by construction traffic and design enhancements to the local path network are being provided within the design of the CFIIS. The National Cycle Network which currently continues across the Corran Narrows will be re-routed to the CFIIS. Refer Chapter 16: Traffic, Transport and Access of Volume 2 of the EIAR for further information.

8 References

Affric Limited, 2025. 99_REP_20 CFIS Pre-application Consultation Report.

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9 Glossary

Acronym	Definition
CFIIS	Corran Ferry Infrastructure Improvement Scheme
CIRIA	Construction Industry Research and Information Association
DMRB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EQIA	Equality Impact Assessment
EV	electric vehicle
HSE	Health and Safety Executive
ILP	Institute of Lighting Professionals
MV	Motor Vessel
NEV	New Electric Vessel
PAC	Pre-application Consultation
PEFC	Programme for the Endorsement of Forest Certification
SEPA	Scottish Environment Protection Agency
THC	The Highland Council

Appendix 1: Design Component Figures

Visualisation Image Source: Figures 5.3.3, 5.3.4, and 5.3.6 Volume 4 of the EIAR.



Figure A.1: Proposed Ardgour Slipway as seen from the South-east and Nether Lochaber Sides of the Crossing



Figure A.2: Examples of Prefabricated Bicycle Shelter and Pedestrian Shelter, similar to the proposed Designs for Ardgour and Nether Lochaber Sides of the Crossing. Frames proposed to be Painted Black



Figure A.4: Proposed Overnight Berthing Structure, Shown with the NEV on the North-west Berth, as Seen From the North-west, South-East and Nether Lochaber Side of the Crossing



Figure A.5: Proposed Nether Lochaber Breakwater with Fendered Vessel Alignment Structure



Figure A.6: Proposed EV Unit and Shelter – Nether Lochaber



Figure A.7: Proposed Nether Lochaber Purser's Kiosk

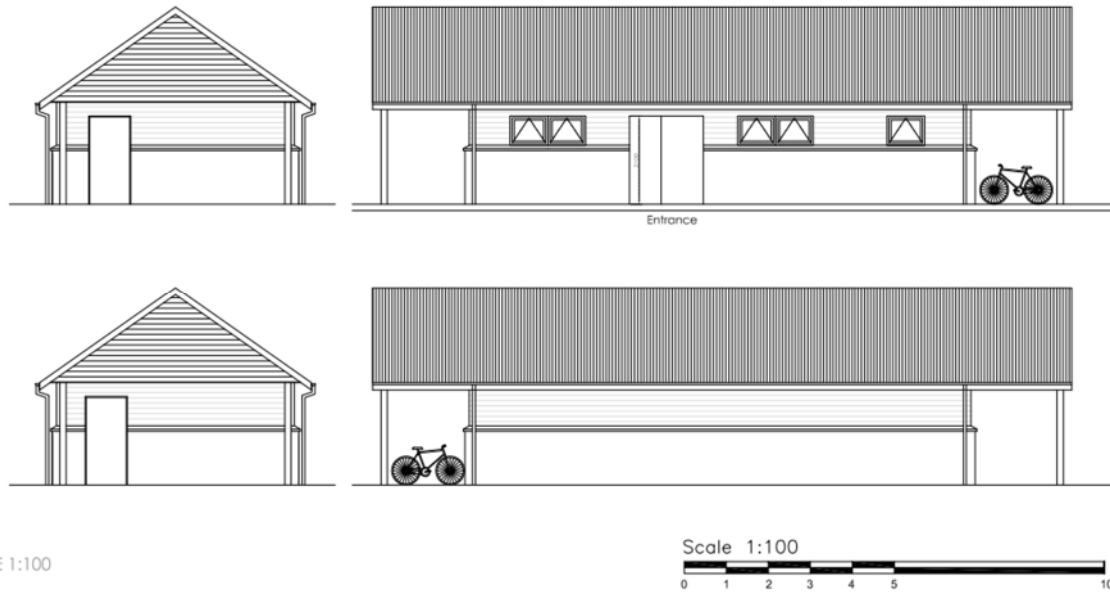


Figure A.8: Proposed Toile Block – Nether Lochaber

Appendix 2: Sustainable Design Statement

Sustainability in the design has been considered throughout the design development process, specifically from the iterative process of Environmental Impact Assessment (EIA).

Sustainable practices are discussed in Chapter 19: Materials and Waste in Volume 2 of the EIAR. In particular, adherence to the guidance listed in Section 19.2.3 of Chapter 19 will help ensure that waste generated during the CFIS construction phase is managed responsibly, reducing associated environmental impacts and promoting sustainable practices. Key guidance includes:

- Guidance on Applying the Waste Hierarchy (Scottish Government, 2017); and
- THC's Sustainable Design Guide (THC, 2013).

Additionally, when sourcing materials for use in the construction of the CFIS due consideration will be given to sustainability, consideration of components and material lifecycle cost, including their ability to be recycled. The following commitments are outlined in Section 19.7 of Chapter 19:

- A Materials Management Plan will be implemented to detail the storage and handling requirements of materials that have a potential to affect the environment;
- A Waste Management Plan will be produced and implemented which will detail how:
 - The waste hierarchy will be implemented;
 - All waste which is not able to be reused will be segregated to facilitate recycling; and
 - Waste removed from site will be disposed of by a licensed waste contractor in line with the waste hierarchy and relevant legislation.
- The procurement strategy for the CFIS will align to THC's Highland Community Benefit Policy (Procurement) (THC, 2024) and include due consideration to sustainability, consideration of components and materials lifecycle cost, including their ability to be recycled;
- Where possible, materials will be sourced locally;
- Single use plastics will be minimised in welfare facilities onsite;
- Where practicable, bio-degradable hydraulic fluids will be utilised in machinery during construction; and
- Timber needed for the CFIS will come from Forest Stewardship Council (FSC)/Programme for the Endorsement of Forest Certification (PEFC) sources as per THC's Sustainable Design Guide (THC, 2013).

THC's Sustainable Design Guide (THC, 2013) includes a checklist to be submitted as part of the project's Sustainable Design Statement. This checklist, and supporting evidence, is included in Table A.2 .

Table A.2: Sustainable Design Checklist

Sustainable Design Checklist Item	Minimum Standards Achieved?	Evidence
<p>1. Layout, scale, proportion, materials, construction and finishing: Will the appearance of the development be visually appropriate, complementing local character whilst reinforcing local distinctiveness (e.g. materials, road pattern etc) and be clearly integrated with the wider community?</p> <p>A. Building materials and colour complement local character B. Site layout, building style and scale enhance local character C. Roof-scapes visually respect the local context (allowing for low carbon technologies where appropriate) D. Continuity of local building details such as simple and uncomplicated design of roofs, dormers, windows and doors E. Potential for personalisation by prospective residents. F. Contemporary approach which reflects the local vernacular where appropriate.</p>	<p>A, B, C, D and F achieved</p> <p>E not applicable</p>	<p>Design, materials and colours of the toilet block (and marine infrastructure) in keeping with existing built features of Corran and Ardgour.</p>
<p>2. Landscaping: Has a landscaping scheme been drawn up for the site which ensures that:</p> <p>A. Landscape forms the context for the development B. The development integrates into or enhances the present landscape character C. Green spaces are provided for public/private and site boundaries (including tree and shrub planting) D. Public open space and recreational provision is given as required E. Safeguards green networks within the site, and establishment of green network features that link into the wider green network.</p>	<p>A – E achieved</p>	<p>CFIIS Landscape Planting and Maintenance Plan has been submitted as part of the planning permission application (Atmos Consulting, 2025). Planting proposals (Figures 1.1 – 1.3 in the Plan) have been designed to integrate into the final development design, and as such planting mixes have been tailored to reflect those species characteristic of the existing setting, as far as practicable.</p>
<p>3. Cultural heritage: Are the culturally and archaeologically important features on the site and their settings known, and how will these be affected by the development?</p>	<p>Achieved</p>	<p>Cultural heritage has been assessed in Chapter 15: Archaeology and Cultural Heritage of the EIAR (Volume 2). No significant effects will occur with the implementation of mitigation outlined in the EIAR.</p>

Sustainable Design Checklist Item	Minimum Standards Achieved?	Evidence
<p>4. Materials: Which materials are from secondary or recycled sources, have low-embodied energy, and are from sustainable and/or local sources?</p> <p>A. Roof B. External walls C. Internal walls (including separating walls) D. Upper and ground floors (including separating floors) E. Windows</p>	Achieved	<p>Sourcing of materials will be arranged by the construction contractor in accordance with the following commitments as outlined in Section 19.7 of Chapter 19:</p> <ul style="list-style-type: none"> The procurement strategy for the CFIS will align to THC's Highland Community Benefit Policy (Procurement) (THC, 2024) and include due consideration to sustainability, consideration of components and materials lifecycle cost, including their ability to be recycled; Where possible, materials will be sourced locally; Single use plastics will be minimised in welfare facilities onsite; Where practicable, bio-degradable hydraulic fluids will be utilised in machinery during construction; and Timber needed for the CFIS will come from Forest Stewardship Council Programme for the Endorsement of Forest Certification sources as per THC's Sustainable Design Guide (THC, 2013).
<p>5. Natural heritage: Has an assessment been made of the site's ecology and will the ecological value of the site be protected or recreated to equal quality and or enhanced?</p>	Achieved	<p>Ecological sensitivities have been assessed in Chapter 11: Terrestrial Ecology and Ornithology, Chapter 12: Marine Mammals, Chapter 13: Fish and Shellfish Ecology and Chapter 14: Benthic Ecology of the EIAR (Volume 2). Ecological value will be protected through the implementation of mitigation outlined in the EIAR.</p>

Sustainable Design Checklist Item	Minimum Standards Achieved?	Evidence
		<p>CFIIS Landscape Planting and Maintenance Plan includes reinstatement and planting on the Nether Lochaber side of the development. This has been submitted as part of the planning permission application (Atmos Consulting, 2025).</p> <p>The EIAR also makes provision for compensation planting and biodiversity enhancement as outlined in Sections 10.2.2.2 and 10.2.2.1.1 of Chapter 10: Biodiversity in Volume 2 of the EIAR.</p>
<p>6. Enhancing wildlife: Will there be:</p> <p>A. No net loss in relation to habitats and species?</p> <p>B. A mixture of locally occurring species specified for planting and landscaping schemes?</p> <p>C. Any new links between habitats within the site or links to habitats outside the development boundary? A.</p> <p>D. An increase in important or sensitive habitats identified in the Local Biodiversity Action Plan (LBAP), either by creating or restoring ecological value (as assessed by an ecologist), or support for a species identified in the LBAP?</p>	A – D achieved	<p>CFIIS Landscape Planting and Maintenance Plan includes reinstatement and planting on the Nether Lochaber side of the development. This has been submitted as part of the planning permission application (Atmos Consulting, 2025).</p> <p>The EIAR also makes provision for compensation planting and biodiversity enhancement as outlined in Sections 10.2.2.2 and 10.2.2.1.1 of Chapter 10: Biodiversity in Volume 2 of the EIAR.</p>
<p>7. Energy efficiency: What steps have been taken towards reducing CO₂ emissions through energy-efficient design for the proposed development?</p> <p>A. Minimising energy demand for the site through orientation and maximising passive solar gain</p> <p>B. Maximising the thermal efficiency of individual buildings through thermal mass, insulation, natural shelter, and appropriate glazing</p> <p>C. Minimising demand for water heating, space heating and cooling, lighting and power in individual dwellings through efficient equipment and controls.</p>	<p>A not applicable for a toilet block (as the only building in the CFIIS)</p> <p>B & C achieved</p>	<p>Energy efficiency in the toilet block building design has been taken into account through insulation, minimising unused space, efficient water heating and energy efficient fixtures, fittings and lighting.</p>

Sustainable Design Checklist Item	Minimum Standards Achieved?	Evidence
<p>8. Renewable energy: Has the energy demand for the development been calculated to determine:</p> <p>A. The amount of low or zero carbon technology e.g. wind, solar, hydro, photovoltaic (PV), Combined Heat and Power (CHP) that is practicable to meet the extant Building Standards CO2 emissions reduction target.</p> <p>B. The % of total site energy demand that will be produced from on-site renewable energy technologies.</p> <p>C. Meeting the remaining energy demand efficiently, e.g. non-renewable or waste powered district heating and cooling.</p>	Not applicable	<p>The CFIS will facilitate the introduction of the NEV in place of the existing diesel-powered vessel. Ultimately, the NEV will lead to lower total emissions when in use, as it will be powered from the national grid which has a growing portion of renewable energy sources connected.</p> <p>Efficient resource use has been an intrinsic motivation of the CFIS design process, which brings not only cost benefits but also reduces the total CO₂e of the project. The design process of the CFIS has sought to minimise resource.</p>
<p>9. Foul wastewater treatment: Will the development be connected to the public sewer; if not has a sustainable waste water treatment system been designed to avoid unacceptable damage to the water environment?</p>	Achieved	<p>The foul water drainage from the Nether Lochaber toilet block will be connected to a new small foul water treatment package plant. Discharge from the outfall will require licensing by SEPA (to be applied for post-planning application submission).</p>
<p>10. Flooding: What measures have been taken to ensure that the development will:</p> <p>A. Be free from significant risk of flooding;</p> <p>B. Not add to the area of land that requires flood prevention measures; and</p> <p>C. Not affect the ability of the functional floodplain to store or move flood waters?</p>	Achieved	<p>Flooding risk has been assessed in Chapter 9: Coastal Processes and Flooding of the EIAR (Volume 2). The CFIS is not a flood defence scheme. It has been designed to ensure no exacerbation of existing flood risk and no significant effects on the development itself will occur from flooding.</p>
<p>11. Surface water runoff: Which of the following localised strategies for ensuring that runoff from the finished development does not exceed runoff from the previously</p>	A - C achieved	<p>A Drainage Impact Assessment, including suitable design and controls, is outlined for the CFIS (refer Appendix I.1 of Volume 3 of the EIAR).</p>

Sustainable Design Checklist Item	Minimum Standards Achieved?	Evidence
undeveloped site have been proposed and designed in accordance with the SUDS Manual C697 published by CIRIA: A. Prevention of runoff at source – through simple design measures on individual buildings (e.g.; minimising paved areas) to allow water to return to the natural drainage system as near to the source as possible and not to contribute to runoff. B. Source control of runoff rate/volume - through control of the rate/volume of runoff generated close to source e.g.: rainwater harvesting systems, green roofs and individual soakaways for buildings. C. Site control of water management – water is managed from several areas e.g.: roofs and parking areas into one large soakaway or device such as an infiltration basin. This incorporates enhancing biodiversity and amenity, and is sized to allow incorporation of further developments in future.		
12. Water conservation: How will the development sustainably meet the required water demands including through the use of: A. Water efficient appliances such as dual flush toilets, aerating taps, and water-efficient white goods; B. Rainwater collection for re-use; C. Green roofs.	A achieved B & C not applicable	Design of the toilet facilities include water efficient appliances i.e., dual flush toilets.
13. Waste and recycling: Has suitably screened space been made available for the storage of waste and recyclables in or around each building including: A. Space for sorting and storing recyclable materials; B. Space for general waste storage;	A & B achieved C not applicable	Waste during construction will be managed through a Waste Management Plan (refer Section 19.7 of Chapter 19: Materials and Waste in Volume 2 of the EIAR). Waste and recycling

Sustainable Design Checklist Item	Minimum Standards Achieved?	Evidence
C. Space for composting organic kitchen and garden waste?		<p>sorting and segregation will occur in designated construction compounds.</p> <p>The operational phase of the develop will not generate any waste.</p>
<p>14. Site management: How will development of the site be undertaken in a manner which minimises disturbance to neighbouring properties and the environment including addressing:</p> <ul style="list-style-type: none"> A. Noise pollution B. Light pollution C. Air pollution D. Construction waste E. Surface water run-off F. Soil handling G. Protection of trees H. Traffic movements I. Access 	Achieved	<p>These aspects are covered in the detail within the relevant technical chapters of Volume 2 of the EIAR.</p>
<p>15. Transport: How does the development proposal make a positive contribution towards the improvement of the sustainable transport network by:</p> <ul style="list-style-type: none"> A. Reducing car dependency; B. Promoting sustainable transport modes; C. Creating or linking to existing sustainable travel modes including the core path network, safe routes to schools and workplaces by cycle, pedestrian or public transport; D. Reducing the need to travel; demonstrated through a Transport Assessment where transport impacts are considered to be significant. 	A – D achieved	<p>Benefits of the proposal are considered in detail in the CFIS Transport Assessment (refer Appendix P.1 of Volume 3 of the EIAR and Chapter 16: Traffic, Transport and Access in Volume 2 of the EIAR.</p>
16. Pedestrians and cyclists:	Achieved	<p>Active travel and impacts to cyclist are considered in detail in the CFIS Transport Assessment (refer Appendix P.1 of Volume 3 of the EIAR and</p>

Sustainable Design Checklist Item	Minimum Standards Achieved?	Evidence
How close is the development to existing public transport networks? What provision is made for secure cycle storage in new buildings and at associated local facilities including transport hubs?		<p>Chapter 16: Traffic, Transport and Access in Volume 2 of the EIAR.</p> <p>The local bus stop at Corran will be relocated to the new ferry infrastructure on the Nether Lochaber side. There is an existing local bus stop at the Ardgour slipway.</p> <p>New bicycle shelters will be installed on either side of the Narrows as part of the proposal. Pedestrian shelter will also be provided on each side as part of the development.</p>
<p>17. Efficient use of land and existing buildings: How does the design ensure that:</p> <p>A. Disturbance to soils is minimised for example through minimising required earthworks.</p> <p>B. Where appropriate demolition materials will be re-used on-site, rather than transported off-site as waste materials.</p> <p>C. Existing redundant and derelict buildings are sympathetically converted and/or restored where appropriate with a bat survey and mitigation plan carried out if necessary.</p>	<p>A & B achieved</p> <p>C not applicable</p>	<p>Earthworks has been minimised for the design as far as practicable, including siting construction compounds on land previously used for this purpose (refer Section 2.5.1.1 of Chapter 2: Project Description in Volume 2 of the EIAR).</p> <p>Dredge arisings and material from demolition of the small pier at Ardgour will be re-used in the scheme where suitable and practicable. A Materials Management Plan will be implemented to detail the storage and handling requirements of materials that have a potential to affect the environment as outlined in Section 19.7 of Chapter 19: Materials and Waste in Volume 2 of the EIAR.</p>
<p>18. Design for flexibility: Has flexibility been designed into all units to provide adaptability to changing needs?</p> <p>A. Has design to Lifetime Homes Standards been adopted?</p>	<p>A – D not applicable</p>	<p>Not applicable to the CFIS.</p>

Sustainable Design Checklist Item	Minimum Standards Achieved?	Evidence
<p>B. Has infrastructure been installed to allow for home working, e.g. telephone / WiFi for all developments?</p> <p>C. Does building structure and position allow for future extension?</p> <p>D. Have construction techniques been used which enable internal walls to be easily removed or re-positioned to create new spaces?</p>		
<p>19. Private amenity space: Is there provision for private amenity space e.g.: private garden, balcony, roof terrace or patio, or a communal garden/courtyard which is easily accessible for occupants of designated properties, and does the size and type of area provided allow for:</p> <p>A. All occupants to sit outside at once; B. Safe access by those using wheelchairs or mobility aids; C. Growing fruit or vegetables; D. Composting of kitchen and garden waste; E. Drying washing.</p>	<p>B achieved</p> <p>A, C-E not applicable</p>	<p>Safe access to shared-use paths, footways and toilet facilities is provided in the CFIS (see the EQIA for details).</p>
<p>20. Accessibility of community facilities: How far in miles is the development from the following facilities?</p> <p>A. Healthy facilities such as a surgery or pharmacy; B. Education facilities such as a crèche, primary and secondary schools; C. Shop; D. Bank, Post Office or cash machine; E. Leisure facilities such as a community centre or indoor sports facility.</p>	<p>A – E not applicable</p>	<p>Not applicable to the CFIS.</p>