

<b>Agenda Item</b>	<b>6.6</b>
<b>Report No</b>	<b>PLS/52/25</b>

## **HIGHLAND COUNCIL**

**Committee:** South Planning Applications Committee

**Date:** 22 August 2025

**Report Title:** 25/00769/FUL: The Highland Council  
Corran Ferry, Corran Narrows, Fort William

**Report By:** Area Planning Manager - South

### **Purpose/Executive Summary**

**Description:** Formation of 2no. slipways and access, overnight berthing area, breakwater and alignment structure, marshalling areas, parking, bicycle and pedestrian shelters, toilet block, junction and localised road improvements, EV charging infrastructure, purser's kiosk, services (power lighting, water and drainage), electrical infrastructure, temporary diesel infrastructure, extensions to shared use paths and associated construction compounds

**Ward:** 21 – Fort William and Ardnamurchan

**Development category:** Major

**Reason referred to Committee:** Major Development

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 10 of the report.

## **1. PROPOSED DEVELOPMENT**

- 1.1 The proposed development is to provide new ferry service infrastructure at the Corran Narrows to facilitate the introduction of roll-on/roll-off ferries, including a new electric vessel for the Corran service, and improve facilities for operators and users of the Corran Ferry, improve resilience of the service and reduce carbon emissions. The project title is the Corran Ferry Infrastructure Improvement Scheme (CFIIS).
- 1.2 Given the coastal nature of the site, development is proposed in both the marine environment (subject of a Marine Licence application), the terrestrial environment (land) (subject of this Planning application) and the intertidal areas (between low and high-water springs) which are covered by both regimes. The extent of the planning application boundary is therefore restricted to development on land, extending down to mean low water springs.
- 1.3 The proposed development comprises works on both sides of the Corran Narrows.
- 1.4 Proposed new infrastructure - Ardgour side:
  - Slipway
  - Slipway access, including a low retaining wall
  - Localised road improvements and formalised residential parking
  - Footpath
  - Bicycle shelter and pedestrian shelter
  - Overnight berthing structure with crew access, fendering and vessel charging facilities
  - Associated service (lighting, power, vessel charging, water and drainage)
  - Temporary diesel generator with associated fuel storage in a bunded tank (if required)
- 1.5 Proposed new infrastructure – Nether Lochaber side:
  - Slipway
  - A breakwater with fendered alignment structure
  - A new marshalling area
  - A new junction with the A82 and access road to the 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
  - Associated services (lighting, power, water and drainage)
- 1.6 Additional elements of the scheme include:
  - Demolition of the existing pier at Ardgour
  - Land reclamation
  - Dredging

- Temporary construction compounds
  - Removal of de-energised (redundant) sub-sea cabling
  - Upgrade of the SSEN electricity grid (separate consenting process)
- 1.7 Only one 'building' is proposed as part of this scheme, 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.
- 1.8 The application is supported by an Environmental Impact Assessment Report (EIAR). Chapter 2 of the EIAR provides a detailed description of the project including the background, project need, consideration of alternatives, project components and phases.
- 1.9 Pre-Application Consultation: The development is a Major development in terms of the planning hierarchy of development (site area exceeds 2ha). As such, statutory pre-application consultation was carried out (Proposal of Application Notices (23/01201/PAN and 24/02116/PAN). A Pre-application Consultation report accompanies this application and details the pre-application consultation undertaken, responses/issues raised and responding feedback/scheme changes.
- 1.10 The application is also supported by the following information:
- Landscape Planting and Maintenance Plan
  - Design and Access Statement
  - Construction Environmental Management Document
- 1.11 Variations: None

## **2. SITE DESCRIPTION**

- 2.1 The proposed development is located either side of the Corran Narrows in Loch Linnhe, where the existing Corran Ferry Service is currently operated from. On the eastern side of the narrows is the Nether Lochaber side, with the small communities of Corran, Inchree, Bunree and Onich being in close proximity. On the western side is the Ardgour community.
- 2.2 On the Nether Lochaber side, the Corran Ferry is served by a public road down to the existing slipway from the A82. The existing ferry infrastructure is within a small group of residential and commercial properties. The existing access junction with the A82 has restricted visibility splays, is close to a bend in the road and there are challenges with the access geometry. Also on this side are public toilets and a small car park close to the existing slipway. There is a bus stop on the A82 with a path towards the communities.
- 2.3 The ferry infrastructure on the Nether Lochaber side is to be replaced by new infrastructure (breakwater, slipway, access etc) to the north of the cluster of buildings at Corran. The new access into the new site is approximately 310m north of the existing access. The area for the new access and ferry infrastructure generally comprises natural broadleaf or plantation woodland. Land reclamation will be required at the root

of the slipway, to tie in and enable access from the new marshalling area. Rock protection will be installed on seaward slopes.

- 2.4 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 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.
- 2.5 From the existing path to Corran and the existing bus stop on the A82, the shared use footway/cycle path is to be extended to along the side of the A82 to the new ferry access and then extended down to the slipway. A new bus stop is also proposed adjacent to the new marshalling area and toilet facility. The existing access road to the current slipway is proposed to be reduced in width by introducing a green slope to remove the marshalling lanes
- 2.6 The village of Ardgour, including a historic lighthouse, is encompassed by the Ardgour Special Landscape Area and includes a long foreshore of sandy, gravelly beach. A new slipway is proposed to the immediate northwest of the existing Ardgour slipway (between that and the existing small steel-piled pier which is to be demolished). The new slipway will be opposite the Ardgour Inn. The new berthing structure is proposed to the northwest of the new slipway (opposite the existing ferry offices) and the public road between the two widened, a new stone retaining wall and a rock armour slope along the frontage.
- 2.7 The existing ferry infrastructure on either side serves ferries which have quarter-point loading ramps which mean they berth alongside the slipways. The new infrastructure will facilitate a roll-on/roll-off ferry service, including a new electric vessel for the ferry service. 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.

### **3. PLANNING HISTORY**

- |     |                  |  |                                     |
|-----|------------------|--|-------------------------------------|
| 3.1 | 15 February 2023 | 22/04570/PREMAJ, Corran Ferry Infrastructure Improvement Scheme – Pre-application Advice for Major Development sought      | Pre-application advice pack issued. |
| 3.2 | 27 June 2023     | 23/01201/PAN, Corran Ferry Infrastructure Improvement Scheme – Proposal of Application Notice No.2 (received 6 March 2023) | Reported to Committee               |
| 3.3 | 16 August 2023   | 23/03630/SCRE, Corran Ferry Infrastructure Improvement Scheme – request for EIA Screening Opinion                          | EIA Required                        |



3.4	31 July 2024	24/02104/SCOP, Corran Ferry Infrastructure Improvement Scheme – request for EIA Scoping Opinion	Scoping Opinion provided
3.5	20 August 2024	24/02116/PAN, Corran Ferry Infrastructure Improvement Scheme – Proposal of Application Notice No.3 (received 17 May 2024)	Reported to Committee

#### **4. PUBLIC PARTICIPATION**

4.1 Advertised: EIA Advert and Unknown Neighbour

Date Advertised: 20 March 2025 (Oban Times) and  
21 March 2025 (Edinburgh Gazette)

Representation deadline: 20 April 2025

Timeous representations: 6

Late representations: 0

4.2 Material considerations raised are summarised as follows:

- a) Flood prevention measures on the Ardgour side
- b) Parking and signage on the Ardgour side
- c) Noise disturbance and vibration including at the berthing structure
- d) Location and visual intrusion of the overnight berthing structure
- e) Location of two new substations
- f) Second lane addition to the road on the Ardgour side
- g) Pathway to the shore
- h) Visual impact on the Lighthouse of the construction compound
- i) Residential amenity during lengthy construction period
- j) Road safety at the compound during construction
- k) Safety and operational concerns for residents close to the ferry operations.
- l) Non-compliance with the Development Plan in relation to aesthetic and environmental values
- m) Community preference for alternative location for the berthing structure
- n) Majority of the community wish to have a fixed link not another ferry

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet [www.wam.highland.gov.uk/wam](http://www.wam.highland.gov.uk/wam).

#### **5. CONSULTATIONS**

5.1 **Ardgour Community Council:** (24.4.25)

"Ardgour Community Council has considered the application and would like to submit the following comments. These comments were prepared following a public meeting to discuss the application with members of our community. All comments are in reference to the work proposed on the Ardgour side of the narrows.

Although we recognise and support the need for the improved infrastructure to support the new ferry, a number of features of the application as it stands have raised concerns locally. These are:

**Hours of work and noise/light nuisance** - We would ask that the hours of permitted work are clearly defined due to the noise and significant disruption local residents and businesses will experience during the construction period. Our suggested hours of work would be Monday to Friday 7am-7pm; If work is required on a Saturday 8am-1pm and no work at all on a Sunday. We feel it is important that noise levels from the construction work and generators be quantified and monitored. We would suggest a limit of 75dB(A) for during working hours and 45dB(A) for generator noise outwith those hours, measured from the nearest property.

**Consideration of neighbouring properties** - To minimise nuisance to neighbouring properties, it should be stipulated that any temporary lighting should have downlighters to prevent light pollution on neighbouring properties. We are in favour of the use of low-noise generators and the provision of acoustic barriers. We would ask that noise levels are monitored regularly during the work to ensure excessive noise levels are not being reached. We also strongly suggest that vibration monitoring on neighbouring properties, particularly those with historical significance.

**Road safety** - A traffic management programme should be in place to ensure the safety of all road users as well as the workforce.

**Location of construction compound** - We are concerned about the proposal to site a construction compound on the south boundary of the Corran lighthouse property. We recognise the concerns raised by the property owner and submitted by them as a separate detailed response to this application. As well as loss of privacy and disruption for the near neighbour, the location of the compound in the proposed location will dominate the landscape during the 18-month construction period and replace the iconic view of the lighthouse and narrows enjoyed by visitors to Ardgour and the other peninsulas. We would also like to suggest that the use of the field adjacent to the war memorial, currently being proposed as a secondary area, would be a preferable site for the main construction compound. This has been discussed with the landowner who has raised no objections.

**Marshalling area** - We are concerned that an extended marshalling area on the Ardgour side has been removed from the initial plans. Sufficient marshalling for up to 80 vehicles is essential on both sides of the crossing. Currently, the limited marshalling area in Ardgour regularly does not meet the demand and causes road safety issues, blockage of A861, inconvenience for residents, and creates frustration between drivers. As demand at the route continues to grow, the increasing volume of traffic will mean the marshalling area is unsafe and unworkable."

5.2 **Nether Lochaber Community Council:** No comments.

5.3 **THC Access Officer:** (26.03.25) No comments.

5.4 **THC Archaeologist:** (09.04.25) No archaeological issues in regard to this application that would require specific mitigation and so no condition is recommended here. However, as a precaution, recommend an advisory note that a protocol for any unexpected finds within areas of new groundbreaking is written into the CEMP.

5.5 **THC Contaminated Land Team:** (26.03.25) It is understood from previous information provided that there has not been any fuel storage within the vicinity of the proposed development and that there was no onshore fuelling infrastructure. The likelihood of any significant contamination issues is low, however, should any suspected contamination be encountered during the development, all works should halt until further actions are agreed with the Council.

5.6 **THC Flood Risk Management Team:** (14.04.25) No objection.

5.7 **THC Forestry Officer:** (23.06.25 & 15.07.25) There are no significant trees on the Ardgour side affected by this development. The main Nether Lochaber site is proposed within existing mixed broadleaf woodland (mainly alder, birch and ash). It is listed in the Native Woodland Survey of Scotland as pole-stage (fairly young) wet woodland of very high nativeness and semi-naturalness.

The Arboricultural Impact Assessment (AIA) and Method Statement (AMS) and Tree Protection Plans identify the extent of tree cover that would need to be removed to accommodate the development and identifies the means of tree protection for retained trees and woodlands. It is noted that 9,292m<sup>2</sup> of tree groups (woodland) would need to be removed along with 32 individual trees.

The proposed removal of woodland triggers the Scottish Government's Control of Woodland Removal policy, and we expect the applicant to demonstrate what significant and clearly defined public benefit would be associated with the development.

Section 2.5.1.4: Ground Works identifies 2.1ha of broadleaf woodland and juvenile trees around the proposed compound would need to be removed on the Nether Lochaber side. It is also noted that a small number of trees would need to be removed on the Ardgour side. We would therefore expect a Compensatory Planting Plan to provide 2.1ha of new woodland to replace the woodland that would be lost.

Section 2.5.1.17: Reinstatement notes that the footprint required for construction will be larger than the footprint of the final infrastructure as built, and that there would be opportunities for planting in these areas. The applicant has also provided a Landscape Planting and Maintenance Plan which shows planting of feather whips and transplants of native tree species around the site in the areas described above, mainly between the proposed development and the A82. This proposed on-site planting is most welcome.

The proposals would have some adverse impacts on native woodlands and individual trees, but the biodiversity value of the woodland has not been confirmed. However, the on-site landscaping is adequate to replace individual trees which would be lost to development and providing there is adequate off-site compensatory planting, secured by condition, we have no objection to the application.

5.8 **THC Landscape Officer:** No comment received.

5.9 **THC Transport Planning Team:** (16.05.25) No objection but recommend relevant conditions and informatives.

5.10 **THC Ecology Team:** (11.07.25) No objection subject to a number of conditions.

- 5.11 **THC Historic Environment Team:** (09.04.25) No objection. There is no perceived impact on the category C listed building adjacent to the site.
- 5.12 **Scottish and Southern Energy:** No comment received.
- 5.13 **Lochaber Disability Access Panel:** No comment received.
- 5.14 **Historic Environment Scotland:** (08.05.25) No objection.

- 5.15 **NatureScot:** (06.05.25) Eileanan Agus Sgeiran Lios Mor Special Area of Conservation – The proposal is within connectivity distance of an internationally important site designated for Harbour seal. There are natural heritage interests of international importance on the site, but our advice is that these will not be adversely affected by the proposal.

Inner Hebrides and the Minches Special Area of Conservation – The proposal is within connectivity distance of the Inner Hebrides and the Minches, a Special Area of Conservation (SAC) designated for Harbour porpoise. There are natural heritage interests of international importance on the site, but our advice is that these will not be adversely affected by the proposal.

Moidart and Ardgour Special Protection Area & Glen Etive and Glen Fyne Special Protection Area - The proposed development is within connectivity distance of two protected areas designated for breeding Golden eagle. There are natural heritage interests of international importance on the site, but our advice is that these will not be adversely affected by the proposal.

Marine Special Protection Areas – There is theoretical connectivity with a number of Scotland's marine Special Protection Areas due to foraging distances associated with specific marine bird species. However, our advice is that it is unlikely that the proposal will have a significant effect on any qualifying interests either directly or indirectly. An appropriate assessment is therefore not required.

Priority Marine Features (PMFs) – The proposed works will impact a number of PMFs in the Corran Narrows, including Kelp beds, Kelp and seaweed communities on sublittoral sediment and Tide swept algal communities. We advise that the proposal would have a significant and unavoidable impact on PMFs at a local scale but would not impact upon the national status of the PMFs.

Some construction activities have the potential to disturb any cetacean in the area; therefore, NatureScot advise that an EPS risk assessment is carried out to ascertain whether an EPS licence is required.

The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the 'Habitats Regulations') apply. Consequently, The Highland Council is required to consider the effect of the proposal on the SAC before it can be consented (commonly known as Habitats Regulation Appraisal).

Consequently, The Highland Council, as competent authority, is required to carry out an appropriate assessment in view of the site's conservation objectives for its qualifying interest – this is attached at Appendix 4.

- 5.16 **Scottish Forestry:** No comment received.

- 5.17 **Scottish Water:** (26.03.25) No objection.
- 5.18 **Scottish Environment Protection Agency:** (24.03.25) No objection.
- 5.19 **Transport Scotland:** (25.03.25) No objection subject to relevant conditions and informative being included.
- 5.20 **Marine Scotland:** No comment received.
- 5.21 **Marine Scotland Science:** No comment received.
- 5.22 **Sustrans:** No comment received.
- 5.23 **Lochaber District Salmon Fisheries Board:** No comment received.
- 5.24 **Northern Lighthouse Board:** (14.07.25) No objection but give advisories – these can be included as informatives.

## **6. DEVELOPMENT PLAN POLICY**

- 6.1 Appendix 2 of this report provides details of the documents which comprise the adopted Development Plan, including relevant planning policies as well as adopted supplementary guidance, and other material policy considerations which are relevant to the assessment of the application.

## **7. PLANNING APPRAISAL**

- 7.1 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.

### **Determining Issues**

- 7.2 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**

- 7.3 The key considerations in this case are:
- a) Development plan and other planning policy
  - b) Climate change
  - c) Traffic, Transport and Access
  - d) Siting, Landscape and Visual
  - e) Flooding and Drainage
  - f) Socio-economic impact
  - g) Archaeology and Cultural Heritage
  - h) Biodiversity

- i) Forestry
- j) Ecology and Ornithology
- k) Marine Environment
- l) Construction Noise, Operational Noise and Vibration
- m) Air Quality
- n) Materials and Waste
- o) Mitigation
- p) Any other material considerations

### **Development plan/other planning policy**

- 7.4 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), National Marine Plan 2015 and various Supplementary Guidance documents (see Appendix 2).
- 7.5 Appendix 3 of this report provides an assessment of compliance with the Development Plan / Other Planning Policy.
- 7.6 In summary, the terrestrial parts of the proposal will be in overall conformity with the approved development plan provided suitable and adequate mitigation is secured in terms of potential nonconformity issues. Licences and authorisations required for marine and intertidal-related areas are outwith the scope of this application. The proposal shows good policy alignment with most provisions of NPF4, the HwLDP and WestPlan and provided sufficient biodiversity enhancement can be delivered the proposal is in overall conformity with the approved development plan.

### **Climate Change**

- 7.7 As the proposed development is an EIA development, the submission includes a climate change impact assessment (Chapter 20 of EIAR). The numbers presented represent a combination of calculations based on available information and estimates based on likely scenarios. By adopting a whole lifecycle approach, the assessment has quantified the CO<sub>2e</sub> emissions and savings associated with the construction and operation phases of the project. Based on the material use described in Chapter 20, it is anticipated that the construction phase will result in an increase of 13,608 CO<sub>2e</sub> (tonnes). However, in the estimated operational scenario, the annual CO<sub>2e</sub> is -972.7 CO<sub>2e</sub> (tonnes) annually, rising to -1,042 CO<sub>2e</sub> (tonnes) annually.
- 7.8 The transition from a diesel-powered vessel to a new electric vessel is projected to substantially lower annual CO<sub>2e</sub> emissions. This makes a positive contribution to Scotland's efforts to achieve net zero goals. Crucially, the transition to a new electric vessel will ensure that the CFIS is carbon neutral by 2044, beyond which the project will be beneficial in terms of its overall CO<sub>2e</sub> emissions and the impact on greenhouse gas emissions.

## **Traffic, Transport and Access**

- 7.9 The Corran Ferry is an important and long-established infrastructure link serving the communities of the area, and is vital for day to day living, the economy and tourism, providing access with Ardgour, Morven, Ardnamurchan and Mull onto the A82 trunk road, and onward travel to Fort William, Oban and Glasgow.
- 7.10 The EIAR assessment identifies that the most significant traffic-related impacts will occur during the construction phase, particularly on the Nether Lochaber side of the Narrows. At peak, up to 108 Heavy Goods Vehicle (HGV) movements per day are anticipated, resulting in a significant impact on the A82 trunk road, which is classified as a medium sensitivity receptor. This leads to a moderate (significant) effect in terms of dust soiling and human health. In contrast, the Ardgour side is expected to experience a maximum of seven HGV movements per day, with shorter unpaved access routes and lower dust potential, resulting in minor (non-significant) effects.
- 7.11 To manage construction-related impacts, a Dust Management Plan (DMP) will be implemented as part of the Construction Environmental Management Document (CEMD). Measures include damping down of haul routes, road sweeping, wheel washing, and visual dust monitoring. These actions are designed to prevent dust nuisance and protect air quality and watercourses.
- 7.12 Once operational, the CFIS is not expected to generate additional traffic but will improve the safety and efficiency of existing movements. A new junction on the A82 will replace the current substandard access, providing improved visibility and safer turning movements. The development is considered to accord with NPF4 Policy 13 (Sustainable transport) and HwLDP Policy 28 (Sustainable Design) by enhancing transport infrastructure to meet current and future needs while promoting safety and resilience.
- 7.13 The scheme includes significant improvements to active travel infrastructure. A new shared-use path will connect the ferry terminal to the A82 bus stop, replacing a steep and non-compliant route. Additional facilities such as pedestrian shelters, bicycle storage, and electric bicycle charging points will support sustainable travel. These enhancements align with NPF4 Policy 20 (Blue and green infrastructure) and HwLDP Policy 77 (Public Access), which encourage developments to protect and enhance public access and active travel networks.
- 7.14 The EIAR also considers cumulative effects in combination with other developments in the area. It concludes that, with the proposed mitigation in place, residual impacts on traffic, transport, and access will be minimal and manageable.
- 7.15 Representations refer to the widening of approximately 160m of the A861 through Ardgour into a single carriageway, extending the existing single carriageway from the existing slipway up to the overnight berth structure. This widening was presented as localised road improvements at the pre-application consultation stage to improve traffic flow, facilitate vehicle access to the slipway and overnight berthing structure, and allow for improved traffic and pedestrian separation. This road widening is also expected to improve resident access to properties in busy periods.

- 7.16 In addition, representations suggest that parking bays in Ardgour should be clearly marked for residents and staff only. The EIAR states in Section 2.3.5.3 (Vol 2)

“The formalisation of parking on the seaward side of the A861 was introduced to alleviate some of the parking issues reported by residents, improving resident access and traffic flow through the settlement. These spaces will be sign-posted as requested from shorefront residents through consultation.”

This will be covered under the required Traffic Regulation Order.

### **Siting, Landscape and Visual**

- 7.17 Ardgour is a small, coastal village consisting of approximately 30 houses, the Inn and a historic lighthouse. Ardgour is encompassed by the Ardgour Special Landscape Area and includes a long foreshore of sandy, gravelly beach. The settlement of Corran consists primarily of approximately 7 ‘shorefront’ houses, the Corran ‘Bunkhouse’ and the Corran (serviced accommodation). The area north and east of Corran is characterised by natural broadleaf or plantation woodland.
- 7.18 Three power transmission cables owned by Scottish and Southern Electricity Networks (SSEN) are situated on or above the seabed of the Narrows, making landfall at various locations within or adjacent to both Ardgour and Corran settlements. Two 33 kilovolt (kV) cables are currently de-energised. The third cable, an 11kV cable, is scheduled for de-energisation by SSEN prior to the commencement of the CFIS construction. Each cable has a works exclusion zone in place by SSEN, as depicted in Drawing 99\_DRG\_C2\_3. These sub-sea cables have been/will be superseded by directionally drilled ducted power cables installed under the Corran Narrows to the south of Corran Point lighthouse.
- 7.19 The site selection process for the CFIS is detailed in the EIAR (refer to Chapter 2.3: Consideration of Alternatives). This explains that aims of site selection for the CFIS were to balance the environmental, technical and economic aspects of the project. On the Ardgour side, the main driver was to ensure the new slipway did not impede use of the existing slipway, so as to minimise the risk of ferry service disruption during the construction phase. The location of the proposed new slipway was primarily determined by environmental conditions that would affect operations. South-east of the existing slipway, steep seabed slopes and strong currents are unfavourable to service resilience. This is also true for tidal currents further south of the Corran Point Lighthouse. Locating the new slipway close to the existing slipway enables use of the existing marshalling area and Ferry Office. It also minimises changes in visual and noise impacts as far as practicable.
- 7.20 Situating the overnight berthing structure on the Nether Lochaber side of the Narrows was discounted early, due to steep seabed slopes running along the eastern shore of the Narrows.
- 7.21 On the Ardgour side of the Narrows, the location for the overnight berthing structure was investigated along the shoreline near the settlement, in consideration of environmental conditions and operability. North-west of the Ardgour settlement, the seabed is shallower, thereby requiring a larger dredge, impacting a larger area of benthic habitats on the seabed and increasing costs. Development space in the marine environment to the north-west is also restricted by the Mowi Scotland Limited’s Linnhe



fish farm and lease area, and Mowi is recognised as an important employer in the region. To the south-east of the existing slipway, the seabed falls away on a steep gradient. Construction on steep seabed slopes would require more extensive construction activities. This would likely increase construction impacts, such as in-air noise, underwater noise, and considerably increase costs. The tidal currents of the Narrows are also considerably unfavourable south of the existing slipway, and further south of the Corran Point Lighthouse. Development in this location would require significant infrastructure to allow vessels to berth, which in turn would impact upon coastal processes. Hence, the developer has indicated that the overnight berthing structure siting could only be located north-west of the existing slipway, on the shorefront of the Ardgour settlement.

- 7.22 To minimise visual impacts, the berthing structure was sited in front of the Ferry Office, rather than neighbouring properties. Additionally, visual impacts were further mitigated through the design, as far as practicable, by increasing the length of the structure and shortening the 'T' head, recognising a long, thin structure would be less of a visual obstruction to receptors on the Ardgour shore. A side-by-side vessel berthing arrangement, perpendicular to the shore, was also preferred as a means of reducing visual and landscape impacts, noting for most days of the year, only the standby vessel will be on the berth as the primary vessel will be operating the service.
- 7.23 The final design of the berthing structure presents an infilled, solid structure, as is required to protect the vessels on the berth. Whilst changes to views are inevitable, the overnight berthing structure has been designed to be sympathetic with the landscape, existing built environment and nature of the village as a coastal community serviced by the Corran Ferry, as far as practicable. Most importantly, the structure was designed to be low lying, with few tall elements. Final deck height of the structure will be at +6.5m Chart Datum (CD), approximately 0.5m higher than the general level of the A861 in this area. Residences on the A861 in the area of direct view of the structure (i.e., between the Inn at Ardgour and the Ferry Office), have an estimated floor level of +6.0mCD to +7.5mCD and associated windowsill heights of +6.9mCD to +8.4mCD. Subsequently, obstruction to views from individual houses associated with the infrastructure are considered to be limited. Impacts are acknowledged for the berthed vessel, however only the standby vessel is anticipated to be on berth during most hours of daylight (as the other vessel operates the ferry service). The location and orientation of the berths will result in each vessel being berthed perpendicular to residential windows and at least 70m from residential properties, reducing visual obstruction with distance.
- 7.24 The location of the new Ardgour slipway is highly constrained by environmental and bathymetric (seabed topography) conditions discussed in Section 2.3.3.1 of Chapter 2, Volume 2 of the Environmental Impact Assessment Report (EIAR). In consideration of the emphasis in Pre-Application Consultation (PAC) responses that continued ferry operations are vital for the socio-economics of peninsula communities, a key requirement of the development was to maintain use of the existing slipway. This minimises the risk of ferry service disruption during the construction phase. As such, the proposed location was determined to be the most feasible location for the new Ardgour slipway.
- 7.25 The location of the new Nether Lochaber Corran slipway was acknowledged to require mitigation and compensation for impacts to the terrestrial habitat. However, as on the Ardgour side, the developer has indicated that it is important to ensure the existing ferry

service will not be impacted during the construction phase of the development. Siting the new slipway close to the existing would not resolve the known traffic issues at the junction with the A82. Moving the slipway further north allows the junction to be sited on a straighter stretch of the trunk road, negating the need for extensive alignment works on the trunk road (and thereby avoiding expected traffic and noise impacts and habitat loss associated with these works).

- 7.26 Chapter 5 of the EIAR provides a comprehensive Landscape and Visual Impact Assessment (LVIA) of the CFIS. The assessment, undertaken by a Chartered Landscape Architect, evaluates the potential effects of the proposed development on landscape character, visual amenity, and seascape during both construction and operational phases.
- 7.27 The LVIA identifies that the proposed development is located within a highly sensitive landscape setting, including coastal woodland, littoral habitats, and proximity to designated heritage assets. The development lies within the Ardgour Special Landscape Area (SLA), a designation that recognises the area's scenic and cultural value. The assessment concludes that the construction and operation of new infrastructure - such as slipways, marshalling areas, access roads, and the overnight berthing structure - will result in a substantial change to the landscape fabric. Consequently, the effects on the immediate landscape are assessed as major and significant.
- 7.28 Despite these significant effects, the LVIA notes that the proposed development is located adjacent to existing ferry infrastructure and settlements, which helps to moderate the perceived change in landscape character. The introduction of new built elements is considered to reinforce the existing developed character of the Corran Narrows, rather than introduce wholly new or incongruous features. The design process has incorporated mitigation measures such as careful siting, use of appropriate materials and colours, and the inclusion of native woodland planting to soften visual impacts and integrate the development into the landscape.
- 7.29 In terms of visual effects, the assessment identifies that views from nearby settlements, roads, and recreational routes will be altered. However, the presence of existing ferry infrastructure and the linear nature of development along the shoreline help to reduce the overall visual intrusion. The LVIA concludes that while some receptors will experience significant visual effects, these are localised and have been mitigated as far as practicable through design.
- 7.30 Residents have raised concerns about the use of land proposed for the Ardgour construction compound, especially that on the loch side of the A861, on the grounds of visual and setting impacts, construction noise, safety and lighthouse access. Residents also highlight the area's susceptibility to coastal flooding, which is acknowledged by the applicant as a constraint on the contractor if they choose to utilise this area. The applicant further advises that temporary use of this area as a construction compound will not obstruct access to the lighthouse.
- 7.31 As determined through the scoping process, landscape and visual impacts associated with construction were agreed to be scoped out of the Environmental Impact Assessment (EIA). This was due to the temporary nature and consideration of compound location (i.e., sited at the location of previous construction compounds).

Section 5.9.1 of Chapter 5, Volume 2 of the EIAR also recognises the relatively short-term and temporary nature of construction activities, noting the overall effect of the construction phase on landscape and visual amenity is not anticipated to be any greater than the effects during the operational phase. Impacts will be mitigated through good housekeeping throughout the construction phase.

- 7.32 Comments from residents state a strong preference for the use of a compound area west of the A861. In light of these comments, the project proposes that the entire extent of the western area of the proposed construction compound be used preferentially by the construction contractor, and the area east of the A861 (south of the lighthouse) will be used as an overflow only, at the contractor's discretion. The project team will make the contractor aware of considerations in using the eastern area, specifically, proximity to the lighthouse cottage residence, the potential for coastal flooding and the need to manage access. Consequently, it is likely the contractor will undertake the majority (if not all) of their compound activities in the area west of the A861 and only utilise the eastern area for the temporary storage of inert materials. Access to the western compound is on the inside of a bend and has limited visibility. This will need to be carefully considered through the Construction Traffic Management Plan (CTMP) to manage road safety at this point for the temporary duration of the works. Conditions are proposed to secure the CTMP.
- 7.33 The widened entry of the access track to the western Ardgour compound area, created at the establishment of the compound, will be narrowed and landscaped to tie into the existing slope (as per Section 2.5.1.17 in Chapter 2, Volume 2 of the EIAR) so as not to create a permanent bell mouth that would encourage parking or turning.
- 7.34 Construction impacts on setting of the category C listed lighthouse and lighthouse keeper's cottage have been considered in Section 15.6.1 of Chapter 15, Volume 2 of the EIAR. Impacts were assessed to be of a low magnitude of impact, with minor, reversible and non-significant effects.
- 7.35 The lighthouse cottage residents expressed concerns about noise, vibration and traffic safety associated with the utilisation of the existing access track to the eastern compound area past the western wall of their property. In light of this concern, the project proposes to create a temporary new access directly from the eastern area onto the A861. The detail of this access will be provided in the Construction Traffic Management Plan.
- 7.36 Representations refer to the layout of the proposed electric infrastructure in the field at Ardgour. Drawing 2387-WS-ZZ-AG-DR-C-0102 depicts the single new electrical substation (proposed adjacent to the existing substation) and a temporary compound for temporary diesel infrastructure, which will only be installed and operated for an interim period between delivery of a new electric vessel and grid upgrade required for charging.
- 7.37 The proposal includes the construction of a new breakwater on the Nether Lochaber side of the Corran Narrows which will provide shelter to vessels from the flood tide when loading/unloading at the slipway. An alignment structure installed as part of this breakwater will ensure the vessel can maintain position at the slipway during an ebb tide. The location of the proposed Ardgour slipway is such that equivalent protective structures are not required. The breakwater has a maximum height of +6.7m above

Mean Low Water Springs, and 2.1m above Mean High Water Springs. Accordingly, the breakwater will have a relatively low visual profile when viewed from distance to the west, north or south.

- 7.38 Although the main siting, landscape and visual impacts of the development proposal are caused by the new ferry slipway with associated breakwater, road and junction onto the A82, car parking, and marshalling area, there are other smaller elements including:
- Demolition of the existing small pier at Ardgour – itself on the site of a previous pier built in the earliest 19<sup>th</sup> century - to make space for ferry vessel operations when accessing the new overnight berthing structure and slipway. The structure extends approximately 40m seaward and is to the north of the existing slipway.
  - Erection of a toilet block at Nether Lochaber, adjacent to the marshalling area, including shelter areas and a changing places facility – this has a rectangular footprint of 12.1m x 5.7m x 5m
  - A bicycle shelter located at Nether Lochaber adjacent to the marshalling area, and to the north side of the Ardgour pier
  - EV car charging facilities
  - Purser's kiosk
- 7.39 These smaller elements are not considered to have any significant siting, landscape or visual impacts within the context of the overall development and are considered to be acceptable.

### **Flooding and Drainage**

- 7.40 The CFIS has been designed with full recognition of its coastal location and associated flood risk. While the scheme is not a flood defence project, it has been developed to ensure that it does not exacerbate existing flood risk in the area. The infrastructure is marine-compatible and has been assessed in accordance with the Flood Risk Management (Scotland) Act 2009, and relevant Scottish Government and SEPA guidance. A Flood Risk Assessment (FRA) was undertaken and incorporated into Chapter 9 of the EIAR, confirming that the proposed development will not increase flood vulnerability or adversely affect flood pathways. This approach aligns with NPF4 Policy 22 (Flood risk and water management) and HwLDP Policy 64 (Flood Risk), which require developments to avoid increasing flood risk and to promote sustainable flood management.
- 7.41 Surface water and foul drainage have been carefully considered to ensure the development does not contribute to localised flooding or pollution. A Drainage Impact Assessment (DIA) was completed and confirms that the surface water drainage strategy complies with Sustainable Urban Drainage System (SuDS) principles, incorporating measures such as retention separators and non-return valves to manage runoff effectively. Foul water from the new toilet block will be treated via a small package treatment plant, which falls below the threshold requiring connection to the public sewer and will be regulated under the Controlled Activities Regulations (CAR). These provisions are consistent with NPF4 Policy 22 (Flood risk and water management) and HwLDP Policies 65 (Waste Water Treatment) and 66 (Surface Water Drainage), which promote effective wastewater treatment and surface water management to protect water quality and reduce flood risk.

- 7.42 Residents raised concerns about the proposal in the context that the A861 through Ardgour is susceptible to coastal flooding. As indicated above the CFIS is not a flood defence or prevention scheme and does not seek to address the risk of coastal flooding during an extreme flooding event. However, the existing susceptibility of the Ardgour shorefront and A861 to stormwater and coastal flooding is recognised and was reviewed as part of the Flood Risk Assessment and Drainage Impact Assessment. These assessments concluded that the proposed new infrastructure would have no discernible impact on the still water level of the loch, nor change the location of initial water entry onto the A861 and shorefront areas during flooding events. As such, the CFIS will not exacerbate coastal flooding at either Ardgour or Nether Lochaber.
- 7.43 The A861 road in Ardgour is relatively low lying and is consequently impacted by extreme high water flood events. The lowest lying section of the A861 is outside the Inn at Ardgour, at the head of the existing slipway and therefore this is the first area to be inundated during an extreme high water level event. Flooding in this area is not caused by the presence of the slipway but results from the existing levels in this area. No changes to the existing slipway are proposed, in order to minimise the risk of any disruption to existing ferry operations during the construction works.
- 7.44 Recognising the existing stormwater drainage issues on the A861 through Ardgour, the CFIS includes accommodation works to improve drainage as part of the extension to the drainage network. Accommodation works involve the replacement of some below-ground components in the existing drainage network and redirecting an existing outfall to prevent risk of future blockages.
- 7.45 The Flood Risk Management Team reviewed the proposal in relation to Flood Risk and concluded that:
- “The Hydraulic Modelling Report (Appendix I3 of the EIAR) has assessed the impact of the development on coastal processes and concludes that it will have minimal impact on areas outside of the development boundary.”
- SEPA, similarly have raised no concerns in relation to the water environment. As such it is considered that the proposal will not exacerbate flood risk to either the Ardgour or Corran communities and can be supported in this regard.

### **Biodiversity**

- 7.46 The chapter sets out the methodology for assessing biodiversity impacts, including the identification of ecological receptors, evaluation of sensitivity, and determination of impact magnitude and significance. It applies the mitigation hierarchy – avoid, reduce, offset – and commits to biodiversity enhancement. A Biodiversity Condition Assessment (BCA) has been undertaken, and the applicant has committed to delivering a 10% biodiversity net gain, in line with national policy expectations.
- 7.47 The BCA quantifies the baseline biodiversity within the Planning Boundary as 17.32 area biodiversity units and 0.1 watercourse habitat units. To meet the 10% net gain requirement, the target provision is 19.05 area habitat units and 0.11 watercourse habitat units. This enhancement will be delivered through offsite habitat creation, primarily in the form of new woodland planting, which will also serve as compensatory planting for woodland loss associated with the development. A Biodiversity Enhancement Assessment Report and Habitat Management Plan will be submitted,

prior to the development becoming operational, to support delivery, and will be secured by condition.

- 7.48 The proposals align with NPF4 Policy 1 (Tackling the Climate and Nature Crises) and Policy 3 (Biodiversity), through the integration of biodiversity into the design and the commitment to enhancement. Furthermore, it is considered that the proposal also accords with NPF4 Policy 4 (Natural Places) and Policy 6 (Forestry, Woodland and Trees), acknowledging the need for woodland removal and proposing compensatory planting and offsite enhancement. These measures are consistent with the mitigation hierarchy and demonstrate a responsible approach to ecological stewardship.
- 7.49 Mitigation and environmental controls are set out in Construction Environmental Management Documents and will be reinforced by conditions.

### **Forestry**

- 7.50 The Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) along with the Tree Planting Plans within Chapters 10 and 11 of the EIAR identify the extent of tree cover that would need to be removed to accommodate the development and identifies the means of tree protection for retained trees and woodlands. It is noted that 9,292sqm of tree groups (woodland) would need to be removed along with 32 individual trees on the Nether Lochaber side.
- 7.51 This level of woodland removal triggers the Scottish Government's Control of Woodland Removal policy. The applicant is therefore expected to demonstrate what significant and clearly defined public benefit would be associated with the development. In Chapter 22: Conclusion of the EIAR it is noted:
- "The new electric vessel and the new infrastructure constructed for the CFIS will work in combination to increase ferry service capacity and resilience while improving user experience of this essential transport connection. The CFIS will support the sustainability of rural communities on the Ardnamurchan peninsula, ensuring they have continued access to employment, education, medical and other essential services, as well as economic opportunities (i.e. from tourism). When compared to the baseline under a 'do nothing' scenario, which is expected to result in increased disruptions to the ferry service, it is considered the CFIS will provide very significant public benefit for these communities over its lifetime."
- This adequately confirms significant public benefit, so the applicant is expected to confirm the extent of woodland that would need to be permanently removed and then provide an equivalent area of compensatory planting.
- 7.52 The EIAR identifies 2.1ha of broadleaf woodland and juvenile trees around the proposed compound would need to be removed on the Nether Lochaber side. It is also noted that a small number of trees would need to be removed on the Ardgour side. A Compensatory Planting Plan to provide 2.1ha of new woodland to replace the woodland that would be lost is therefore required. This can be secured by condition.
- 7.53 The EIAR further notes that the footprint required for construction will be larger than the footprint of the final infrastructure as built, and that there would be opportunities for planting in these areas. The applicant has provided a Landscape Planting and Maintenance Plan which shows planting of feather whips and transplants of native tree

species around the site in the areas described above, mainly between the proposed development and the A82. This proposed on-site planting is welcome, and the on-site landscaping is considered to be adequate to replace individual trees which would be lost to development.

- 7.54 The proposals will have some adverse impacts on native woodlands and individual trees. However, the Forestry Team has confirmed that subject to the provision of adequate compensatory tree planting of 2.1ha in addition to the on-site landscaping, they have no objection to the application. These measures are consistent with NPF4 Policy 6 (Forestry, Woodland and Trees) and HwLDP Policy 52 (Principle of Development in Woodland), which require mitigation and public benefit where woodland removal is necessary.
- 7.55 Ordinarily, the compensatory planting scheme is expected to be finalised prior to commencement of development, and this is secured by condition. The application has demonstrated a firm commitment through ongoing discussions with private landowners, as well as internally within the Council, to provide the required compensatory planting. It is further recognised that there is a need to ensure no delay to the works on this key Corran Ferry infrastructure, so in order to allow time to ensure that the agreements and permissions are in place, the compensatory planting scheme arrangements will be finalised prior to the development coming into operation.
- 7.56 The Construction Environmental Management Document incorporates the proposed environmental controls, Tree Protection and Tree Removal Plans, Method Statement and a schedule of supervision and monitoring by both the site manager, ECoW and arboricultural consultant.

### **Ecology and Ornithology**

- 7.57 The CFIIS has been designed with ecological sensitivity and includes robust mitigation measures to protect terrestrial and ornithological interests. The proposed development will result in the loss of woodland and individual trees, including hazel coppice, which provide habitat for a range of species including bats, birds, and other fauna.
- 7.58 Bats may be affected by the removal of roosting trees; therefore, all tree works will be supervised by a licensed bat worker and scheduled outside the active season (March to October), in accordance with NPF4 Policy 3 (Biodiversity) and HwLDP Policy 58 (Protected Species).
- 7.59 Otters may also be present, and mitigation includes ceasing works if individual otters approach within 30 metres, as well as adherence to marine mammal protocols for underwater noise.
- 7.60 Black guillemots, which currently nest on the existing pier at Ardgour, will lose their nesting site due to demolition. To mitigate this, replacement nesting boxes will be installed under the new overnight berthing structure.
- 7.61 Additional measures include the translocation of British bluebells and the provision of underground chambers for amphibians and reptiles (herptile hibernacula), demonstrating compliance with HwLDP Policies 59 and 60 (Other Important Species and Habitats).

- 7.62 Construction activities may cause disturbance to wildlife through noise, lighting, and human presence. These impacts have been assessed and mitigated through careful planning of working hours, lighting design, and the use of acoustic deterrents and bubble curtains during rock blasting. These measures align with NPF4 Policy 23 (Health and Safety) and HwLDP Policy 72 (Pollution), which seek to minimise environmental harm and are controlled by condition.
- 7.63 The risk of spreading invasive non-native species (INNS), such as *Rhododendron ponticum* and *Montbretia*, has been addressed through the development of an Integrated Weed Management Plan. Contaminated soils will be treated as special waste, in line with best practice and waste management policy (NPF4 Policy 12 (Zero waste) and HwLDP Policy 66 (Surface Water Drainage)).
- 7.64 Following the implementation of all proposed mitigation measures, the EIAR concludes that there will be no significant residual effects on terrestrial or ornithological receptors. The scheme aligns with both local and national planning policy and is not expected to result in significant adverse effects on biodiversity.

### **Marine Environment**

- 7.65 Marine Mammals - the EIAR identifies a range of marine mammal species within the vicinity of the CFIS, including cetaceans such as harbour porpoise, minke whale, and dolphins, as well as grey and harbour seals. These species are protected under various national and international legislation, including the Wildlife and Countryside Act 1981 and the Marine (Scotland) Act 2010. The assessment highlights that construction activities, particularly those generating underwater noise such as piling and blasting, pose a risk of disturbance or injury to marine mammals. Detailed modelling indicates that blasting could result in significant effects, particularly for harbour porpoise, with potential for permanent threshold shift (PTS) within 4,000m. Mitigation measures include the implementation of a Marine Mammal Protocol, use of bubble curtains, acoustic deterrents, and passive acoustic monitoring (PAM). With these measures in place, residual impacts are expected to be reduced to non-significant levels.
- 7.66 Fish and Shellfish Ecology - the assessment considers the potential impacts of underwater noise on fish species, particularly salmonids such as Atlantic salmon, which are present in the area and farmed nearby. These species are classified as having swim bladders not involved in hearing, making them less sensitive to underwater noise. Modelling and literature review suggest that behavioural effects may occur in the near-field (within tens to hundreds of metres), but the risk of physical injury or mortality is low. Studies cited in the EIAR indicate minimal behavioural changes in caged salmonids exposed to piling noise. Mitigation includes limiting construction activities during sensitive periods, such as night-time smolt migration, and prioritising vibro-piling over impact piling. Overall, the effects on fish and shellfish ecology are assessed as minor and not significant.
- 7.67 Benthic Ecology - construction activities associated with the CFIS, including dredging, rock stripping, and potential blasting, will result in the permanent loss of approximately 4.86 hectares of benthic habitat. The EIAR identifies this as a direct impact on benthic ecology, with potential for additional indirect effects from sedimentation and changes in hydrodynamics. However, modelling indicates minimal changes in current speeds



and sediment movement, suggesting that indirect impacts will be highly localised. The affected habitats are not designated or of high conservation value, and mitigation measures such as careful design of infrastructure and minimisation of dredge footprint have been incorporated. Consequently, the impact on benthic ecology is assessed as minor and not significant.

- 7.68 Navigation - the proposed development will result in a slight extension of the ferry route from approximately 420m to 550m. Modelling of tidal currents indicates minor changes in flow patterns, particularly near the proposed breakwater, which is expected to reduce current velocities at the Nether Lochaber slipway. While this may affect vessel handling during certain tidal states, the changes are not considered to pose a significant risk to navigation. The EIAR concludes that the development will not unacceptably interfere with existing ferry operations or other marine users. Navigation safety will be maintained through standard maritime procedures and consultation with relevant authorities, including the Maritime and Coastguard Agency and local harbour users.

### **Construction Noise, Operational Noise and Vibration**

- 7.69 The EIAR identifies that construction activities associated with the CFIS are likely to result in temporary, localised noise impacts, particularly during daytime hours. While evening, weekend, and night-time construction noise levels are predicted to remain below significant thresholds, daytime works may exceed guideline levels at certain receptors, especially in Ardgour. Mitigation measures to address these impacts include the use of quieter plant, temporary acoustic barriers, and good communication with residents. Vibration impacts are expected to be minimal and short-lived, with no significant effects anticipated beyond very close proximity to specific construction activities. Overall, construction noise is considered a short-term, reversible impact, with appropriate mitigation in place to manage potential disturbance.
- 7.70 Noise from the temporary diesel generator proposed for the field area at Ardgour was raised as a concern by residents. The amount of time a diesel generator may be required will be subject to timescales of Scottish and Southern Electricity Network's (SSEN's) proposed grid upgrade and delivery of the new electric vessel. For the purpose of the noise assessment in the EIAR, it was conservatively assumed the generator may be in place for an estimated 18 months. It should be noted that if the grid upgrades are completed before the new electric vessel comes into operation, temporary diesel infrastructure may not be required. If the generator is required, the applicant advises that it will be located within a high-performance acoustic enclosure (Section 6.6.1 of Chapter 6 of the EIAR) and subsequently, the assessment of operational noise impacts from this temporary source are not considered significant.
- 7.71 During the operational phase, the introduction of a new electric vessel is expected to reduce overall noise emissions compared to the existing diesel-powered ferries. Noise modelling undertaken in accordance with BS4142 indicates that operational noise levels, including those from vessel movements and associated infrastructure, will not result in adverse impacts at any time of day. Additionally, no new night-time noise sources would be introduced as part of the development. Road traffic noise associated with the development is also predicted to remain within acceptable limits, with no significant effects expected. The operational noise environment is therefore assessed

as having no significant adverse effects, and in some respects, represents an improvement over current conditions.

- 7.72 In response to concerns raised by objectors, the applicant advised that operational noise associated with the use of the ferry on the new slipway is addressed in Section 6.1 of Chapter 6, Volume 2 of the EIAR, which states:

“The assessment of operational noise does not consider the noise level output of the ferry itself, which is not a part of the CFIS. Given that the replacement vessel will be electrically operated rather than requiring a diesel engine, it is anticipated that overall noise level output from the ferry will be reduced (although this cannot be quantified at this time). It is acknowledged that an alarm would be operated on the ferry as the off ramp is lowered (as it currently does), and that by moving the ferry slipway slightly closer to residential receptors in Ardgour it might be expected that the alarm sound levels would be increased. However, there are many other factors that would affect noise levels from the alarm system, such as its placement within the vessel, overall sound power level and its directionality, all of which can be specified to ensure no increase in noise levels occur at the nearest sensitive receptors.”

- 7.73 Noise will be minimised as far as practicable with the implementation of mitigation outlined in Section 6.8 of Chapter 6, Volume 2 of the EIAR, and the Schedule of Mitigation in Chapter 21.

### **Air Quality**

- 7.74 Chapter 8 of the EIAR addresses the potential air quality impacts associated with the construction phase of the CFIS. The assessment identifies six potentially significant effects on dust-sensitive receptors on the Nether Lochaber side of the Narrows, including impacts on human health and amenity from both earthworks and trackout (the transport of dust and dirt by vehicles, travelling from a construction site on to the public road network). Notably, the A82 trunk road is highlighted as a key receptor due to its proximity and high traffic volumes. No significant effects were identified on the Ardgour side. The assessment also considers cumulative impacts, particularly in relation to a nearby development at Inchree, concluding that cumulative dust impacts are negligible.
- 7.75 Mitigation measures are robust and include the implementation of a Dust Management Plan (DMP), wheel washing facilities, damping down of haul routes, use of road sweepers, and qualitative visual dust monitoring. These measures are consistent with best practice and are expected to reduce all potential significant effects to non-significant levels. The mitigation strategy is clearly defined and enforceable through the Construction Environmental Management Document (CEMD).
- 7.76 In terms of policy compliance, the assessment aligns with National Planning Framework 4 (NPF4) Policy 23 (Health and Safety) and Policy 73 (Air Quality), which require that developments do not result in unacceptable impacts on human health or the environment.

### **Materials and Waste**

- 7.77 Chapter 19 of the EIAR provides a comprehensive assessment of materials used and waste management during the construction phase of the CFIS. It sets out the legislative framework governing materials and waste, which underpin the duty of care

in managing construction waste and ensuring that all materials are handled, stored, and disposed of responsibly. The EIAR confirms that a Materials Management Plan and a Waste Management Plan will be implemented as part of the Construction Environmental Management Document (CEMD), ensuring compliance with these legal obligations.

- 7.78 The EIAR refers to NPF4 Policy 12 (Zero Waste), which promotes adherence to the waste hierarchy. The CFIS demonstrates a strong commitment to minimising waste through reuse and recycling. For example, dredge spoil and excavation arisings are expected to be reused on-site for land reclamation, landscaping, and breakwater construction, significantly reducing the need for off-site disposal. This approach is consistent with the principles of circular economy and sustainable resource use.
- 7.79 The proposal also aligns with HwLDP Policy 28 (Sustainable Design) and Policy 72 (Pollution), by ensuring that materials are sourced and managed in a way that minimises environmental harm. The procurement strategy prioritises local sourcing where possible, in line with The Highland Council's Community Benefit Policy, thereby supporting the local economy and reducing transport-related emissions.
- 7.80 Special attention is given to the management of hazardous materials and soils potentially contaminated with invasive non-native species (INNS). The EIAR outlines that such materials will be handled in accordance with best practice guidance, including the Control of Substances Hazardous to Health (COSHH) Regulations and Guidance for Pollution Prevention (GPP). This ensures that risks to human health and the environment are appropriately mitigated.
- 7.81 The CFIS has been designed and will be delivered in a manner that is consistent with national and local planning policy objectives for sustainable development, waste minimisation, and environmental protection. The proposed mitigation measures are robust and proportionate, and the project's approach to materials and waste management is considered to be appropriate.
- 7.82 The Development Plans team have referred to the matter of operational waste management in their consultation response, noting that on the Nether Lochaber side, there are no specific waste management arrangements incorporated in the proposal; however, there is sufficient space available in the new marshalling and parking area to include bins, which could then be serviced/managed by the Council. This can be secured by condition. The proposal will not materially change public use on the Ardgour side and the existing bin provision is considered to be acceptable.

### **Mitigation**

- 7.83 The EIAR (at chapter 21) contains a comprehensive Schedule of Mitigation (SoM) which consolidates all mitigation measures identified throughout the EIAR. The SoM demonstrates how the project will manage and reduce potential environmental impacts during both the construction and operational phases. The SoM is structured into two main tables: one for construction mitigation, and one for operational mitigation, with references to relevant EIAR chapters and supporting documents.
- 7.84 The mitigation measures demonstrate a clear commitment to minimising environmental harm and enhancing ecological resilience. The implementation of a Construction

Environmental Management Document (CEMD) monitored by an Environmental Clerk of Works (ECoW), is consistent with best practice and policy expectations.

- 7.85 The inclusion of Species Protection Plans (SPPs) for a wide range of terrestrial and marine species, including otters, bats, pine martens, and marine mammals, reflects a robust approach to biodiversity protection. The mitigation hierarchy—avoid, prevent, reduce, offset—is clearly embedded in the design and implementation strategy, as required by NPF4 Policy 3 (Biodiversity) and HwLDP Policy 52 (Development in Woodland).
- 7.86 The operational mitigation measures are to be integrated into the Highland Council's existing Corran Ferry Operations management systems. This includes protocols for vessel operation, maintenance dredging, and environmental monitoring. These measures are proportionate and appropriate, ensuring that the infrastructure continues to operate within environmental thresholds post-construction.
- 7.87 The SoM also addresses potential cumulative impacts, particularly in relation to underwater noise and marine mammal disturbance, through specific protocols such as the Marine Mammal Protection Plan and adherence to the Scottish Marine Wildlife Watching Code. These are in line with the requirements of the National Marine Plan (GEN 13: Noise) and demonstrates a precautionary approach to marine environmental management.
- 7.88 The SoM is a well-structured and policy-compliant framework for environmental mitigation. It demonstrates that the CFIS has been designed and will be implemented in a manner that is consistent with both national and local planning policies.

#### **Other material considerations**

- 7.89 The communities' desire for increased marshalling and parking on the Ardgour side is acknowledged. The applicant advises that:

“An increase in marshalling capacity and new public parking was initially included as an option in early designs of the CFIS, though this was removed in the scheme rationalisation for budgetary reasons (refer Section 2.3.4.2 in Chapter 2, Volume 2 of the EIAR). The final scheme design prioritises the essential infrastructure, within the available budget, to enable deployment of new roll-on roll-off ('ro-ro') ferries on the route.”
- 7.90 The preference from some residents for a fixed link as opposed to a new infrastructure scheme is understood and the consideration of a fixed link is discussed in Section 2.3.1.2 of Vol.2 of the EIAR. However, a fixed link across the Corran Narrows was not adopted into the Scottish Government's Strategic Transport Priorities in 2022 and without a credible funding option or viable delivery plan for a fixed link, focus was directed into upgrading the ferry service as the most feasible, deliverable option for improving the transport link in the short to medium term. The scheme will not preclude the option of a fixed link in the future as it does not conflict with any land that may be required. As such, this is the scheme that is the subject of this planning application.
- 7.91 In order to comply with policy, it is appropriate to secure a scheme to deliver public art as a result of this application. The applicant advises that the CFIS design and materials have been selected in consideration of place and functionality. The new

facilities on the Nether Lochaber side, however, will open up a new public viewpoint up Loch Linnhe. It may also be possible to secure a welcome sign on the Ardgour side for ferry users and visitors, which would be considered in agreement with local Members and local community councils. This can be secured by condition.

### **Non-material considerations**

- 7.92 The issue of property values is not a material planning consideration.

### **Matters to be secured by Legal Agreement / Upfront Payment**

- 7.93 None

## **8. CONCLUSION**

- 8.1 The CFIS represents a critical investment in the long-term resilience, sustainability, and accessibility of the Corran Narrows crossing. The EIAR has comprehensively assessed the potential environmental, social, and economic effects of the proposed development, and has demonstrated that – with the implementation of appropriate mitigation measures – no significant adverse residual effects are anticipated.
- 8.2 The proposal aligns with national and local planning policy objectives and supports key policy aims such as climate change mitigation, biodiversity enhancement, sustainable transport, and rural connectivity. The introduction of a new electric vessel, supported by upgraded infrastructure, will reduce greenhouse gas emissions, improve air quality, and enhance the reliability of a vital transport link for communities on both sides of the Narrows.
- 8.3 The design of the scheme has been informed by extensive stakeholder engagement and public consultation, and has been refined to minimise environmental impacts, protect sensitive habitats, and respect the character of the local landscape. The development will also deliver wider community benefits, including improved road safety, enhanced active travel infrastructure, and upgraded public amenities.
- 8.4 Statutory and other consultees responding to the proposal have not raised any fundamental concerns and have no outstanding objections. 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 representations objecting to aspects of the proposal. Whilst their concerns have assisted with the assessment of the application and bearing in mind 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.
- 8.5 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 the amenity of 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 Environmental Clerk of Works and associated specialists with any permission requiring regular compliance monitoring and ongoing engagement

by means of a Monitoring Officer and the Community Liaison Group – all as set out in the Construction Environmental Management Document which is underpinned by planning condition.

- 8.6 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 the environmental effects of this development can be addressed by way of mitigation and there is a Schedule of Mitigation set out in the EIAR. Monitoring of construction and operational compliance has been secured through conditions attached below.
- 8.7 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.

## **9. IMPLICATIONS**

- 9.1 Resource: Not applicable
- 9.2 Legal: Not applicable
- 9.3 Community (Equality, Poverty and Rural): Not applicable
- 9.4 Climate Change/Carbon Clever: Not applicable
- 9.5 Risk: Not applicable
- 9.6 Gaelic: Not applicable

## **10. RECOMMENDATION**

### **Action required before decision issued** N

Notification to Scottish Ministers N

Conclusion of Section 75 Obligation N

Revocation of previous permission N

Recommended to **GRANT** the application subject to the following conditions and reasons

### **1. Time Limit for the Implementation of Planning Permission**

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) and the Schedule of Mitigation except in so far as amended by the terms of this consent.

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

3. **Single Phase of Development**

This development shall be undertaken in its entirety, in one continuous phase, with no partial implementation, incorporating all restoration work, and in accordance with the approved Construction Environmental Management Document.

**Reason:** To ensure the development is implemented in accordance with the provisions of the application, environmental report and associated documents and that it is constructed in one continuous phase within an acceptable timescale.

4. **Construction Environmental Management Document**

No development shall commence until an updated Construction Environmental Management Document (CEMD) has been submitted to and approved in writing by the Planning Authority. The updated CEMD (original version dated 27 March 2025 submitted in support of the planning application) shall be submitted at least one month prior to the intended start date on site and shall include the following:

- i. An updated Schedule of Mitigation taking into account any additional mitigation agreed during the application including that required by agencies and relevant planning conditions attached to this permission.
- ii. Inclusion of the appointment of a suitably qualified Planning Monitoring Officer, including the arrangements for monitoring compliance with the planning permission and regular reporting direct to the Planning Authority of works undertaken on site and matters of compliance with the permission and conditions, and any recorded incidents.
- iii. Finalised Construction Environmental Management Plan (CEMP) taking into account (i) above, together with identified 'pre-commencement' details and surveys within the individual topic plans;
  - (a) Dust Management Plan
  - (b) Pollution Incident Response Plan
  - (c) Waste Management Plan
  - (d) Material Management Plan
  - (e) Archaeology and Cultural Heritage Plan
  - (f) Species Protection Plans and Invasive Species Management

- (g) Integrated Weed Management Plan
- (h) Arboricultural Impact Assessment and Arboricultural Method Statement
- (i) In-air Noise and Vibration
- (j) Construction Traffic Management Plan
- (k) Navigation
- (l) Landscape Planting and Maintenance Plan

Thereafter, the development shall be carried out in accordance with the approved Schedule of Mitigation, Construction Environmental Management Document and the Construction Environmental Management Plan (incorporating all the individual topic plans), all to the satisfaction of the Planning Authority.

**Reason:** To ensure that all construction operations are carried out in a manner that minimises their impact on the environment, and that the mitigation measures contained in the Environmental Impact Assessment Report which accompanied the application, or as otherwise agreed, are fully implemented.

#### 5. **Construction Traffic Management Plan (CTMP)**

**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, after consultation with Transport Scotland and the Roads Authority. In particular, the CTMP shall identify measures to control the use of any direct access onto the A82 trunk road. Thereafter all construction traffic associated with the development shall conform to the requirements of the agreed CTMP. (For clarification, the CTMP shall be incorporated as part of the CEMD/CEMP condition 4 above).

**Reason:** To mitigate the adverse impact of construction traffic on the safe and efficient operation of the trunk road network and the local road network.

#### 6 **Public Art**

**No development shall commence** until a scheme to deliver public art has been submitted to, and received the approval in writing of, the Planning Authority. Thereafter, the approved scheme shall be delivered prior to operation of the development.

**Reason:** In order to comply with policy and in recognition of the scale of the development.

#### 7. **A82(T) Ghost Island**

**Prior to any part of the development hereby approved becoming operational**, the new ghost island priority junction of the new Corran Ferry access with the A82(T), generally as illustrated in the Wallace Stone Drawing No. 2387-WS-ZZ-NL-DR-C-0103 Rev. A01 "Nether Lochaber Proposed



General Layout”, shall be constructed to the satisfaction of the Planning Authority, in consultation with Transport Scotland.

**Reason:** To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished.

## 8. **Surface Water Drainage**

**Prior to the commencement of development on the Nether Lochaber side of the scheme**, full details of the surface water drainage systems shall be submitted to, and approved in writing by, the Planning Authority, in consultation with the relevant responsible bodies (e.g. Scottish Water, SEPA, or other stakeholders), setting out the ownership, long-term maintenance responsibilities, and access arrangements for all components of the surface water drainage system. The approved scheme shall be fully implemented, and the drainage system shall be constructed and operational to the satisfaction of the responsible body(ies) before the ferry terminal becomes operational.

**Reason:** To ensure that the surface water drainage system is sustainably managed, maintained, and accessible in perpetuity, thereby reducing flood risk and ensuring compliance with the principles of sustainable drainage and the Highland Council’s Flood Risk and Drainage Impact Assessment Supplementary Guidance.

## 9. **Biodiversity Enhancement and Management Plan (BEMP)**

1. A final Biodiversity Enhancement and Management Plan (BEMP) shall be submitted to, and approved in writing by, the Planning Authority **prior to the initial operation of the development hereby approved**. The submission to the Planning Authority shall include GIS shape files of the compensation and enhancement areas.
2. The BEMP shall set out proposed habitat management of the site including all mitigation, compensation and enhancement measures, during the period of construction and operation, and shall detail the long term management regimes (including time period) of the compensation and enhancement measures required of the site. The compensation and enhancement measures shall be managed in accordance with the approved plan (BEMP).
3. The BEMP shall include provision for regular monitoring and review to be undertaken against the BEMP objectives and measures for securing amendments or additions to the BEMP in the event that the BEMP objectives are not being met.

Unless and until otherwise agreed in advance in writing with the Planning Authority, the approved BEMP (as amended from time to time with written approval of the Planning Authority) shall be implemented in full.

**Reason:** In the interests of protecting ecological features and to ensure that the development secures positive effects for biodiversity, and to map the compensation and enhancement areas.

10. **Compensatory Planting Plan**

**Prior to the initial operation of the development hereby approved** a detailed Compensatory Planting Plan (including schedule of works/timeframe and ongoing future maintenance) shall be submitted to, and approved in writing by, the Planning Authority. The area of compensatory planting shall be no less than 2.1 hectares in size, consisting primarily of mixed native broadleaf species and located within the Highlands. Once approved, the Compensatory Planting Plan shall be undertaken in full, and thereafter maintained, all in accordance with the approved plan.

**Reason:** To protect Scotland's woodland resource, in accordance Policy 6 of National Planning Framework 4 and with the Scottish Government's policy on the Control of Woodland Removal.

11. **Waste Management Strategy**

**Prior to the initial operation of the development hereby approved**, a Waste Management Strategy for the Nether Lochaber side shall be submitted to, and approved in writing by, the Planning Authority. This shall detail the approach to sustainable waste management in the operation of all aspects of development with identification of bin stores, bin collection points, and refuse vehicle collection routes. Thereafter, the development shall commence in accordance with the approved Strategy.

**Reason:** In the interests of amenity, to manage waste and prevent pollution.

12. **Lighting**

**Prior to the initial operation of the development hereby approved**, full details of any permanent external lighting to be used within the site and/or along its boundaries and/or access shall be submitted to, and approved in writing by, the Planning Authority. Such details shall include location, type, angle of direction and wattage of each light. Thereafter only the approved details shall be implemented.

**Reason:** In the interest of residential amenity and to ensure the development does not result in additional 'sky glow'.

## **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 broad agreement with the findings of the Environmental Impact Assessment Report for the Corran Ferry Infrastructure Improvement Scheme. Whilst the proposed development would give rise to some significant noise effects, particularly for the residents of Ardour during construction, these are considered short term and

not considered significant longer term. The development will also give rise to some visual impacts, particularly for the Ard gour residents, but it is considered that these have been mitigated to the satisfaction of the Planning Authority. The Council is satisfied that all environmental effects of this development can be addressed by way of mitigation. The Council has incorporated the requirement for a schedule of mitigation and compliance within the conditions of this permission.

## **INFORMATIVES**

### **Initiation and Completion Notices**

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

### **Major Development Site Notice**

Prior to the commencement of this development, the attached Site Notice must be posted in a publicly accessible part of the site and remain in place until the development is completed. This is a statutory requirement of the Town and Country Planning (Scotland) Acts and associated regulations.

### **Flood Risk**

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. The granting of planning permission does not remove the liability position of developers or owners in relation to flood risk.

### **Scottish Water**

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

### **Septic Tanks and Soakaways**

Where a private foul drainage solution is proposed, you will require separate consent from the Scottish Environment Protection Agency (SEPA). Planning permission does not

guarantee that approval will be given by SEPA and as such you are advised to contact them direct to discuss the matter (01349 862021).

### **Local Roads Authority Consent**

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications, and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at: <http://www.highland.gov.uk/yourenvironment/roadsandtransport>

Application forms and guidance notes for access-related consents can be downloaded from:

[http://www.highland.gov.uk/info/20005/roads\\_and\\_pavements/101/permits\\_for\\_working\\_on\\_public\\_roads/2](http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2)

### **Traffic Regulation Orders**

The developer is advised that no use of the proposed restricted parking spaces off the A861 within Ardgour shall commence until all necessary Traffic Regulation Orders (TROs) required to support the restriction of these spaces have been fully processed in accordance with the Road Traffic Regulation Act 1984 and Highland Council procedures. This includes completion of statutory consultation, confirmation and making of the Order(s), and full implementation of all associated signage and road markings.

### **Road Classification**

The developer is advised that no development shall commence until a scheme for the classification of the new road serving the proposed terminal has been agreed with the Roads Authority. This scheme shall include proposals for the reclassification of the existing local road serving the current Nether Lochaber terminal. The approved scheme shall be implemented in full prior to the first use of the new terminal.

### **Mud and Debris on Road**

Please note that it is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

### **Protected Species – Halting of Work**

You are advised that work on site must stop immediately, and NatureScot must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately

or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from NatureScot: <https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species>

### **Trunk Road – A82**

You are advised that the granting of planning consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland Roads Directorate. Where any works are required on the trunk road, contact details are provided on Transport Scotland's response to the Planning Authority which is available on the Council's planning portal.

Trunk Road modification works shall, in all respects, comply with the Design Manual for Roads and Bridges and the Specification for Highway Works published by HMSO. The developer shall issue a certificate to that effect, signed by the design organisation.

Trunk Road modifications shall, in all respects, be designed and constructed to arrangements that comply with the Disability Discrimination Act: Good Practice Guide for Roads published by Transport Scotland. The developer shall provide written confirmation of this, signed by the design organisation.

The road works which are required due to the above Conditions will require a Road Safety Audit as specified by the Design Manual for Roads and Bridges.

Any trunk road works will necessitate a Minute of Agreement with the Trunk Roads Authority prior to commencement.

### **Road connecting slipway to A82**

It is assumed that the new link connecting the proposed slipway and marshalling area to the A82(T) will need to be adopted as local public road. If this scheme is being promoted by The Highland Council acting as the Local Roads Authority, there should not be a need for a Road Construction Consent (RCC). However, if this was to change to a third-party that is not the Local Roads Authority, then an RCC would be required before any works could commence on building the new link.

### **European Protected Species**

Construction activities such as vibro-piling and use of an ADD have the potential to disturb any cetacean in the area, and therefore we advise that an EPS risk assessment is carried out to ascertain whether an EPS licence will be required. This should quantitatively assess the number of individuals likely to be disturbed during construction activities. Updated SCANS data is available, and we recommend inputting this into the baseline information. However, if a quantitative assessment is carried out the highest density estimates between SCANS III and SCANS IV reports should be used for each species.

### **Capital Dredge**

Northern Lighthouse Board (NLB) advise as follows:

- The Highland Council issues Marine Safety Information as considered appropriate prior to the commencement of each dredge campaign.
- On completion of the dredge works, the final survey data should be submitted to the UK Hydrographic Office ([sdr@ukho.gov.uk](mailto:sdr@ukho.gov.uk)) in order that the associated charts can be updated with the revised water depths.

### **Construction Works**

Northern Lighthouse Board advise as follows:

- The Highland Council issues Notices to Mariners as needed throughout the project informing of the scope and timeframe of the works.
- The applicant engages with NLB regarding any temporary Aids to Navigation required during the construction phase of the project, including any move of the existing Aids to Navigation.
- The applicant engages with NLB regarding the permanent Aids to Navigation required on completion of the project, including any move of the existing Aids to Navigation.
- On completion of the project there should be permanent Aids to Navigation as follows:
  - Ardgour Pier: The seaward extent of the pier should have a red light with a nominal range of three miles, flashing once every three seconds (FI R 3s 3M) during nighttime, at least two metres above pier deck.
  - Nether Lochaber: The seaward extent of the new breakwater should have a green light with a nominal range of three miles, flashing once every three seconds (FI G 3s 3M) during nighttime, at least two metres above the deck of the new breakwater and obscured where it overlaps with the sector light noted below.
  - In replacement of the Corran Narrows NE light currently operated by NLB which will be obscured by the new breakwater, the seaward extent of this breakwater should be equipped with a Directional Sector white/ red/ green light centred on a bearing of 032° (to the light). This light should have a nighttime nominal range of four miles and a daytime nominal range of one mile, and a character of Isophase two seconds (DIR WRG 2s 4M/1M), and be mounted at least two metres above the deck of the new breakwater (to be associated with the proposed blockhouse). This light should be powered by mains electricity with an appropriate battery back-up to ensure operation during power failures, as discussed with NLB staff. Sector details are as below:
    - Isophase Green 2 seconds 028.5°-030.5° (2 degrees width)
    - Alternating White/Green 2 seconds 030.5°-031.5° (1 degree)
    - Isophase White 2 seconds 031.5°-032.5° (1 degree)
    - Alternating White/Red 2 seconds 032.5°-033.5° (1 degree)
    - Isophase Red 2 seconds 033.5°-035.5° (2 degrees)

- On completion of this installation the directional light should be transferred to NLB for operation and maintenance. NLB staff will assist with commissioning this light.
- The Statutory Sanction of the Northern Lighthouse Board must be sought prior to the installation, alteration or discontinuation of any Highland Council Aid to Navigation, please contact [navigation@nlb.org.uk](mailto:navigation@nlb.org.uk) to request an application form.

On completion a copy of the 'as built' plans (including Aids to Navigation) should be submitted to the UK Hydrographic Office ([sdr@ukho.gov.uk](mailto:sdr@ukho.gov.uk)) in order that the associated charts and publications can be updated.

### **Compensatory Tree Planting Plan**

The Council's Forestry Officer has advised that:

- The area identified for compensatory planting may also need to be considered under The Forestry (Environmental Impact Assessment) (Scotland) Regulations 2017, where this exceeds the current thresholds.
- The Compensatory Planting Plan shall follow the same process as required for preparing a woodland creation proposal, as set out in the Scottish Forestry publication: Woodland Creation Application Guidance.
- The Compensatory Planting Plan shall be prepared by, and then implemented under the supervision of, a suitably qualified forestry consultant, to be approved by the Planning Authority. The appointed forestry consultant shall provide a detailed schedule of supervision, with compliance monitoring reports to be issued at agreed stages.
- To comply with the Felling Permission exemptions, woodland removal shall not begin until the applicant can demonstrate that construction work is imminent. In the event that development fails to commence within 3 years of the initial felling, then the land use shall revert back to woodland and the area shall be replanted within 12 months, to a specification approved by the Planning Authority.
- The applicant shall provide the Planning Authority with a GIS shapefile clearly identifying the approved area(s) of woodland removal and the associated area(s) of compensatory planting.

Signature:	Bob Robertson
Designation:	(Acting) Planning Manager – South
Author:	Elaine Watt/Susan Macmillan
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - Location Plan - 2387-WS-ZZ-ZZ-DR-C-0935 REV A01
	Plan 2 - Site Layout Plan - 2387-WS-ZZ-ZZ-DR-C-0101 REV A01

- Plan 3 - Site Layout Plan (Ardgour) – 2387-WS-ZZ-AG-DR-C-1101 REV A01
- Plan 4 - General Plan (Ardgour Overnight Berth) - 2387-WS-ZZ-AG-DR-C-3101 REV A01
- Plan 5 - Elevation Plan (Ardgour Overnight Berth) - 2387-WS-ZZ-AG-DR-C-3111 REV A01
- Plan 6 - Proposed General Plan (Ardgour Slipway) - 2387-WS-ZZ-AG-DR-C-1101 REV A01
- Plan 7 - Site Layout Plan (Nether Lochaber) - 2387-WS-ZZ-NL-DR-C-0103 REV A01
- Plan 8 - General Plan (Nether Lochaber) - 2387-WS-ZZ-NL-DR-C-6111 REV A01
- Plan 9 - Road Layout Plan (Nether Lochaber) - 2387-WS-ZZ-NL-DR-C-5105 REV A01
- Plan 10 - General Plan (Toilet Facilities) - 302 REV 4
- Plan 11 - Site Layout Plan – Proposed Consent Areas 2387-WS-ZZ-ZZ-DR-C-0932 - REV A02
- Plan 12 - Contractor Compounds - 2387-WS-ZZ-ZZ-DR-C-0907 REV A01



## Appendix 2 – Development Plan / Other Material Policy Considerations and Compliance

### A2 **DEVELOPMENT PLAN**

#### A2.1 **National Planning Framework 4 (NPF4) (Adopted 2023)**

Policy 1 - Tackling the climate and nature crises  
Policy 2 - Climate mitigation and adaptation  
Policy 3 - Biodiversity  
Policy 4 - Natural places  
Policy 5 - Soils  
Policy 6 - Forestry, woodland and trees  
Policy 7 - Historic assets and places  
Policy 9 - Brownfield, vacant and derelict land and empty buildings  
Policy 10 - Coastal development  
Policy 11 - Energy  
Policy 12 - Zero waste  
Policy 13 - Sustainable transport  
Policy 14 - Design, quality and place  
Policy 16 - Quality homes  
Policy 17 - Rural homes  
Policy 18 - Infrastructure first  
Policy 20 - Blue and green infrastructure  
Policy 22 - Flood risk and water management  
Policy 23 - Health and safety  
Policy 29 - Rural development  
Policy 30 - Tourism  
Policy 33 - Minerals

#### A2.2 **Highland-wide Local Development Plan (HwLDP) (Adopted 2012)**

Policy 28 - Sustainable Design  
Policy 29 - Design Quality and Place-making  
Policy 30 - Physical Constraints  
Policy 31 - Developer Contributions  
Policy 32 - Affordable Housing  
Policy 36 - Development in the Wider Countryside  
Policy 42 - Previously Used Land  
Policy 43 - Tourism  
Policy 49 - Coastal Development  
Policy 51 - Trees and Development  
Policy 52 - Principle of Development in Woodland  
Policy 55 - Peat and Soils  
Policy 56 - Travel  
Policy 57 - Natural, Built and Cultural Heritage  
Policy 58 - Protected Species  
Policy 59 - Other Important Species  
Policy 60 - Other Important Habitats  
Policy 61 - Landscape  
Policy 62 - Geodiversity  
Policy 63 - Water Environment  
Policy 64 - Flood Risk

Policy 65 - Waste Water Treatment  
Policy 66 - Surface Water Drainage  
Policy 70 - Waste Management Facilities  
Policy 72 - Pollution  
Policy 73 - Air Quality  
Policy 74 - Green Networks  
Policy 77 - Public Access

**A2.3 West Highland and Islands Local Development Plan (WHILDP) (Adopted 2019)**

No site specific policies or land use allocations apply. Ardgour / Clovullin is identified as a Growing Settlement and The Ardgour Special Landscape Area lies in close proximity to the western Ardgour side options.

**A2.4 Highland Council Supplementary Guidance**

Developer Contributions (November 2018)  
Flood Risk and Drainage Impact Assessment (Jan 2013)  
Green Networks (Jan 2013)  
Highland Historic Environment Strategy (Jan 2013)  
Highland's Statutorily Protected Species (March 2013)  
Managing Waste in New Developments (March 2013)  
Open Space in New Residential Developments (Jan 2013)  
Physical Constraints (March 2013)  
Public Art Strategy (March 2013)  
Roads and Transport Guidelines for New Developments (May 2013)  
Special Landscape Area Citations (June 2011)  
Standards for Archaeological Work (March 2012)  
Sustainable Design Guide (Jan 2013)  
Trees, Woodlands and Development (Jan 2013)

**A2.5 Other National Guidance**

National Marine Plan (2015)  
Scotland's Energy Strategy Position Statement (Mar 2021)  
2020 Routemap for Renewable Energy (Jun 2011)  
Energy Efficient Scotland Route Map (May 2018)  
PAN 1/2013 – Environmental Impact Assessment (Aug 2013)  
PAN 1/2021 – Planning and Noise (Mar 2011)  
PAN 60 – Planning for Natural Heritage (Jan 2008)  
PAN 68 – Design Statements (Aug 2003)  
Historic Environment Policy for Scotland (Apr 2019)  
Forest and Woodland Strategy (Nov 2018)

## Appendix 3 – Compliance with the Development Plan / Other Planning Policy

### A3 **Development Plan Appraisal**

A3.1 The Development Plan comprises the NPF4, HwLDP, WHILDLP and relevant supplementary guidance.

#### A3.2 **NPF4**

National Planning Framework 4 (NPF4) forms part of the Development Plan and was adopted in February 2023. The Plan outlines 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. The proposal triggers, in particular, consideration of the following policies:

- Policy 1 (Tackling the climate and nature crises) is relevant in relation to the proposed introduction of an electric ferry and associated charging infrastructure; i.e., there is a beneficial transition to a lower carbon emissions travel mode.
- Policy 3 (Biodiversity) and Policy 4 (Natural places) are relevant in terms of the potential impact on species either on or offsite. Policy 6 (Forestry, woodland and trees) applies in relation to the proposed felling in Corran, in an area currently used by Forestry and Land Scotland as woodland silviculture and is indicated as wet woodland on the Native Woodland Survey of Scotland (Highland).
- Policy 7 (Historic assets and places) applies due to the proposed development's proximity to several listed buildings, including particularly Ardgour Hotel (LB1686).
- Policy 10 (Coastal development) is relevant due to the proposed development's location and prominence on the Ardgour and Corran sides of the Corran Narrows.
- Policy 15 (Local Living and 20 minute neighbourhoods) is relevant due to the Corran Ferry being an essential connection to and from the Ardnamurchan peninsula, and Policy 30 (Tourism) with the Corran Ferry service acting as a gateway for tourists visiting the Ardnamurchan peninsula and onward destinations.
- Policy 22 (Flood risk and water management) is relevant in terms of ensuring appropriate drainage in the design to ensure no increase to the current flood risk and the proposed outfall discharge into Loch Linnhe.
- Policy 32 (Aquaculture) is relevant due to the potential impact of the construction activities on wild and farmed fish (Mowi's Linnhe fish farm).
- Policies 13 (Sustainable transport), 18 (Infrastructure first), 20 (Blue and green infrastructure), and 23 (Health and safety) are also relevant.

#### A3.3 **Highland-wide Local Development Plan (HwLDP) 2012**

The generality of the HwLDP's topic policies is superseded by those in NPF4. However, those that offer greater detail than NPF4 or that are tailored to Highland circumstance (and are not wholly incompatible with NPF4) are still relevant and may be applicable:

- Policy 31: Developer Contributions - See the comments below in this response.
- Policy 57: Natural, Built and Cultural Heritage – There are Listed Buildings within and close to the proposal's redline boundary, as shown below:
  - Within redline boundary: Ardgour Hotel; Lighthouse Store Corran Point; and the Lighthouse keepers' Dwellings Corran Point
  - Adjacent to redline boundary: Lighthouse Corran Point
  - In the vicinity of redline boundary: Ardgour Parish Church; Churchyard - Ardgour Parish Church
- Policy 77: Long Distance Routes – On the Ardgour side, there is a National Cycle Network on the A861 from Ardgour (Ferry Terminal)-Camusnagaul (Ferry Terminal). On the Corran side, there is a long-distance cycle route from Inchree-Fort William, which is not a current National Cycle Network, but is nevertheless an important long distance route.

#### **A3.4 West Highland and Islands Local Development Plan (WestPlan) (2019)**

The site lies outwith any WestPlan Settlement Development Area. However, the application proposal is endorsed by the WestPlan Placemaking Priorities for Ardgour; being identified as a strategic transport improvement on the Plan's Visual and Spatial Strategy Map; being identified as a key infrastructure scheme within the Highland Delivery Programme; and its inclusion within the Table 4 Transport Improvements list of schemes within WestPlan.

**A3.5** WestPlan also confirms boundaries (including any refinements) of the Special Landscape Areas (SLAs) within the plan area. The SLA citations webpage provides the most up to date information on SLAs. The nearest, Ardgour SLA, is approx. 100m from the proposal's redline boundary at its nearest point.

#### **A3.6 Other Planning Policy Considerations: Ardgour Local Place Plan**

The proposal is supported in principle by the registered Ardgour Local Place Plan; however, there are relevant aspects from the Ardgour Local Place Plan, which include, but are not limited to the following, which should be considered as part of the determination of this application:

- The Ardgour-side slipway position on the Applicant's Proposed Overall Consenting Boundaries drawing is different to that indicated in Map 7 of Ardgour Local Place Plan (see below). This difference places the proposal's new slipway immediately in front of housing; therefore, night-time noise and night-time lighting during construction and operation is a key consideration.
- The proposed Vessel Power Compound is located on an area that has been identified in Ardgour Local Place Plan as suitable for an affordable housing extension to Corran Gardens, though the Ardgour Local Place Plan states that other sites are possible too.
- Ardgour Local Place Plan indicates a desire for car parking and EV car charging in association with Corran Ferry development. The indicated proposal includes parking for residents and ferry crew on the Ardgour side, while EV charging for cars is proposed only on the Corran side.

- It is noted that the proposal's indicated locations for infrastructure for Ardgour and Corran do not conflict with Ardgour Local Place Plan's proposed bridge and tunnel routes.

### **A3.7 Other National Guidance**

Scotland's National Marine Plan (NMP) was adopted in 2015, reviewed in 2018 and 2021 and an announcement was made in October 2022 on the development of the National Marine Plan 2. It outlines a national strategy for sustainable economic growth of marine industries, taking into account environmental protection. The plan covers Scottish inshore and offshore waters, setting policies with economic, social, and marine ecosystem objectives.

### **A3.8 Development Plan Appraisal**

- A3.9 In relation to policies 1-3, the upgrades to the Corran Ferry infrastructure will allow electric ferries to utilise renewable energy, hence reducing reliance on diesel-powered ferries and their associated emissions. Electric vehicle and bicycle charge points are also being provided at the Nether Lochaber marshalling area. A Biodiversity Condition Assessment (BCA) Report (Affric, 2025a) for the Planning Boundary has been written to present the baseline condition and identify the number of biodiversity units that may be removed during the construction of the CFIS. THC has committed to providing 10% Biodiversity Enhancement. Biodiversity enhancement is discussed further within Appendix K.5: Baseline Conditions Assessment Report.
- A3.10 Habitat Regulations Appraisal (HRA) has been completed and no impacts on conservation objectives of European sites have been identified (Appendix: J.1). Ardgour Special Landscape Area has been considered in Chapter 5: Landscape and Visual no significant effects are predicted. No areas of carbon rich soils or peatland will be disturbed. The area of the Nether Lochaber Construction Compound site was reduced to avoid areas of degraded blanket bog, as detailed in Appendix K.5: Baseline Conditions Assessment Report.
- A3.11 The CFIS will involve the removal of wooded areas, the mitigation and enhancement of which is discussed in Chapter 10: Biodiversity includes compensatory planting. This will be secured by condition.
- A3.12 CFIS must, by its very nature, be located at the coast, and is designed to be marine compatible where appropriate. The CFIS is not a flood defence scheme, it has however, been designed to ensure no exacerbation of existing flood risk. The Flood Team have confirmed that they have no objection to the proposal.
- A3.13 The CFIS facilitates the introduction of a new electric vessel (NEV) to help future proof the Corran Ferry service and facilitate the move to low carbon and zero emissions technologies.
- A3.14 Where possible materials arising onsite (dredging spoil will be reused (dredgings, soils and rock removals) will be reused onsite in land reclamation, landscaping and breakwater. Reuse of materials is in line with the waste hierarchy and will minimise

waste arisings on site. Further details of how the CFIS aligns to the waste hierarchy are given in Chapter 19: Materials and Waste.

- A3.15 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. It will also support well connected networks to make moving across the Corran Narrows easier and reduce car dependency and travel time.
- A3.16 Noise and dust impact assessments have been carried out. Construction dust impacts are mitigated to non-significant levels hence no effects on human health are predicted. Construction noise could 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.
- A3.17 The CFIS 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.
- A3.18 The Corran crossing is specifically outlined in the HwLDP for 'improved ferry connection'. Additionally, the CFIS demonstrates that with the correct mitigation, it will not have an unacceptable impact on the value of the area.
- A3.19 The proposed Vessel Power Compound is located on an area that has been identified in Ardgour Local Place Plan as suitable for an affordable housing extension to Corran Gardens, though the Ardgour Local Place Plan states that other sites are possible too. The agent advised that agreement to extend the existing substation has been agreed with the landowner for the proposed vessel power compound. Early CFIS designs included plans for crew and affordable housing in this location, however these were removed from the proposal during scheme rationalisation to make best use of the available funding (refer Section 2.3.4.1 of Chapter 2, Volume 2 of the EIAR). The access provision to this field area, via an unbound granular road and turning area, has been designed to allow for future road extension, opening up access to the field for future housing.
- A3.20 The Ardgour Local Place Plan indicates a desire for car parking and EV car charging in association with the Corran Ferry development. The indicated proposal includes parking for residents and ferry crew on the Ardgour side, while EV charging for cars is proposed only on the Corran side. The CFIS project team recognises that the proposal on the Ardgour side only includes the formalisation of existing ferry crew and resident parking and therefore does not include new EV charging opportunities. However, additional ducting will be provided as part of the proposal to facilitate the potential future installation of cabling required for any future expansion of Ardgour

shore facilities. Where new public parking is provided on the Nether Lochaber side, provision for EV charging is included.

- A3.21 The terrestrial parts of the proposal will be in overall conformity with the approved development plan provided suitable and adequate mitigation is secured in terms of potential nonconformity issues. Licences and authorisations required for marine and intertidal-related areas are outwith the scope of this application.
- A3.22 The proposal shows good policy alignment with most provisions of NPF4, the HwLDP and WestPlan. Minor potential policy issues in terms of operational waste arrangements (refuse and recycling) can be addressed through condition.
- A3.23 **National Marine Plan (NMP)**  
As the CFIS is partly below Mean High Water Springs (MHWS) and within 12 nautical miles of the Scottish coastline, it falls within the remit of Scotland's NMP, covering inshore waters (Scottish Government, 2015). The NMP lays out the Scottish Minister's policies for the sustainable development of Scotland's seas and provides General Planning Principles (GENs), most of which apply to the construction and operations of CFIS. In addition, there are a series of Good Environmental Status (GES) descriptors and sector-specific policies within the NMP.
- A3.24 Marine Scotland were consulted on this application and made no comment on the proposals. Table 4.3.2 in chapter 4 of the EIAR sets out the various relevant policies in the National Marine Plan and how the CFIS seeks to comply with those policies.

## Appendix 4 – Habitats Regulations Appraisal

### **Corran Ferry Infrastructure Improvement Scheme**

Formation of 2no. slipways and access, overnight berthing area, breakwater and alignment structure, marshalling areas, parking, bicycle and pedestrian shelters, toilet block, junction and localised road improvements, EV charging infrastructure, purser's kiosk, services (power lighting, water and drainage), electrical infrastructure, temporary diesel infrastructure, extensions to shared use paths and associated construction compounds

25/00769/FUL

### **CONSIDERATION OF PROPOSALS AFFECTING EUROPEAN SITES**

The status of Eileanan Agus Sgeiran Lios Mor Special Area of Conservation, Inner Hebrides and the Minches Special Area of Conservation, Moidart and Ardgour Special Protection Area & Glen Etive and Glen Fyne Special Protection Area, Marine Special Protection Areas and Priority Marine Features (PMFs) means that the requirements of the Conservation (Natural Habitats, & c.) Regulations 1994 as amended (the 'Habitats Regulations') or, for reserved matters the Conservation of Habitats and Species Regulations 2017 as amended apply.

This means that where the conclusion reached by the Council on a development proposal unconnected with the nature conservation management of a Natura 2000 site is that it is likely to have a significant effect on those sites, it must undertake an Appropriate Assessment of the implications for the conservation interests for which the areas have been designated. The need for Appropriate Assessment extends to plans or projects out with the boundary of the site in order to determine their implications for the interest protected within the site.

This means that the Council, as competent authority, has a duty to:

- Determine whether the proposal is directly connected with or necessary to site management for conservation; and, if not,
- Determine whether the proposal is likely to have a significant effect on the site either individually or in combination with other plans or projects; and, if so, then
- Make an Appropriate Assessment of the implications (of the proposal) for the site in view of that site's conservation objectives.

The competent authority can only agree to the proposal after having ascertained that it will not have an adverse effect on the integrity of the sites. If this is not the case and there are not alternative solutions, the proposal can only be allowed to proceed if there are imperative reasons of overriding public interest, which in this case can include those of a social or economic nature.

### **Screening in Likely Significant Effects**

It is evident that the proposal is not connected with or necessary to site management for conservation, hence further consideration is required.

The Corran Ferry Infrastructure Improvement Scheme has the potential to have a likely significant effect on the qualifying interests due to impacts arising from both construction



and operational impacts. The Council is therefore required to undertake an appropriate assessment of the implications of the proposal on the SACs, SPAs and PMFs. The qualifying features which it is considered would be impacted are Harbour seals, Harbour porpoises, Golden eagles, Black legged kittiwake, Herring gul, Northern gannet and Lesser black backed gul, Kelp beds, Kelp and seaweed communities on sublittoral sediment and Tide swept algal communities.

#### Marine Special Protection Areas (SPAs)

The proposal is within connectivity distance of a large number of marine Special Protection Areas (SPAs) due to the foraging range of Black legged kittiwake, Herring gul, Northern gannet and Lesser black backed gul (see Annex 1 for list of sites and features).

The sites' statuses mean that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the 'Habitats Regulations') apply, as detailed above under 3.1. NatureScot's advice is that it is unlikely that the proposal will have a significant effect on any qualifying interests either directly or indirectly. An appropriate assessment is therefore not required.

### **APPROPRIATE ASSESSMENT**

While the responsibility to carry out the Appropriate Assessment rests with the Council, advice contained within Circular 6/1995 is that the assessment can be based on the information submitted from other agencies. In this case, the Appropriate Assessment is informed by evidence supplied by NatureScot, the applicant and various published information.

#### Appraisal Summary

Eileanan Agus Sgeiran Lios Mor Special Area of Conservation - The proposal is within connectivity distance of an internationally important site designated for Harbour seal. There are natural heritage interests of international importance on the site, but NatureScot's advice is that these will not be adversely affected by the proposal.

Inner Hebrides and the Minches Special Area of Conservation - The proposal is within connectivity distance of the Inner Hebrides and the Minches, a Special Area of Conservation (SAC) designated for Harbour porpoise. There are natural heritage interests of international importance on the site, but NatureScot's advice is that these will not be adversely affected by the proposal.

Moidart and Ardgour Special Protection Area & Glen Etive and Glen Fyne Special Protection Area - The proposed development is within connectivity distance of two protected areas designated for breeding Golden eagle. There are natural heritage interests of international importance on the site, but NatureScot's advice is that these will not be adversely affected by the proposal.

Priority Marine Features (PMFs) - The proposed works will impact a number of PMFs in the Corran Narrows, including Kelp beds, Kelp and seaweed communities on sublittoral sediment and Tide swept algal communities. NatureScot advises that the proposal would have a significant and unavoidable impact on PMFs at a local scale but would not impact upon the national status of the PMFs.

In its consultation response to the Council, NatureScot advised that the proposal is likely to have a significant effect on the qualifying interests of the SACs, SPAs and PMFs. Following

the submission of supporting information by the agent, it is concluded that the proposal will not adversely affect the integrity of the SACs, SPAs and PMFs.

## **HIGHLAND COUNCIL APPRAISAL OF THE PROPOSAL**

- The proposal is not directly connected with or necessary to site management for conservation;
- The proposal is likely to have a significant effect on the site either individually or in combination with other plans or projects; therefore;
- An Appropriate Assessment of the implications (of the proposal) for the site in view of that site's conservation objectives is provided below.

### **Eileanan Agus Sgeiran Lios Mor Special Area of Conservation**

The impacts on the Special Area of Conservation are considered in terms of the different components of the development which may impact on the qualifying interests, as follows:

- The proposal is within the 50km foraging range of Harbour seal, and the proposed works will include piling, and may include blasting, which could result in auditory injury, disturbance, and affect foraging habitat and prey availability for Harbour seals in the vicinity of the works.
- However, as works are taking place in a highly localised area and will be temporary, impacted foraging habitat will be negligible, with plenty of foraging habitat present elsewhere within a 50km radius of the SAC.
- The works are approximately 20km away from the SAC boundary and sound generated from construction activities will not disturb Harbour seals within the SAC.
- The proposal is approximately 19km from the most northern boundary of Eileanan Agus Sgeiran Lios Mor Special Area of Conservation (SAC), designated for Harbour seal. NatureScot's advice is that this proposal is likely to have a significant effect on the Harbour seal of Eileanan Agus Sgeiran Lios Mor SAC, but based on the information provided, the conclusion is that the proposal will not adversely affect the integrity of the site.

### **Inner Hebrides and the Minches Special Area of Conservation**

The impacts on the Special Area of Conservation are considered in terms of the different components of the development which may impact on the qualifying interests, as follows:

- The largest impact ranges from construction activities are from blasting activities, with a maximum impact range to Harbour porpoise being 8,900m (before mitigation measures are implemented).
- Due to the distance of this extensive SAC from the CFIIS works, alongside the implementation of mitigation for marine mammals as detailed under 3.1, the Conservation Objectives for the site will not be undermined by the proposal.

The proposed works at the Corran Narrows is approximately 25km from Inner Hebrides and the Minches, a Special Area of Conservation (SAC) designated for Harbour porpoise. NatureScot's advice is that this proposal is likely to have a significant effect on Harbour porpoise at the site, but based on the information provided, the conclusion is that the proposal will not adversely affect the integrity of the site.

## Moidart and Ardgour Special Protection Area & Glen Etive and Glen Fyne Special Protection Area

The impacts on the Special Protection Areas are considered in terms of the different components of the development which may impact on the qualifying interests, as follows:

- There is potential foraging habitat close to the proposed works, and this is within foraging range of the SPA boundaries. However, the territory centres of active SPA eagle territories are at least 5km from the development site and there are no known nesting sites within 6km of the proposed works.
- Whilst we do not know if there are any winter roost locations in the locality, we agree with the Shadow HRA that any eagles present in the area will already be habituated to some anthropogenic disturbance. Should additional noise associated with the works result in eagles avoiding the area, any loss of foraging habitat would be temporary and highly localised in an area where golden eagle habitat is already fragmented by human development. Therefore, the proposal would not undermine the conservation objectives of the sites.

The proposal is located within connectivity distances to Moidart and Ardgour, and Glen Etive and Glen Fyne, Special Protection Areas (SPAs) designated for breeding Golden eagle. NatureScot's advice is that this proposal is likely to have a significant effect on breeding Golden eagle at the two sites, but based on the information provided, the conclusion is that the proposal will not adversely affect the integrity of the site.

## Priority Marine Features (PMFs)

The impacts on the Priority Marine Features are considered in terms of the different components of the development which may impact on the qualifying interests, as follows:

NatureScot advise that the proposal would have a significant and unavoidable impact on Kelp beds, Kelp and seaweed communities on sublittoral sediment and Tide-swept algal communities at a local scale but would not impact upon the national status of the PMFs. The EIAR estimates a potential loss of 0.14ha Kelp beds, 0.44ha Kelp and seaweed communities on sublittoral sediment and 0.06ha Tide swept algal communities through the proposed construction activities. This would amount to a small loss on a national scale, as Kelp beds are widely recorded around Scottish coasts and Kelp and seaweed communities on sublittoral sediment and Tide-swept algal communities are particularly widespread along the west coast of Scotland.

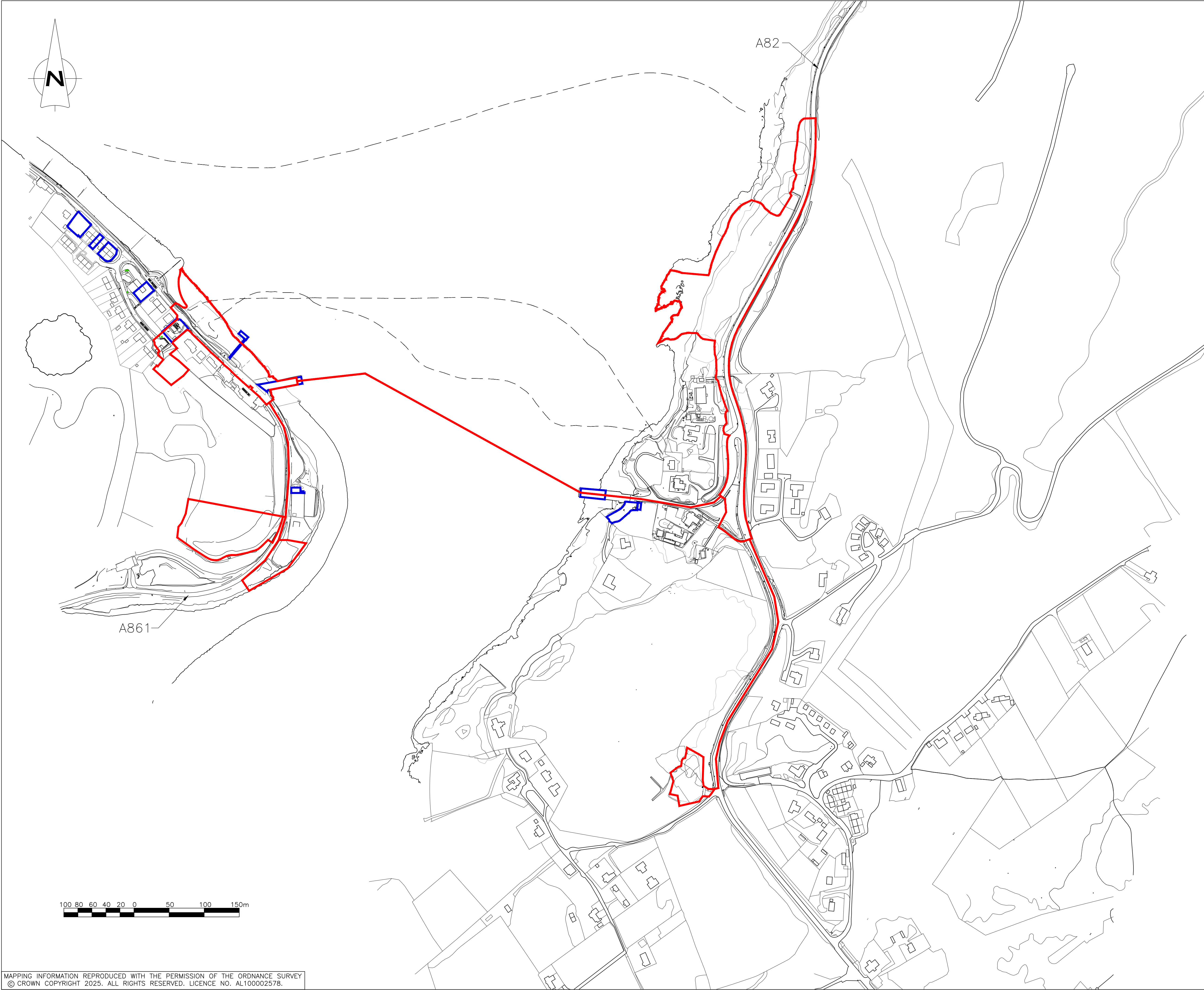
Based on the information provided it is concluded that the new breakwater rock armour, slipways and overnight berthing structure may provide new substrate which could aid recolonisation in time.

Highland Council July 2025

## Appendix 5 – Pre-Application Consultation

PAC Round	Date	Location(s)
One	10th November 2022 14:00-20:00	Ardgour Memorial Hall, Clovullin
	1st December 2022 16:00-19:00	Fort William Highland Life Library
	12th December 2022 16:00-19:00	Sunart Centre, Strontian
Two	17th June 2024 16:00-19:30	Fort William Highland Life Library
	18th June 2024 14:00-20:00	Ardgour Memorial Hall, Clovullin
Three	26th September 2024 14:00-20:00	Ardgour Memorial Hall, Clovullin





- GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
  3. TIDE LEVELS ARE AS FOLLOWS:  
HAT +4.9mCD  
MHWS +4.4mCD  
MHWN +3.3mCD  
MLWN +1.7mCD  
MLWS +0.7mCD  
LAT 0.0mCD
  4. CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.
- LEGEND
- EXISTING SUBSEA CABLE ROUTE
  - PLANNING CONSENT BOUNDARY
  - HIGHLAND COUNCIL OWNED LAND



**SITE LOCATION**  
SCALE 1:10,000

REV	DATE	DETAILS	DRAWN	CHK'D	APP'D

AMENDMENTS

CLIENT

 **The Highland Council**  
Comhairle na Gàidhealtachd

PROJECT

**CORRAN FERRY REDEVELOPMENT**



**Wallace Stone**  
Consulting Civil Engineers

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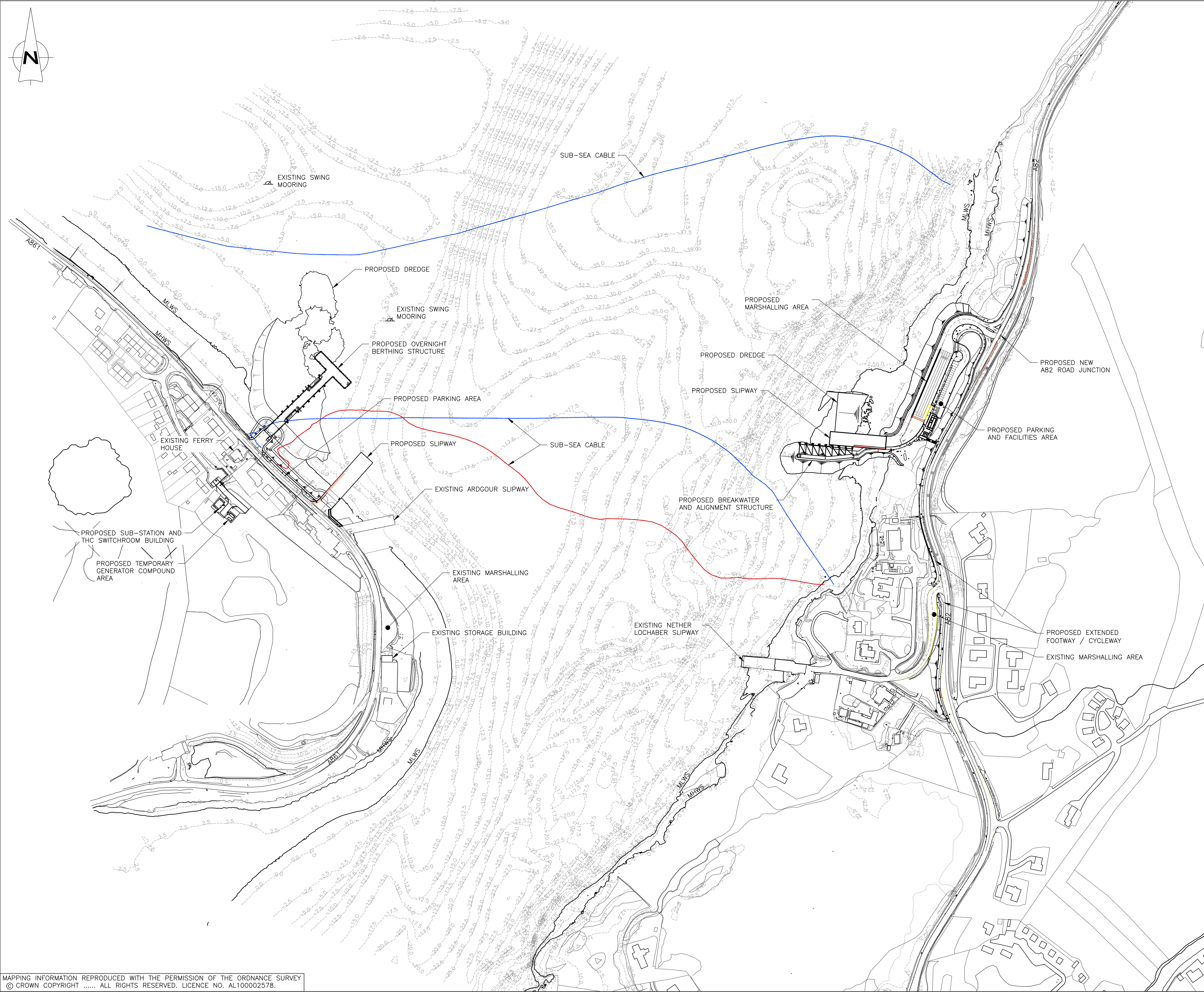
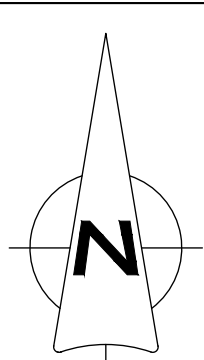
DRAWING TITLE

**PROPOSED WORKS  
LOCATION PLAN**

DRAWN PM	CHECKED BP	APPROVED BP
DATE 25.02.25	DATE 25.02.25	DATE 25.02.25
SCALE (A1) 1:2500	STAGE PLANNING	REV A01

DRAWING No.  
**2387-WS-ZZ-ZZ-DR-C-0935**





GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
3. CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.
4. TIDE LEVELS ARE AS BELOW:

HAT	+4.9mCD
MHWS	+4.4mCD
MHWN	+3.3mCD
MLWN	+1.7mCD
MLWS	+0.7mCD
LAT	0.0mCD
5. FOR PROPOSED NETHER LOCHABER LAYOUT, REFER TO DRAWING NUMBER 2387-WS-ZZ-NL-DR-C-0103.
6. FOR PROPOSED ARDGOUR LAYOUT, REFER TO DRAWING NUMBER 2387-WS-ZZ-AG-DR-C-0102.
7. SWING MOORINGS (2NO.) FOR EXISTING MV CORRAN AND MV MAID OF GLENCOUL

REV	DATE	DETAILS	DRAWN	CHK'D	APP'D
A01	25.02.25	PLANNING ISSUE	PM	BP	BP
P04	18.02.25	ARDGOUR ROAD MARKINGS UPDATED	PM	BP	BP
P03	09.01.25	GENERAL REVISIONS	PM	BP	BP
P02	08.05.24	ARDGOUR MARSHALLING, ACCOMMODATION AND OVERNIGHT STRUCTURE REVISED.	LS	BP	TR

AMENDMENTS

CLIENT	
PROJECT	CORRAN FERRY REDEVELOPMENT

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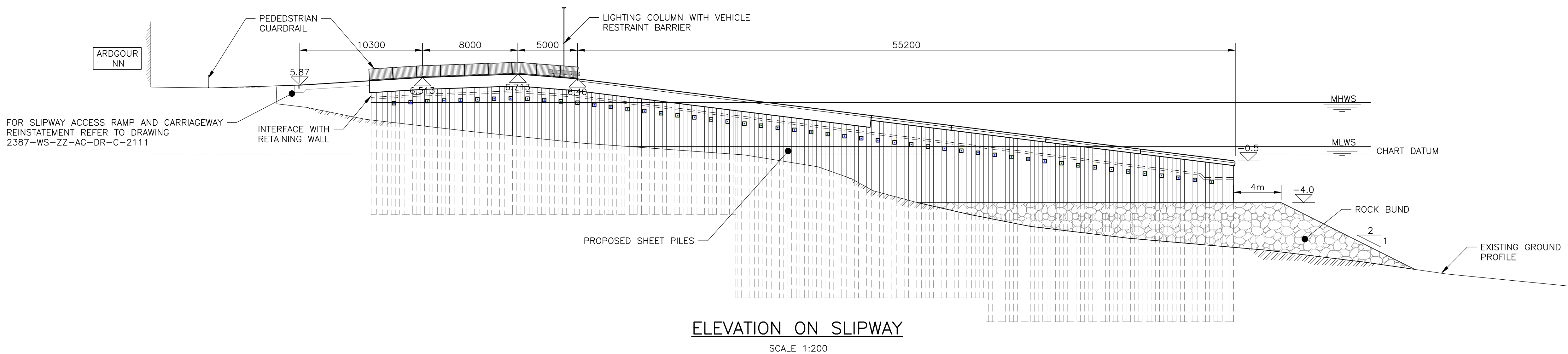
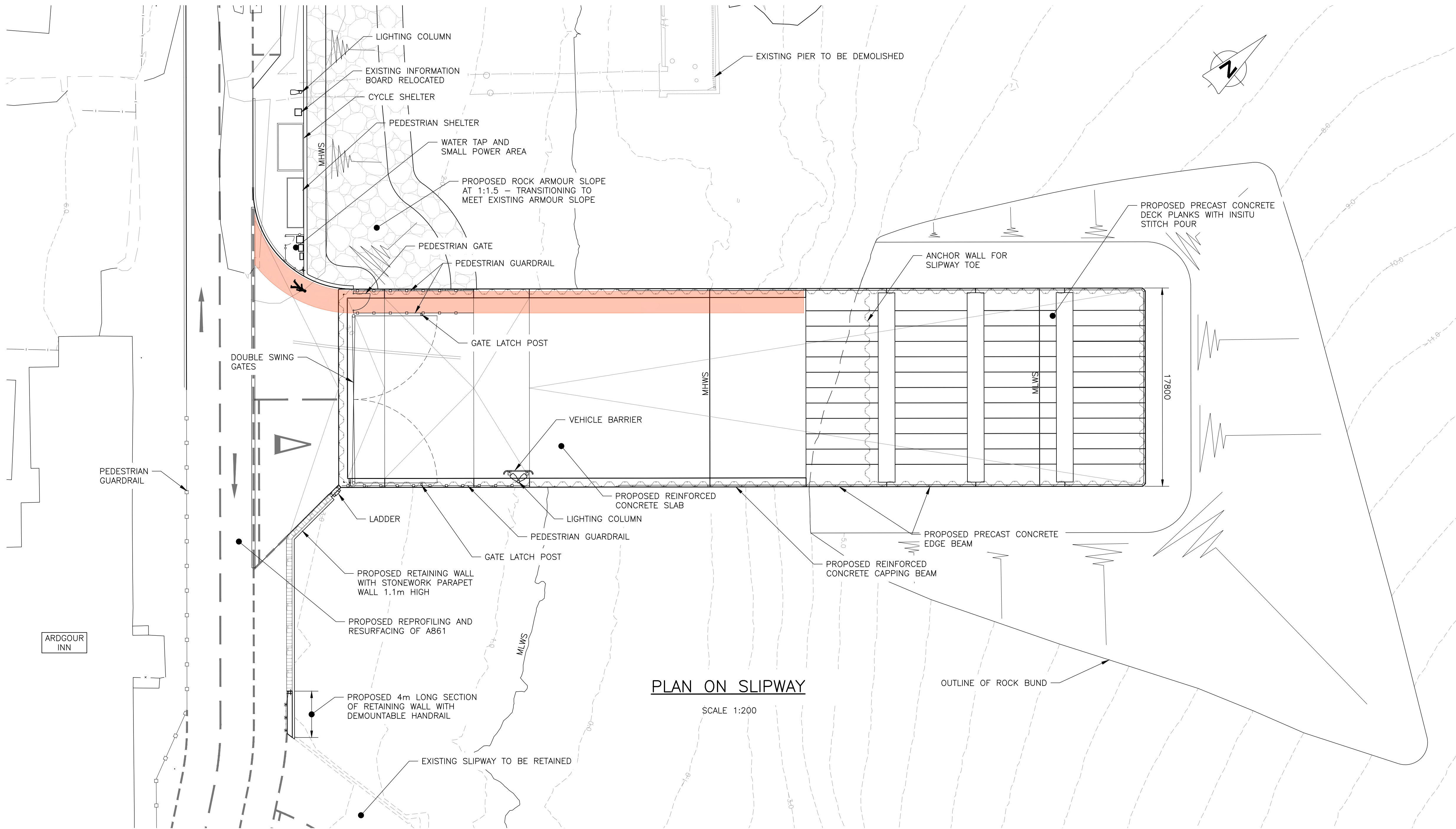
DRAWING TITLE

PROPOSED SITE LAYOUT

DRAWN	PM	CHECKED	BP	APPROVED	BP
DATE	02.04.24	DATE	03.04.24	DATE	03.04.24
SCALE (A1)	1:2000	STAGE	PLANNING	REV	A01

DRAWING No.  
2387-WS-ZZ-ZZ-DR-C-0101





GENERAL NOTES

- ALL DIMENSION ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE IN METRES AND RELATE TO CHART DATUM UNLESS NOTED OTHERWISE.
- FOR OVERALL ARDGOUR LAYOUT REFER TO DRAWING 2387-WS-ZZ-AG-DR-C-0101.
- FOR SHOREWORKS REFER TO LAYOUT DRAWING 2387-WS-ZZ-AG-DR-C-2101.
- FOR RETAINING WALL ARRANGEMENT REFER TO DRAWING 2387-WS-AG-DR-C-2231
- TIDE LEVELS ARE AS FOLLOWS;  
HAT +4.9m CD  
MHWS +4.4m CD  
MHWN +3.3m CD  
MLWN +1.7m CD  
MLWS +0.7m CD  
LAT 0.0m CD
- CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.

REV	DATE	DETAILS	DRAWN	CHK'D	APP'D
A01	25.02.25	ISSUED FOR PLANNING	LS	BP	BP
P03	11.04.24	MINOR AMENDMENTS	LS	BP	TR
P02	12.03.24	REMOVE ALIGNMENT STRUCTURE, WIDEN & LENGTHEN SLIPWAY	LS	BP	TR

AMENDMENTS

CLIENT	
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PROJECT	CORRAN FERRY REDEVELOPMENT
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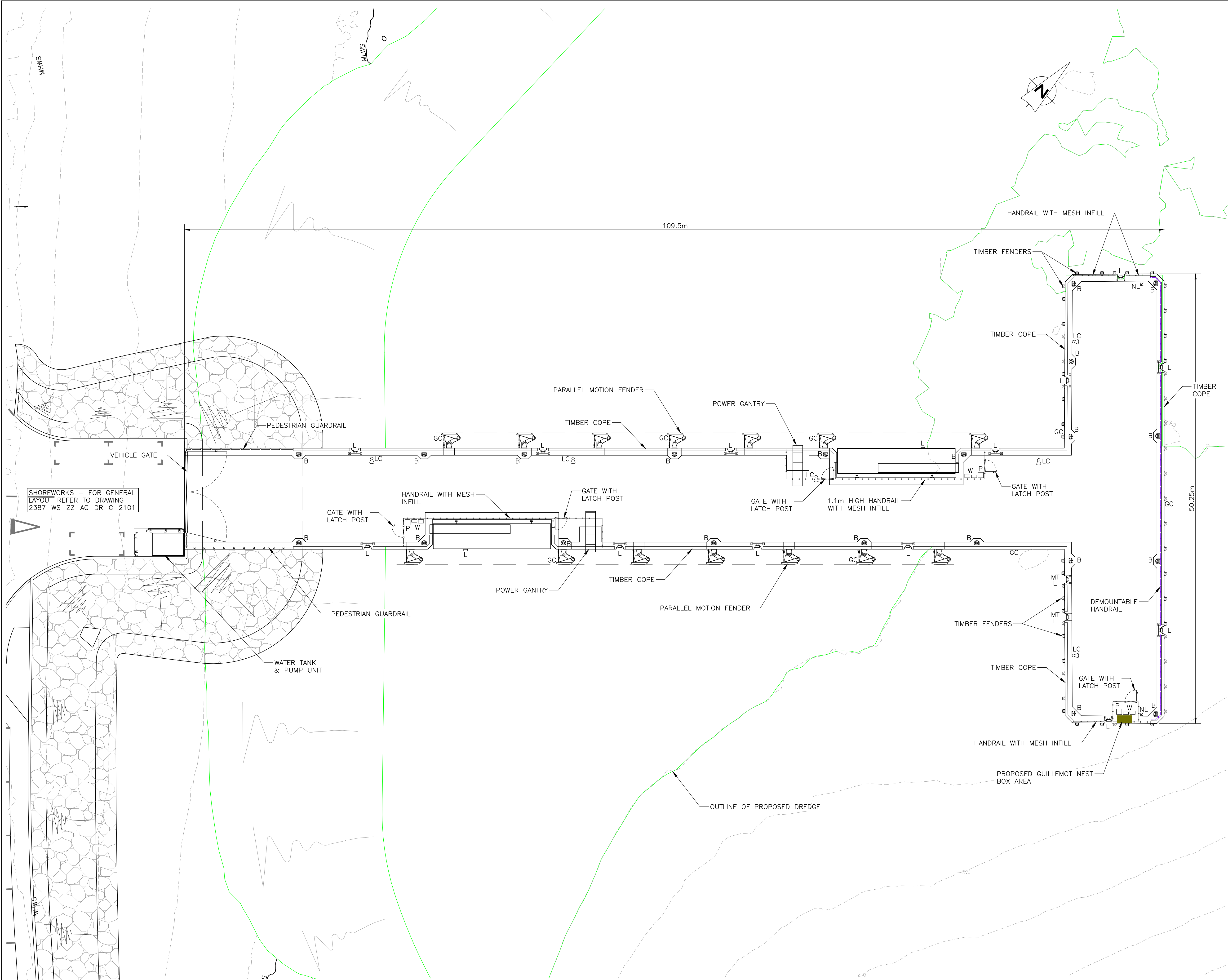
STORNOWAY  
01851 600220  
stornoway@wallacestone.co.uk

DRAWING TITLE	ARDGOUR SLIPWAY PROPOSED GENERAL LAYOUT & ELEVATION
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DRAWN LS	CHECKED BP	APPROVED TR
DATE OCT 2023	DATE 07.02.2024	DATE 07.02.2024
SCALE (A1) 1:200	STAGE PLANNING	REV A01

DRAWING No. 2387-WS-ZZ-AG-DR-C-1101
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SHOREWORKS - FOR GENERAL LAYOUT REFER TO DRAWING 2387-WS-ZZ-AG-DR-C-2101

GENERAL NOTES


- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE IN METRES AND RELATE TO CHART DATUM.
- TIDE LEVELS ARE AS FOLLOWS:  
HAT +4.9m CD  
MHWS +4.4m CD  
MHWN +3.3m CD  
MLWN +1.7m CD  
MLWS +0.7m CD  
LAT 0.0m CD
- CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.
- NEV = NEW ELECTRIC VESSEL


LEGEND

L - LADDER  
B - 30t STAGHORN BOLLARD  
LC - LIGHTING COLUMN  
TC - TIMBER COPE  
W - WATER KIOSK & HOSE REEL  
P - POWER  
MT - MOORING TRAVELLER  
GC - GRAB CHAIN

A01	25.02.25	ISSUED FOR PLANNING	LS	BP	BP
P02	14.03.24	REVISED PIER FOR BERTHING BOTH SIDES	LS	BP	TR
REV	DATE	DETAILS	DRAWN	CHK'D	APP'D

AMENDMENTS

CLIENT	 The Highland Council Comhairle na Gàidhealtachd
PROJECT	CORRAN FERRY REDEVELOPMENT

  
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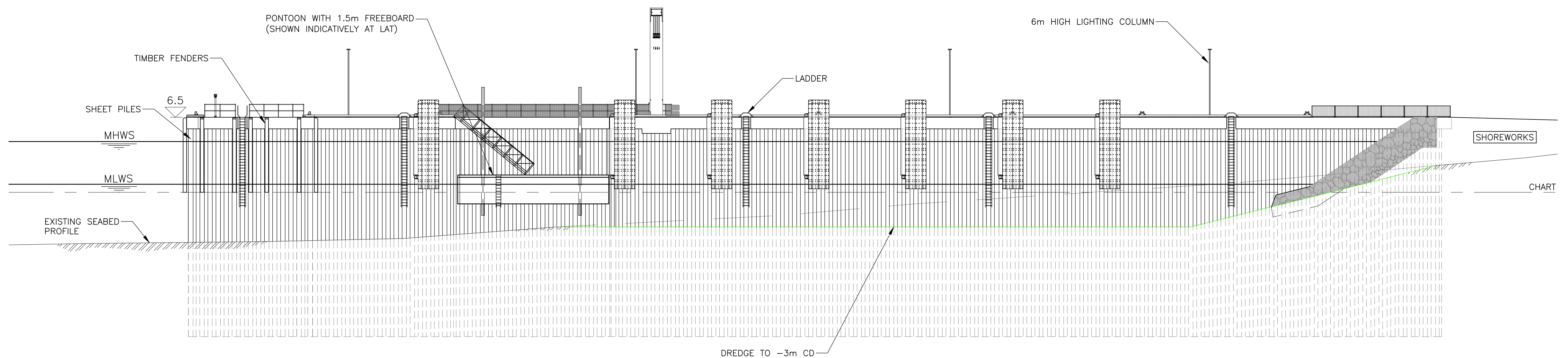
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ARDGOUR OVERNIGHT BERTHING STRUCTURE  
PROPOSED GENERAL LAYOUT

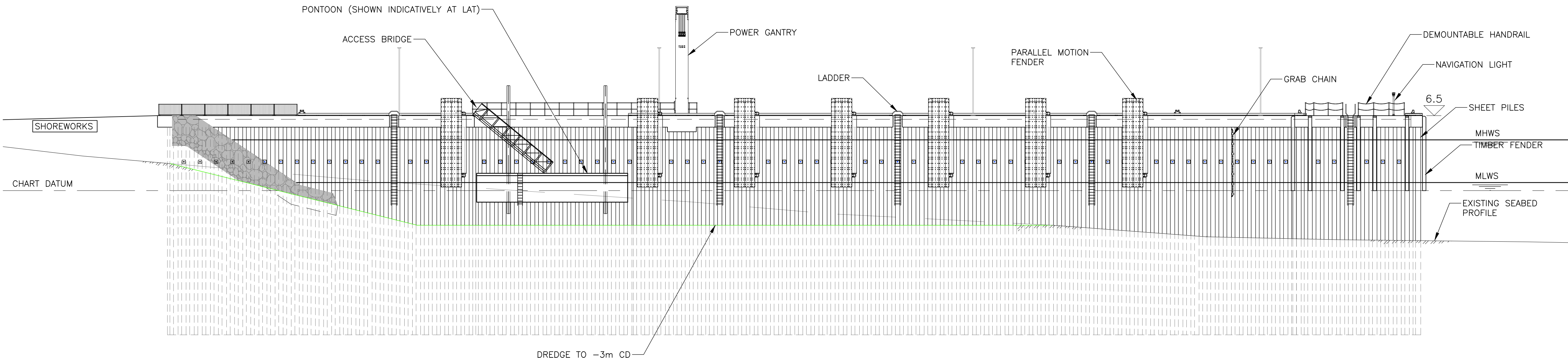
DRAWN LS	CHECKED BP	APPROVED TR
DATE OCT 2023	DATE 07.02.2024	DATE 07.02.2024
SCALE (A1) 1:200	STAGE PLANNING	REV A01

DRAWING No.  
2387-WS-ZZ-AG-DR-C-3101

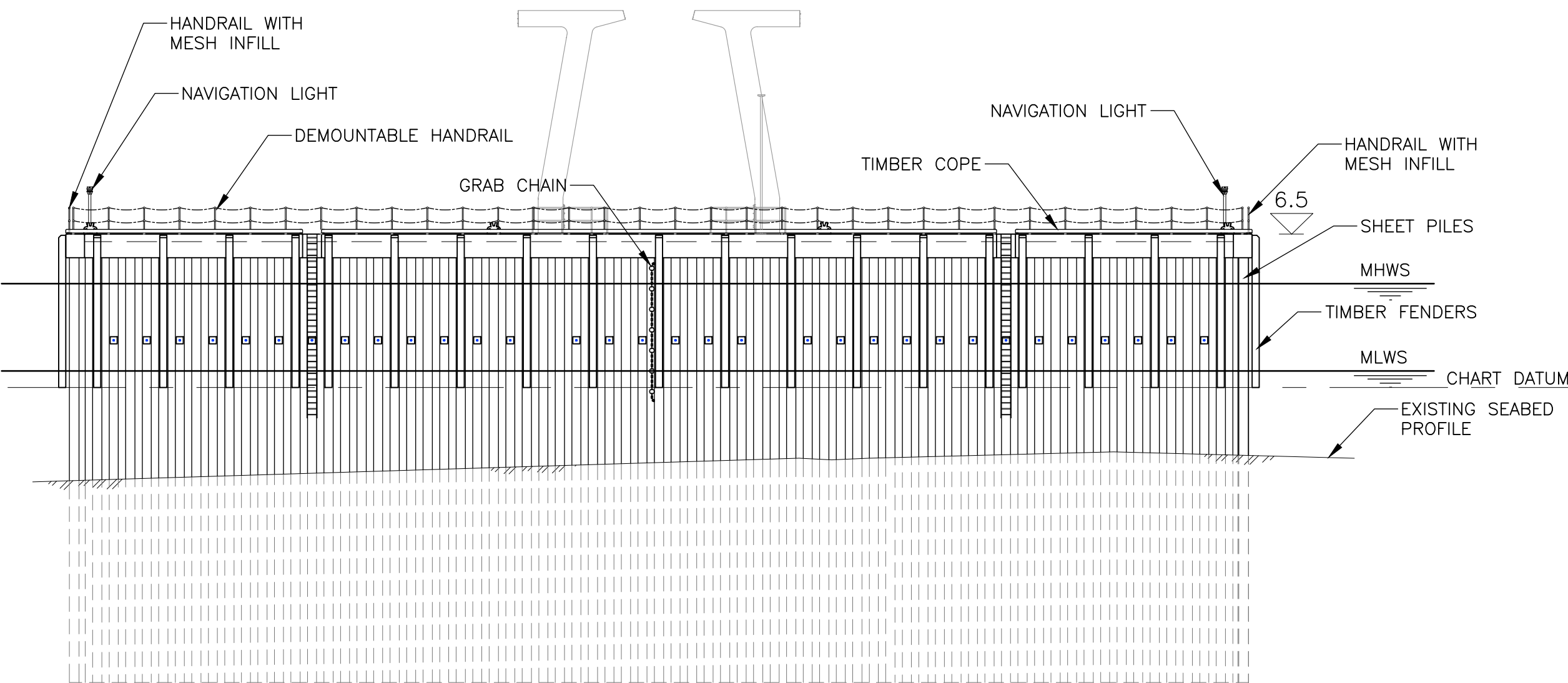




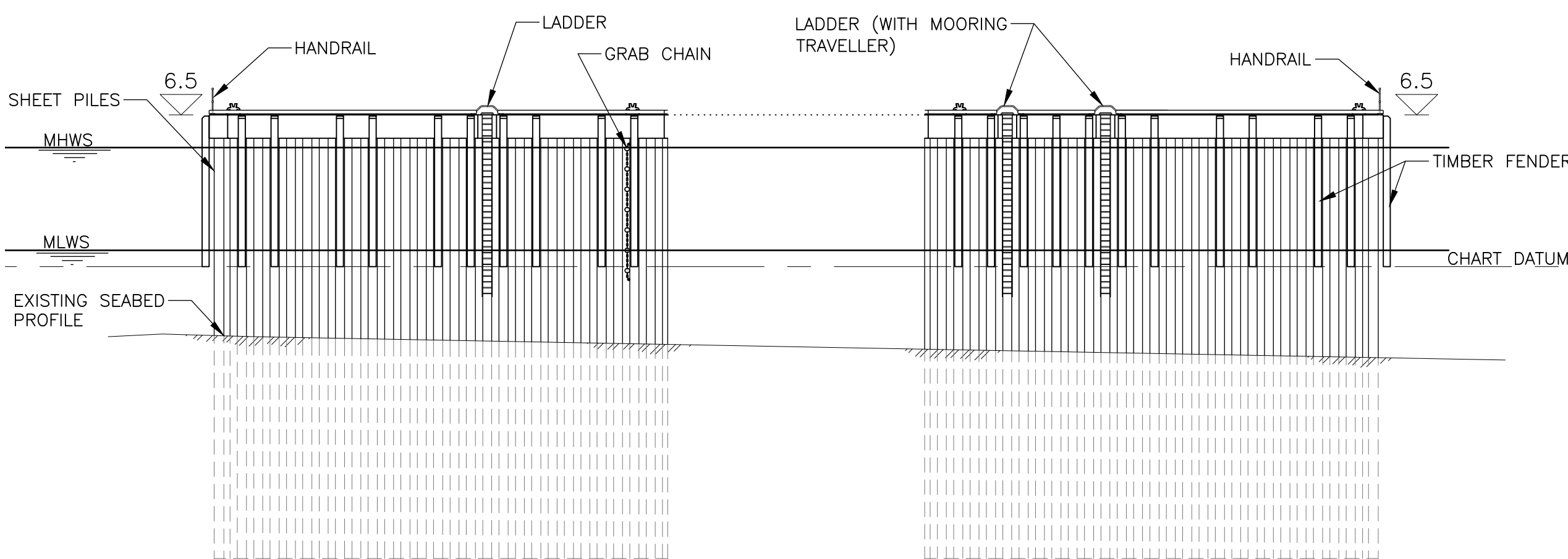
WEST ELEVATION ON PROPOSED PIER  
SCALE 1:250



EAST ELEVATION ON PROPOSED PIER  
SCALE 1:250



NORTH ELEVATION ON PROPOSED PIERHEAD  
SCALE 1:250



SOUTH ELEVATION ON PROPOSED PIERHEAD  
SCALE 1:250

- GENERAL NOTES
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  - ALL LEVELS ARE IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
  - TIDE LEVELS ARE AS FOLLOWS:  
HAT +4.9mCD  
MHWS +4.4mCD  
MHWN +3.3mCD  
MLWN +1.7mCD  
MLWS +0.7mCD  
LAT 0.0mCD
  - CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.
  - FOR SHOREWORKS LAYOUT REFER TO DRAWING 2387-WS-ZZ-AG-DR-C-2101.

REV	DATE	DETAILS	DRAWN	CHK'D	APP'D
A01	25.02.25	ELEVATIONS ADDED	LS		
P02	14.03.24	PIER REVISED TO BERTH BOTH SIDES.	LS	BP	TR

AMENDMENTS

CLIENT

 The Highland Council  
Comhairle na Gàidhealtachd

PROJECT

CORRAN FERRY REDEVELOPMENT

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Consulting Civil Engineers

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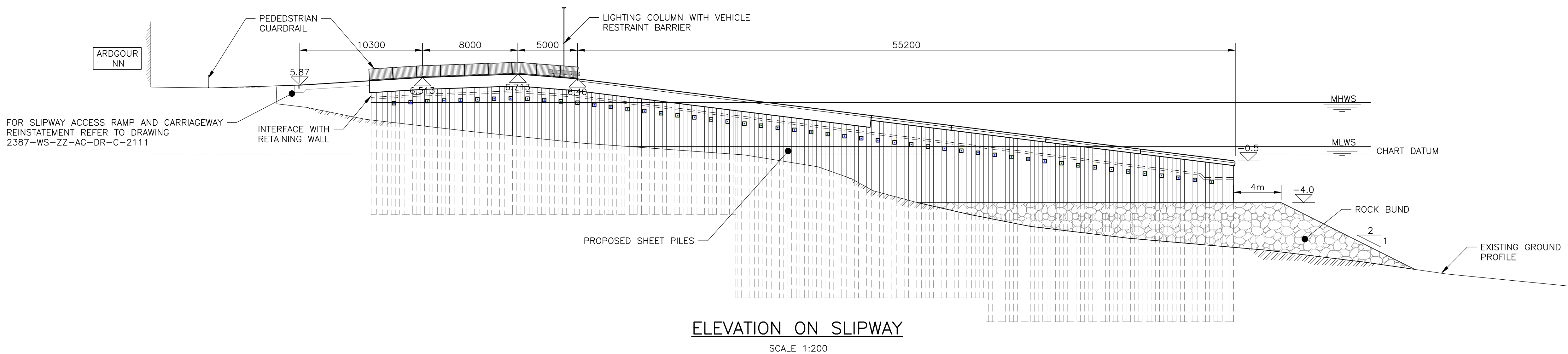
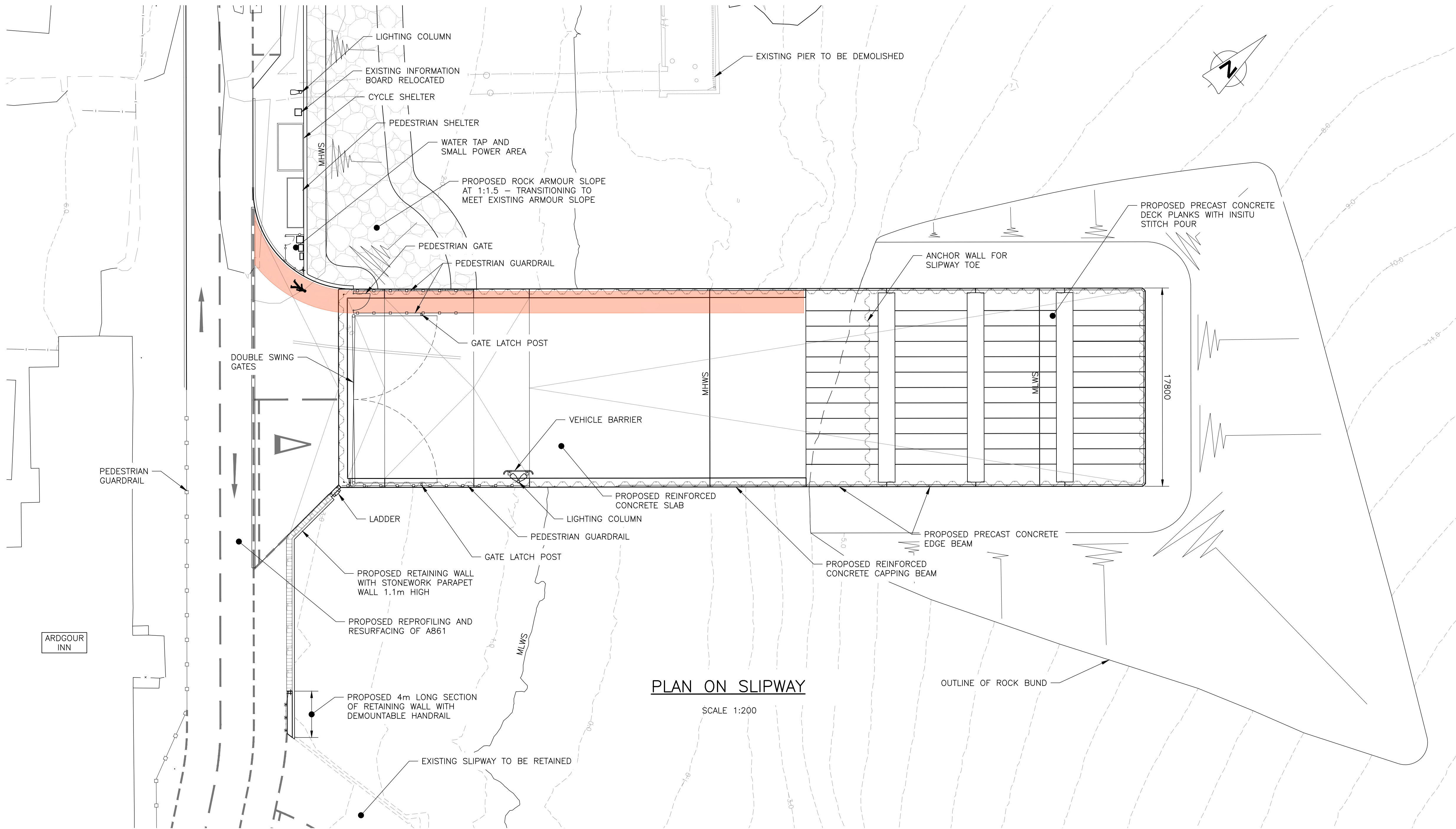
DRAWING TITLE

ARDGOUR OVERNIGHT BERTHING  
STRUCTURE PROPOSED  
ELEVATION AND LONG SECTION

DRAWN	CHECKED	APPROVED
LS	BP	TR
DATE	DATE	DATE
OCT 2023	07.02.2024	07.02.2024
SCALE	STAGE	REV
(A1) AS SHOWN	PLANNING	A01

DRAWING No.  
2387-WS-ZZ-AG-DR-C-3111





GENERAL NOTES

- ALL DIMENSION ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE IN METRES AND RELATE TO CHART DATUM UNLESS NOTED OTHERWISE.
- FOR OVERALL ARDGOUR LAYOUT REFER TO DRAWING 2387-WS-ZZ-AG-DR-C-0101.
- FOR SHOREWORKS REFER TO LAYOUT DRAWING 2387-WS-ZZ-AG-DR-C-2101.
- FOR RETAINING WALL ARRANGEMENT REFER TO DRAWING 2387-WS-AG-DR-C-2231
- TIDE LEVELS ARE AS FOLLOWS;  
HAT +4.9m CD  
MHWS +4.4m CD  
MHWN +3.3m CD  
MLWN +1.7m CD  
MLWS +0.7m CD  
LAT 0.0m CD
- CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.

REV	DATE	DETAILS	DRAWN	CHK'D	APP'D
A01	25.02.25	ISSUED FOR PLANNING	LS	BP	BP
P03	11.04.24	MINOR AMENDMENTS	LS	BP	TR
P02	12.03.24	REMOVE ALIGNMENT STRUCTURE, WIDEN & LENGTHEN SLIPWAY	LS	BP	TR

AMENDMENTS

CLIENT	
--------	---

PROJECT	CORRAN FERRY REDEVELOPMENT
---------	----------------------------



GLASGOW  
0141 554 8233  
glasgow@wallacestone.co.uk

DINGWALL  
01349 866775  
dingwall@wallacestone.co.uk

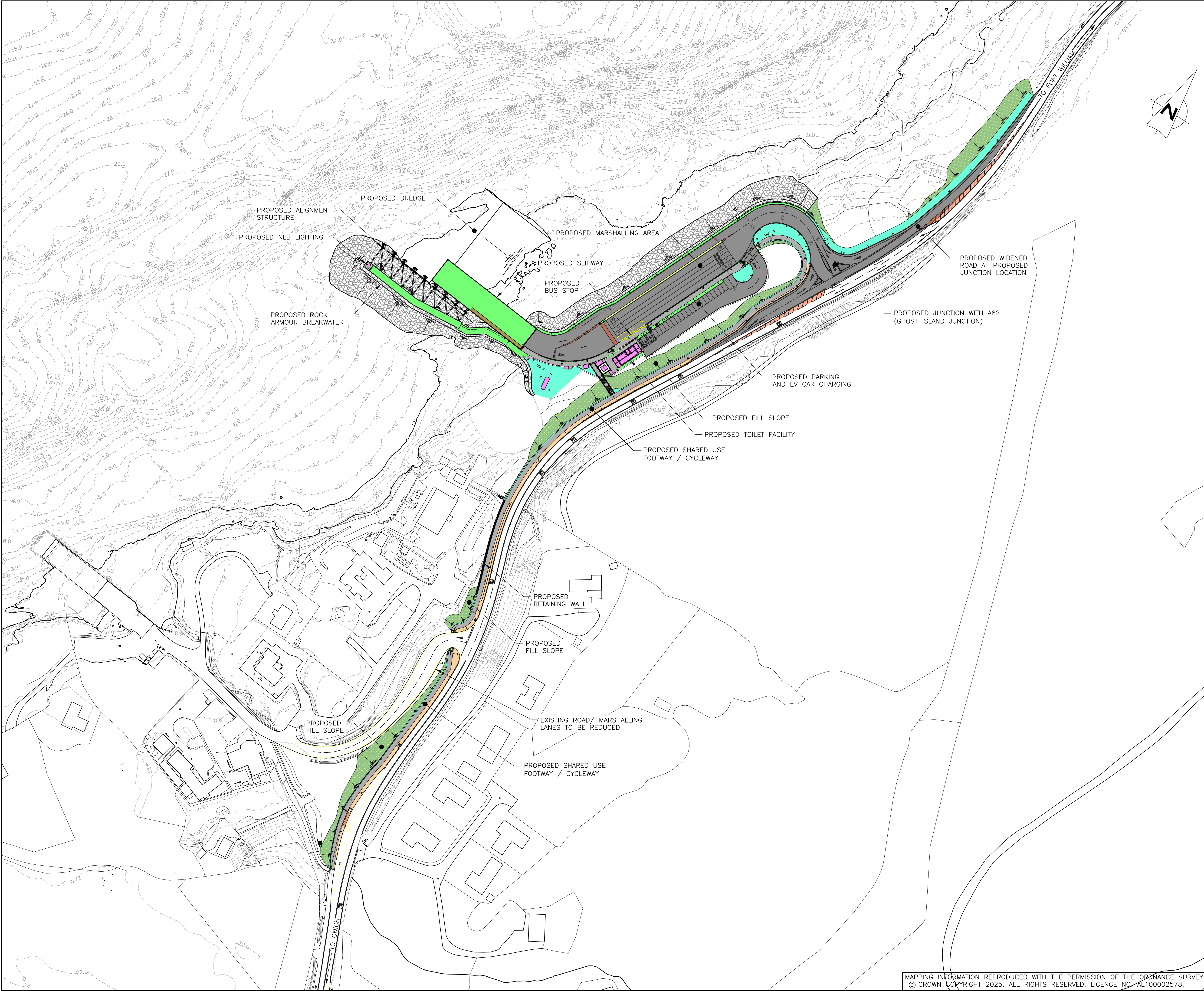
STORNOWAY  
01851 600220  
stornoway@wallacestone.co.uk

DRAWING TITLE	ARDGOUR SLIPWAY PROPOSED GENERAL LAYOUT & ELEVATION
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DRAWN LS	CHECKED BP	APPROVED TR
DATE OCT 2023	DATE 07.02.2024	DATE 07.02.2024
SCALE (A1) 1:200	STAGE PLANNING	REV A01

DRAWING No. 2387-WS-ZZ-AG-DR-C-1101
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GENERAL NOTES

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
- CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.
- TIDE LEVELS ARE AS FOLLOWS:  
HAT +4.9mCD  
MHW +4.4mCD  
MLWN +3.3mCD  
MLWN +1.7mCD  
MLWS +0.7mCD  
LAT 0.0mCD
- FOR A82 LAYOUT REFER TO DRAWING NUMBERS 2387-WS-ZZ-NL-DR-5101 TO 5104.
- FOR MARSHALLING AREA LAYOUT REFER TO DRAWING NUMBER 2387-WS-ZZ-NL-DR-C-5105.
- FOR SLIPWAY AND ALIGNMENT STRUCTURE LAYOUT REFER TO DRAWING NUMBER 2387-WS-ZZ-NL-DR-6101.

LEGEND:

- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY / CYCLEWAY
- PROPOSED TRAFFIC ISLAND
- PROPOSED BUFFER (WITH A82)
- PROPOSED VERGE
- PROPOSED CONCRETE
- PROPOSED SLOPE
- PROPOSED STONE WALL
- PROPOSED BUILDING / EQUIPMENT
- PROPOSED ROCK ARMOUR

REV	DATE	DETAILS	DRAWN	CHK'D	APP'D
A01	25.02.25	PLANNING ISSUE	PM	BP	BP
P03	13.12.24	GENERAL REVISIONS	PM	BP	BP
P02	08.11.24	MARSHALLING AREA REVISED	PM	BP	BP

AMENDMENTS

CLIENT

PROJECT

CORRAN FERRY REDEVELOPMENT

Wallace Stone Consulting Civil Engineers

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DRAWING TITLE

NETHER LOCHABER PROPOSED GENERAL LAYOUT

DRAWN	CHECKED	APPROVED
PM	BP	TR
DATE	DATE	DATE
05.09.24	05.09.24	05.09.24
SCALE (A1)	STAGE	REV
1:1000	PLANNING	A01

DRAWING No.

2387-WS-ZZ-NL-DR-C-0103

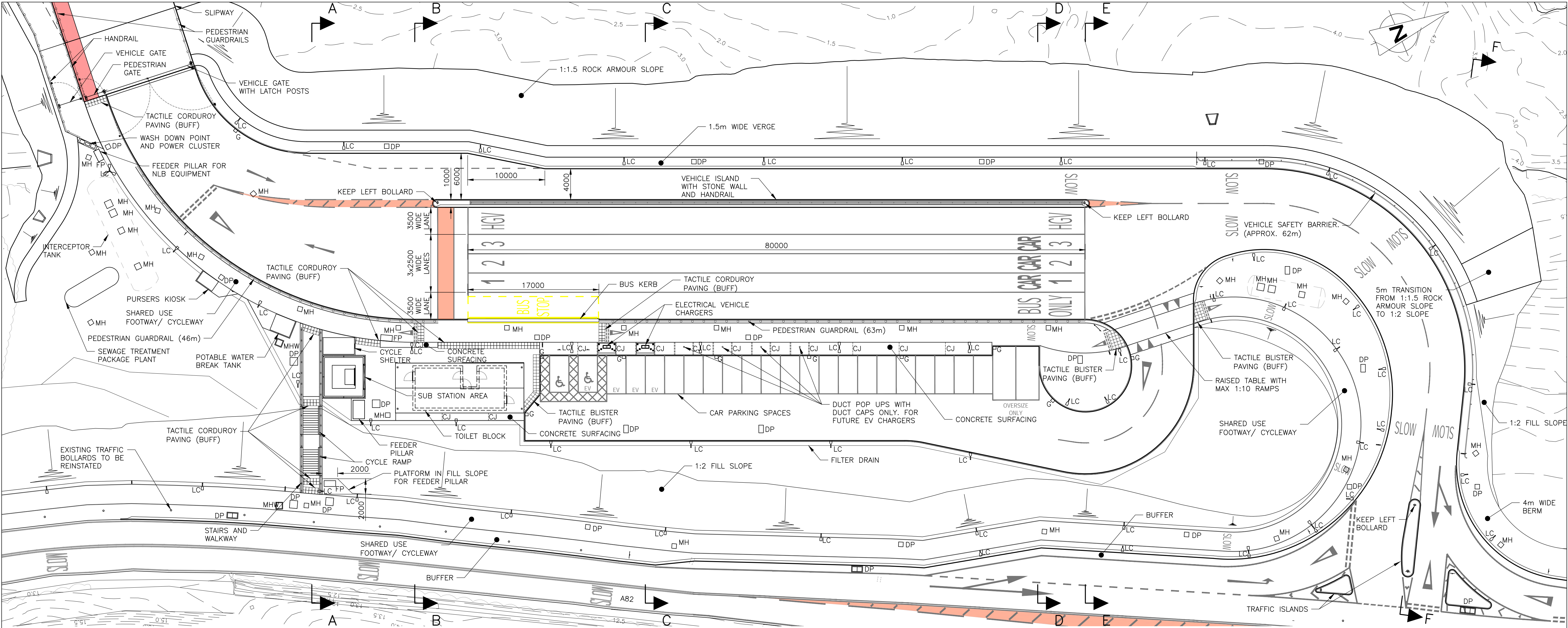
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- DRAWING No.  
2387-WS-ZZ-NL-DR-C-6111





A01	30.10.24	BUS STOP REVISED, DRAINAGE & BUS TURNING AREA ADDED	PM	BP	BP
REV	DATE	DETAILS	DRAWN	CHK'D	APP'D

AMENDMENTS

CLIENT



The Highland Council  
Comhairle na Gàidhealtachd

PROJECT

CORRAN FERRY REDEVELOPMENT



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DRAWING TITLE

NETHER LOCHABER  
PROPOSED MARSHALLING  
AREA LAYOUT

DRAWN PM	CHECKED BP	APPROVED BP
DATE AUG 24	DATE 30.08.24	DATE 30.08.24
SCALE (A1) 1:250	STAGE PLANNING	REV A01

DRAWING No.  
2387-WS-ZZ-NL-DR-C-5105

- GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

2. ALL LEVELS ARE IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.

3. CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.

4. TIDE LEVELS ARE AS FOLLOWS:  
HAT +4.9mCD  
MHWS +4.4mCD  
MHWN +3.3mCD  
MLWN +1.7mCD  
MLWS +0.7mCD  
LAT 0.0mCD

5. TOTAL CAR PARKING SPACES (25NO. TOTAL):  
2NO. DISABLED (4.9m x 6.2m)  
3NO. ELECTRIC VEHICLE CHARGING SPACES (2.5m x 5m)  
18NO. STANDARD CAR SPACES (2.5m x 5m)  
2NO. EXTRA LONG SPACES (3.0m x 7m)

6. FOR SECTIONS REFER TO DRAWING NUMBERS  
2387-WS-ZZ-NL-DR-C-5121 TO 5123.

- LEGEND:
- MH - MANHOLE

MHW - MANHOLE (WATER)

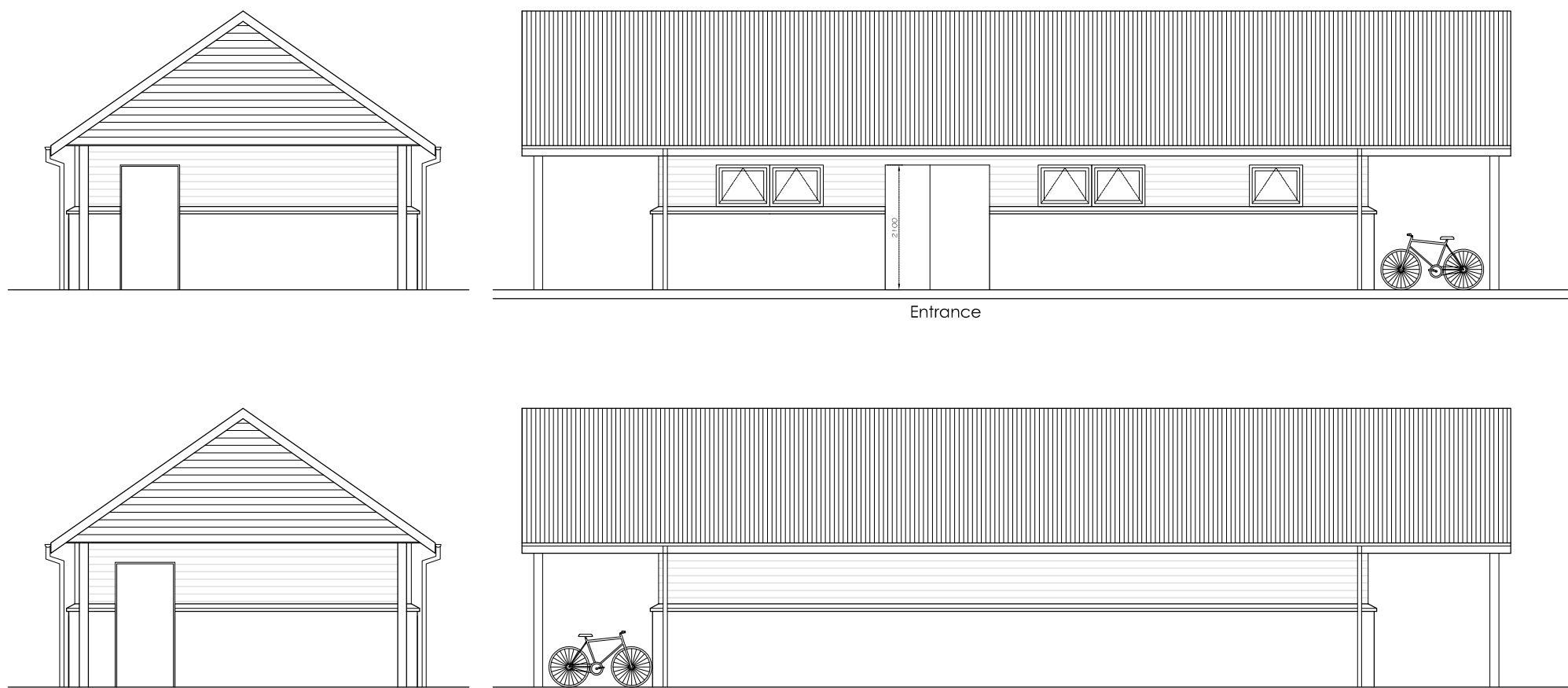
G - GULLY

DP - DRAWPIT

CJ - CONTRACTION JOINT

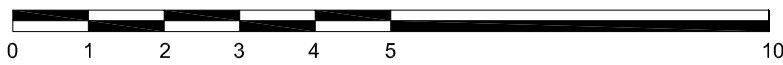
LC - LIGHTING COLUMN



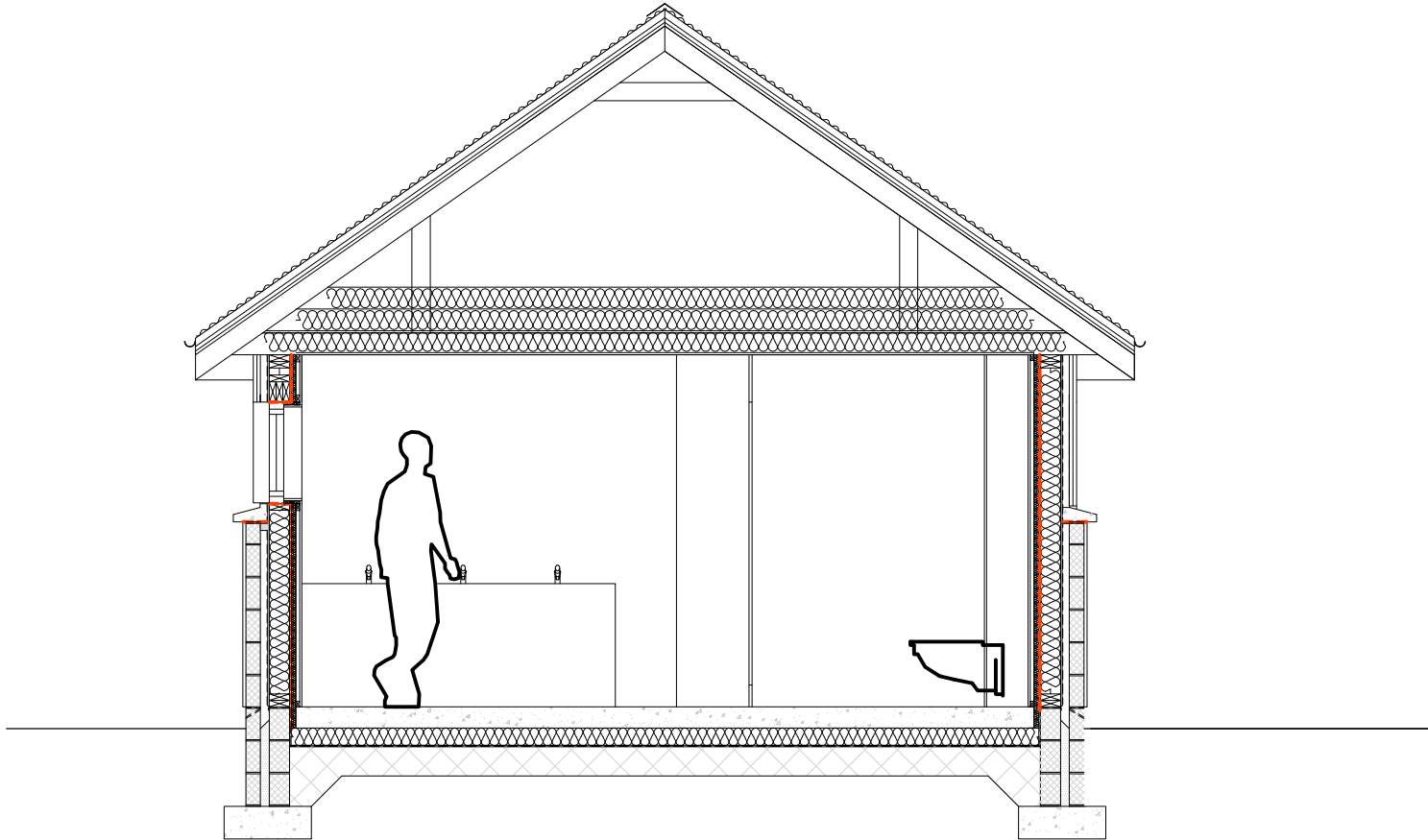


SCALE 1:100

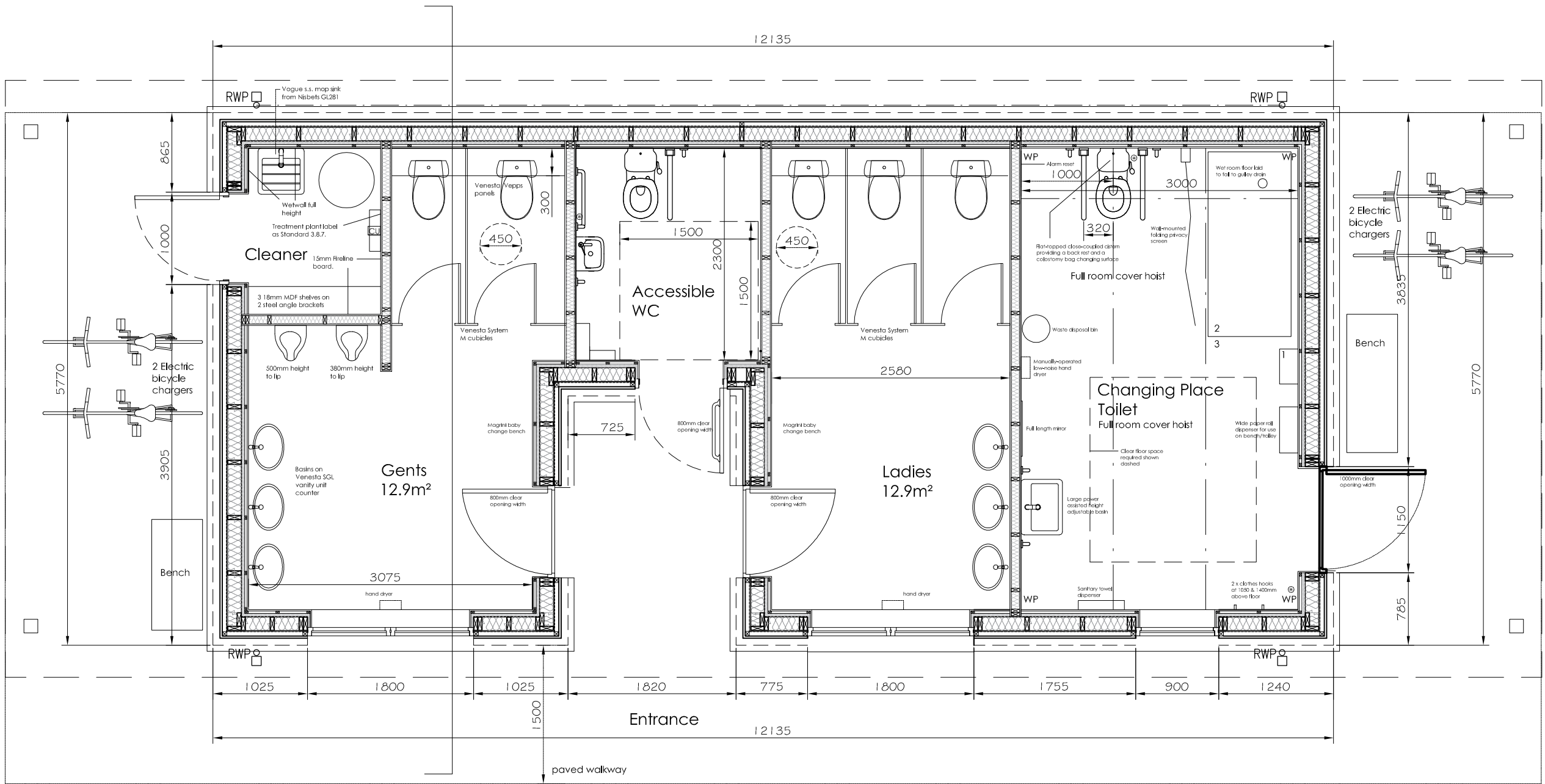
Scale 1:100



SCALE 1:50



Scale 1:50



- 1 Shower unit with long hose, to reach centre of bench.
  - 2 Freeway WHL 1900 portable hydraulic trolley (no power req.).
  - 3 Doherty portable privacy screen frame with SCR22 screen curtains.
  - 4 Goldmann GH3 200kg ceiling track 13 amp hoist supported on 4 slimline wall posts (WP).
- Altro Aquarius colour  
Cygnal AQ2004  
non-slip vinyl flooring  
with covered skirting.
- Multipanel Tile  
Collection Misty Blue  
large tile wet wall  
panels MT502 blue  
colour.  
<https://www.multipanel.co.uk/product>  
with site fixed 18mm  
plywood backing to  
all walls in CPT.
- Note 1000mm clear  
opening width  
required to external  
door.

⊗ Alarm pull chord

FLOOR PLAN  
SCALE 1:50

Scale 1:50



REV:	DESCRIPTION:	BY:	DATE:
STATUS:	BW application		

Matheson Mackenzie Ross  
Royal Bank Buildings High St  
Dingwall IV15 9HA  
01349 863352  
nross@mmross.co.uk

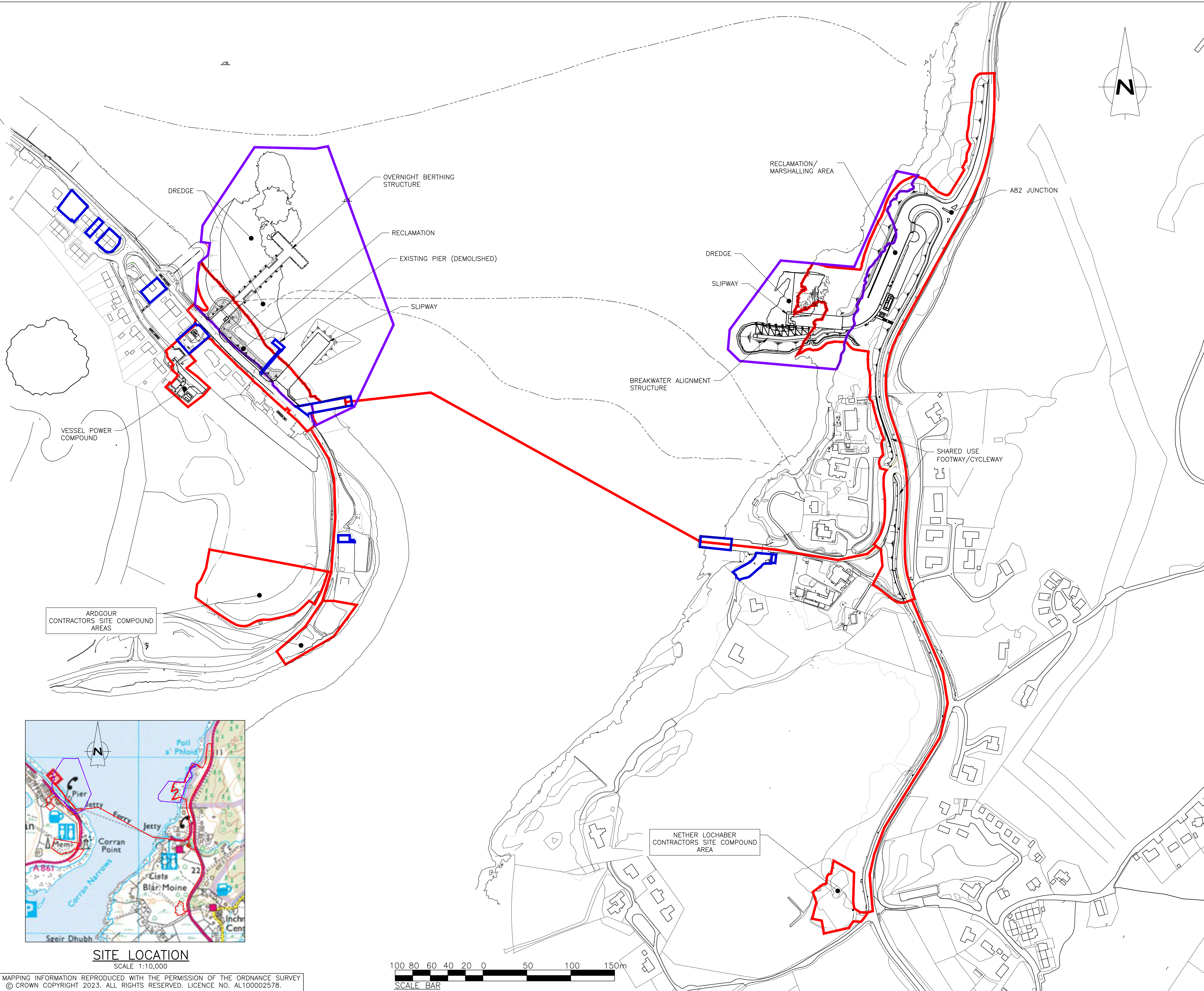
CLIENT: The Highland Council  
Wallace Stone

ARCHITECT: N Ross

SITE: Corran Ferry Crossing

TITLE: Toilet Facilities General Arrangement			
SCALE AT A2: Varies	DATE: 08/08/24	DRAWN: NHR/TAR	CHECKED: NHR
PROJECT NO: C2.22	DRAWING NO: 302	REVISION: 4	





GENERAL NOTES

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
- TIDE LEVELS ARE AS FOLLOWS:  
HAT +4.9mCD  
MHWS +4.4mCD  
MHWN +3.3mCD  
MLWN +1.7mCD  
MLWS +0.7mCD  
LAT 0.0mCD
- CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.
- FOR MORE DETAIL ON AREAS REFER TO DRAWINGS  
2387-WS-ZZ-AG-DR-C-0905,  
2387-WS-ZZ-NL-DR-C-0906,  
2387-WS-ZZ-ZZ-DR-C-0907.

LEGEND

- SUBSEA CABLE
- SUBSEA CABLE - REMOVED
- PLANNING CONSENT BOUNDARY
- MARINE CONSENT BOUNDARY
- HIGHLAND COUNCIL OWNED LAND

A02	11.03.25	ISSUED FOR PLANNING	LS	BP	BP
A01	10.03.25	ISSUED FOR PLANNING	LS	BP	BP
P03	06.02.25	BOUNDARY AT ARDGOUR FIELD AREA UPDATED	PM	BP	BP
P02	27.01.25	MARINE CONSENT BOUNDARY COLOUR REVISED	PM	BP	BP
REV	DATE	DETAILS	DRAWN	CHK'D	APP'D

AMENDMENTS

CLIENT

PROJECT

CORRAN FERRY REDEVELOPMENT

Wallace Stone Consulting Civil Engineers

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DINGWALL 01349 866775 dingwall@wallacestone.co.uk

DRAWING TITLE

PROPOSED OVERALL CONSENTING BOUNDARIES

DRAWN PM	CHECKED BP	APPROVED BP
DATE 24.01.25	DATE 24.01.25	DATE 24.01.25
SCALE (A1) 1:2000	STAGE PLANNING	REV A02

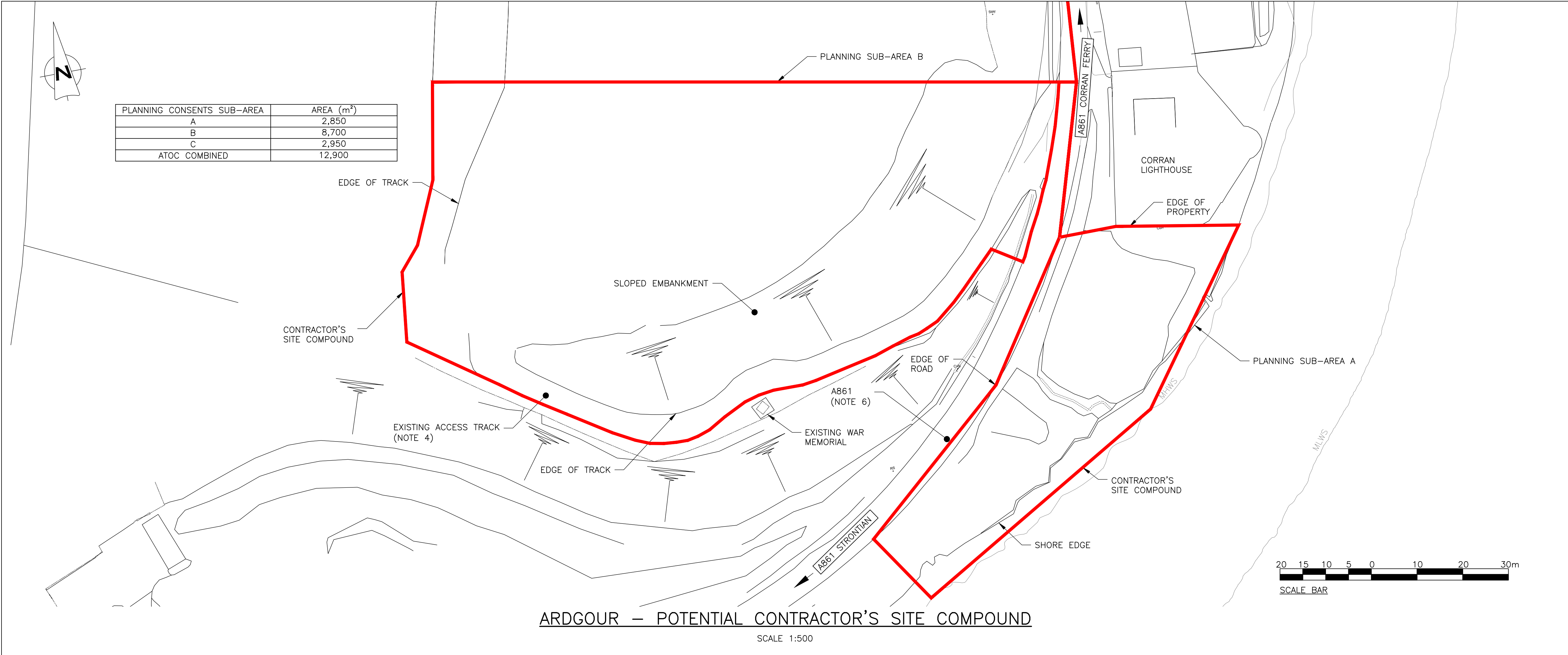
DRAWING No. 2387-WS-ZZ-ZZ-DR-C-0932



SITE LOCATION  
SCALE 1:10,000







ARDGOUR – POTENTIAL CONTRACTOR'S SITE COMPOUND

SCALE 1:500

GENERAL NOTES

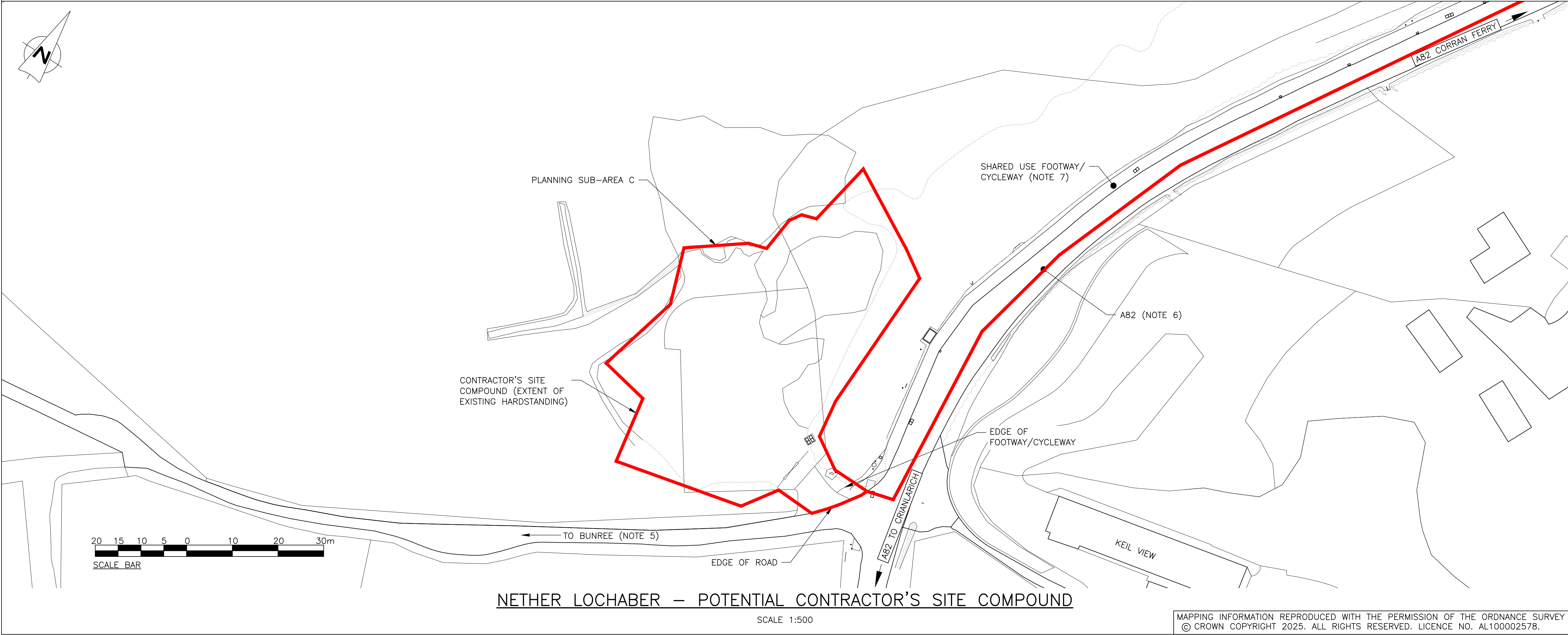
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE IN METRES RELATIVE TO CHART DATUM UNLESS NOTED OTHERWISE.
- CHART DATUM IS 1.96m BELOW ORDNANCE DATUM.
- ACCESS FOR FARM ACTIVITIES (INCLUDING FIELD BOUNDARY INTEGRITY) AND PUBLIC ACCESS TO BE MAINTAINED THROUGHOUT.
- ACCESS FOR PUBLIC TO BUNREE TO BE MAINTAINED THROUGHOUT.
- ACCESS FOR PUBLIC ALONG A82 TRUNK ROAD AND A861 TO BE MAINTAINED THROUGHOUT.
- ACCESS ALONG SHARED USE FOOTWAY/ CYCLEWAY TO BE MAINTAINED THROUGHOUT.
- CONTRACTOR MUST REFER TO EXISTING SERVICES LAYOUTS.
- FOR OVERALL CONSENTING BOUNDARIES REFER TO DRAWING 2387-WS-ZZ-ZZ-DR-C-0932.

LEGEND

- PLANNING CONSENTS BOUNDARY
- MARINE CONSENTS BOUNDARY

LOCATION PLAN

SCALE 1:10,000



NETHER LOCHABER – POTENTIAL CONTRACTOR'S SITE COMPOUND

SCALE 1:500

A01	11.03.25	ISSUED FOR PLANNING	LS	BP	BP
P02	06.02.25	BOUNDARY UPDATED	PM	BP	BP
REV	DATE	DETAILS	DRAWN	CHK'D	APP'D

AMENDMENTS

CLIENT

PROJECT

CORRAN FERRY REDEVELOPMENT

DRAWING TITLE

POTENTIAL CONTRACTOR'S SITE COMPOUND – CONSENTS SITE BOUNDARIES

DRAWN	CHECKED	APPROVED
PM	BP	BP
DATE	DATE	DATE
26.11.24	03.12.24	03.12.24
SCALE (A1)	STAGE	REV
AS SHOWN	PLANNING	A01

DRAWING No.

2387-WS-ZZ-ZZ-DR-C-0907