



Intelligent
Land Investments
GROUP

Additional Information 2 - Supplementary Environmental Information (October 2019)

Red John Pumped Storage Scheme – Other Matters

Dear Reader

This submission of Additional Information - Supplementary Environmental Information (SEI) has been made by Intelligent Land Investments (ILI) (Highlands PSH) Ltd (hereafter referred to as the '**Applicant**'). This contains additional information in relation to the application made to the Scottish Ministers under Section 36 ('**s36**') of the Electricity Act 1989 for the proposed Red John Pumped Storage Hydro Scheme, hereby known as the '**Development**'.

Following the meeting of the South Planning Applications Committee on 07 August 2019, the planning committee members of THC moved to raise an objection to the application on the basis of two reasons relating to traffic and road infrastructure, and the landscape and visual impact of the Development. This was against THC planning officer's recommendation to raise no objection to the Development. The accompanying SEI document therefore provides further information on these two reasons for refusal.

The elected members of the South Planning Applications Committee raised a number of other points during their debate that are worthy of clarification. These matters are not reasons for refusal and are therefore not the subject of this SEI. The table below is intended to provide clarification on these matters and to draw attention to where information can be found in the documents that have already been submitted in support of this application. In addition, it also highlights where no objection has been raised by THC or another statutory body as the matter has been satisfactorily resolved, and where this is controlled and secured by the proposed THC conditions or through legal agreement.

The Applicant wishes to highlight that the conditions proposed by THC in other matters, such as noise, habitat management and lighting, will also be conditions imposed by other statutory bodies. ECU are therefore likely to review all the proposed conditions and combine or reword as required for Scottish Ministers to consider. There are no objections from other statutory consultees on these matters which have all been covered already in the submissions.

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On construction programme

A description of the Development and construction programme is provided in Volume 2, Chapter 2: Project & Site Description of the EIA report dated November 2018.

In addition, the Applicant has provided a summary of all the mitigation and commitments outlined in the EIA Report (November 2018) as Volume 5, Appendix 17.1: Mitigation Register to aid the reader. The Mitigation Register was updated in the FEI submission with the additions highlighted in red. This is contained for completeness in the SEI document.

The Mitigation Register was also conditioned in the proposed conditions contained within the THC planning officers committee report.

To confirm and reiterate, the Applicant is committed to implementing all mitigation measures which are secured via the s36 consent from all stakeholders and consultees, of which THC is the primary statutory consultee.

On the Sites of Special Scientific Interest (SSSI) in the area

A description of SSSIs in the study area and an assessment of effects is included in Volume 2, Chapter 6: Terrestrial Ecology of the EIA report dated November 2018. THC have deferred to SNH for matters on biodiversity as there is no inhouse biodiversity officer. SNH have approved the ecological assessment which was contained with the s36 submission, subject to conditions which we expect the Scottish Ministers to impose on the consent.

On visual amenity of the surrounding landscape

The most significant visual impact is associated with felling of commercial forestry plantation which would take place in the future in any case and which does not require planning consent.

Further to the FEI submission, the THC Landscape Officer did not raise an objection to the Development.

Visual impacts and impacts to landscape character will be mitigated through a number of measures secured by the proposed consent conditions (Appendix A of the SEI document), including:

- Condition 2, which requires the developer to provide final design details for various temporary features;
- Condition 3, which requires a Soil and Peat Management Plan;
- Condition 5, which requires a Construction and Environmental Management Plan, including control of lighting for construction, and, a Post Construction Site Restoration Plan;
- Condition 6, which requires an Independent Ecological Clerk of Works to be appointed with a duty to monitor compliance with the Landscape and Ecological Management Plan;

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Applicant Response

- Condition 7, requires a site-specific scheme for the working and restoration of each borrow pit, including a programme of implementation of the works described in the scheme;
- Condition 13, which requires the establishment of a Community Liaison Group to prove effective community consultation on the development;
- Condition 20, which relates to the final design of any temporary compound areas;
- Condition 22, which requires a Material Management Plan to ensure that all spoil and material is appropriately managed during construction;
- Condition 23, requires a Landscape and Ecological Management Plan which includes for any environmental improvements that can be delivered to offset impacts;
- Condition 24, requires a Compensatory Planting Plan;
- Condition 25, requires a Tree Protection Plan;
- Condition 27, requires a Restoration Plan.

On planning conditions for other matters

We have had opportunity to review these proposed additions and note that all pertinent points are already incorporated within the proposed consent conditions detailed in the planning committee report dated 07 August 2019 and included in **Error! Reference source not found.** of the SEI document. For example, road improvements, landscape plan and landscape clerk of works, design details including tracks and all above ground building finishes, work camp, noise, lighting, materials management and establishment of a community liaison group are all captured by condition requiring plans to be approved by THC prior to commencement of construction. Conditions relating to traffic and transport and landscape and visual are discussed further in sections **Error! Reference source not found.** and **Error! Reference source not found.** of this report respectively.

As discussed with THC Members on the 26 September 2019, the Applicant agrees that the Project Liaison group should be set up at the earliest opportunity and we invite representatives of the surrounding community councils to be nominated to be on the Group. The Construction Environmental Management Plan (CEMP) as submitted with the s36 application provides a firm commitment to have this group implemented quickly. In addition the Applicant will employ a dedicated Project Liaison Officer so that the local community has a single point of contact for all matters, queries and complaints if required.

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As discussed with THC Members on the 26 September 2019, the Applicant agrees that the tranquility of the Loch Ness area be preserved during the construction and operation of this Development. As outlined in the EIA report, lighting levels will be designed to minimise impacts to bats and residential amenity. No floodlighting will be required at the Headpond during operation and infrared security cameras will be utilised at the Headpond and Tailpond for security.

On internal access tracks

We assume that this comment refers to the access tracks between the Compounds within the Development Site boundary. The Development will comprise permanent, temporary and ancillary access tracks as described in Volume 2, Chapter 2: Project & Site Description of the EIA report (November 2018) for further detail. Once the relevant component or stage is completed, Temporary Tracks will be reinstated. The Applicant has already committed to reducing the width of the temporary access tracks as reasonably as possible, with the permanent access track to Compound 1 from the C1064 incorporating the improved Core Path.

On the role of the development on the National Grid

Pumped storage is currently the most efficient technology for storing large amounts of energy and is capable of generating and pumping, in a relatively short period of time, when there is a demand or a surplus of electricity. Pumped storage is complementary to variable intermittent energy sources such as wind and solar and is able to reduce the curtailment of excess generation by providing load and energy storage for the grid. Therefore, acting a balancing mechanism (battery) it can help increase the security of the supply of electricity to the grid. At the same time providing flexibility to generation plants to meet the demands from the grid. Please refer to Volume 2, Chapter 1: Introduction of the EIA report dated November 2018 and the Planning Statement for further detail.

On community benefit

Please refer to the Planning Statement dated November 2018 for information on contributions of the Development. The Applicant has signed Heads of Terms relating to both Community Benefit and Community Ownership with Dores and Essich Community Council.

On HGV transport numbers

The Applicant is committed to reducing any adverse impacts as far as possible. Section 3 provides this in more details and including the investigation to use the canal and a park and ride scheme. However this will not negate the use of the local highway for HGVs during construction and therefore the Applicant will enter into a Section 96 agreement under which it will be responsible for highway improvements to be implemented prior to construction commencing, and repair of any damage to the local road network that can reasonably be attributed to construction related traffic. This is to be established through pre-commencement and post construction condition surveys with the additional

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protection of a financial bond. This measure will safeguard against detrimental impacts to the road infrastructure.

Condition 8 secures all the requires mitigation and traffic management measures including the park and ride facility, enforcement of construction traffic such as routes, timings and speeds.

In addition, Condition 9 requires the Applicant to implement proportionate highway improvements in agreement with THC prior to construction phase commencing.

On Construction Traffic Management Plan

A framework CTMP was submitted with the s36 application (Appendix 15.1, Volume 5 of the EIA Report). It is common practice to provide a framework level document as opposed to a full management plan at the application stage. This ensures that the requirements of consent conditions, matters arising from application consultation, contractor input, pre-commencement consultation and finalised construction programme etc are all addressed in the final version for implementation.

The project is fully committed to developing and implementing a comprehensive CTMP and has indeed agreed to the proposed consent Condition 8 which requires a CTMP to be agreed with THC prior to development.

On the nominated traffic route to site

A detailed assessment of traffic impacts is provided in Volume 2, Chapter 15: Traffic and Transport of the EIA report dated November 2018.

In addition, the CTMP outlines which roads will be construction traffic routes and how the use of only these approved roads will be enforced. Penalties to contractors will be enforced not just via the planning consent but also via the commercial contracts for any violations.

On the route from the A9 to the site

Please see previous response regarding the A9 junction. The Applicant is fully committed to implementing the proposed consent, including:

- Condition 8, requires a construction traffic management plan
- Condition 9 which requires the developer to implement road improvements to safeguard the local road network and communities due to the increased numbers of HGV and worker traffic. This condition requires a package of physical road improvements to be agreed with THC and implemented by the developer prior to commencement.
- Condition 11, which requires a recognised traffic management consultant to undertake traffic control measures to ensure that the transportation of abnormal loads will not have a detrimental impact on the road and structures along the route.

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The Applicant will enter into a Section 96 agreement under which it will be responsible for the repair of any damage to the local road network that can reasonably be attributed to construction related traffic. This is to be established through pre-commencement and post construction condition surveys with the additional protection of a financial bond. This measure will safeguard against detrimental impacts to the road infrastructure.

On the A9(T) junction at Daviot

Transport Scotland were consulted via email 25/09/19 and advised that there are no proposed works to this junction however we have requested further clarification from THC regarding any plans for works at this junction. As part of the Section 96 agreement and Condition 9, the Applicant would liaise with THC to identify any other works on the local highway network and along the dedicated construction routes to determine if there is any conflict with timings or implementation of any other improvements or works in the area. The timing of any works required by this Development, and being undertaken by other bodies will be confirmed in advance of any works commencing, and prior to the proportionate highways improvements required by the Development being implemented. This is controlled by Condition 9.

On reservoir safety

The Applicant previously provided direct responses to the Dores and Essich Community Council on safety and flood risk (as outlined in the FEI (April 2019)).

The Toddbrook reservoir story was in the news in the days before the committee meeting and naturally reference was made to it. In addition, a response was provided to THC prior to the Planning Committee regarding this topic which was partially read out by the THC planning officer in the committee meeting – this is repeated below for clarity.

1. The Whaley Bridge dam was built in the 1830's, long before the introduction of the first UK Reservoirs (Safety Provisions) Act in 1930 and impounds the Toddbrook reservoir which is a feeder for the Peak Forest Canal.
2. The Toddbrook reservoir is fed from runoff from a large catchment meaning its water level is sensitive to rainfall / flood events. The Red John headpond has no natural catchment and therefore the effect from rainfall / flood events on the water level is minimal.

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3. The failure on the dam has occurred on the concrete spillway which was added to the dam in the 1970s. This type of spillway is not proposed at the Development, therefore, a similar failure would not be possible.
4. The Development will be actively managed i.e. it will be continuously monitored with level and movement sensors linked to the permanently staffed control room, compared to the Toddbrook reservoir which is passively managed i.e. only periodically inspected with no sensors or staffed control room. This means that at Red John there will be continuous monitoring / control of the headpond water level, allowing a quick response should drawdown of the water level be required which, as per previous responses, would be achieved easily – either through the main tunnel and / or through the drawdown pipework.

THC has advised that this is not a material consideration for its planning committee. In addition, SEPA has confirmed that it considers reservoir safety to be inherent in the design as required to be signed off by a Panel Engineer under the Reservoirs Act at key points prior to and during construction, with the Development subject to rigorous monitoring on an annual basis throughout its lifespan. After its operational life, the water will be drained from the reservoir and decommissioning works undertaken as per the Decommissioning Plan. This will be a matter to be considered by Scottish Ministers in their overall determination of the s36 application.

On the timing of landscaping works

Visual impacts and impacts to landscape character will be mitigated through a number of measures secured by the proposed consent conditions (Appendix A of the SEI document), including:

- Condition 2, which requires the developer to provide final design details for various temporary features;
- Condition 3, which requires a Soil and Peat Management Plan;
- Condition 5, which requires a Construction and Environmental Management Plan, including control of lighting for construction, and, a Post Construction Site Restoration Plan;
- Condition 6, which requires an Independent Ecological Clerk of Works to be appointed with a duty to monitor compliance with the Landscape and Ecological Management Plan;
- Condition 7, which requires a site-specific scheme for the working and restoration of each borrow pit, including a programme of implementation of the works described in the scheme;

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- Condition 13, which requires the establishment of a Community Liaison Group to prove effective community consultation on the development;
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- Condition 23, requires a Landscape and Ecological Management Plan which includes for any environmental improvements that can be delivered to offset impacts;
- Condition 24, requires a Compensatory Planting Plan;
- Condition 25, requires a Tree Protection Plan;
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On use of the Caledonian Canal

As with the works on the A9 junction, the timing of any improvement or logistics related to the Development will be agreed in advance with THC and other bodies such as Transport Scotland and the emergency services prior to any works commencing or being implemented. The timing of any use of the Canal and any impact on bridges and other transport routes would be controlled via the CTMP. It is highly likely that some movements through the Canal can be timed to avoid peak rush hour and traffic movements. Again this would have to be agreed with THC, Scottish Canals and other bodies in advance and would be communicated via the Project Liaison Group to the local communities.

As outlined in Volume 2, Chapter 15 - Traffic and Transport of the EIA report dated November 2018, it is anticipated that the following could be delivered via the Caledonian Canal, therefore movements will be limited:

- Tunnel Boring Machine (TBM);
- Tunnel lining sections;
- Raw materials for concrete production i.e. cement, sand, and stone;
- Steel reinforcement for structural concrete;
- Precast concrete sections;

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- Mechanical and electrical components i.e. turbines, generators, transformers, valves, steel lining and switching gear;
- Prefabricated steel sections i.e. gates, stoplogs, and screens;
- Plant and equipment;
- Waste produced on site;
- Rock armour.

On flood risk within Inverness

A flood risk assessment has been undertaken and provided in Appendix 9.1, Volume 5 of the EIA report dated November 2018. SEPA does not object to the application with inclusion of its proposed planning conditions in the consent. This will be a matter for Scottish Ministers to consider when determining the s36 application.

On minimising surplus material leaving site

A Materials Management Appraisal (MMA) has been undertaken and is available in Appendix 5.1 (Volume 5 of the EIA report dated November 2018)). The MMA aims to demonstrate that the material that is generated from construction operations is reused as far as practically possible. In addition, the FEI provided additional information on this matter with regard to a reduction in height of the Headpond Embankment and the resultant impact on the highway network from material export.

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