Green Highland

Unlocking Hydro Energy

Loch Etive Hydro Development

Construction and Operation of Marine Landing Facility at Rubha na Staing

April 2019

Supporting Information

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Report Title:	Loch Etive Hydro – Marine Landing Supporting Information
Client:	SIMEC GHR Ltd
Report Reference:	10033_Marine Landing Supporting Information_GHR_20190430
Principal Author:	Redacted
Reviewed By:	Redacted
Issue Date:	30 April 2019

Version Number	Reason	Date
1	Issue for QC	22/04/2019
2	Issue for final QC	25/04/2019
3	Final	30/04/2019

Contents

1. Introduction

1.1. Background

SIMEC GHR Ltd (GHR) received planning consent for 3 run-of-river Hydro projects around Loch Etive in March 2019, with the details shown in table 1.

Table 1 – Scheme Details

Scheme Name	Capacity (MW)	Planning Reference	Location
Allt Easach	2MW	18/01257/PP	North shore of Loch Etive
Allt Hallater	2MW	18/01258/PP	Glenkinglass, south shore of Loch Etive
Glenkinglass Lodge	1.8MW	18/01259/PP	Glenkinglass, 2km east of Allt Hallater

Each scheme is to be constructed simultaneously with commissioning expected at the beginning of 2021.

As part of the planning application, in order to minimise the impacts on the existing private road network (and consequently minimise the impacts on the environment adjacent to the existing roads, some of which is designated), a combination of road and marine access is to be used. Discussions with Marine Scotland Licence Operations Team have established that the infrastructure required to facilitate the Marine element requires licencing prior to the works being undertaken.

This document refers to the infrastructure on the south side only, required to access Allt Hallater and Glenkinglass Lodge. The infrastructure required to access Allt Easach will be addressed as part of a separate application.

1.2. Document Purpose

This document provides information to support the application for the required Marine Licence.

2. Works Description

2.1. Characteristics of works

The method statement attached as Appendix A describes the works proposed.

2.2. Location of works

The works proposed are to be located at Rubha na Staing, approximate NGR NN 07005 37281. Table 1 shows the Latitude and Longitude of the four corners of the works. Please see drawing ref 600377-DG-4004-P4 for a plan of the proposed works.

Table 1 – Lat/Long of the proposed works

Landing Point Ref:	Latitude	Longitude
1	56.487882	-5.1363927
2	56.487942	-5.1365114

Table 1 – Lat/Long of the proposed works		
Landing Point Ref:	Latitude	Longitude
3	56.488008	-5.1363868
4	56.487938	-5.1362836

Figure 1 shows the approximate location of the proposed works. Taynuilt can be seen at the bottom left corner for context.

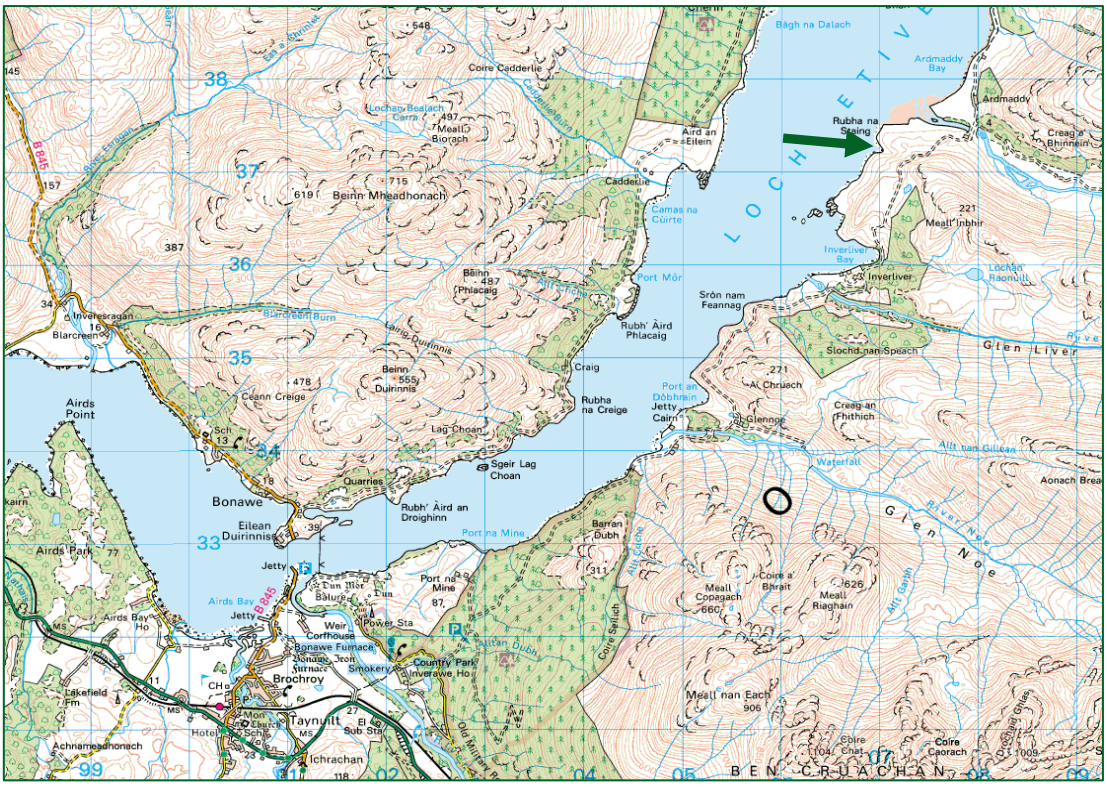

Figure 1 – Location of proposed works

The shoreline in proximity to the selected location consists of bedrock overlain with gravel/rock deposits. Higher up, above the MHWS mark, the bedrock is overlain with peat, soils, and surface vegetation. Figure 2 shows the shoreline character around the proposed location.

Figure 2 – Example ground conditions near proposed works location

Figure 3 – Example ground conditions at the proposed works location

2.3. Development Suitability

The proposed works (including the main Hydro works and the access arrangements) have been assessed, from a landscape and terrestrial ecology perspective, by SNH as part of the planning application for the main Hydro works. The landing point details are to be agreed as part of the conditions associated with the relevant consents.

The infrastructure required to facilitate the landing site are so limited in extent and magnitude that the landscape and environment are considered to have sufficient capacity to absorb the proposed works provided they are carried out sensitively.

2.4. Potential Impacts

The proposed works could impact the marine environment in two ways:

1. Direct impacts as a result of the works (e.g. impacts to species or habitats, or impacts on the landscape character)
2. Indirect impacts through a change of the coastal process, including erosion and accretion

2.4.1. Direct Impacts

The shoreline has been assessed for habitats and species as part of the wider Hydro application. The habitats around the works location consists mainly of degraded wet heath with frequent stands of bracken. Around parts of the coast there is a very narrow strip of broken salt marsh, however this is located further round the coast towards Ardmaddy. Figure 4 shows the habitats map associated with the site. Around Rubha na Staing a significant amount of Otter activity was recorded, however this is being addressed with SNH with the relevant licences applied for. These will be in place prior to works starting. The licence would permit the destruction of some resting places, the locations of which are confidential. No other sensitivities were observed, including birds and bryophytes.

In terms of landscape, the proposed works will not have any impact. The rock used to create the landing point will be sourced locally (immediately adjacent to the landing point) and as such will be consistent in visual appearance. The pad itself will only be visible from the north shore of Loch Etive and at this distance it will be almost impossible to identify amongst the rocky shoreline that surrounds the landing point. A photo from the north side has not been provided as it would not demonstrate anything other than the invisibility of the point.

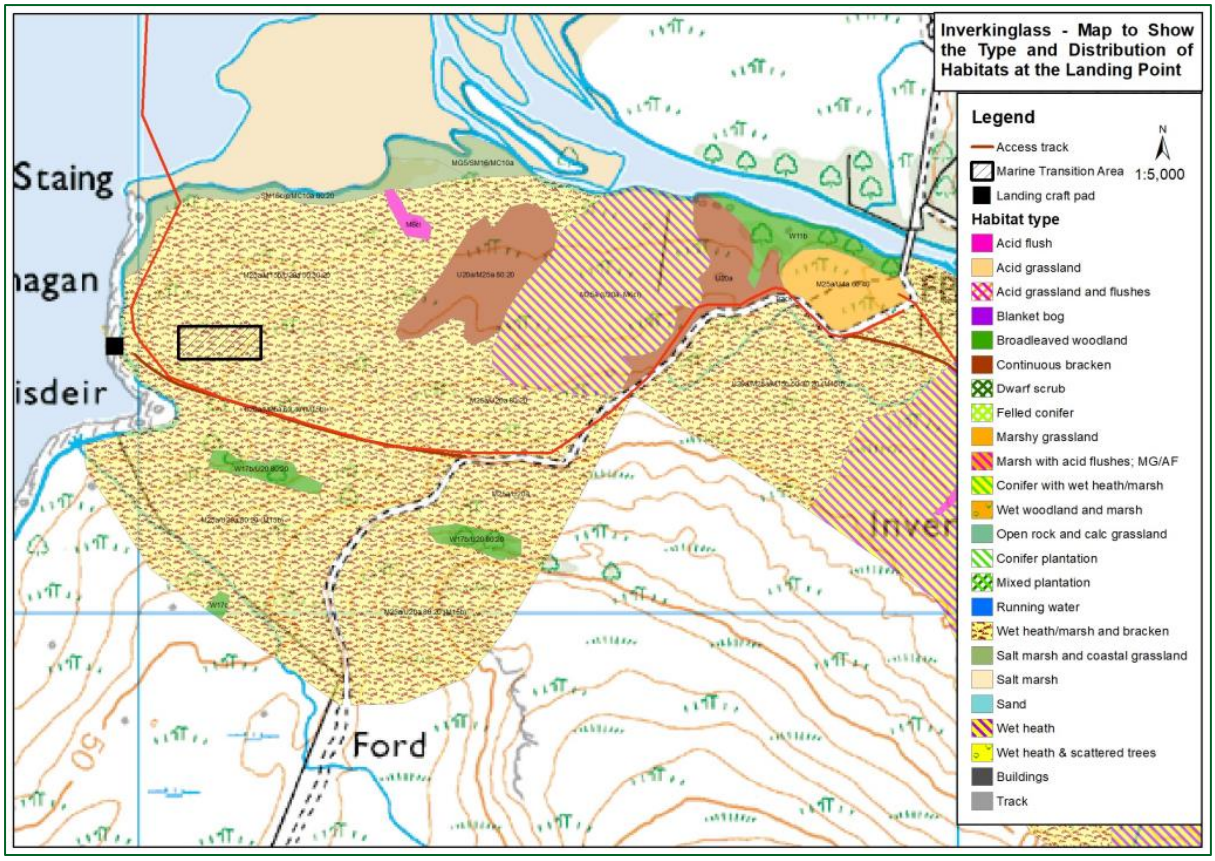

Figure 4 – Habitats map of the works location

There will be a very small and very localised impact on the geology as part of the works, however the impact of this is estimated to be negligible at worst.

2.4.2. Indirect Impacts

The works proposed are all between the MLWS and MHWS marks. No part of the works would extend out into the water. As a result it is not expected that there will be any interruption of the processes that influence the coastal areas, including erosion, accretion, tides, and currents. Furthermore, figure 5 shows a screenshot from an online tool used to monitor and predict coastal processes (from the Dynamic Coast website[1]). It can be seen that there is no historical or potential future issues in the area proposed for the works which reflects the character of the coast in this particular location (i.e. bedrock with random large boulder placement).

[1] Dynamic Coast – Scotland's NCAA

Figure 5 – Screenshot of the Dynamic Coast website, showing the coastal process occurring in proximity to the works location.