



JACOBS®

Kyleakin Fish Feed Factory

Marine Harvest

Environmental Impact Assessment - Volume 2 of 4: Main Report

Chapter 15: Summary of Residual Effects and Schedule of Mitigation

Final

May 2017





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15. Summary of Residual Effects and Schedule of Mitigation

Chapters 5 to 14 of the Environmental Statement (ES) report the findings of the assessments of the predicted effects of the Proposed Development on a topic-by-topic basis. The significance of these effects has been assessed using criteria defined in the topic chapters. Where appropriate, the significance of effects has been categorised as major, moderate, minor or negligible. In the context of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 (the EIA Regulations) (**Ref. 15-1**), effects assessed as being of 'major' or 'moderate' significance are considered to be significant effects. For some of the assessments, effects are either considered to be significant or not significant in the context of the EIA Regulations. In line with Planning Circular 3 2011 (**Ref. 15-2**), the Environmental Impact Assessment (Scotland) Regulations 2011, and other relevant EIA guidance, the ES has focused particularly on significant effects and the measures proposed to mitigate them. **Section 15.2** highlights any significant inter-related effects from the Proposed Development.

15.1 SoRE and SoM

Table 15.1 summarises the predicted effects of the Proposed Development prior to, and following, the implementation of committed mitigation measures. Effects ranging from Negligible to Significant are identified in relation to:

- Hydrogeology and Geology
- Air Quality and Odour
- Noise
- Traffic and Transport
- Hydrology and Flood Risk
- Terrestrial Ecology
- Socio-Economic
- Landscape and Visual Amenity

No effects are predicted in relation to Cultural Heritage.

Chapters 16 to 19 of the ES report the findings of the marine assessments, and **Chapter 20: Cumulative Impacts** considers the potential for in-combination residual effects across all of the topic areas including the marine elements.

Effects considered non-significant are not presented in **Table 15.1** below.

Table 15.1 : Predicted Effects of the Proposed Development

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
Chapter 5: Hydrogeology and Geology				
Geology				
The proposed use of piling on site may impact on bedrock deposits and result in a decrease in their extent during both construction and operation.	Negligible	The disturbance of peat deposits will be kept to a minimum and their re-use on site, where possible, will be maximised. Peat excavation, storage, and any off-site removal required would be undertaken in accordance with 'Development on Peatland: Guidance on the Assessment of Peat Volumes, Reuse of Excavated Peat and the Minimisation of Waste' (Scottish Renewables and SEPA 2012) (Ref. 15-3) and will comply with relevant waste management practices under The Waste Management Licensing (Scotland) Regulations 2011 (Scottish Government, 2011) (Ref. 15-4).	See construction mitigation measures.	Residual impacts on geology are expected to be of Negligible significance.
Soil and superficial deposits are likely to be impacted by the excavations, piling and other earthworks during the construction of the Proposed Development.	Negligible			
Excavation of peat may impact on soil and superficial deposits.	Negligible to Slight significance for peat			
	Negligible significance for all superficial deposits.			
Exploitation of natural mineral resources has occurred within the study area up until very recently, and recoverable resources are still present in the Development Area. These are wide spread within the local area.	Negligible			

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
Groundwater Flow and Quality				
The dense network of piles proposed as part of the construction of the Proposed Development is considered likely to impact groundwater flow patterns and could alter groundwater flow paths and raise groundwater levels within both the superficial and bedrock deposits.	Slight to Moderate significance on Bedrock groundwater	Groundwater levels should be monitored prior to and during the construction and into the early operation phase to understand the magnitude of potential groundwater rise as a result of the piling works. A Site Drainage Management Plan will then be developed to drain the site, including areas where groundwater level may reach the surface or become very shallow. A Piling Risk Assessment will be implemented including a Method Statement for the installation of the piles and to develop protocols to ensure risks to groundwater flows and quality are minimised.	See construction mitigation measures.	A residual impact of moderate significance is expected on groundwater flow within the superficial deposits and a residual impact of slight / moderate significance is expected within the bedrock deposits. The implementation of mitigation measures in relation to the protection of the water environment against pollution incident is expected to reduce the potential impacts on groundwater quality and associated receptors to a residual impact of Slight significance.
	Negligible to Slight to Moderate significance on groundwater within superficial deposits.			
The construction of embankments may result in localised compaction of superficial deposits resulting in localised impacts.	Negligible significance for groundwater flow.			
	Negligible to Negligible / Slight significance on groundwater within the superficial deposits			
Accidental spillage during construction and operation impairing groundwater quality.	Medium significance on shallow groundwater present in superficial deposits.			
	Low significance on bedrock.			
Storage and use of fuels, could reach the underlying superficial and bedrock aquifers	Negligible to Slight significance for bedrock groundwater.			
	Negligible to Slight to Moderate significance for superficial groundwater.			

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
Contaminated Land				
If the steel piles create a preferential pathway for the migration of ground gases to the surface workers will potentially come into contact with contaminative sources.	Moderate	Safe systems of work and use of personal protective equipment may be implemented to minimise contact by future construction and site workers with any potentially contaminated soil or groundwater. To protect the water environment, excavated product will be retained in bunded facilities and re-use criteria – as part of a Material Management Plan.	Based on the information available at this stage, the dredged material appears to be chemically suitable for re-use on site. However, further chemical testing should be undertaken by the Contractor to verify this initial assessment prior to re-using the materials	The implementation of mitigation measures is expected to reduce potential impacts to a residual impact of Low significance during the construction and operational phases.
Retaining excavated product on site could pose a risk to the water environment. (Assessment of water environment is focused on the sea).	Low	Waste management procedures will include but not be limited to: Waste Management Licence Regulations 1994 (as amended by Waste Management Licensing Amendment (Scotland) Regulations 2012)) (Ref. 15-5) and HSE Guideline Note MS13 Asbestos 2005, the Health and Safety Commission Approved. A Ground Gas Defence System conforming to CIRIA C665 'Characteristic Situation 2' (CS2) (CIRIA, 2007) (Ref. 15-6) with a required Gas Protection Score of 2.5 (based upon Type C building in accordance with BS 8485:2015) is recommended in all new structures at the Proposed Development including basements.	A Gas Risk Assessment will need to be undertaken by the Contractor to assess potential long term gas risks associated with the retained excavated product, in particular in relation to the nearby proposed buildings.	
Potentially contaminated land sources including made ground, dredged material and former diesel generator have the potential to be similarly directly disturbed during the operation phase as during the construction phase	Low			
Chapter 6: Air Quality and Odour				
Emissions of dust during demolition and construction (Construction Phase)				
Potential dust soiling effects to receptors located 350m of the site boundary and receptors located within 50m of the main construction access roads to the Proposed Development.	Negligible significance during demolition activities	The risk of dust soiling, human health impact and ecological impact during the construction stage was assessed to be 'low risk' for earthwork, construction and trackout activities and negligible for demolition activities. Therefore, during the construction phase of the Proposed Development it will be important to control dust levels from these low risk activities.	The assessment has shown that the current embedded mitigation (proposed stack heights and pollutant discharge parameters) reduce the effect from the Proposed Development to levels considered to be not significant.	Providing the mitigation measures are in place and appropriately managed during the construction phase, it is concluded that the Proposed Development is not likely to
	Low risk significance during construction, earthworks and track out.			

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
Human Health effects from dust during demolition and construction	Negligible significance during demolition activities. Low risk significance during construction, earthworks and track out.	In order to avoid the potential for significant impacts from dust during the construction phase, a number of mitigation measures and dust control actions will need to be put in place at the site. These measures have been specified in the IAQM guidance as outlined in Chapter 6: Air Quality and Odour .	In addition an Odour Management Plan may be needed to support this application during operation.	generate unacceptable dust impacts to adjacent receptors during the demolition and construction stage. This is therefore considered to be "not significant". The change in air quality as a result of the Proposed Development is not considered to be slight or negligible. Therefore, the impact is considered 'negligible' according to IAQM / EPUK assessment criteria (Ref. 15-7)
Effects of dust to ecological features (ancient woodland adjacent to the southern Development Area boundary.	Negligible significance during demolition activities. Low risk significance during construction, earthworks and track out.			
Chapter 7: Noise				
Pile driving	Negligible	A Construction Environmental Management Plan (CEMP) will be implemented to employ best practicable means to reduce noise emissions during construction. This will include: <ul style="list-style-type: none"> starting up plant and equipment sequentially rather than all together; where viable, the use of temporary noise screens around particularly noisy activities (or stationary plant such as generators); use of audible reversing warning systems on mobile plant and vehicles should be of a type that, whilst ensuring that they give proper warning, have a minimal noise effect on nearby sensitive receptors (an example is the use of white noise reversing alarms); use of plant with efficient exhaust sound reduction equipment to earth moving plant where possible; 	Methods including the use of quieter plant or changing work methods to reduce the noise as source. In addition, decreasing the noise breakout from buildings by increasing internal noise absorption and increasing sound reduction provided by walls and roofs may be introduced to mitigate noise impacts during operation. It is proposed that after 3 months of operation a noise monitoring survey, the details of which will be agreed with the local authority prior to measurements commencing, will be undertaken to determine whether site operations are compliant with the assessment criteria. Should the noise survey indicate that noise	No significant noise effects are predicted during the operation of the Proposed Development during the daytime period. Although operational rating levels are predicted to be greater than the existing background sound levels during the night-time period, it has been shown that the internal noise levels will be comfortably below the World Health Organisation guideline night-time noise limit of LAeq,8h 30 dB inside bedrooms at all Noise
Day time working	Negligible			

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
		<ul style="list-style-type: none"> • use of quietest suitable plant/equipment where available; • fitting efficient sound reduction equipment to compressors and generators; • pneumatic tools to be fitted with suitably designed muffler or sound reduction equipment to reduce noise without impairing efficiency; • ensuring that air lines to pneumatic equipment do not leak; • ensuring equipment is well maintained; • locate static plant away from nearest noise and vibration sensitive receptors, where possible; • optimising haul road routes, and keeping them well maintained, to minimise noise emissions to noise sensitive receptors; • setting a speed limit for vehicles on site; • implement an efficient complaints procedure; • restricting “noisy activities” to certain times; • monitor noise levels before and during construction; and • switching off plant and equipment when not in use and safe to do so. 	<p>exceedances are occurring then noise mitigation measures based on Best Available Techniques (BAT) shall be provided.</p>	<p>Sensitive Receptors (NSRs). Therefore, it is deemed that the adverse night-time noise effects predicted will not be significant.</p> <p>Given the distance to the nearest sensitive receptors, vibration during construction and operation of the Proposed Development is not expected to result in significant vibration effects.</p>
Chapter 8: Traffic and Transport				
Construction				
<p>Robust assumptions have been made regarding the proportion of construction vehicles, including HGVs and LGVs, using any particular route. It is considered that 100% of construction traffic will pass all traffic counter locations and</p>	<p>As stated in Chapter 8 (Traffic and Transport) this is an extremely robust approach as the volumes of traffic passing each counter location will in reality be significantly lower and therefore the</p>	<p>A Construction Traffic Management Plan (CTMP) will be prepared prior to construction which will identify to all staff the appropriate and safe routes to and from the Proposed Development and will be agreed through consultation with THC. Contracts with hauliers will require the use of these routes.</p> <p>An ‘Access Liaison Group’ before construction commences and regular meetings will be held between the Applicant and</p>	<p>N/A</p>	<p>While the nature of traffic increases will be short term and the impacts negligible, the mitigation measures outlined will minimise any residual impacts.</p> <p>There will be negligible residual impacts on the</p>

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
through sensitive receptors therefore causing potential effects to these routes and receptors.	assessment of construction traffic is very much worst case. With this in consideration this effect is considered to be off Negligible significance.	<p>the local Community Councils to inform the local residents of:</p> <ul style="list-style-type: none"> a) when construction will commence; b) the schedule of works; c) the direction from where HGV loads will be travelling from; and d) a dedicated telephone number which the residents can contact to report any issues. <p>The Group will also:</p> <ul style="list-style-type: none"> e) provide details of signage; f) provide details of the dates of the meetings; and g) obtain local residents feedback on other issues that need to be addressed including details of any forthcoming public events etc. that need to be considered. <p>The local Community Councils websites including http://www.kyleakincommunitycouncil.co.uk/ will also be used to provide information / updates during the construction period.</p>		existing road network from the operation of the Proposed Development. Operational HGVs will be at a similar level to those during the peak month (month 4) of construction. This increase only has a minor impact on traffic numbers and falls well within the range of negligible impact.
Operation				
Increase in traffic numbers from HGVs and full time staff.	Negligible	N/A	The traffic generated during operation will not have a significant Suitable signage will be erected advising of the appropriate access to the Proposed Development.	
Chapter 9: Hydrology and Flood Risk				
Construction				
Hydrology and Flood Risk	Minor adverse	Best-practice construction methods will be adopted and the works will be undertaken under appropriate licencing and with appropriate flood warning systems in place to ensure no risk to contractors or visitors to the site	NA	Slight adverse
Fluvial Geomorphology	Minor adverse		NA	Slight adverse
Water quality / supply	Minor adverse			Slight adverse

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
Operation				
Hydrology and Flood Risk	Moderate beneficial	NA	The diversion of the watercourse provides an opportunity to manage out the existing flood risk from the Allt Anavig, and this is achieved by the appropriate sizing of the channel.	Moderate beneficial
Fluvial Geomorphology	Moderate adverse	NA	Additional measures are recommended to appropriately manage the risk of erosion in this location, and to manage the velocity of flow within the channel and around structures in general to ensure the sustainability of the diversion over the lifetime of the development.	Moderate adverse
Water quality / supply	Moderate adverse	NA	Oil interceptors incorporated into drainage system and spillage control mechanism	Slight adverse
Chapter 10: Aquatic Ecology				
This chapter has now been superseded by Chapters 16 to 19 , and the potential for in-combination residual marine effects is now considered in Chapter 20: Cumulative Impacts .				
Chapter 11: Terrestrial Ecology				
Construction				
Direct mortality and disturbance of breeding birds due to vegetation and site clearance and preparation works if carried out during the breeding season.	Short term significant effect.	A Construction Environmental Management Plan (CEMP) will be produced by the construction contractor to set out the intended methods of effectively managing potential environmental impacts resulting from construction of the Proposed Development. Species Protection Plans will be prepared for European Protected Species (EPS) (and other species as determined by the Ecological Clerk of Works) by the contractor as part of the CEMP developed from the environmental commitments	N/A	There are no significant long-term residual impacts on ecological features predicted, provided that there is successful implementation of proposed mitigation measures which include adherence to environmental plans such as the CEMP and Species Protection Plans.
Reduction in biodiversity of Invasive Non-Native Species (INNS) through loss of habitat,	Long term, irreversible (without management) Significant effect			

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
reduction in species-richness and a loss of species which the habitat(s) support.		<p>identified in this Environmental Statement (ES).</p> <p>Dust management procedures will be detailed within the CEMP to prevent adverse effects such as the build-up of dust on trees and scrub vegetation. Measures will include:</p> <ul style="list-style-type: none"> • minimising the size and duration of exposed ground and soil stockpiles; • dampening down construction areas and material stockpiles (especially when weather conditions are dry and windy); • use of cutting equipment that utilises water dust suppression (e.g. abrasive disc cutters); • significant material stockpiles to be enclosed as far as practicable; • concrete batching to be only carried out in enclosed or shielded areas; • enforcement of appropriate speed limits on haul roads; • implementing regular dampening down of unsurfaced site and access roads using water bowsers, particularly during dry, windy conditions; and • provision of wheel washing facilities at site exits. <p>A suitably qualified (or team of suitably qualified) Ecological Clerk of Works (ECoW) will be employed by the Contractor to supervise the construction works, undertake pre-construction surveys for protected species in the areas affected by the Proposed Development and ensure mitigation measures are implemented to avoid and reduce impacts on ecological features.</p>		
Operation				
Fragmentation of connecting terrestrial freshwater habitats leading to an increase in	Permanently Significant	N/A	See Construction mitigation measures above.	

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
barriers for Otters to move. Reduced access to resources for the species within the catchment due to severance of habitat between the shore and freshwater pond by the Proposed Development.				
Chapter 12: Socio-Economic				
Construction and Operation				
Improved economic diversity and resilience	Significant and beneficial	<p>A meeting/event will be held by the Applicant to bring together the main development contractors with local contractors. This will produce the opportunity for the main contractors to acquire information on the availability of skills in the area and to utilise local subcontractors wherever possible.</p> <p>The Applicant will continue to liaise with the Kyle and Lochalsh Community Trust, with a view to optimising employment and other community benefits.</p> <p>The Applicant will commit to coordinating the production of communication materials for local residents and visitors. This might take the form of a community newsletter, or other mechanism for regular updates.</p> <p>The developer intends to develop a Salmon Farming Visitor Centre as a joint venture with the local community, which may serve to offset any potential temporary downturn in visitor numbers.</p> <p>The developer will provide visitors with positive outcomes of the development, such as the associated improvements to the existing visual amenity (quarry), and the provision of additional community facilities (spa / gymnasium/visitor centre).</p> <p>The developer will commit to supporting a long-term stakeholder engagement programme, to provide local residents with a platform for voicing concerns, and a</p>	See construction mitigation measures	Assumes an overall beneficial residual effect resulting from enhanced employment opportunities and that additional local spending would neutralise any downturn in visitor numbers. No residual effect.
Increase in regional GVA	Significant and beneficial			
Direct investment in the local economy during operation	Significant and beneficial			
Indirect investment in the local economy during construction	Significant and beneficial			
Changes to local tourism accommodation during construction	Significant / adverse			

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
		mechanism for resolving grievances.		
Chapter 14: Landscape and Visual				
Landscape Character				
Effects relating to the introduction of large-scale man-made features of the Proposed Development on The Kyle-Plocakton Special Landscape Areas (SLA) and Offshore Island Landscape Character Types (LCT).	Indirect Significance	<p>The Proposed Development will sit back into the quarry, silos are screened in views from the north and east, and colour scheme of the buildings is designed to blend in as closely as possible with the colours of the adjacent landscape.</p> <p>Earthworks and screen planting to north of Proposed Development, between LNG tank (Building 590 on Figure 2.1 Site Layout) and rock armour.</p> <p>Earthworks and screen planting are available to north-east of Proposed Development, adjacent to Slipway and Keltic Seafayre area to help screen the Proposed Development.</p> <p>Screen planting to the north of Proposed Development, between Liquid Storage Silos and LNG tank (Building 590 on Figure 2.1: Site Layout) help screen the Proposed Development.</p> <p>Slope stabilisation and planting to north-west of Proposed Development will be implemented, on newly created slopes, either side of re-routed watercourse.</p> <p>Slope stabilisation and planting to north will be implemented, south and west of Proposed Development, on quarried slopes.</p> <p>Earthworks and screen planting will be implemented to south-west of Proposed Development, adjacent to A87 road.</p>	See construction mitigation measures	<p>The Proposed Development would, however, be experienced as part of a wider landscape in which there are a variety of natural and man-made features that combine to create the landscape character.</p> <p>It is also considered that the local effect is not greater due to the fact that the Proposed Development is located within an existing derelict quarry with an existing pier which reduces both the sensitivity to, and magnitude of, the change.</p> <p>All other landscape designations and landscape character types would receive non-significant landscape effects due to a combination of the screening effect of local topography and trees, as the quarry enclosure and treed backcloth screen all but the highest built features from areas to the south west and</p>
Smooth Stepped Moorland LCT	Direct locally significant			

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
				east of the site thereby reducing potential indirect landscape effects in these directions.
Visual				
Three receptor locations at viewpoints Badical, Skye Bridge and Plock of Kyle Viewpoint will experience effects from	Significant	See construction mitigation for Landscape Character above.	See construction mitigation measures above.	Where visible, the Proposed Development would be seen adjacent to the Skye Bridge, in the location of an existing quarry site and existing pier, with an operational commercial forest landscape to the rear, thus reducing sensitivity to change of the type proposed. All other receptors would receive non-significant visual effects due to the mitigating screening effects of woodland close to the Proposed Development, landform, buildings and structures and proposed landscape mitigation which serve to contain visual effects upon the majority of receptors within the study area. The carefully selected colours and materials, combined with landscape planting and mounding, have also been chosen for the Proposed
Four receptor locations in buildings including a group of single and 1.5 storey properties by roadside, including Tigh a Cladach B&B (Badical), buildings adjacent to waterfront, including train station, Waterside Restaurant, Railway Museum, Scottish Crofting Foundation, Kyle of Lochalsh Lifeboat Station, Lochalsh Hotel (Kyle of Lochalsh), properties on Heathmount Place in elevated position (Kyle of Lochalsh) and Kyleakin Lighthouse (Eilean Ban).	Significant			
One receptor location in an outdoor space including the Car Park and picnic area around Plock of Kyle Viewpoint.	Significant			

Predicted Effects	Significance of effect prior to mitigation	Construction Mitigation measures	Operational Mitigation Measures	Residual effect
<p>Three receptor locations on sections of routes including the Railway Line between Portnacloich and Kyle of Lochalsh Train Station (at the railway station and at Badicaul), the Public road between Erbusaig and Kyle of Lochalsh, via Badicaul (at Badicaul) and the A87 road between Kyle of Lochalsh and Kyleakin, (along a section of the Skye Bridge).</p>	<p>Significant</p>			<p>Development with the intention of integrating the buildings and structures within the landscape and reducing the potential effects it may have on visual amenity.</p>

15.2 Interrelated Effects

The EIA Regulations (**Ref. 15-1**) (Schedule 4, Part 1, paragraph 3) require that an ES consider the interrelationships between aspects of the environment likely to be significantly affected by a development. It is considered that the following effects are interrelated:

- There is some correlation between likely effects on **Chapter 5: Hydrogeology and Geology** to marine ecology given that changes to hydrogeology and geology features resulting from the Proposed Development could result in effects on ecological receptors in the marine ecology. For example as a result of excavated material re-used on the western part of the site sediment dispersion can occur resulting in an increase in suspended sediment, deposition / sedimentation and a release of sediment bound contaminants which could potentially result in habitat loss and fragmentation. These interrelated effects are assessed in **Chapter 5: Hydrogeology and Geology** and **Chapter 8: Aquatic Ecology**.
- There is also some correlation between **Chapter 11: Terrestrial Ecology** and **Chapter 8: Traffic and Transport**. Significant effects are predicted to breeding birds during the construction of the Proposed Development due to vehicle movement and vegetation clearance.
- Correlation between marine and terrestrial ecology are predicted during operation of the Proposed Development. For example severance of habitat between the shore and freshwater pond by the Proposed Development can lead to fragmentation of connecting terrestrial freshwater habitats leading to increase in barriers to movement and reduced access to resources for the species within the catchment. This is further assessed in **Chapter 11: Terrestrial Ecology**.
- There are correlations between contaminated land and the employees. For example as described in **Chapter 5: Hydrogeology and Geology** during both the construction and operation phase interaction of construction workers with potentially contaminative sources could occur if the steel piles create a preferential pathway for the migration of ground gases to the surface. This effect is described further in **Chapter 5: Hydrogeology and Geology**.
- Community effects during construction and operation correlate with air quality and odour, traffic, noise and vibration and landscape and visual. These effects are seen in **Chapter 12: Socio-Economic** and consist of the following:
 - The risk of dust soiling during construction was assessed to be 'low risk' for earthwork, construction and trackout activities and negligible for demolition activities. The assessment predicted a 'negligible' effect at all of the receptors. Odour releases are unlikely to cause complaints and are unlikely to constitute significant pollution or be significantly detrimental to amenity.
 - During the busiest month for HGVs (month 4), the total two-way HGV movements per day will be on average only 35. Throughout the construction programme, the HGV total per day is expected to average only 12 two-way movements. Although the effects of construction traffic will occur over a relatively short period, there is potential for this movement of HGVs to impact on the amenity of the community during construction.
 - Construction noise for all phases of construction is not expected to exceed the daytime noise limit at any noise sensitive receptor. No significant construction noise effects are expected. The nearest vibration sensitive receptors to the site are located approximately 350 m away. Given this distance, construction vibration effects in terms of annoyance to occupiers are not expected to be significant.
 - Landscape and visual: The assessment of this potential effect is assessed based on the LVIA, which looked at the local residents' views from places of leisure, recreation and commerce, and/or places providing facilities and services (e.g. walking routes, the golf course, shops, restaurants and other places spent in local resident's free time). The assessment concluded that most receptors would not be significantly affected. Locations that would be significantly affected according to the LVIA are limited to the following:
 - Some local resident's views from places such as Plock of Kyle, the nearby car park and picnic spot and shops and cafes by the waterfront.
 - Local residents' views from the Skye Bridge, railway line and public road via Badicaul.

- Tourism effects are also closely linked with noise, odour, traffic congestion and visual. These effects are considered to have the potential to act as a tourism deterrent, resulting in a reduction in repeat visits, and the redistribution of visitors to other tourist attractions in the region. Further assessment is considered in **Chapter 12: Socio-Economic** on these matters.
- There is some correlation between landscape and cultural heritage effects in relation to the change in landscape character resulting from the Proposed Development where these are evident from cultural heritage receptors. An assessment of effects on the setting of cultural heritage features is undertaken in **Chapter 13: Cultural Heritage** which is interrelated to the findings of the assessment in **Chapter 14: Landscape and Visual** whereby changes to the landscape character within the wider area are discussed. This is also linked to visual effects as described in **Chapter 14: Landscape and Visual**.
- There is some correlation between potential effects on local residential amenity resulting from visual effects on residential properties. Effects on residential receptors are considered in **Chapter 14: Landscape and Visual**. There are significant effects for receptors relatively close to the development at 11 locations. Significant visual effects are likely for receptors within the areas of Badicaul, southern Kyle of Lochalsh, Plock of Kyle and the Skye Bridge / Eilean Ban. Further assessment on the significance of effects is described in Chapter 14: Landscape and Visual.

15.3 References

- Ref 15-1: Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 (the EIA Regulations)
- Ref 15-2: Planning Circular 3 2011: The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011
- Ref 15-3: Development on Peatland: Guidance on the Assessment of Peat Volumes, Reuse of Excavated Peat and the Minimisation of Waste' (Scottish Renewables and SEPA 2012)
- Ref 15-4: The Waste Management Licensing (Scotland) Regulations 2011 (Scottish Government, 2011)
- Ref 15-5: Waste Management Licence Regulations 1994 (as amended by Waste Management Licensing Amendment (Scotland) Regulations 2012)
- Ref 15-6: HSE Guideline Note MS13 Asbestos 2005, the Health and Safety Commission Approved. A Ground Gas Defence System conforming to CIRIA C665 'Characteristic Situation 2' (CS2) (CIRIA, 2007)
- Ref 15-7: Environmental Protection UK / Institute of Air Quality Management, land-use Planning and Development Control: Planning for Air Quality, May 2015 (v1.1).