

THE PROPOSED LAYOUT



The main environmental constraints which have defined the layout are as follows:

Grid Connection: the Battery Facility has been located in the south western part of the Loch Toftingall landholding to reduce the distance for the grid connection to the Mybster Substation.

Landscape and Visual: the Battery Facility is well separated (approximately 700m) from the A9 and the terrain slopes gently away towards the Loch so that the compound lies at a lower level (by approximately 10m). The Battery Facility is situated within the south western part of the Loch Toftingall plantation. Whilst the felling and replanting of the blocks near the facility will change over the lifetime of the development, the forestry will provide some important landscape screening.

Peat: The facility needs to be located near the connection point. The facility has been located in an area where the peat depth is shallower relative to other land within the south western part of the Loch Toftingall plantation. The peat depth at the Battery Facility location ranges from 2.0m in depth to 0.5m deep, whilst the peat along the new access track through Halsary ranges from 1.5m in depth to less than 0.5m. Peatland restoration rather than forestry restocking is likely to be undertaken on deeper areas of peat nearby.

Residential Amenity: the Battery Facility is well separated from the nearest properties. The closest property lies next to the A9, approximately 730m away to the north west.

Cultural Heritage: there are no known cultural heritage features near the Battery Facility.

Water Environment: the facility would be sufficiently separated from the upper parts of the Allt Eireannaich watercourse which flows into the Loch.

Construction and Access

Should the Loch Toftingall Proposal be granted planning permission, construction would not be expected to commence until approximately autumn 2024.

The battery containers can be transported to the site on standard articulated lorries, and therefore there is no need for a particular abnormal indivisible load route to be established as there was with the previously proposed wind turbines.

The potential effects of construction traffic is being assessed as part of the Environmental Impact Assessment (EIA) process, and in consultation with The Highland Council and Transport Scotland.

