

Glengarry Action Group response to NEDL's latest "offering" in support of their Planning Application:

Oh dear oh dear oh dear

Given a very generous six months to reconsider/ respond after discussions with Planning in January 2010 - and remember, using "cutting edge software" to quote Mr Tickell himself (though it can't do trees in winter, apparently) - and this is all NEDL can come up with - just a re-run of the same old stuff.

Let's just go through some of it, bit by bit. Although I must confess I cannot understand how an enormous slab of a building, the height of an eight - story block, working 24/7, and topped by a permanent and highly visible plume of contaminated steam can be considered by NEDL to have no significant visual impact nor have any effect on the environment. The proposal is to paint it green, I suppose to see if you won't see it, if you see what I mean, and perhaps to make you think it's environmentally friendly. But they are, they say, also doing new 'visuals' to show how they will disguise it. Perhaps they will make it transparent and have it contain only virtual machinery, running in silent mode?

Environmentally friendly?? What would come out of this chimney, each day, every day, is 100 tons of CO₂ (not so green) 292 tons of nitrates, 2.28 tons of particulates (health hazard), and of course 163 tons of water, in the form of steam at 155 degrees. All this will have major temperature implications for the microclimate near the top of the smokestack and will cause acid rain when the water condenses, and has obvious implications for the village downwind and especially in winter when temperature inversions occur and smoke hangs in the glen. These smokestack figures come from calculations done by a very senior and highly qualified chemist, and are based only on the data in NEDL's own submission. But Mr Tickell assured us last year that "only steam" came out of the chimney. Hmm.

There's a lot of reference to planning detail - but all this has been gone over before and no new points are made. They do quote Policy G2,

again, on maximising energy efficiency, as a point in their favour.

Interesting one, that, allowing that their plant is about 24 percent efficient, and they waste a huge amount of generated heat, thereby negating any legitimate use of the term Combined Heat and Power (CHP) in their application. They even admit, at last, that "Heat does not form part of this application". Again, apparently in response to a comment from SEPA, the SUDS response from NEDL (sustainable urban drainage systems) is still 'work in progress', six months on. But I expect they are using the cutting edge software to help with that.

NEDL has a list of numbered paragraphs in their response to Stephen Fair.

PARA 1.

For example, in para 1, jobs are mentioned - again. Remember, way back, the press releases apparently quoting Mr Tickell started with "up to thirty jobs", moved down to "around 20 jobs" and at the public meeting Mr Tickell agreed that just 4 new "technical " jobs might arise. He said at the meeting that he was not responsible for the numbers quoted in the press. But NEDL also plan to reduce road miles, and the figure they quote for this aspect in their submission to Planning means that their proposal will reduce haulage jobs - yes, reduce haulage jobs - by five. Is that a direct loss of jobs, then?

PARA 2

Well, I suppose it depends what questions you ask of Historic Scotland - as far as I know there are indeed no gardens or landscapes listed in the Invergarry area. But there are a large number (23) of listed buildings and other structures in the village, being part of the Model Victorian Village legacy left by the Ellice Estate. If you check whether there are any listed gardens or landscapes in the village, find none, then ask Historic Scotland if that is the case, no surprise when they agree there are none listed.

Still in para 2, on strategic tourist routes / National Tourist Routes, perhaps a little digression is in order - what exactly are National Tourist Routes? [National Tourist Routes \(are\) designed to provide the travelling holidaymaker with an alternative to the main trunk roads](#)

and motorways. So, a complete red herring. Look it up, you'll see what I mean. The trunk road through the village is not a scenic side-road - it is one of the only two major routes for tourists to access the north-west and the islands.

Still on the red herring trail, windfarms are raised yet again by way of comparison. By their nature these are sited away from habitation, on horizons. They are not lit up at night, they do not have a steady trail of trucks going to and fro, and they are not audible from areas of habitation. So why would they impact tourism? But our own poll of tourists in Invergarry underlined the importance to them of tranquility and unspoiled countryside, and made clear that a huge cloud of "smoke" hanging permanently above an industrial building in the entrance to the glen would mean they would be much less likely to visit. Some of them might pass swiftly through still, en route to Skye and the north-west, but that would be it.

Actually, there is quite good evidence from elsewhere on the distances to habitation required from windfarms, and from biomass plants, to avoid problems. Developers are asked to take note of these advised distances. NEDL has ignored them, or perhaps is unaware of them.

And at the end of para 2, we are promised more visuals /photographs. More imaginings to come, then, but I will warrant very selected views, without showing any plume from the representations of the plant other than a token wisp - far from the real thing. 163 tons of water makes an awful lot of steam. And there is of course more to it than just steam.

PARA 5

The proximity to the cemetery was raised with Mr Tickell at one of the early meetings and was dismissed as of no consequence. The public meeting put a different face on that - so now it is accepted by NEDL that the cemetery matters to us, if not to the Developer. In this context NEDL does quote road activity figures - at a level which incidentally clearly demonstrates the importance of the route to tourism. Unless of course it's just locals driving up and down and up

and down, for the want of something better to do? But NEDL does not want to accept the difference in impact between passing traffic - which is often slowed during funeral ceremonies as a matter of course - and an adjacent permanent relentless invasive machinery racket. There would be no quiet periods in this cemetery - ever.

There's more in the same vein in the rest of the response, but nothing really new. The very last paragraph in the re-submitted appendices is typical. NEDL quotes again the executive summary relating to the air quality assessment carried out by BMT Cordah. But because a pollutant level is below statutory limits, where none was present before, is not the same as saying there is no effect. And if you take the trouble to read through the air quality assessment in detail you will see that transient breaches of statutory limits do occur (nitrate levels on Mandally hill), but averaging effects keeps this result "technically acceptable". You will also see that nowhere in this air quality assessment is the effect of temperature inversions even mentioned, let alone considered, although these temperature anomalies are common in the glen in winter, as already mentioned.

So in summary, nothing new, just a hope that if you repeat something often enough, it begins to acquire the status of truth.

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