Beauly Community Council

26 May 2025

Fanellan Application/ Traffic Management Update

Scottish & Southern Electricity Networks

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Agenda:

Topic	Presenter
Who we are	Greg Clarke – Head of Corporate Affairs, Transmission
Application Summary and Status Key dates and what's included in the application	Ross McKay – Senior Development Project Manager
Traffic Simplifying the EIA, current projected vehicle movements, how safety is considered and mitigating impacts	Ross McKay – Senior Development Project Manager
Workers Accommodation	Greg Clarke – Head of Corporate Affairs, Transmission
Noise and Visual Impact	Ross McKay – Senior Development Project Manager
Next Steps Working with the Community Council and Ground Investigation works	Greg Clarke - Head of Corporate Affairs, Transmission
Q&A	All SSEN Transmission staff

Who We Are: SSEN TRANSMISSION

- **We are responsible for maintaining and investing in the electricity transmission network in the north of Scotland.** Our network extends to over a quarter of the UK's land mass, crossing some of its most challenging terrain.
- **Our first priority is to provide a safe and reliable supply of electricity to our communities**. We do this by taking the electricity from generators and transporting it at high voltages over long distances through our transmission network for onwards distribution to homes and businesses in villages, towns and cities.
- **Our operating area is home to vast renewable energy resources, and this is being harnessed by wind, hydro and marine generation**. Working closely with the National Energy System Operator (NESO), we facilitate electricity generators connecting to the transmission system, allowing the electricity generated by them to be transported to areas of demand across the country.
- **As a natural monopoly, we are closely regulated by the GB energy regulator, Ofgem**, who determines how much revenue we are allowed to earn for constructing, maintaining and renovating our transmission network in the north of Scotland. These costs are shared between all those using the transmission system, including generation developers and electricity consumers.

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Application Summary

Application Status and Process

Reference	25/00826/FUL
Application Received	Thu 06 Mar 2025
Application Validated	Thu 20 Mar 2025
Status	Under Consideration
Standard Consultation Date	Thu 27 Mar 2025
Advert start date	Fri 04 April 2025
Standard Consultation Expiry Date	Sat 26 Apr 2025
Current Determination Deadline	Sat 19 Jul 2025

- The Highland Council (THC) will accept written representations up to the point of determination
- Application has received public and statutory consultee comments, available to view on the planning portal
- Project team reviewing consultee responses and queries and replying where required
- Project shall have a predetermination hearing with date TBC by The Highland Council
  - Planning department shall make parties aware of time and location
  - Objecting Community Councils and Third Parties can make representation at meeting
  - Statutory consultees can highlight any concerns they have
  - Applicant given time to respond to items raised
  - Invited parties can submit a written statement if they can’t attend in person

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Understanding / accessing the application

One of the questions we received was why the consent application is so difficult to understand:

- Bulk of the application comprises of the Environmental Impact Assessment (EIA) Report
- This report is written by experts and read/assessed by experts in their field
- It is also a particularly weighty and comprehensive document due to number of considerations and detail
- As such, the language is required to be technical, and it has numerous chapters, figures and appendices

How we're trying to assist:

- **Uploading the EIA to our project webpage:**

To make it easier to access relating documents than via the portal: **ssen-transmission.co.uk/fanellan**

- **Taking on questions:**

And endeavouring to answer them in simple terms, and point to the appropriate section of the application

- **Public meetings:**

Alongside this meeting, we've also presented details of the application at a public meeting in Kiltarlity (however were not asked to take questions)

- **Supporting materials:**

Traffic management has been the most common theme of questioning; so we created a handout to summarise the key points of the application in a more accessible way.

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Application Summary

- **Documents included in the application**
  - EIA Report
    - Volume 1: Non-Technical Summary (NTS)
    - Volume 2: Main Report
    - Volume 3: Figures
    - Volume 4: Technical Appendices
  - Pre-application Consultation (PAC) Report
  - Planning Statement
  - Design & Access Statement (DAS)
  - Technical Drawings

The application can be viewed via the Council's planning portal (reference **25/00826/FUL)** or by appointment at:

Infrastructure, Environment and Economy Service, Council Headquarters, Glenurquhart Road, Inverness, IV3 5NX.

A copy is also available at:

Kiltarlity Post Office, Coffee Shop and Village Store, Allarburn Place, Kiltarlity, Beauly, IV4 7HG

- Monday to Friday: 7.30am – 4.30pm
- Saturday: 7.30am – 2.30pm
- Sunday: 8.30am – 4.30pm

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Application Summary

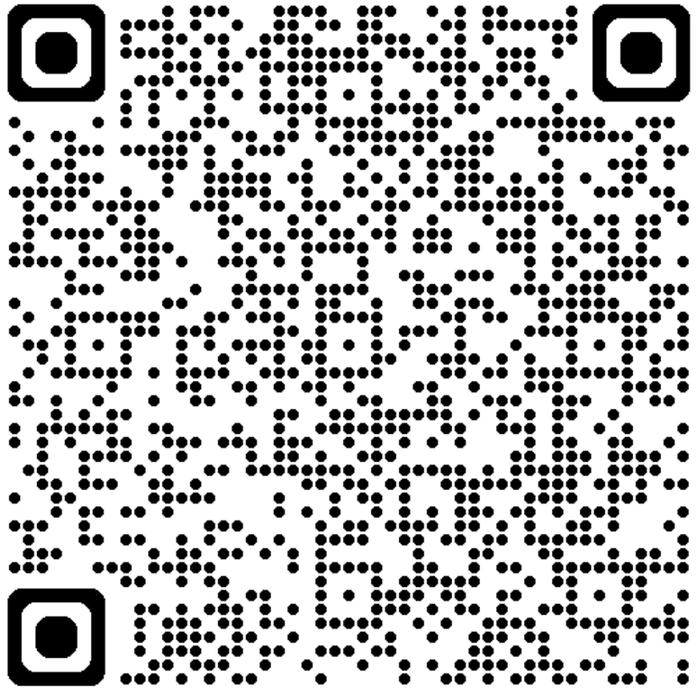
EIA Topics Scoped In

- Landscape and Visual Amenity
- Ecology and nature conservation
- Ornithology
- Cultural Heritage
- Traffic and Transport
- Hydrology, hydrogeology, geology and soils
- Noise and vibration
- Forestry
- Socio-economics, tourism and recreation

EIA Topics Scoped Out (In agreement with THC)

- Land use and agriculture
- Population and human health
- Electric and Magnetic Fields (EMF) and Radio Frequency Interference (RFI)
- Major accidents and disasters
- Air quality and climate
- Disposal and recovery of waste
- Decommissioning

Traffic & Transport



Download our handout

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Traffic & Transport - Overview

A full T&T assessment was undertaken for the EIA. .

- Potential impact of construction related traffic on local road network is not considered significant when compared to current design capacity and usage of the roads.
- Current local roads are underutilised in comparison to their design capacities.
- May be minor effect on risks to road users and pedestrian safety due to temporary increase in HGVs using local road network. These minor rated impacts will be minimised through continued development of traffic management measures.
- Construction Traffic Management Plan drafted for consent submission and will be developed through detailed design and updated as any works progress.
- Abnormal Indivisible Loads will be subject to individual permit approval; separate notification of these deliveries will be provided and times and dates may differ based on permit conditions

Day	Working Hours
Monday to Sunday	0700-1900
Day	**HGV Delivery Hours**
Monday to Friday (Inc)	0800-1900
Saturday	0800-1300
Sunday	Not Applicable

Any transport restrictions from any consent may alter planned working hours and delivery hours

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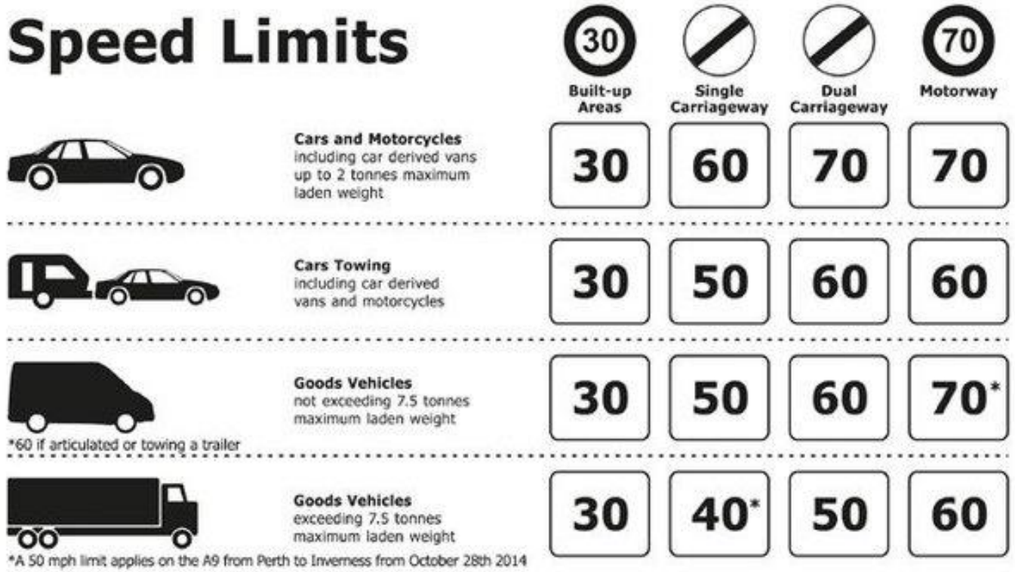
Traffic & Transport - Overview

- EIA transport assessment classes HGV as ART3 and above
  - As per table on right
- General Road use restrictions on speed limits in table below
- Vehicles over 7.5t restricted to 40mph on single carriageways
- 30mph or lower if signed in built up areas
- Reducing site traffic below Beauly 20mph limit could increase congestion and pollution due to increase time in area



Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

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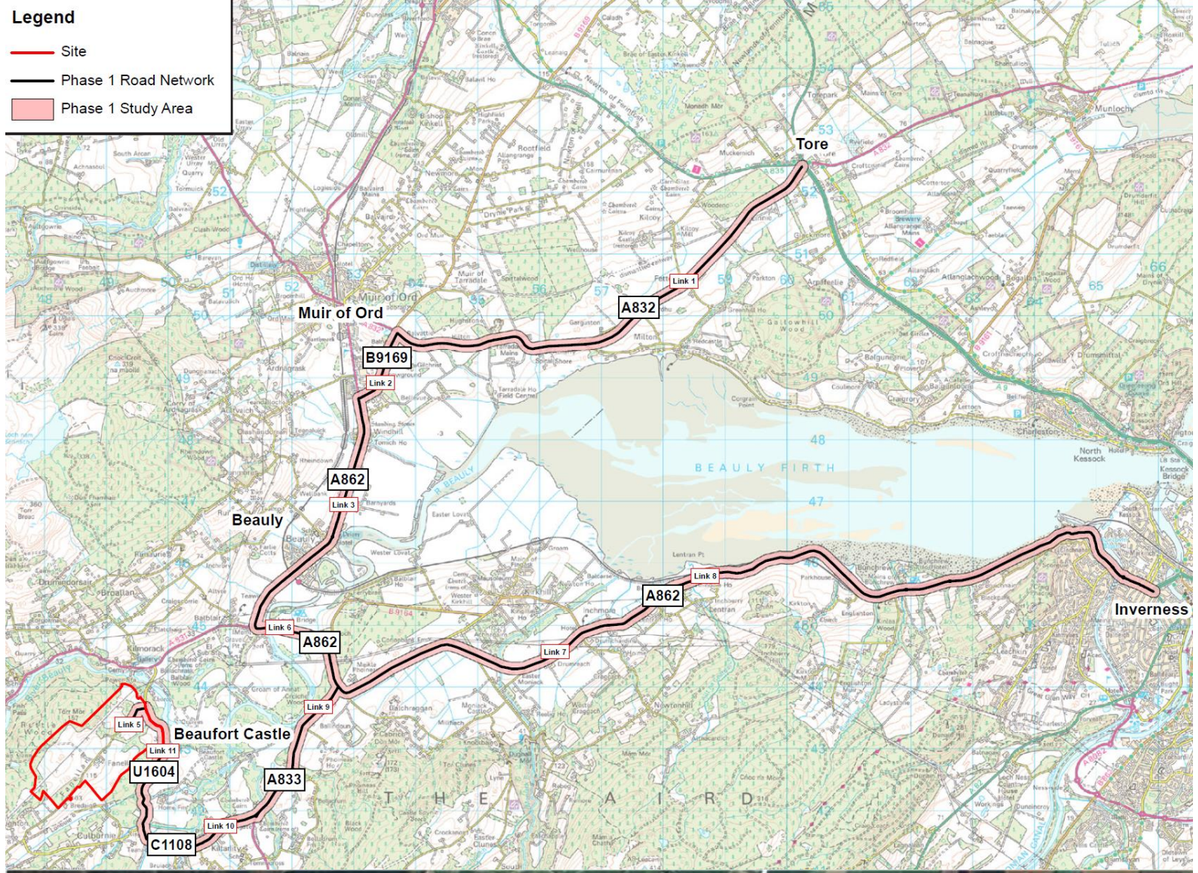
Traffic & Transport – Phase 1

Within Chapter 12: Traffic and Transport of our Fanellan planning application EIA, we detail two construction phases, assessing the worst-case scenario for each.

Phase 1: <u>Before</u> construction of Black Bridge.

- Peak daily trips for Phase 1 are expected to happen for a period of 1 month. The current forecast flows are:
  - 68 HGV daily movements;
  - 44 non-HGV movements;
  - 112 total daily movements.
- HGV movements are expected to be one full HGV delivery (to and from site) every 20 minutes, which means one HGV movement (in any direction) every 10 minutes.
- Around 75% of HGV movements are expected from the A9 (Tore) access route (via Beauly) and 25% of HGV movements from Inverness via the A862.

Base Traffic Flow	12 hr Capacity	Current Usage	Base +Construction	Forecast Usage
5222	21600	24%	5295	25%



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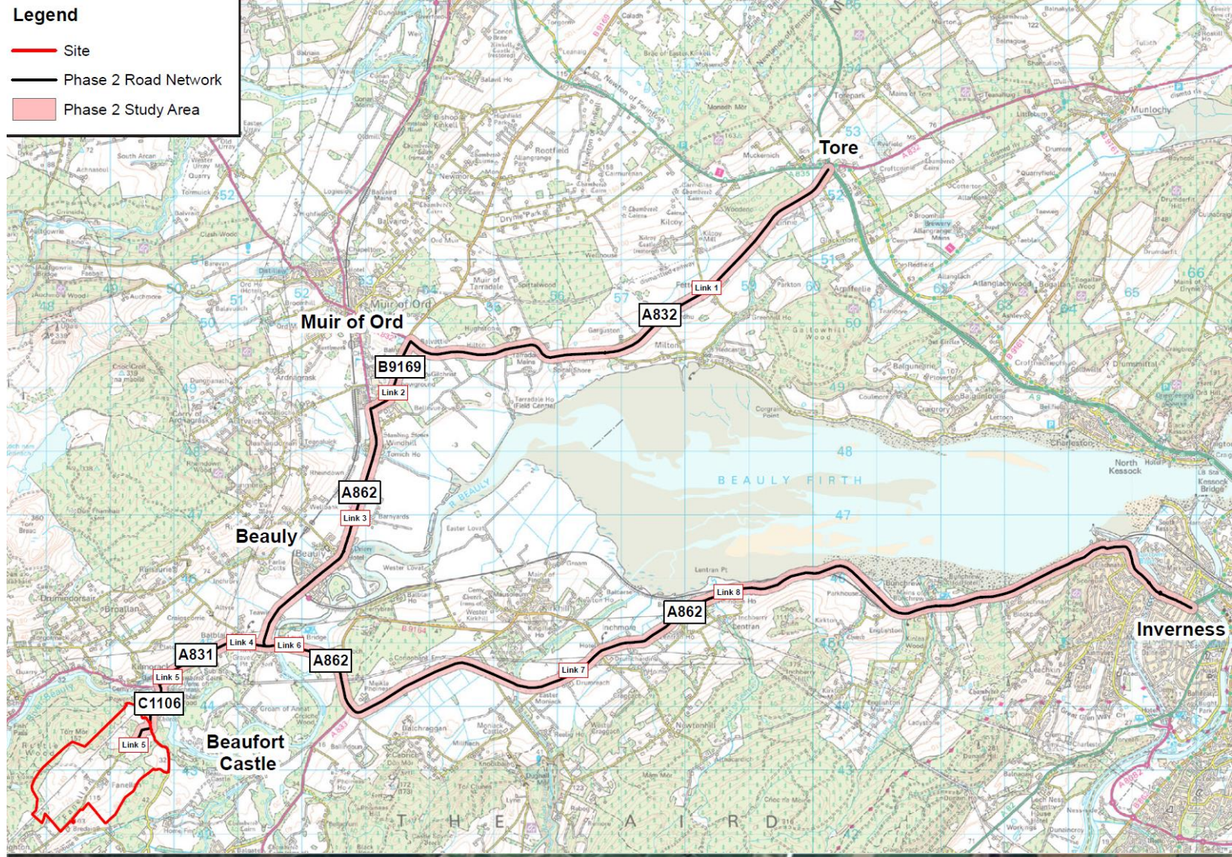
Traffic & Transport – Phase 2

Within Chapter 12: Traffic and Transport of our Fanellan planning application EIA, we detail two construction phases, assessing the worst-case scenario for each.

Phase 2: <u>After</u> replacement of Black Bridge.

- Peak daily trips for Phase 2 are also expected to happen for a period of 1 month. The current forecast flows are:
  - 292 HGV daily movements;
  - 104 non-HGV movements
  - 396 total daily movements.
- HGV movements are expected to be one full HGV delivery (to and from site) every four minutes, which means one HGV movement (in any direction) every 2 minutes.
- Around 75% of HGV movements are expected from the A9 (Tore) access route (via Beauly) and 25% of HGV movements from Inverness via the A862.

Base Traffic Flow	12 hr Capacity	Current Usage	Base +Construction	Forecast Usage
5248	21600	24%	5519	26%



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Safety & Mitigating Impacts

Safety is our number one priority, with road user and pedestrian safety assessed in Volume 2: Chapter 12 Traffic and Transport of our EIA.

- The outline CTMP suggests restrictions to avoid peak periods during the day, **including local school start and finishing times.**
- Our detailed CTMP, will set out **further mitigation measures** to avoid unacceptable traffic impacts during sensitive times **(e.g. during school opening or closing times or large events in the area such as The Highland Cross, Belladrum, Black Isle Show, Gala Days etc).**

We are committed to understand the anticipated local impacts **ahead of construction commencing**, **taking lessons learnt from the Ground Investigation works** and the successful delivery of other projects.

<u>To do this well, local community input will be essential</u>

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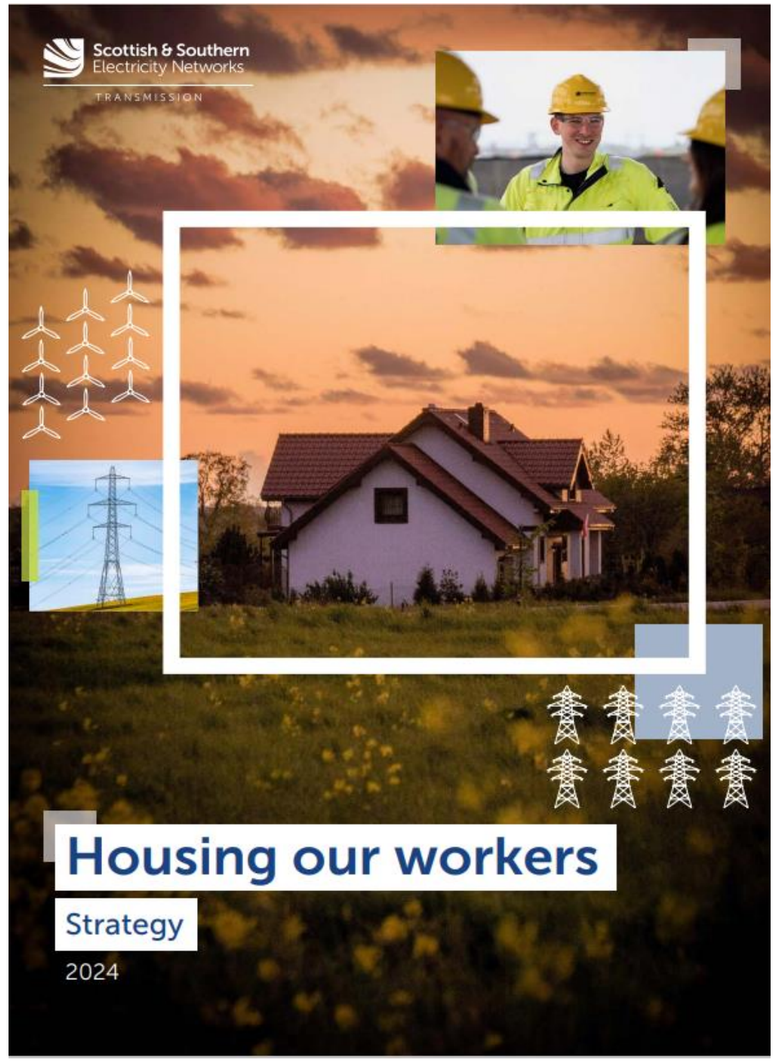
Workers Accommodation

Workers Accommodation

- Housing strategy aims to minimise negative impacts whilst maximising legacy opportunities
- To support the construction of Fanellan substation, we expect a combination of worker accommodation villages and new/refurbished homes that will deliver a lasting housing legacy
- We are also exploring bringing former hotels back into use
- Accommodation needs will also be supported by worker welfare requirements, providing further legacy opportunities



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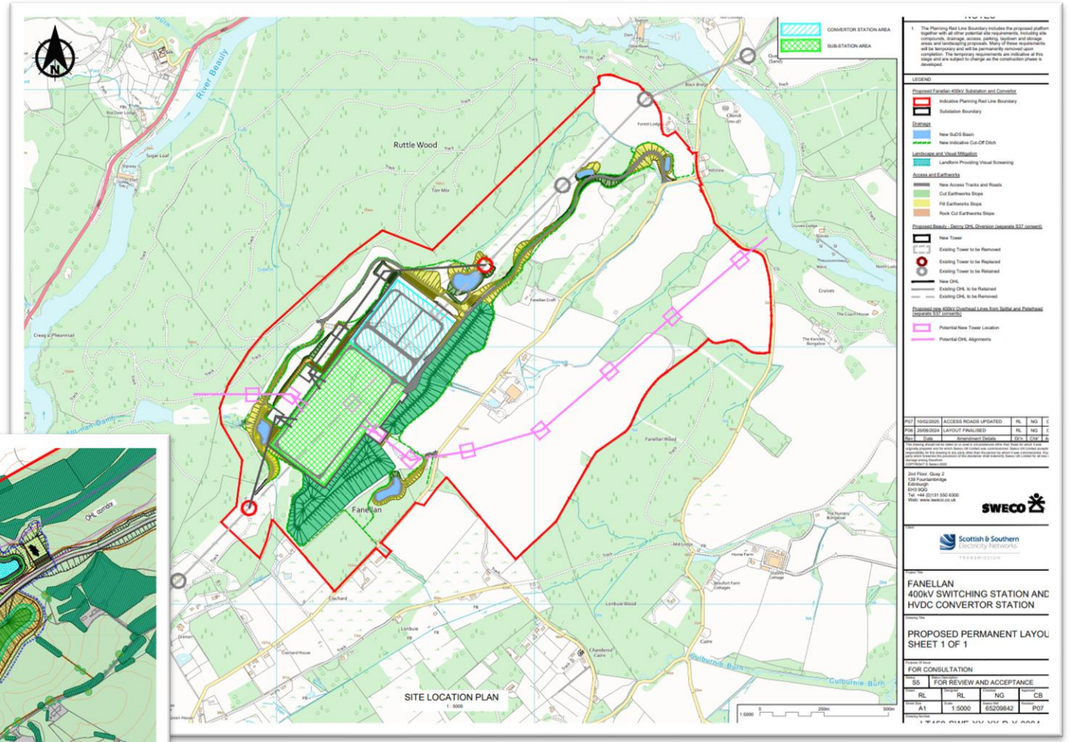
Noise and Visual Impact

Visual Impact

- The Proposed Development would change the shape of the land and introduce larger scale infrastructure into a predominantly rural landscape.
- It would have a significant adverse effect on the landscape very locally but a non-significant effect on the landscape more widely.
- The extent to which the proposed development will affect individual receptors will vary depending on their location in relation to the site. There will be significant adverse effects on visual receptors including residents and recreational users of Core Paths within 2 km of the site.
- This will be reduced through the formation of landscaping in front of the site and will further reduce over time as tree and shrub planting develops.



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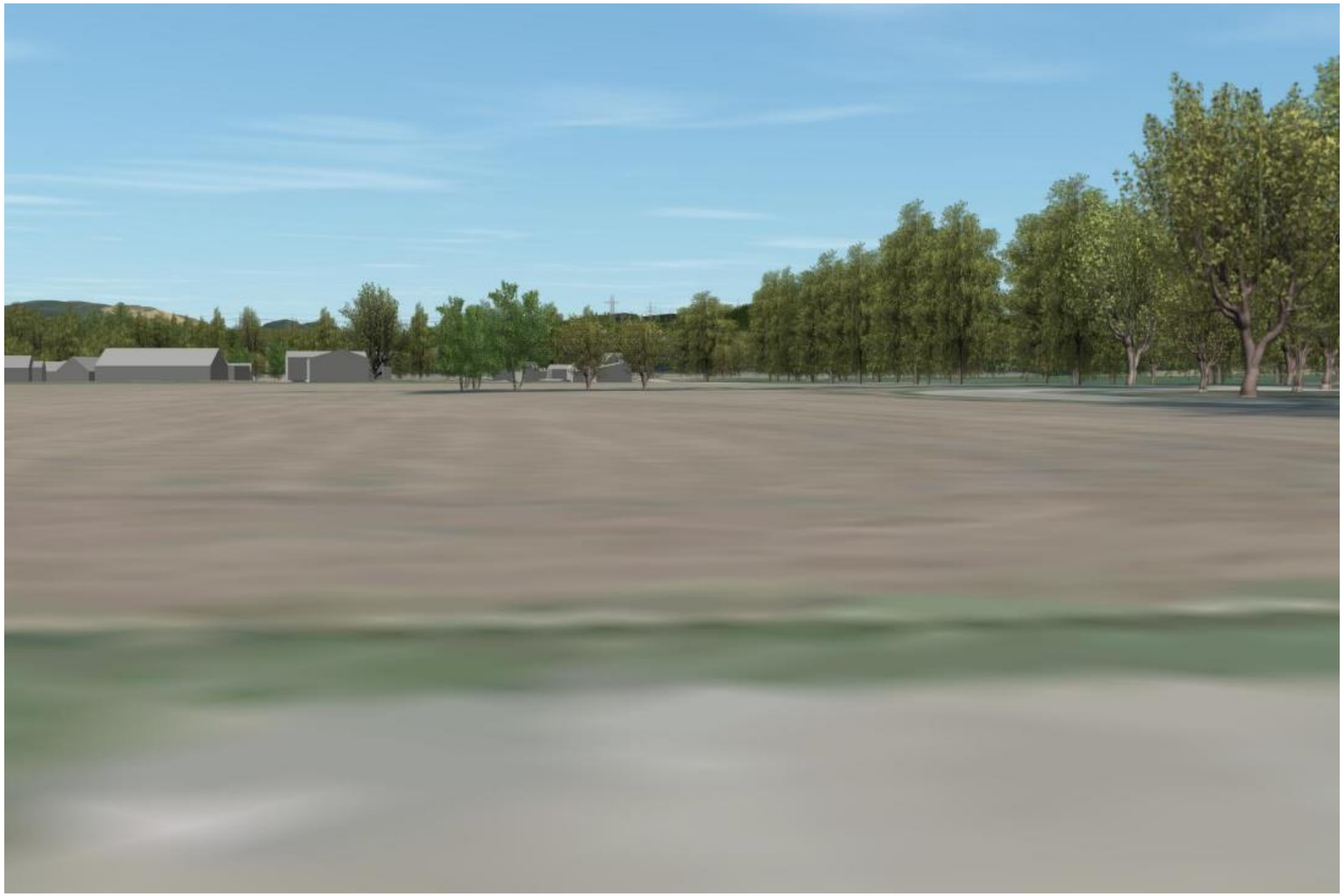
Visual Impact – Existing Beauly towards Lovat Bridge

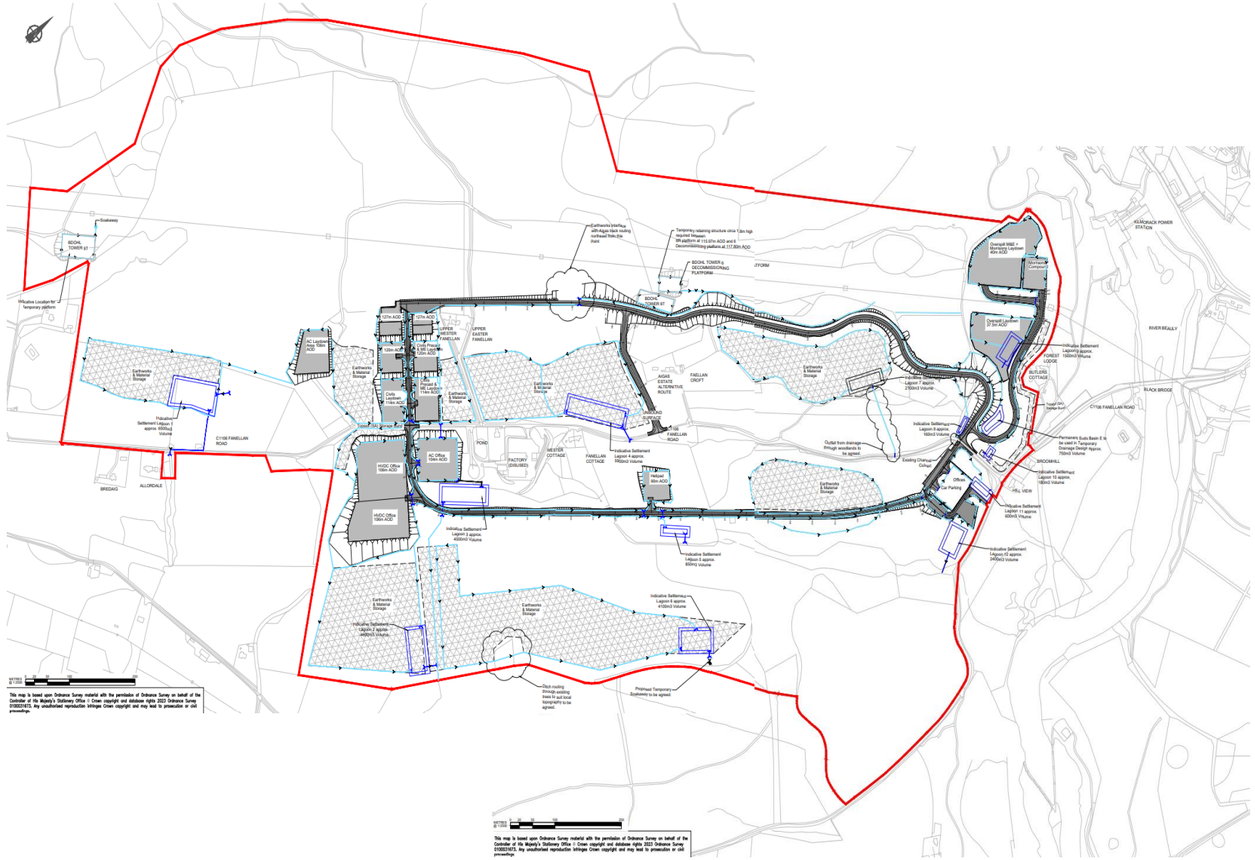
- View excluding existing tree cover and proposed site planting

Visual Impact – Station Carpark



Ongoing Activities/ What's Next

Current Site Investigation Works



- Ongoing trial pit and borehole works to source ground data for construction partners detailed design phase
- Additional investigation completed on permanent works area of substation
- New GI completed on temporary compound and access track areas
- GI works due to be ongoing until Summer 2025
- GI being used to confirm previous GI results and increase accuracy of design
- Samples are currently undergoing lab testing and results awaited
- Prior to any main works archaeological trial pits are required
  - Circa 408no at 50m by 1.8m by 0.5m
  - Completed ahead of main construction activity
  - Supervised by Archaeological supervisor

- Queries should be directed to fanellanengagement@sse.com

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Working with the Community Council

Local Community Councils are one of our key stakeholders

- During construction, we often attend CC meetings, alongside our contractor, to discuss the projects progress, provide updates, identify any potential issues arising and to help mitigate impacts.
- They help to disseminate important information and project updates
- We also want to work closely with the Community Council to ensure our local legacy initiatives are impactful and wholly relevant to the needs and wants of the local area
- We are working to re-establish the Beauly Community Liaison Group, which would include representatives from local Community Councils across the region

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Q&A

Beauly Community Council kindly responded to our request for some initial questions submitted in advance which we will kick off with

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