

Skye Reinforcement Project

Glengarry Community Liaison Group

Meeting Minutes

Meeting title	Skye Reinforcement - Glengarry CLG – Meeting 2
Date / Time / Location	20 May 2026, 7pm, Glengarry Hall
www.ssen-transmission.co.uk/skye-reinforcement	

Attendees	
Kenneth Knott, Co-Chair	Business representative (Black Sheep)
Kevin Sutherland, Co-Chair	Glengarry Community Council & Resident
Ken Brown	Glengarry Community Council & Resident & Member of GCLLG
David Durney	Resident
Luke Church (online)	Resident & Member of GCLLG
Daisy Laarveld (online)	Resident Kinloch Hourn and Business Rep
Femke Ferguson (Guest)	Resident
George Cross (Guest)	Glengarry Community Council
Maren Ebeling	SSENT, Community Liaison Manager
Cal Lancaster	SSENT, Lead Project Manager Overhead Line
Phoebe Caulfield	BB, Community Liaison Manager
John Selby	BB, Construction Director Civils
Stephen Moore	Agent, RJ McLeod
Minutes by Maren Ebeling, SSENT	

SSENT = SSENT

BB = BB

The meeting roughly followed a draft standing agenda which was circulated by the chair prior to the meeting with the intention to trial run this agenda at the meeting

1. Welcome ,
2. Apologies

3. *Minutes of previous Meeting [and ToR sign off]*
4. *Action Log review [and other administrative processes]*
5. *Project update (S)*

Traffic log

Developer/contractor(s) [including presentation of CTMP]

Planning applications

Community action if required

6. *AOB*
7. *Date of next meeting*

1 Welcome

Kenneth Knott chaired the meeting and welcomed everyone to the meeting. A round of introductions followed for the benefit of those joining the meeting online.

2 Apologies

No apologies were received

3 Minutes of previous meeting

Minutes of previous meeting were approved.

The chair reminded that minutes should be issued within the agreed timescales (within two weeks of the meeting date) going forward. SSENT apologised for the late issue of the minutes of the inaugural meeting and confirmed that going forward minutes will be issued in a timely manner.

It was confirmed that meeting minutes will be published on SSENT's project website. It was requested for the weblink to be included in the minutes going forward.

The group agreed the Terms of Reference as set out in the final draft circulated before the meeting. A question was raised about attendance by people who were not invited. It was agreed that the CLG should generally remain open to other members of the public when they raise an agenda item, with the co-chairs and SSENT managing numbers for each meeting to ensure efficient discussions can be held.

4 Action log and other administrative processes

It was agreed that going forward the action log would form part of the minutes.

The request was made for those with actions to receive a reminder of their actions should for any agreed reason the meeting minutes are issued late.

The group discussed options for sharing and revising documents, noting Google Drive as a simple solution. SSENT advised they need to confirm what is allowed under internal IT guidelines. Other CLGs manage document revisions through correspondence.

The need for a shared platform was also linked to document version control. As relevant documents are published on the project website, SSENT confirmed that version control can be managed through meeting minutes or a version register log which SSENT Transmission would be happy to implement.

An action was raised to identify a suitable platform and process of document sharing taking into account version control.

The community suggested creating a CLG email address to allow members of the public to contact the CLG directly. Data protection issues would need to be considered.

SSENT advised that they cannot set up or manage such an email account, and that this would need to be led by the community. They also noted that current contact routes promoted are via the SSENT project email or through Glengarry Community Council.

An action was raised to explore a community-led CLG email inbox.

5 Project Update – Traffic Log

A traffic log has been established to record community feedback on the impact of road works on the C1144/U1207.

Key issues raised include speeding and delays at Stop/Go traffic management. Anecdotal reports of speeding have been noted, including one reported incident of a contractor vehicle travelling at 45mph. Concerns about poorly manned Stop/Go boards have led to repeated delays, with around 24 reports received through community channels and two directly to SSENT.

RJ McLeod outlined measures in place, including driver discipline processes, vehicle tracking systems, regular toolbox talks and local road inductions. Incidents should be reported with registration details where possible. The CLG requested, and SSENT and RJ McLeod agreed to provide, a monthly driving report.

It was acknowledged that vehicle speeds may sometimes be perceived as higher than actual. However, clear expectations remain that drivers act courteously, particularly around pedestrians and cyclists.

A lessons learned exercise between RJ McLeod and BB ahead of upcoming works was suggested and confirmed as planned.

5.1. Project Update from RJ McLeod – C1144/U1207 road works

RJ McLeod explained that works are nearing the stage where surfacing can commence – it was highlighted that disruptions and closures are unfortunately nature of surfacing works unfortunately relate to road closures. The different steps of surfacing were explained (e.g. wearing coats requiring up to 2.5hrs before they are drivable, depending on weather conditions). It was confirmed that no traffic management will be in place after 4pm (C1144) and that residents/businesses should continue to contact RJ McLeod to arrange access.

The community raised an issue slippery road surface at Quoich Bridge – RJ McLeod explained and confirmed that the material used there is temporary due to the local conditions and will not be used elsewhere

The suggestion was made that night working might eliminate the need for day-time road closures during surfacing works. SSENT and RJ McLeod highlighted that this has been considered as an option but dismissed on the basis of noise and safety (surfacing works create a high level of noise and works would take place very near to properties).

5.2 Project update, BB update and Construction Traffic Management Plan

BB presented their proposed programme for the construction of access points (APs). These APs (bellmouths) are required where access tracks meet the public road network, to support safe construction traffic movements and reduce impacts on other road users.

Aggregate for the works will be imported from Torlundy Quarry, Fort William. The planned sequence of works for 2026 is set out below.

- Access point, access track and installation bridge at Loch Coire Shubh
- Access points on the C1144 and U1207
- Access points on the A87, following the summer embargo
- A total of 56 access points are proposed on the C1144/U1207, around half of which already exist. 5 APs are proposed off the A87 in the Invergarry area (map to be shared)

Access tracks to tower locations are planned for 2027.

BB acknowledged that some disruption during these and future works will be unavoidable and thanked the group for its suggestions and concerns, which will be taken into account.

Estimated traffic movements for works proposed to start in June 2026, subject to final agreements, are set out in the table below. The Construction Traffic Management Plan (CTMP) does not include light vehicles such as cars and vans.

BB clarified that the figures in the table represent journeys rather than vehicle numbers and outlined the proposed mitigation and driver management measures. Overall, numbers equate to around 10-15 lorries per day making return journeys along the C1144/U1207.

The following matters were raised by the community and discussed:

- The community noted that the Section 37 condition requires CLG engagement three months before works commence. SSENT advised that, in its view, the condition requires

submission to the planning authorities three months in advance, with CLG engagement taking place before works begin. SSENT explained that this approach has been shared with the planning authorities and that no objections have been raised.

- The presentation referred to a physical map. SSENT confirmed that the map will be made available to the public on the project website.
- The community questioned the exclusion of light vehicles from the CTMP and noted that light vehicles, especially when towing can occupy as much road space as an HGV. BB advised that such vehicles are not typically included, but estimate that, at peak times, around 10 light vehicles may attend site each day. The community stated that light vehicles are already causing issues and asked BB to consider ways to reduce numbers, for example through the use of minibuses for work crews. BB agreed to consider this.
- The community asked whether the Kingie compound, currently used by RJ McLeod, would be used as site compound for the access point works. SSENT confirmed that there are currently no plans to use Kingie in 2026. BB confirmed that the muster point for the access point works will be Glen Mor. SSENT stated that Kingie was on the list of options being explored for later on in the project and committed to updating the community once more was known.
- The community asked whether lorries would travel in convoy, given concerns about the capacity of passing places. BB advised that this can be discussed and welcomed the community's preference on convoys compared with single vehicles spread out.
- SSENT confirmed that the figures presented do not include any unconsented works, such as proposed borrow pit traffic.
- BB confirmed that a set down area will be established at Loch Coire Shubh, in an area local known as 'opposite the ruined cottage'.
- Increased traffic numbers projected for July relate to works at Loch Coire Shubh (bridge including access to it).
- It was confirmed that, while aggregate will be transported into the glen, small amounts of waste material unsuitable for construction use will be required to be transported out of the Glen. Some lorries will therefore arrive loaded and leave loaded. The community questioned why material could not be reused on site. SSENT advised that this is not possible because the project does not currently have consent to process material on site.

- In response to a community question, it was confirmed that traffic will use Quoich Bridge, which is being strengthened during the current road works to allow one fully loaded lorry to cross at a time.
- The community raised concerns about tourism traffic, including the potential for bellmouths with gates set back by up to 12 metres, together with new passing places, to encourage campervan parking and increase traffic on the road. SSENT confirmed that the bellmouths have already been reduced in size from the original proposal and that it is engaging closely with the roads authority, which is also considering tourism traffic management. The wider impact of the works on leisure traffic, including hill walkers, was also raised, given the importance of tourism to the local economy and local businesses. The community felt that impact on tourism has not been sufficiently addressed at planning stage.
- The community asked how road condition would be monitored and how SSENT would respond to issues and incidents. SSENT advised that the road conditions will be monitored monthly and that it will be responsible for road upkeep in accordance with Roads Department instructions. SSENT also confirmed that The Highland Council Roads Department remains the main point of contact for the public on road-related issues, as the road is legally Highland Council property.
- The CLG requested sight of the monthly road reports and details of the monitoring system in use. SSENT confirmed they will share details on the monitoring software and also summary reports.
- Further details of driver briefings were discussed. The community highlighted that the C1144/U1207 is considered hazardous for loaded HGVs and requested sight of BB's driver code of conduct which BB agreed to provide.
- The community stated that this engagement had taken place too close to the proposed start date for the works, although it was acknowledged and appreciated that the information had been shared.

5.3 Project Update – further discussions

SSENT confirmed that they will share an overview of those planning conditions still required to be met.

The community enquired which further consultation is required with the CLG before works can commence. SSENT will confirm post meeting.

The community requested for the following points to be addressed at the next meeting:

- Winter Resilience (responsibilities)
- Glossary/terminology
- Contractual arrangements and hierarchy of contacts

6. AOB

SSENT confirmed that the strengthening of Quoich Bridge is permanent

SSENT confirmed that Kingie compound will not be used by BB during 2026, but is considered as an option for the wider project.

Borrow pit 66 – planning application – community council response neutral however it was flagged that it would be appreciated if the proposed location would be moved slightly.

7. Date of next meeting

The next meeting will be held on **15 July 2026, 6pm,**

BB Glen Mor office to be explored as meeting venue (tbc)

Action Log			
Upkeep of glossary of terms	Maren Ebeling	Ongoing	Ongoing
Upkeep of traffic log	Ken Brown/Maren Ebeling	Ongoing	Ongoing
Include project website weblink in minutes going forward	Maren Ebeling	Ongoing	Ongoing
Share Glengarry Community Led Liaison CTMP matrix with SSENT (Meeting 1)	Luke Church		
Confirm SSENT position on sharing CTMP documentation (Meeting 1)	Maren Ebeling		Complete – Cumulative CTMP will be shared
Identify suitable file sharing process (Meeting 2)	Maren Ebeling/Luke Church	By next meeting	

Set up CLG email inbox which is to be fully managed by the community (Meeting 2)	Luke Church	By next meeting	
Provide summary of driving behaviour report (Meeting 2)	RJ McLeod	Ongoing	
Upload AP map to public website (Meeting 2)	Maren Ebeling	With wider comms	
Consider ways to reduce number of light vehicles on the C1144/U1207 and report back (Meeting 2)	Phoebe Caulfield		
Road report sharing (Meeting 2)	Maren Ebeling	Ongoing once works commence	
Share detail of road monitoring system with Luke Church/GCLLG (Meeting 2)	Cal Lancaster/Maren Ebeling	Ideally ahead of or for GCLLG meeting	
Share drivers code of conduct with the group (Meeting 2)	BB		
Share overview of outstanding planning conditions (Meeting 2)	Cal Lancaster/Maren Ebeling		

Traffic Log		
<i>to be populated going forward</i>		

Glossary		
<i>Borrow Pit (BP)</i>	Quarry	
<i>LGV</i>	Light Goods Vehicles	
<i>LGV (BalfourBeatty's slides 20 May 2025)</i>	Large Goods Vehicles (one off usage of this definition, going forward LGV refers to Light Goods Vehicles)	
<i>HGV</i>	Heavy Goods Vehicles	
Abnormal Load (		
<i>CTMP</i>	Construction CTMP	
<i>BB</i>	Balfour Beatty	

<i>SSENT</i>	SSEN Transmission	
<i>Access Point (AP)</i>	Bellmouth	

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