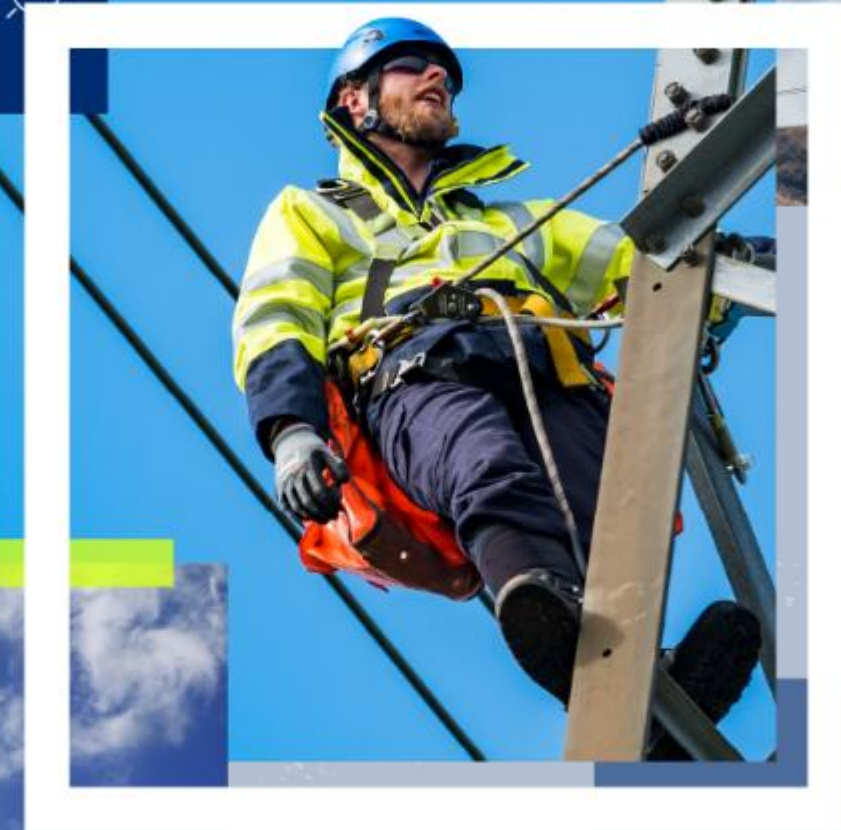


Skye Reinforcement – Area Community Liaison Group 1

Struan, Glendale, Dunvegan, Waternish, Skaebost, Uig,
Kilmuir, Staffin, Portree & Braes

Meeting 1 – 22 April 2026



Agenda:

- Project Update
- Construction Traffic Management
- Borrow Pit Update (Balfour Beatty)
- Community Benefit Update
- Terms of Reference sign off
- Meeting dates & venue going forward
- Summary of key concerns / action plan
- AOB

Project Update



About the project

- The existing single circuit 132kV overhead line (OHL) from Fort Augustus to Ardmore provides the sole connection from the mainland electricity transmission system to Skye and the Western Isles and is essential for maintaining the security of supply.
- The existing OHL was constructed between 1956 and 1989 is now reaching the end of its operational life.
- To ensure security of supply and facilitate the connection of new renewable energy to the grid, the Skye Reinforcement project will cover the construction of a new double circuit 132kV overhead line, which will comprise of steel lattice towers, wood pole overhead line and sections of underground cable.
- The steel lattice towers will be comparable in size to those already in situ.
- Extensions of Broadford and Edinbane substations will be required to facilitate the new electrical infrastructure, with smaller upgrades also to be delivered at Dunvegan and Ardmore substations (within existing compounds)
- All existing Transmission OHLs will be removed once the new line is operational

Skye Reinforcement Planning Consent

Overhead Line Element

- Required Section 37 planning consent
- The respective application was submitted to the Scottish Government's Energy Consents Unit in September 2022 and consent was received in June 2025.

Substations

- Required Town and Country planning consent
- Planning consent received in 2024 (Edinbane) and 2025 (Broadford)
- The upgrades at Dunvegan and Ardmore are of a nature and size that they don't require planning consent.

Underground Cable

- Underground Cable development does not require planning consent for this project.

Ancillary Planning applications

The delivery method of the project is determined by the contractors, who, at planning application stage had not been confirmed. As contractors are progressing their delivery models further planning applications have been submitted/will be submitted covering:

- Workers accommodation
- Access tracks
- Borrow Pits
- Improvement of public infrastructure (roads)

Construction Activity

(please note that some of the below is classified as pre-construction activity)

Overhead Line (OHL)

- Public road improvement works, maintenance of existing access tracks, including vegetation management
- Ground Investigation works (e.g. trial holes) & surveys, landowner engagement
- Accommodation and local site compounds Planning

Substations

- Public road improvements,
- Site set up at Edinbane Substation
- Vegetation management
- Accommodation Village Planning

Underground Cable (UGC)

- Ground Investigation works
- Site mobilisation (Fort Augustus)

Key Contractors						
Fort Augustus UGC section	OHL Glengarry-Luib (steel lattice)	Broadford Substation extension	Cuilins UGC section	OHL Cuilins to Edinbane Substation (steel lattice)	Edinbane substation extension	OHL Edinbane to Ardmore (wood pole)
Wood Group	Balfour Beatty	GE Vernova	Balfour Beatty	Balfour Beatty	GE Vernova	Norpower

Next Steps & Construction

No construction will commence until planning conditions are satisfied and required consents are received. In the meantime, works will continue where these can be delivered under separate consent (e.g. permitted development, partial discharge of conditions).

Currently planned construction start dates						
Fort Augustus UGC section	OHL Glengarry-Luib	Broadford Substation extension	Cuillins UGC section	OHL Cuillins to Edinbane Substation	Edinbane substation extension	OHL Edinbane to Ardmore (woodpole)
October 2025	Quarter 2 2026	Quarter 4 2025 Currently on hold	Quarter 2 2026	Quarter 2 2026	Quarter 4 2025 Currently on hold	Quarter 2 2026

** As currently programmed; dependant on satisfactory discharge of conditions*

Works to take place between now and construction start

- Contractors will continue to work on detailed designs and delivery models
- Sharing of Traffic Management Plans
- Ground investigation works across the project area including vegetation management
- Continuation of public road improvements
- Ancillary planning applications by contractors (e.g. borrow pits, access tracks)
- Site mobilisation

Edinbane Substation

Works are temporarily suspended, pending approval of consents from THC for next phase of works. Below is a list of works complete and ongoing.

Works complete:

- Public Road Improvements completed on the Balmeanach Road
- Resurfacing of the C1245 (this route will be used for construction traffic to minimise traffic through the village along the A863)
- Site set up at Edinbane Substation – Site Offices and Welfare (Temporary cabins within the existing Substation compound)
- The whole site is now secured and access is managed

Works to be completed:

Watercourse diversion at Edinbane Substation

The watercourse to the west of the substation lies within the footprint of the new substation and therefore requires diversion further west.

Access Tracks works at Edinbane Substation

The main access track currently running along the Substation's southern edge will need to be relocated approximately 26 metres further south.

Borrow Pit Planning Application – awaiting planning authority decision

Community Engagement/benefit:

Local primary schools STEM engagement, Skye Radio Youth Space Sponsorship, planned volunteering, Food Bank Support

Woodpole OHL Edinbane - Ardmore

Scope of Works

- Replacement of existing trident woodpole line
- Follows existing alignment closely
- Same style & height (132kV)
- Approx. 300 poles

Programme

- Construction starts Q2 2026
- Duration: ~24 months

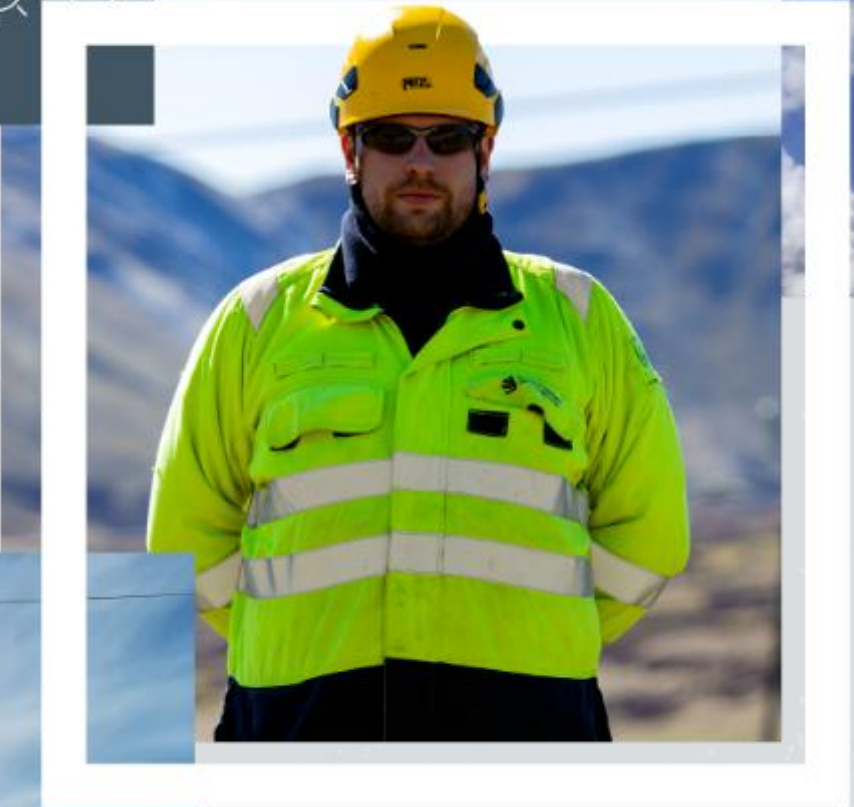
Key Requirements

- Site compound: offices, welfare, yard (**no accommodation**) (Dunvegan Estate)
- Up to 20 'helidump' locations (exact number subject to wayleave agreements)
- Poles delivered by HGV (spread deliveries)
- Helicopter lifts: poles in bundles, conductor cable drums, other material
 - Stop/go traffic management might be required during take-off/landing in some locations
 - Helicopter use will be sporadic, not constant
- light vehicles + diggers
- No new access tracks (use existing)
- Environmental surveys ongoing

Contractor

- Norpower
- Workforce: up to 50, staying in local accommodation, working in different squads along the alignment

Construction Traffic Management



Construction Traffic Management Plans

- Construction Management Plans (**CTMPs**) are currently being in the process of being signed of by the relevant authorities
- Community engagement over CTMPs is a planning condition
- Working with communities to better understand and further mitigate local impact where possible
- Presentation of plans to commence over the coming 4 weeks
- Some CTMPs are phased
- Whilst sign-off of CTMPs continue initial information from NorPower's CTMP (Woodpole OHL) CTMPs is shared within this presentation

Woodpole OHL, NorPower CTMP

What the plan covers

- Planned traffic arrangements for the **Edinbane to Ardmore 132kV overhead line replacement** on Skye.
- Applies to **construction traffic only** for the NorPower section of works.
- **Separate plan** will be produced later for dismantling the existing line.

Duration and scale

- Replacement line is around **27 km long**.
- Construction expected to complete by **autumn 2027**, with dismantling afterwards.
- Works involve a **mix of HGVs, vans, 4x4s and occasional helicopter operations**.

Woodpole OHL, NorPower CTMP (continued)

Roads to be used

- Main routes:
 - **A87** (north to Sligachan)
 - **A863** (Sligachan to Dunvegan)
 - **A850** (Dunvegan to Fairy Bridge)
 - Construction traffic will avoid the A863 through villages (Dunvegan, Kilmuir and Lonmore), instead traffic will use the Dunvegan Substation Road (C1245)
- **B886** – Fairy Bridge to Brae Stein, then onto unclassified roads to Trumpan
- **Unclassified roads:**
 - Road to Balmeanach
 - Glen Heysdal road
 - Horneval road (past Dunvegan substation)
 - Upper Halistra road towards Knockbreck

Woodpole OHL, NorPower CTMP (continued)

Expected Traffic Levels – Notes

- Figures represent **total movements across multiple years**, not traffic seen every day.
- **Vans and 4x4 vehicles** make up the majority of movements.
- HGV activity is linked to **specific construction phases**, not continuous.
- HGVs up to **44 tonnes**, but **no abnormal loads**
- Dismantling of old line not covered in these figures
- Staff will generally **stay locally** to reduce daily travel

Woodpole OHL, NorPower CTMP (continued)

Traffic type	Description	Expected vehicle movements
Pole and material deliveries (HGVs)	Delivery of poles, steelwork, insulators, and conductors	~90 loads
Helicopter fuel deliveries	Fuel supply to support helicopter operations	~140 vehicle visits
Helicopter dump preparation	Vehicles preparing material collection points for helicopter lifts	~160 vehicle journeys
Pole erection plant deliveries	Delivery of excavators, carriers, and erection equipment	~100 vehicle journeys
Hardcore deliveries (if required)	Hardcore for pole foundations, dependent on ground conditions	Up to ~150 deliveries (not confirmed)
Pole erection teams – Team 1	Daily access for construction teams	~900 journeys
Pole erection teams – Team 2	Daily access for construction teams	~600 journeys
Conductor installation teams	Teams installing overhead line conductors	~1,500 journeys
NorPower site management vehicles	Project management, environmental and safety staff	~1,200 journeys
SSEN site supervision and visits	SSEN site supervision and project visits	~470 journeys
Inspection and specialist visits	Takeover inspections and specialist activities	~60 journeys
Welfare unit servicing	Servicing of welfare facilities at compounds	~80 visits
Waste collection	Removal of general, recyclable, and wood waste	Up to ~60 visits

All figures to be confirmed in final CTMP

Woodpole OHL, Norpower CTMP **(continued)**

Measures to reduce impacts

- No convoys where possible.
- Avoidance of school start and finish times, especially near:
- No construction traffic on local public holidays. Careful planning around community events
- Drivers required to pull over and let traffic pass on single-track roads.

Safety and road condition

- Roads will be surveyed before works begin, with checks during and after construction.
- Mud or debris carried onto roads will be cleared immediately.
- All drivers inducted and follow a driver code of conduct.
- Emergency access kept open at all times.
- The plan explicitly recognises: High summer visitor traffic (Visitors unfamiliar with single-track roads, Risk of sudden stops and slower driving)

Helicopter operations

- Helicopters used to lift materials to pole sites to reduce ground damage.
- Up to eight helicopter material dump locations along the route.
- When helicopters operate near roads: Warning signs will be installed, Temporary traffic management where required

Contractor Community Traffic Liaison Officer will be in place with contact details shared.

Borrow Pit Update

22nd April 2026



Introduction

- **Why borrow pits**

Temporary, project-specific excavations provide a controlled, time-limited supply of suitable aggregate close to where it is needed—rather than operating as long-term commercial quarries. We need this aggregate to create access tracks to the line we are replacing, and to construct foundations for the towers on it.

- **Capacity and logistics constraints**

Demand exceeds realistic supply from local quarries, which face limited reserves, competing projects, and access constraints. Getting aggregate from external sources would increase HGV movements, extend the programme of works, and have their own impacts on community and environment.

- **Reduced public-road impacts**

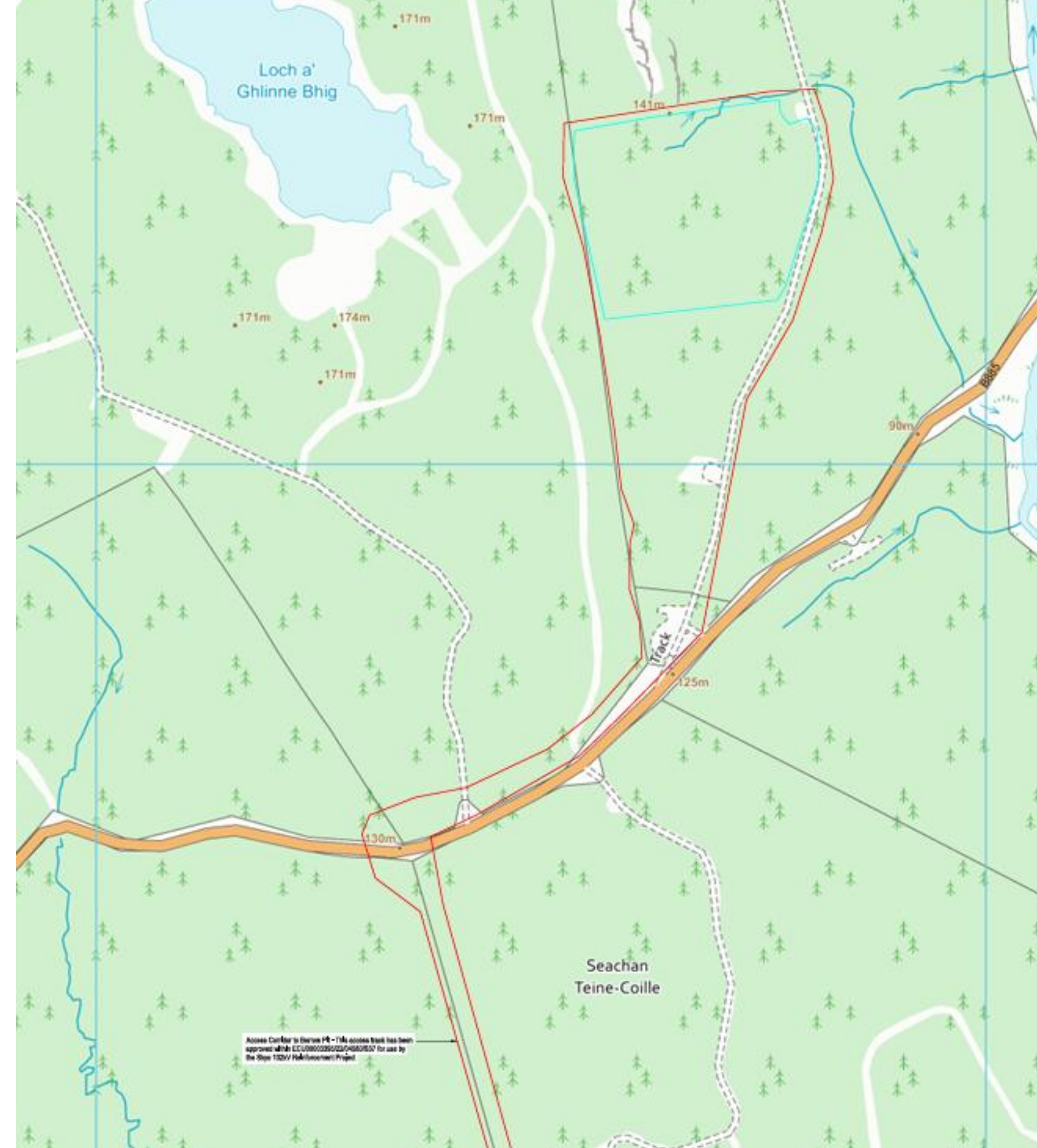
Local pits enable short-haul movements mainly outwith the public road network, lowering noise, dust, congestion, and road-safety risk—especially important in smaller rural settlements and where roads may be poor.

To date

- Applications so far have been considered ‘minor’ applications, as the borrowpit area has fallen under 2 hectares of land.
- We have communicated these to community councils, and consultees have been able to comment through the Highland Council planning portal.
- Where relevant to an area, we have plans to letter-drop/door-knock and encourage comments
- We currently have 27 targeted borrowpits, of which we have made applications for five.
- These targets are very fluid; they are subject to surveying, land agreements, restoration agreements and also relate to the programme of works, as they are very closely aligned to ensure we limit the activity at each borrowpit site.
- The next two borrowpits we are focusing on are two major applications, known as Borrowpits 60 and 25.

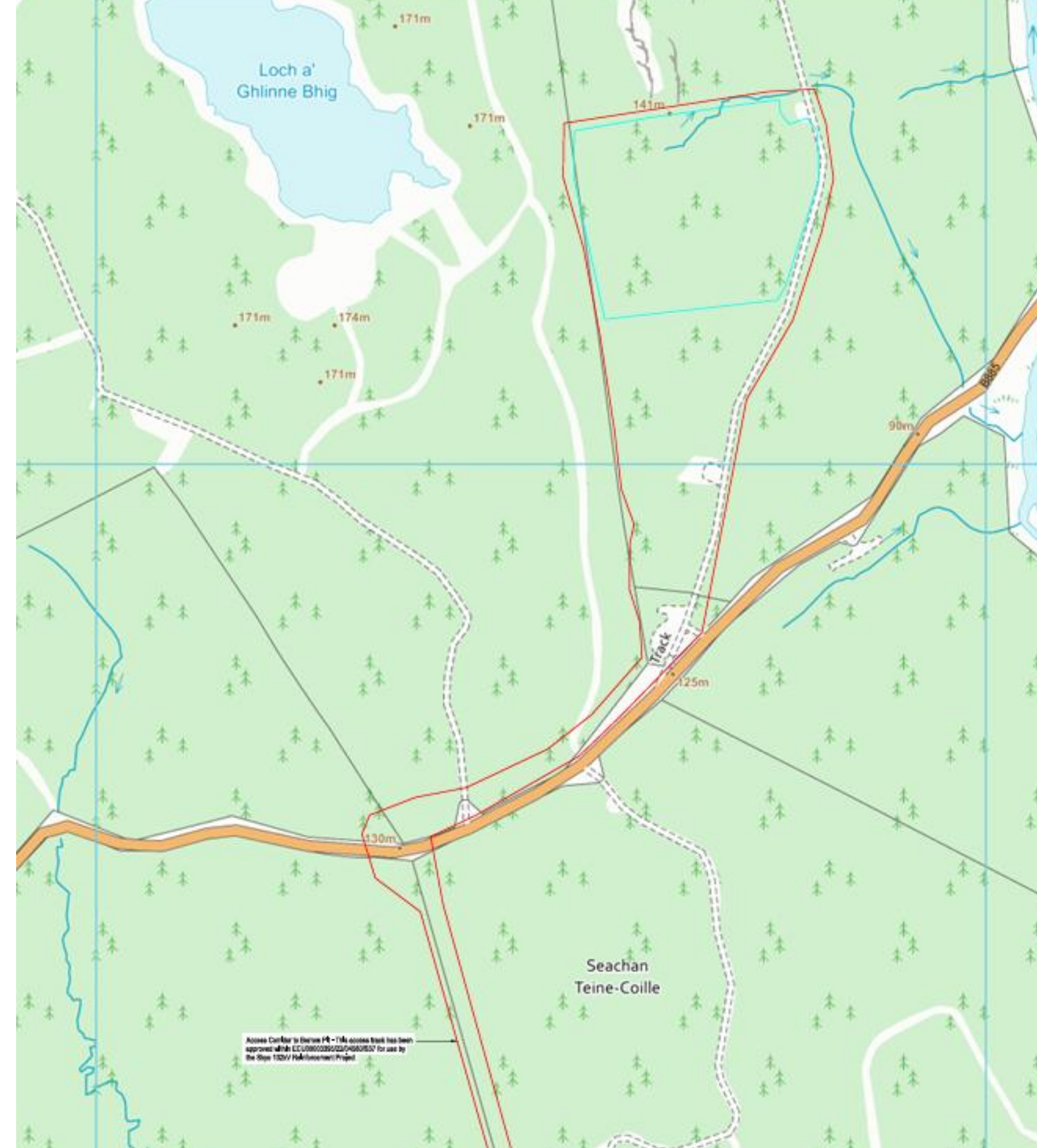
Borrow Pit 60 River Snizort

- Pre-application notice (PAN) lodged with the Highland Council on 3rd April
- First round consultation will be on 12th May at Skeabost Community Hall, between 3:30pm and 6:30pm.
- Second round consultation will be on 13th June between 11am and 2pm.
- Opportunity for comments through the Highland Council planning portal once validated.



Borrow Pit 60 River Snizort

- Website active with general information about borrow pits here: [Skye Reinforcement Project Borrow Pit Planning Applications – Balfour Beatty](#)
- If you require a printed copy of information or you can call freephone 0800 987 5990 or email skyecommunications@balfourbeatty.com
- Letters will be posted w/c 27th April
- Posters will be put up locally
- Consultation events are an opportunity for you to ask more technical questions, speak with members of the team.



Community Benefit Update

CLG Terms of Reference

Dates for future meetings and venues



The Project Team

SSEN Transmission Project Management

Project Director OHL/UGC	Paul Higginbotham
Project Director Substations	Chris Bell
Lead Project Manager – Overhead Line	Simon Roberston
Lead Project Manager – Underground Cable	Russel Maxwell
Lead Project Manager – Substations	Simon Johnstone

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 Sign up for local and wider project updates on the project website.