Scottish & Southern Electricity Networks

Fanellan Hub 400 kV Substation and Converter Station Environmental Impact Assessment Report Volume 4 | Technical Appendices

Appendix 12.1 – Outline Construction Traffic Management Plan (CTMP)

February 2025

Fanellan

400kV Switching Station and HVDC Converter Station

Outline Construction Traffic Management Plan (CTMP)

LT459-SWE-XX-XX-T-H-1002

SWECO

Change list

Ver	Date	Description of the change	Reviewed	Approved by
P01	08/03/2024	Design Fix 2B	CD	RM
P02	17/04/24	Revision	CD	RM
P03	08/08/2024	Design Fix 2D	CD	RM
P04	05/12/2024	Beaufort Castle Route included	NG	CB
P05	20/01/2025	Kiltarlity Route Added	RL	CB
P06	06/02/2025	Traffic figures updated	RL	CB

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1 Introduction

1.1 Background

Sweco have been commissioned to prepare a Construction Traffic Management Plan (CTMP) as part of the Fanellan 400kV Switching Station and HVDC Convertor Station, on behalf of Scottish and Southern Energy Networks (SSEN) Transmission. The information contained in this report will support the planning application for the Fanellan Hub development.

This CTMP should be used in conjunction with Pre-Construction Information provided by the Principal Designer, and the Construction Phase Plan provided by the contractor.

The CTMP is a live document which will develop throughout the duration of the project, maintained, and updated as required by the contractor. The content of this document shall be agreed with The Highland Council prior to any construction works commencing.

1.2 Contractor Responsibilities

The contractor will be responsible for:

- Implementing requirements and complying with the CTMP restrictions;
- Developing, reviewing and updating the CTMP as necessary;
- Ensuring development of methods and risk assessments, relating to:
  - Site access;
  - Vehicle arrival and departure;
  - Loading / unloading;
  - Vehicle and plant movement;
  - Maintenance;
  - Building use and restrictions;
- Providing a Project Induction, including management and safety aspects;
- Implementing effective safe systems of work;
- Co-ordinating deliveries and works to interfacing buildings and users;
- Overseeing and reviewing Health & Safety performance, taking appropriate action as required; and
- Providing necessary resources for the implementation of the CTMP requirements.

2 Project Overview

2.1 Location

The proposed Fanellan development lies approximately 5km southwest of Beauly within The Highland Council (THC) local authority. The OS Grid northings and eastings of the site are approximately 248404, 843094 (to the middle of the proposed development site). The site will include a new 400kV sub-station and convertor station along with associated access roads, drainage and landscaping proposals.

The planning boundary and surrounding transport network are shown in **Figure 2.1**.

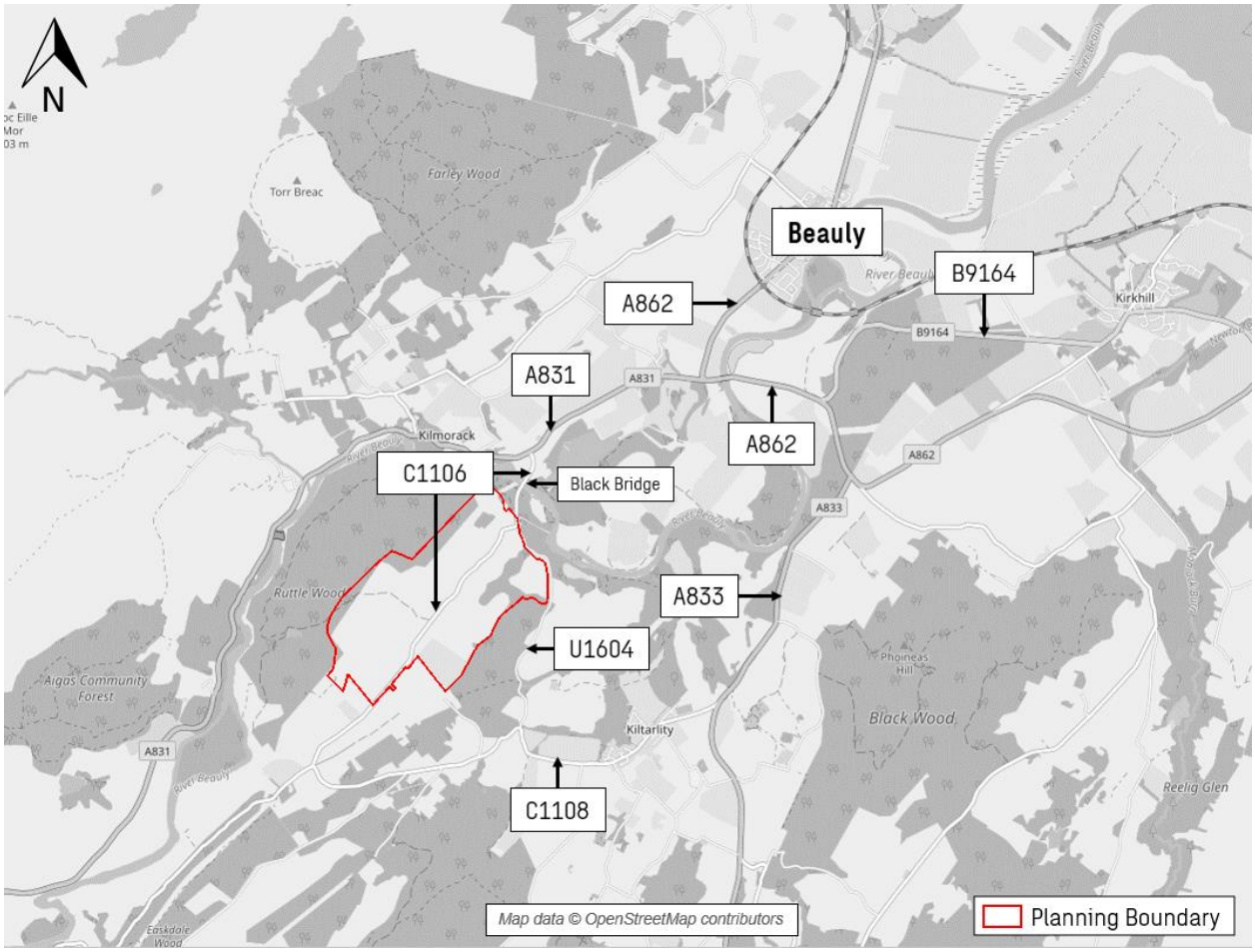

Figure 2.1. Site location

2.2 Site Access

The site will be accessed from a new permanent access road which will connect with the C1106 Fanellan Road via a priority junction located 120m south west of the U1604 Kiltarlity Road junction with Fanellan Road (**Figure 2.2**). During construction, it is proposed to use two alternate access routes to the site due to the need to replace the Black Bridge as it does not currently sufficient capacity to accommodate heavy loads. The Black Bridge requires full replacement, therefore, is not to be used by any HGV construction traffic over during the replacement works. A phased approach to the access routes is proposed to maintain

the construction programme (separate from the construction phasing proposed in Section 2.3). The routes to the site for each access phase are summarised below.

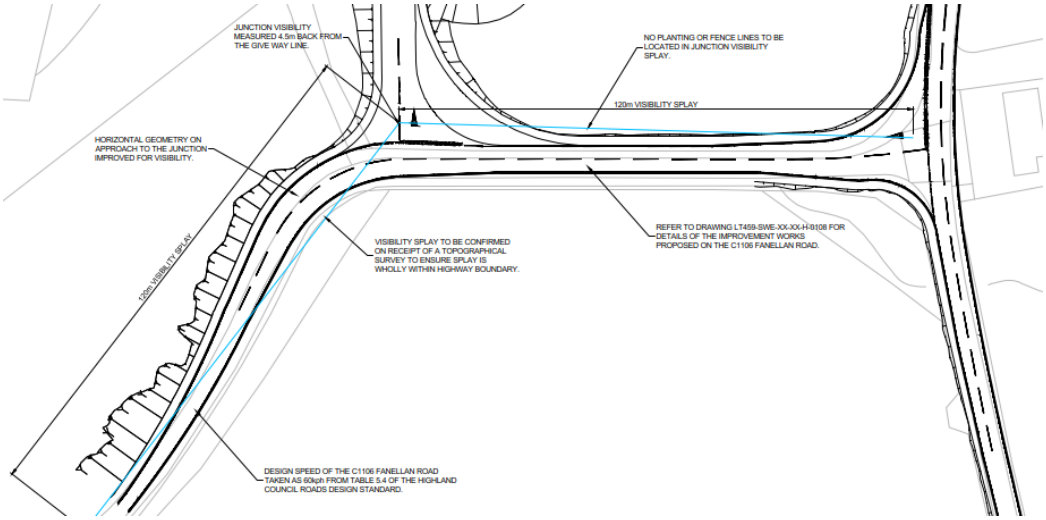

Figure 2.2 Access from the C1106 Fanellan Road

2.2.1 Access Phase 1: Route to Fanellan via Kiltarlity

From September 2025, it is proposed to bring traffic to the site from the A862 to the A833 through Kiltarlity before reaching Fanellan. The route will be in place until August 2027 when it is currently programmed that the Black Bridge replacement work will be complete. The route is detailed in Section 4.6 which provides mitigation measures associated with this route.

2.2.2 Access Phase 2: Route to Fanellan via the Black Bridge

Upon completion of the Black Bridge works in August 2027, all construction traffic shall come to the site via the A831 before heading south to the C1106 Fanellan Road and over the new bridge. The site access road and junction will be able to accommodate use by the largest heavy goods vehicles to enter the site. Where required, the bridge works would be undertaken under a separate planning application should this be necessary. Agreement on this access shall be discussed with The Highland Council separately. The route detailed in Section 4.6.

2.3 Construction Phasing

It is expected that the construction programme will commence in September 2025 and will end in April 2030, subject to agreement with The Highland Council. A breakdown of construction activity and predicted duration is provided in **Table 2.1**. The dates and timescales in Table 2.1 are subject to change as the construction phase begins.

Table 2.1. Construction activity phasing

Construction Activity	Start	End
Site Establishment	September 2025	February 2026
Earthworks	November 2025	March 2027
OHL Works	June 2026	June 2027
BAM Building Works	August 2026	June 2027
Civils Platform	November 2026	February 2028
M&E	July 2027	June 2029
Commissioning	June 2028	February 2031

3 Existing Conditions

3.1 Pedestrians and Cyclists

Pedestrians can currently use an existing track through the site to access Ruttle Wood from the C1106. During construction, use of this track will not be available as it will lie within the main construction boundary. Access to Ruttle Wood during the construction phase will need to be taken from one of the existing access out with the development boundary. Upon completion of the construction works, a suitable realigned access track to Ruttle Wood will be provided.

Figure 3.1 shows the Highland Council Core Path Network for Kiltarlity village with the development location shown in red outline confirming there are no core paths which require to be maintained during the works within the main development boundary.

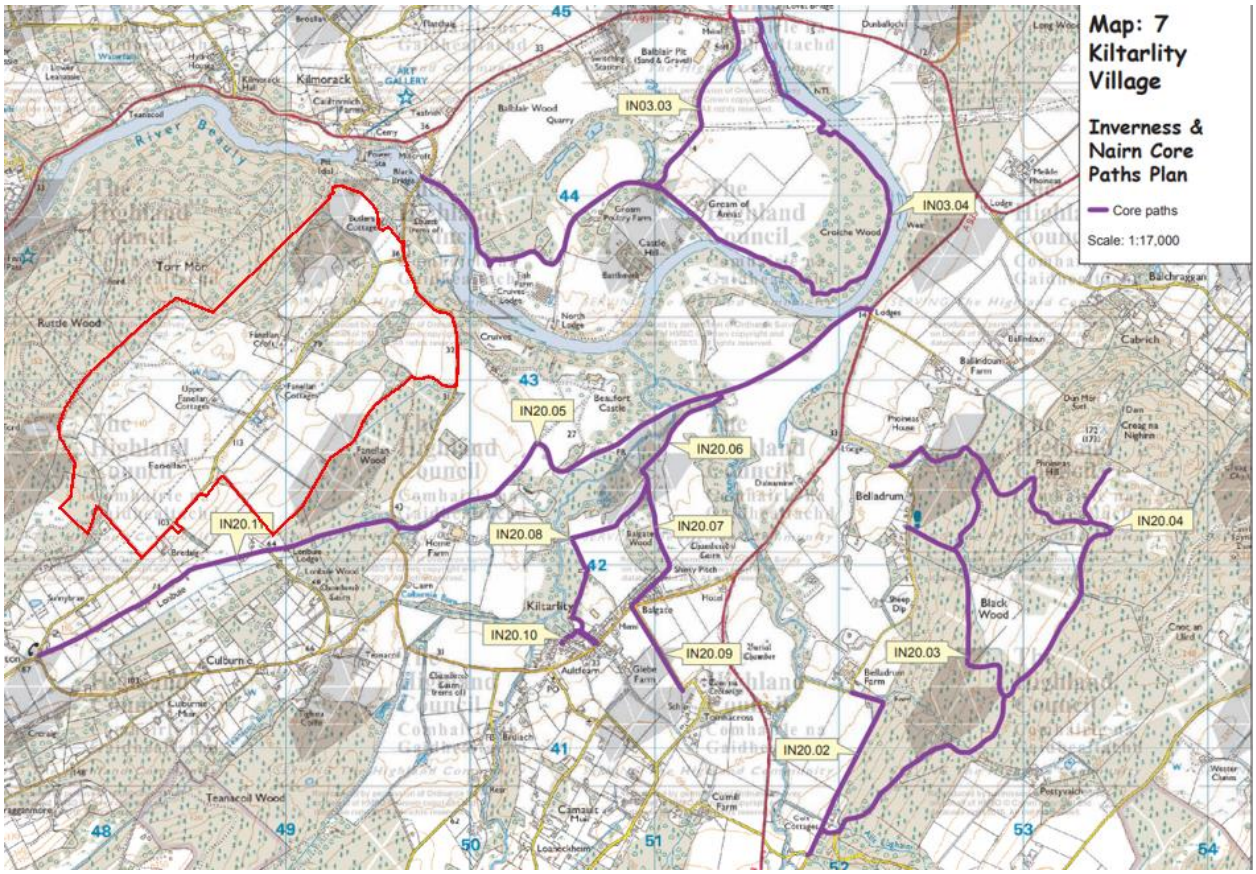

Figure 3.1. Core paths surrounding the development site

Cycle access to the site is possible using the local road network which has varying quality of active travel infrastructure. Access to the road network will be subject to varying degrees of traffic management during construction, therefore, suitable diversions or arrangements shall be put in place for cyclists and active travel users.

3.2 Public Transport

The closest bus stops to the development are located east of the A831 / C1106 priority junction which offer access to and from Inverness, Beauly and Kiltarlity, approximately once per hour. This is an informal bus stop without a flag or shelter. No pedestrian infrastructure connects the bus stops to the site.

3.3 Existing Road Network

3.3.1 The Highland Council Adopted Roads

The main Highland Council roads proposed for use at varying points throughout the construction works are listed below (**Table 3.1**). Section 4.6 of this report details the specific routes to be used at given periods of the construction. Although other roads further afield will be used throughout the construction works, the routes below are considered to take the most construction associated traffic. A route assessment report, document number LT459-SWE-XX-XX-T-H-1001 details the assessment of the existing road network.

Table 3.1. The Highland Council roads used for construction traffic

Road Number	Road Cross Section
A862	single carriageway road
A833	single carriageway road
A831	single carriageway road
A832	single carriageway road
A862	single carriageway road
B871	single carriageway road
B9169	single carriageway road
B9175	single carriageway road
C1106	Mixture of single track road with passing places and single carriageway road
C1108	Single carriageway road which locally narrows at some locations
U1604	Single track road with passing places

The roads adjacent to the development site are narrow and predominantly single carriageway. Public road improvements are proposed on these routes to ensure they can accommodate the proposed traffic volumes associated with the works.

3.3.2 Transport Scotland Adopted Roads

The majority of construction traffic from the wider Inverness area shall use the A9 trunk road to access the Fanellan site. The A9 is of a high geometric standard and suitable to accommodate most types of HGVs and certain abnormal loads, depending on any weight restrictions.

3.4 Restrictions

The use of areas out with the land ownership of the Local Authority (The Highland Council) or areas not defined as for use by the contractor will be forbidden without prior agreement of the land owner.

It is anticipated that localised restrictions will be required to avoid deliveries to the site during events such as Belladrum Festival to ensure there is no adverse impact on the surrounding road network. These shall be agreed with The Highland Council Transport Planning department. Similarly, the scheme shall promote deliveries to site out with peak periods including school drop off and any other local events which may be negatively impacted by the traffic generated by the scheme.

In Access Phase 2, following the completion of the replacement Black Bridge in August 2027, no construction access shall be permitted through Kiltarlity to minimise the impact to the local community. This will be communicated in all site inductions.

For the transportation of abnormal loads, consultation shall be conducted with The Highland Council, Transport Scotland and Police Scotland to agree suitable dates and times when these can be on the road network.

No parking or unloading of plant or materials shall be permitted on the local road network. Suitable parking and drop off / unloading areas shall be provided for the number and type of vehicle attending the site.

4 Construction Traffic

4.1 Traffic Generation

The construction traffic expected to be generated during the project has been provided by SSEN for an outline construction programme of September 2025 to April 2030. The contractor will ensure that loads are maximised to make as efficient use of transport vehicles as possible. The maximum daily and weekly two-way vehicle trips required for the construction activity are provided in **Table 4.1**. In advance of the construction phase, monthly profiling of the anticipated vehicle movements to the site will be provided. Refer to **Appendix A** for a full breakdown of trips against the outline programme duration.

Table 4.1. Daily vehicle trips

Haulage	Expected Vehicle Type	Duration	Peak Two-way Trips per Day / Week	Total Two-way Trips
Staff	Cars / Vans	Sep 2025 – Feb 2031	110 / day	54,500
Workforce and subcontractor	Cars / Vans	Sep 2025 – Feb 2031	300 / day	143,000
Site accommodation and maintenance	Vans	Sep 2025 – Feb 2031	7 / week	670
Skips	HGVs / Skips	Sep 2025 – Feb 2031	12 / week	930
Heavy Goods Vehicle	Flatbed lorry	Sep 2025 – Feb 2031	31 / week	1800
Septic Tank waste removal	HGV	Sep 2025 – Feb 2031	3 / week	250
Aggregates	Flatbed lorry	Sep 2025 – Feb 2028	40 / day	9,130
Disposal of excess material	Tipper lorry	Sept 2027 – Nov 2028	150 / day	9,150
Ready-Mix concrete	Tipper lorry / Mixer	Nov 2025 – Feb 2028	30 / day	6,900
Pre-cast foundations	Flatbed lorry	July 2026 – Jan 2028	15 / day	3,300
Delivery of materials	Various	Sep 2025 – June 2029	60/ day	21,900
Substation road construction	Tipper lorry	Apr 2027 – Dec 2027	10 / week	130
Light Goods Vehicles	Rigid body up 7.5 tonnes	June 2027– June 2029	32 / week	1700
Cable Drums	HGV / Flatbed lorry	Jan 2028 – Jan 2030	4 / day	365
Plant Delivery	HGV / Flatbed lorry	Jul 2027 – April 2030-	15 / day	4,300

Haulage	Expected Vehicle Type	Duration	Peak Two-way Trips per Day / Week	Total Two-way Trips
Miscellaneous	Various	July 2027 – May 2029	15 / day	5,500

The Highland Council will be informed of the number of workers and associated travel arrangements. Construction operational hours are expected to be 07:00 – 19:00, however, HGV deliveries shall be made to site as noted in **Table 4.3** to minimise the impact on the local communities. Vehicle sharing will be promoted where appropriate to minimise the number of vehicles. The development operating hours shall be confirmed upon any approvals of the planning application and any subsequent conditions imposed if differing from those noted in **Table 4.2**.

4.2 Traffic Management

Due to hazards associated with this type of construction project, pedestrian safety and protection of surrounding infrastructure are imperative. The CTMP outlines the traffic management controls that will be implemented to ensure protection of the local community throughout the construction period.

Signalised controlled plant crossings will be introduced over the C1106 Fanellan Road and localised road works will be in place to allow tie ins of the new access road to Fanellan Road and any other local road improvements. Where the works on the C1106 Fanellan Road are of a nature which requires a full road closure, applications shall be submitted to The Highland Council in the required timescales and subsequent advertisement of the closure to the local community shall take place. Any road closures shall have suitable signed diversion routes to minimise the impact on road users.

Speed restrictions may be put in place on the C1106 Fanellan Road where it is considered that the workforce is in close proximity to live traffic. The roads surrounding the development site are national speed limit, therefore, reduced limits may temporarily be incorporated subject to agreement with The Highland Council and associated required Temporary Traffic Regulation Orders.

Site construction operations will be undertaken during the hours noted in **Table 4.2** between January and December, subject to agreement with the planning authority. HGV Deliveries to the site will look to be made out with peak hours for school drop offs and any other local events as noted in **Table 4.3**. Site security shall be employed on a 24 hour basis.

Table 4.2. Construction activity working hours

Day	Working Hours
Monday	0700 - 1900
Tuesday	0700 - 1900
Wednesday	0700 - 1900
Thursday	0700 - 1900
Friday	0700 - 1900
Saturday	0700 - 1900
Sunday	0700 - 1900

Table 4.3. HGV access to site

Day	Delivery Hours
Monday	0800 - 1900
Tuesday	0800 - 1900
Wednesday	0800 - 1900

Day	Delivery Hours
Thursday	0800 - 1900
Friday	0800 - 1900
Saturday	0800 - 1300
Sunday	Not Applicable

4.3 Site Pedestrian Access

Pedestrian access for the public within the site will be prohibited during construction. Segregated pedestrian routes for site operatives shall be provided.

4.4 Site Car Parking

Car parking will be available at appropriate locations within the site as per the contractor's requirements and the number of spaces available will accommodate the required usage. Drawings FNLN4-LT459-SEBAM-ZZ-EXT-D-C-0155 and FNLN4-LT459-SEBAM-ZZ-EXT-D-C-0156 detail the temporary laydown and stockpiling areas during the construction phase. Car parking shall be included in the indicative compound areas. These areas will be updated as the works phasing dictates.

4.5 Fire Escape Routes, Assembly Points and Fire Strategy

The contractor will ensure that full emergency procedures are in place for the site. This will include provision of clear emergency services access/routes, emergency exits and assembly points, which will be issued as part of the Construction Phase Plan. All emergency access and protocol will be developed and agreed with emergency services.

4.6 Construction Traffic Routing

The following sections describe the proposed vehicle routing from the Port of Nigg, Invergordon, North Kessock and Inverness. These locations are considered the main sources of larger construction traffic vehicles and private cars, however, vehicles from other locations in the area will use many of the same roads, particularly close to the development site. It is noted in the below chapters that the most suitable and preferred route uses the Black Bridge over the River Beauly close to the A831. Currently, the Black Bridge has limited structural capacity and replacement is required to facilitate the heavy loads needed to travel to site, however, this will not be possible to complete prior to construction traffic requiring access to the development site currently programmed in September 2025. Where necessary, the works associated with the replacement of the Black Bridge shall be progressed under separate planning application should this be required, and it is anticipated that a separate CTMP will be supplied to The Highland Council, where required, to cover these works. It is currently programmed that the Black Bridge replacement will be complete in August 2027.

4.6.1 Inverness

From Inverness, the A862 offers a direct connection to the road network surrounding the site, as shown in **Figure 4.1**. Approximately 50% of all light vehicle and 25% of all heavy vehicle movements are expected to come from Inverness via the A862.

Two routes to the Fanellan site are proposed taking into consideration that the Black Bridge is not currently suitable to carry the heavier loads associated with the construction equipment needed in the initial phases of the development and will be closed during its replacement period.

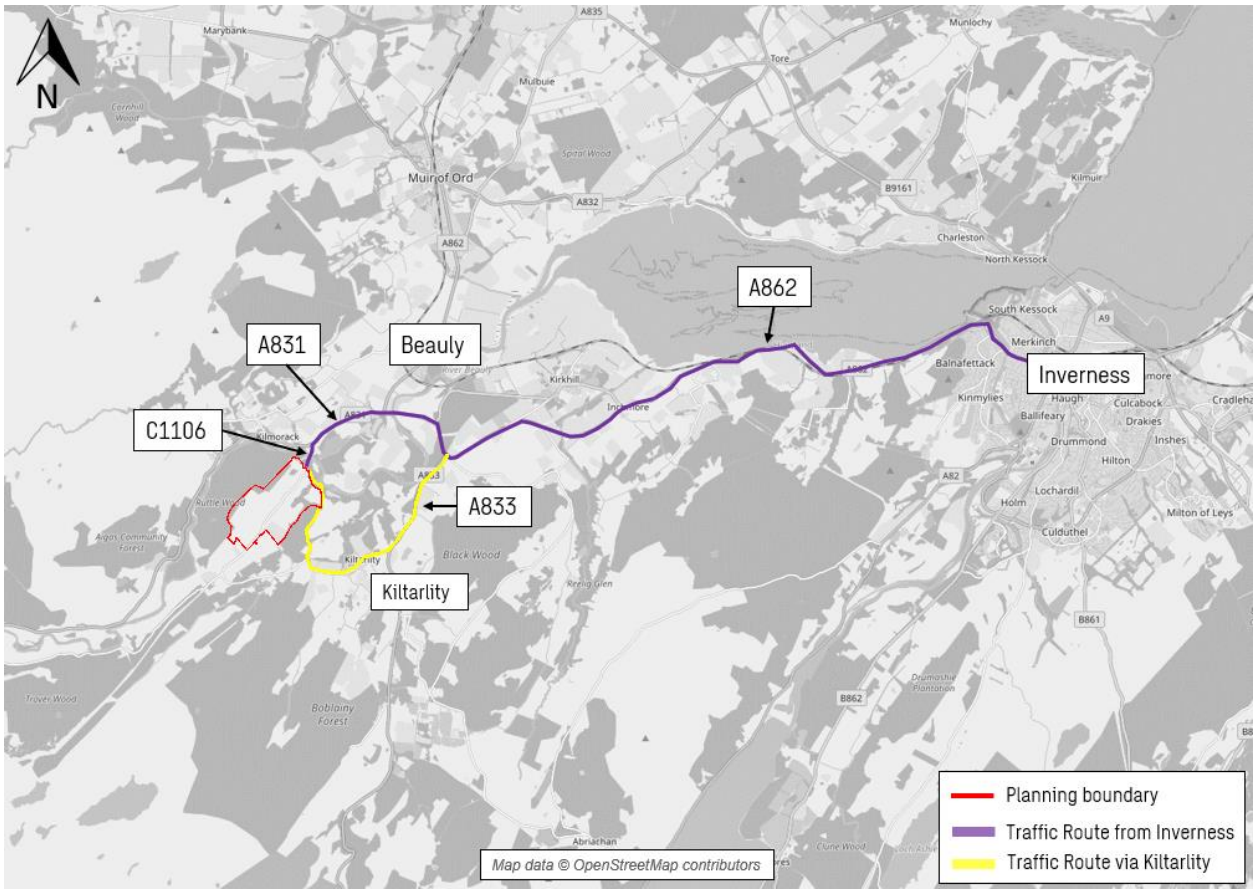

Figure 4.1 Construction traffic routes from Inverness

4.6.1.1 Inverness to Fanellan via Kiltarlity (Access Phase 1)

During the initial phases of the construction works, access to the site would be from the A862 and the A833 to Kiltarlity. This route will avoid the Black Bridge which currently has insufficient capacity to carry heavier HGVs and will be replaced. The route is therefore anticipated to be required between September 2025 and August 2027.

Improvements shall be made to the U1604 and C1108 to facilitate access to the Fanellan site. The improvements shall be localised in nature rather than wholesale widening of the full length of carriageway so the works can be accommodated within the existing highway boundary.

To ensure construction traffic can achieve access to the site within the given time periods, it is proposed to implement a construction traffic holding area near the A831 or A833, subject to agreement with the relevant landowners. The holding area will allow construction traffic to be held in a compound off the public highway until such time as they are permitted to access the construction site. These locations shall be investigated and confirmed to The Highland Council.

The anticipated vehicle numbers using the route are provided in **Table 4.4** for Access Phase 1, between September 2025 and August 2027. Refer to **Appendix A** for a full breakdown of the vehicle types each months proposed to access the site via the Kiltarlity Route.

Table 4.4. Construction vehicle trips via Kiltarlity (Access Phase 1)

Haulage	Expected Vehicle Type	Peak Two-way Trips per Day / Week	Total Two-way Trips
Staff	Cars / Vans	110 / day	12,900
Workforce and subcontractor	Cars / Vans	300 / day	44,200
Site accommodation and maintenance	Vans	7 / week	200
Skips	HGVs / Skips	12 / week	250
Heavy Goods Vehicle	Flatbed lorry	31 / week	500
Septic Tank waste removal	HGV	3 / week	100
Aggregates	Tipper lorry	40 / day	6,700
Disposal of excess material	Tipper lorry	0 / day	0
Ready-Mix concrete	Tipper lorry / Mixer	30 / day	4,800
Pre-cast foundations	Flatbed lorry	15 / day	2,600
Delivery of materials	Various	60 / day	10,300
Substation road construction	Tipper lorry	10 / week	80
Light Goods Vehicles	Rigid body up 7.5 tonnes	32 / week	140
Cable Drums	HGV / Flatbed lorry	0 / day	0
Plant Delivery	HGV / Flatbed lorry	10 / day	300
Miscellaneous	Various	15 / day	460

4.6.1.2 Inverness to Fanellan via the Black Bridge (Access Phase 2)

Upon completion of the Black Bridge replacement works anticipated in August 2027, construction traffic shall be directed along the A862 and then west on the A831 before heading southbound on the C1106 Fanellan Road as shown in **Figure 4.1**. This will allow construction traffic to use the replaced Black Bridge. Anticipated vehicle trips associated with the Inverness route via the Black Bridge are noted in **Table 4.5**.

Table 4.5 Construction vehicle trips from Inverness via the Black Bridge (Access Phase 2)

Haulage	Expected Vehicle Type	Peak Two-way Trips per Day / Week	Total Two-way Trips
Staff	Cars / Vans	110 / day	41,600
Workforce and subcontractor	Cars / Vans	300 / day	98,900
Site accommodation and maintenance	Vans	7 / week	470
Skips	HGVs / Skips	12 / week	680
Heavy Goods Vehicle	Tipper lorry	31 / week	1,270
Septic Tank waste removal	HGV	3 / week	150
Aggregates	Flatbed lorry	40 / day	2,400
Disposal of excess material	Tipper lorry	150 / day	9,150
Ready-Mix concrete	Tipper lorry / Mixer	30 / day	2,100
Pre-cast foundations	Flatbed lorry	10 / day	760
Delivery of materials	Various	60 / day	11,560
Substation road construction	Tipper lorry	10 / week	50
Light Goods Vehicles	Rigid body up 7.5 tonnes	32 / week	1,500
Cable Drums	HGV / Flatbed lorry	8 / day	48
Plant Delivery	HGV / Flatbed lorry	10 / day	4,000
Miscellaneous	Various	15 / day	5,000

This route incorporates the use of the Lovat Bridge. The bridge has a single carriageway over the River Beauly and is controlled by traffic signals. No abnormal loads are permitted to cross the bridge without the prior agreement of The Highland Council. Where abnormal loads are required to access the site prior to gaining The Highland Council acceptance, they shall do so via the route through Kiltarlity or via the route described in section 4.6.2 of this report.

4.6.2 Port of Nigg, Invergordon and North Kessock

Construction traffic to Fanellan from the north will need to use a number of routes based on the timing and type of vehicle coming to the site. **Figure 4.4** shows the road network used from the main ports or known points of entry of large equipment and generators of larger volumes of HGVs. Approximately 50% of all light vehicle and 75% of all heavy vehicle movements are expected to come from the North via the A862. The Black Bridge replacement will not be completed until approximately August 2027, therefore, from September 2025 until August 2027, traffic will have to use the route via Kiltarlity. Where large abnormal loads are proposed to access the site from the north, prior agreement must be obtained from The Highland

Council to use the Lovat Bridge. Where the Lovat Bridge is not deemed suitable for larger loads, these shall access the site via the Inverness and Kiltarlity route described in section 4.6.1.1.

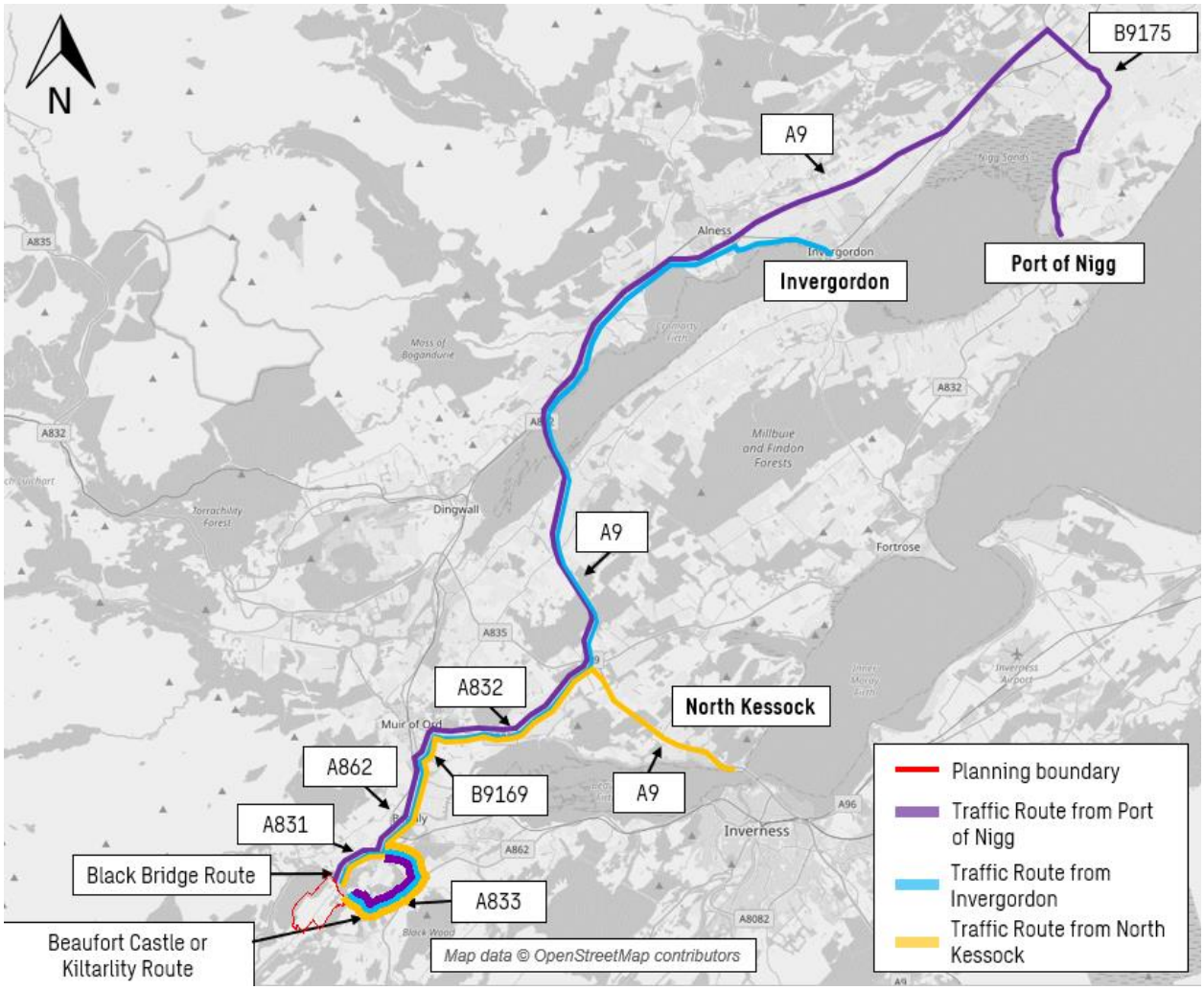

Figure 4.4. Construction traffic routing from Port of Nigg, Invergordon and North Kessock

Upon completion of the Black Bridge replacement works in August 2027, construction traffic arriving from the north will utilise the road network shown in **Figure 4.3** to the south of Beauly and then head west onto the A831. Traffic shall then access the C1106 Fanellan Road crossing the River Beauly over the replaced Black Bridge. Upon completion of the Black Bridge, the route via Kiltarlity will not be used. The predicted vehicle trips associated with the northern route to Fanellan are outlined in **Table 4.5** (note: **Table 4.4** in section 4.6.1.1 details the trips associated with the Kiltarlity route)

Construction traffic will avoid local residential roads and roads that will restrict movement of larger vehicles. Construction vehicles will not be permitted to wait anywhere on the road network outwith the site boundary.

4.6.3 Abnormal loads

Abnormal loads will be required for the delivery of the transformer units for the sub-station and convertor station. Deliveries of the transformers will not be required until towards the end of the construction programme and shall only be permitted via the route using the replaced Black Bridge as described in section 4.6.2. The contractor and / or haulage agent will ensure a specific method statement and risk assessment is agreed with all relevant parties in advance of the deliveries being made. This will include any designated

route changes. Applications for abnormal load movements will be made to the local authority with a minimum 7-day notice, detailing the proposed access / egress route and abnormal load vehicle. Access and egress time of the abnormal load will be agreed with the local authority. An Abnormal Load and Construction Traffic Assessment Report, document number LT459-SWE-XX-XX-T-H-1001 has been produced to access all of the routes associated with the transport of abnormal loads.

4.7 Temporary Signage

Temporary warning signage will be erected on approach to the site on agreement with The Highland Council, to inform drivers of construction start dates and durations, to give pedestrians, cyclists and motorists advanced notice of construction works. There will be specific signage to direct construction traffic to ensure only the approved routes to the site are used and to minimise impacts on local communities (**Figure 4.4**).

Figure 4.4. Indicative temporary signing for the scheme

The works proposals seek to keep the C1106 Fanellan Road open as much as possible and limit the need for traffic management. This includes the new development access road being remote from Fanellan Road to minimise the impact on local residents in the area.

All signage will be prescribed in accordance with The Traffic Signs Regulation and General Directions 2016. Details of signage will be agreed as the project develops between the contractor and The Highland Council.

4.8 Site Security

The contractor will be responsible for security within the site. A secure, lockable hoarding will be installed around the site to prevent unauthorised access.

4.9 Roadworks

A number of Public Road Improvements (PRIs) are proposed as part of the development to ensure the efficient access to the development site from the local road network. These shall be submitted to The Highland Council for acceptance prior to implementation. The Black Bridge requires replacement to facilitate access to the Fanellan site and early consultation has been undertaken since September 2023. All proposals relating to the Black Bridge replacement shall be agreed with The Highland Council in advance of the works commencing.

The developer is committed to obtaining a Section 96 Agreement as per the Roads Scotland Act to ensure a wear and tear agreement is in place. This will ensure that The Highland Council road assets which shall be subject to increased usage during the construction phase are returned in a conditional acceptable to the council.

Dilapidation survey frequencies shall be agreed with the council.

4.10 Delivery, Loading and Unloading of Materials

A formal project induction will be delivered to permanent drivers, and driver flash cards will be provided to delivery vehicles visiting the site.

No loading / unloading of materials will be permitted outside of the site boundary or on the public road network, which will be ensured by the contractor on a daily basis. Loading / unloading areas will be designated within the site and maintained by the contractor to ensure that materials are dropped off / picked up safely.

Given the nature of previous use on site, and that the site is not located within a residential area, it is assumed there will be no restrictions on use of reversing alarms.

It is anticipated that restrictions will be required on the delivery of items to the development site during local events such as Belladrum Festival. It is proposed to agree any restrictions with The Highland Council as part of any planning conditions. During periods of large-scale events in the region, deliveries to site shall be minimised to ensure no adverse effect on the local road networks. The access strategy is to use the route via the A831 and C1106 or via the A833 and U1604.

4.11 Lifting Operations

Lifting operations within the site will be controlled by the contractor, in accordance with The Lifting Operations and Lifting Equipment Regulations 1998. Lifting operations that demand over sail or siting of the crane outside of either site will be avoided but where required will be agreed with The Highland Council prior to action. The contractor will develop full details of lifting plans where necessary.

4.12 Storage of Materials

Where appropriate, the contractor will designate an area to store materials in the site.

4.13 Re-fuelling Point

Double the contractor will provide bunded fuel storage tanks. Spill kits will be provided within the site and will be maintained to ensure effective use in the occurrence of a spillage. Storage tanks and spill kits will be secured at all times.

4.14 Waste Management and Environment

Facilities for the recycling, reuse and disposal of construction waste will be provided by the contractor.

4.15 Wheel Washing Facilities

Wheel wash facilities shall be provided at appropriate locations within the site to ensure that mud / detritus originating from the site is not dragged onto or deposited on the public road network. Where the deposition of some dirt on the road network is unavoidable, any mud / detritus shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the road network at the end of any working day.

The condition of the site access road will be adequately monitored daily by the contractor and any defects reported to The Highland Council within 24 hours of identification.

Pre-commencement road condition surveys will be undertaken on the public road network to establish road condition prior to works starting. A follow up inspection will be carried out on completion of the works to

establish any defects caused by construction vehicles. The extent of the surveys will be agreed between the contractor and The Highland Council.

4.16 Dust, Noise and Vibration Reduction Strategy

The contractor will ensure that dust, noise and vibration levels are controlled and kept within the limits defined by The Highland Council's construction requirements.

Dust, noise and vibration will be controlled through methods adopted for site operations and through suppression of each at source to ensure minimum impact on the surrounding community.

4.17 Road Conditions Survey

Dilapidation surveys will be undertaken at frequencies agreed with The Highland Council and remedial actions put in place.

4.18 Community Notification

The contractor will engage with local stakeholders to keep them informed of progress in the construction works. The following email address will be the main method of contact for the public: fanellanEngagement@sse.com. A communication plan will also be developed for public liaison.

The contractor will carry out public consultations with local community groups to establish dates for local community events, which may result in temporary peaks in traffic volumes. Timetables detailing local community events will be collated and assessed with suitable mitigation measures incorporated into contractors traffic management proposals.

A contact list with daytime and out of hours telephone numbers will also be made available to The Highland Council and emergency services by the contractor. The contact list will be kept updated as required.

The contractor will register the construction works under the "Considerate Contractors Scheme."

During the tendering phase, the contractor will receive full details of the requirements set out in the CTMP. Further information will be provided through site inductions and tool-box talks by the site manager.

4.19 Failure to Comply with Traffic Management Systems

All personnel will receive site inductions upon first visit and be briefed on the CTMP and restrictions that have been put in place. Delivery drivers will be provided with a copy of the CTMP in conjunction with driver flash cards.

Disciplinary procedures will be implemented for project personnel found in breach of the traffic management systems and found to be in breach of safety. Delivery drivers found in breach of traffic management systems will be reported to their employer and reminded of traffic management rules and procedures.

5 Post Construction Operational Traffic

Upon completion of the development site, the site will undergo ongoing maintenance and be used as a training centre for SSEN Transmission. Appropriate parking is provided for both the sub-station (nine spaces) and convertor station (ten spaces) and it is considered that traffic to and from the site will be low and the upgraded C1106 Fanellan Road will be more than sufficient to accommodate the traffic generated. Where replacement of any of the transformer units is required, or HGVs need to attend the development, these shall be in accordance with this CTMP and route assessment documents with any updates as required.

Appendix A – Construction Traffic Vehicle Trips

Fanellan (Beauly 2) Traffic Management

Description of haulage	Type of transport	Avg. Number of Journeys	Delivery Days	2025				2026												2027											
				Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cummulative																															
Staff	Cars / Vans	Daily	Monday - Friday	10	12	21	23	22	23	23	23	23	22	23	23	23	23	23	23	33	33	40	60	60	60	110	110	110	110	110	110
Workforce and subcontractor	Cars / Vans	Daily	Monday - Friday	20	23	55	55	55	55	55	55	55	55	55	105	105	105	200	200	200	200	150	150	150	200	300	300	250	300	300	300
Site accomodation and maintenance	Vans	Weekly	Monday - Friday	1	2	2	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	7	7	7	7	7	7
Skips	HGVs / Skips	Weekly	Monday - Friday	1	1	1	2	2	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	12	12	12	12	12	12
HGV	Flatbed lorry	Weekly	Monday - Friday	4	2	2	2	2	2	2	5	5	10	10	10	10	10	10	10	10	10	10	10	15	15	31	31	31	31	31	26
Septic Tank waste removal	HGV	Weekly	Monday - Friday	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	3	3	3	3	3	3
Aggregates	Flatbed lorry	Daily	Monday - Friday	10	20	20	30	30	0	0	0	0	0	0	0	0	0	10	10	30	40	40	40	40	40	40	40	40	40	30	20
Disposal of excess material	Tipper Lorry	Daily	Monday - Friday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	150	150	150
Ready-Mix concrete	Tipper lorry / Mixer	Daily	Monday - Friday	0	0	2	2	2	0	0	0	0	0	0	10	4	4	20	20	20	30	30	30	40	40	30	30	30	30	30	20
Pre-cast foundations	Flatbed lorry	Daily	Monday - Friday	0	0	0	0	0	0	0	0	0	0	5	10	10	10	10	10	15	15	15	15	15	15	15	10	10	10	10	10
Delivery of materials	Various	Daily	Monday - Friday	10	10	10	10	10	10	10	10	15	15	20	40	40	40	50	30	20	30	40	50	50	40	60	60	60	55	40	40
Substation road construction	Tipper lorry	Weekly	Monday - Friday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	10	10	10	5	5	5
LGV	LGV	Weekly	Monday - Friday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32	32	32	32	32
Cable Drums	Flatbed lorry	Daily	Monday - Friday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plant delivery plus fuel	Various	Daily	Monday - Friday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10
Misc	Various	Daily	Monday - Friday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	15	15	15	15
TOTALS				57	71	114	129	130	99	99	102	107	112	122	210	204	204	335	313	340	370	337	372	387	427	675	670	770	810	785	760

Description of haulage	Type of transport	Avg. Number of Journeys	Delivery Days	2028												2029												2030												2031			
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Cummulative																																										
Staff	Cars / Vans	Daily	Monday - Friday	110	110	90	90	90	100	100	100	100	100	100	100	100	100	100	100	100	100	70	70	60	55	55	55	40	40	30	30	30	30	30	30	30	30	30	30	20	20	0	0
Workforce and subcontractor	Cars / Vans	Daily	Monday - Friday	300	300	300	220	220	220	220	220	220	220	220	220	220	220	220	220	220	170	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	20	20	0	0
Site accomodation and maintenance	Vans	Weekly	Monday - Friday	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	5	5	4	4	4	4	4	4	4	4	4	3	3	0	0
Skips	HGVs / Skips	Weekly	Monday - Friday	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	10	6	6	6	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	2	2	0	0
HGV	Flatbed lorry	Weekly	Monday - Friday	26	31	26	26	24	26	26	24	24	24	24	24	24	24	24	22	22	20	4	4	2	2	1	1	1	2	4	4	4	4	4	4	4	4	4	4	4	4	0	0
Septic Tank waste removal	HGV	Weekly	Monday - Friday	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Aggregates	Flatbed lorry	Daily	Monday - Friday	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Disposal of excess material	Tipper Lorry	Daily	Monday - Friday	150	150	150	150	150	150	150	150	150	150	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ready-Mix concrete	Tipper lorry / Mixer	Daily	Monday - Friday	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre-cast foundations	Flatbed lorry	Daily	Monday - Friday	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivery of materials	Various	Daily	Monday - Friday	30	40	40	40	40	40	40	40	30	30	30	30	30	30	25	25	15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Substation road construction	Tipper lorry	Weekly	Monday - Friday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LGV	LGV	Weekly	Monday - Friday	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cable Drums	Flatbed lorry	Daily	Monday - Friday	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plant delivery plus fuel	Various	Daily	Monday - Friday	10	10	10	10	10	10	10	10	10	10	10	10	10	15	15	15	15	15	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0
Misc	Various	Daily	Monday - Friday	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS				749	734	689	605	603	615	614	612	602	602	602	452	452	457	452	450	440	389	211	211	199	194	191	190	178	176	166	165	165	165	165	165	165	165	165	165	50	50	0	0

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