Appendix A: Scoping Meeting Minutes

Royal HaskoningDHV
Enhancing Society Together

Pre Application Advice Service: Response

The Highland Council
Comhairle na Gàidhealtachd

Planning Ref	24/00187/PREMAJ
Date of Meeting	15 May 2024
Proposal Name	Spittal Mains, Wick – Battery Energy Storage System
Your Name, Position and Organisation	[redacted] Senior Engineer Transport Planning
Your Ref	N/A
Email	transport.planning@highland.gov.uk
Date of Response	27/06/2024

Response
Topic Transport - Impacts on Local Road Network
Location: The site is at the operational Spittal Mains Quarry which lies 15km south of Thurso and 19km west of Wick. **Access onto the public road** is proposed to be taken from the A9 trunk road rather than the local road network. A new access onto the A9 is proposed. The main impact will be on the trunk rather than the local road network and Transport Scotland are the roads authority for that route. However, the development will have some impact on the local road network regarding the construction and abnormal load routes to the site. A link below is attached which gives the standing guidance for transport infrastructure for new developments which affect the Local Road Network. https://www.highland.gov.uk/downloads/file/527/road_guidelines_for_new_developments **Requirement for a Transport Statement (or assessment) including scoping** A conservative assessment of the number of construction trips is required and the HGV movements shall be separately identified for a threshold analysis as well as abnormal load and workforce movements. The TA shall deal with the requirement to assess the traffic impact on the local road infrastructure as required by National Planning Policy 18 Infrastructure First. This shall include assessment of the impact on the structural integrity and the operational considerations of the local road asset (including road safety and road related structures). The HGV threshold value for the local road network is 10%. The IEMA thresholds shall apply to the environmental impacts of construction traffic. A scoping for a Transport Statement (or Assessment) shall be agreed by the Council and Transport Scotland in writing prior to any analysis or reporting. The routes for construction access and the baseline traffic flows (or any counts required) shall be identified and agreed as part of this scoping. A Link to the Council's requirements for Transport Assessment is given below: http://www.highland.gov.uk/download/downloads/id/12194/guidelines_for_transport_assessments.pdf

Further information is added in the item below entitled **Transport Statement/Assessment Methodology for Public Roads for which Highland Council is the Roads Authority**

All structures on the construction traffic routes for HGV and abnormal load traffic on the local road network shall be highlighted at the scoping stage.

The area of study shall include likely sources and routes for bulk materials such as stone and concrete to the site. The area of study shall include the routes for any abnormally heavy, long or wide structures.

Arrangements for emergency access should be clearly set out.

Any cumulative impact of the construction traffic with other developments shall be considered. There are numerous major schemes in the vicinity of this site and consideration of how the construction will be phased and managed alongside these schemes may be a significant issue for this development; advice should be sought from the case officer at the time of application.

Schedule of Mitigation
A schedule of mitigation shall be prepared for any significant environmental or infrastructure impacts related to traffic. Mitigation measures required may include new or improved infrastructure, road safety measures and traffic management. Where a Construction Phase Traffic Management Plan is required as mitigation a draft proposal should be included with the Transport Statement to agree the scope of the Plan at the planning stage.

Maintenance Agreement and Bond
Notwithstanding the above requirements, there remains a risk of damage to Council maintained roads from development related traffic. To protect the interests of the Council a suitable agreement relating to Section 96 of the Roads (Scotland) Act and appropriate planning legislation - including the provision of an appropriate Road Bond or similar security – is likely to be required.

Topic Transport - Construction Impacts

Transport Statement/Assessment Methodology for Public Roads for which Highland Council is the Roads Authority

1. Identify all public roads affected by the development. In addition to transportation of all abnormal loads & vehicles this shall also include routes to be used by local suppliers and staff. It is expected that the developer submits a preferred access route for the development. All other access route options shall be provided, having been investigated to establish their feasibility. This shall identify the pros and cons of the route options and provide explanation for the preferred route.

2. Establish current condition of the roads. This work which shall be undertaken by a consulting engineer acceptable to the Council and will involve an engineering appraisal of the routes including the following:

- Assessment of structural strength of carriageway including construction depths and road formation where this is likely to be significant in respect of proposed impacts, including non-destructive testing and sampling as required.
- Road surface condition and profile
- Assessment of structures and any weight restrictions
- Road widths, vertical and horizontal alignment and provision of passing places
- Details of adjacent communities

3. Determine the traffic generation and distribution of the proposals throughout the construction and operation periods to provide accurate data resulting from the proposed development including

- Nos. of light and heavy vehicles including staff travel
- Abnormal loads
- Duration of works

4. Current traffic flows including use by public transport services, school buses, refuse vehicles, commercial users, pedestrians, cyclists and equestrians.

5. Impacts of proposed traffic including

- Impacts on carriageway, structures, verges etc.
- Impacts on other road users
- Impacts on adjacent communities
- Swept path and gradient analysis where it is envisaged that transportation of traffic could be problematic
- Provision of Trial Runs to be carried out in order to prove the route is achievable and/or to establish the extent of works required to facilitate transportation

6. Cumulative impacts with other developments in progress and committed developments including other Renewable Energy projects.

7. Proposed mitigation measures to address impacts identified in 5 above, including

- Carriageway strengthening
- Strengthening of bridges and culverts
- Carriageway widening and/or edge strengthening
- Provision of passing places
- Road safety measures
- Traffic management including measures to be taken to ensure that development traffic does not use routes other than the approved routes.

8. Details of residual effects.

The above information is not exhaustive and shall be used as a guide for submission of all relevant information in relation to roads, traffic and transportation matters arising from the development proposals, which shall be in the form of a Transport Statement/Assessment forming part of the Environmental Statement submission.

Assessments to be carried out and/or submitted with application			
Abnormal Load Assessment	Y	Open Space Strategy	
Access Management Plan		Operational Noise Assessment	
Arboricultural Impact Assessment		Peat Management Plan	
Archaeological Site Investigations		Planning Statement	
Assessment of Impact on Historic Environment		Pre-Application Consultation Report	
Aviation Impact Assessment		Private Water Supplies	
Borrowpit Management Plan		Protected Habitat Survey	
Carbon Balance Assessment		Protected Species Survey	
Compensatory Planting Plan		Restoration / Decommissioning Plan	
Construction Noise Assessment		Retail Impact Assessment	
Construction Traffic Management Plan	Y	Schedule of Mitigation	
Contaminated Land Report		Shadow Flicker Assessment	
Design and Access Statement		Street Elevations	
Development Brief		Structural Survey	
Drainage Impact Assessment		Sustainable Design Statement	
Dust Survey		Swept Path Analysis	Y
Electric Car Charging Strategy		Transport Assessment	Y
Flood Risk Assessment		Transport Statement	
Forest Residual Waste Strategy		Tree Constraints Plan	
GWDTE Assessment		Tree Protection Plan	
Habitat Management Plan		TV / Radio Impact Assessment	
Landscape and Visual Impact		Vibration Assessment	
Landscape Maintenance/Management Plan		Visualisations	
Landscape Plan		Waste Strategy	
Masterplan		Other (Please Specify): Scoping Agreement for TA	Y

Field / RHDHV / Transport Scotland

Spittal A9 Access

29 Feb 2024 16:30 | Microsoft Teams

Attendees:

[redacted]

[redacted]

Topic	Points
Project introduction (PM, JMu)	• Introduction to the team and project, including site location along the A9 and site context. • Introduction to the existing access points and the proposed access point. • Discussion about transport movements, including that the vast majority of traffic movements would be during construction. There are very minimal operational access requirements.

Access options (PM, SH)	• Discussion about existing access points and why they are not suitable:
	  ○ Existing farm access is narrow and passes through the back of existing houses. Also directly passes the scheduled monument.
	  ○ SSE substation site access is unlikely to be suitable due to topography and would require agreement with SSE. Field will clarify this with SSE.
	• The creation of a new access point from the A9 would provide a safe, direct access track into the site.
	• GM and AH agreed that whilst Transport Scotland's default position is typically to discourage the creation of new accesses to trunk roads, if there is rationale to do so, they would not object.
	• Based on the initial discussion, GM and AH considered that the existing accesses may not be suitable and thus a new access point could be warranted.

New access point requirements (GM, AH)	• GM and AH noted that if a consent application proposes a new access point to the A9, several requirements must be met:
	  ○ Options assessment that demonstrates that existing access points are unsuitable.
	  ○ Road design would need to comply with relevant design standards
	  ○ Safe / appropriate distances between the proposed gate and the A9.
	  ○ Speed surveys would not be required (unless deviating from 250 metre visual splays)
	  ○ Drainage into trunk road drainage would not be permitted.

Actions
N/A

Appendix B: Preliminary Access Design

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ROAD 1
SCALE: H 1:1000 V 1:200
DATUM: 100.000

CHAINAGE		10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	104.450	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	200.000	210.000	220.000	230.000	240.000	250.000	260.000	270.000	280.000	290.000	300.000	310.000	320.000	
EXISTING LEVELS	113.608	112.148	111.779	111.419	111.104	110.906	110.550	110.252	109.786	109.222	108.711		108.225	107.710	107.245	106.946	106.546	106.239	105.870	105.507	105.061	104.558	104.027	103.512	103.099	102.725	102.460	102.151	101.798	101.446	101.164	100.870	100.577	100.485	100.508
PROPOSED LEVELS	113.608	113.110	112.611	112.113	111.615	111.142	110.725	110.309	109.892	109.475	109.059		108.642	108.225	107.809	107.392	106.975	106.559	106.142	105.725	105.309	104.892	104.475	104.059	103.642	103.225	102.809	102.392	101.975	101.558	101.351	101.101	100.851	100.601	100.398
LEVEL DIFFERENCE		0.961	0.832			0.236	0.175	0.057	0.106	0.253	0.347		0.417	0.516	0.564	0.446	0.430	0.319	0.272	0.219	0.240	0.348	0.449	0.546	0.543	0.501	0.348	0.241	0.178	0.160	0.187	0.231	0.274	0.116	
HORIZONTAL GEOMETRY			R: 6.000			R: 51.000																												R: 22.500	
VERTICAL GEOMETRY		G = -4.982% -1:20.1			K =6.000 L =4.891						G = -4.167% -1:24.0																				K =6.000 L =10.000			G = -2.500% -1:40.0	

0.334

LONGITUDINAL SECTION
SCALE: H 1:1000 V 1:200

GENERAL ARRANGEMENT
SCALE: 1:500

LOCATION PLAN

PRINT ACCURACY INDICATOR 50mm 100mm

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS AND SPECIALISTS DRAWINGS AND THE SPECIFICATION.
2. DO NOT SCALE FROM THIS DRAWING MANUALLY OR ELECTRONICALLY. WRITTEN PERMISSION MUST BE OBTAINED FROM HAYDN EVANS PRIOR TO SCALING ELECTRONICALLY OR USING THIS ELECTRONIC FILE.
3. SITE LAYOUT BASED ON FIELD INDICATIVE SITE LAYOUT PLAN, DRAWING REF. BTGBSPI01 - SPITTAL SITE PLAN, DATED 21st OCTOBER 2024 .
4. SITE ACCESS LEVELS AND ALIGNMENT BASED ON TOPOGRAPHICAL SURVEY BY HIGHLAND SURVEYORS, DRAWING REF. 23067, UNDERTAKEN NOVEMBER 2023.
5. AIL OVER-RUN EXTENTS BASED ON TURNING CIRCLE OF WORST CASE VEHICLE OF THE THREE OPTIONS PROVIDED BY WYNNS INDEPENDENT TRANSPORT ENGINEERS RECEIVED APRIL 2024. WORST CASE VEHICLE FOR TURNING IS THE 5 AXLE BED 5 AXLE DRAW BAR TRAILER. INFORMATION TAKEN FORM DRAWING REF. 24-1235.TC02. SWEPT PATH ANALYSIS NOT UNDERTAKEN. WYNNS TO CONFIRM SUITABILITY OF OVER-RUN EXTENTS PROPOSED.

KEY

- EXTENT OF EXISTING HIGHWAY (A9)
- EXTENT OF EXISTING FLAGSTONE DRAIN
- EXTENT OF PROPOSED ASPHALTIC CONSTRUCTION
- EXTENT OF PROPOSED UNBOUND SURFACING
- EXTENT OF AIL RUN-OVER AREA
- PROPOSED SUDS CORRIDOR
- TIE-IN GRADING EXTENTS
- EXISTING SURFACE WATER DRAIN
- xx.xxx(Ex) EXISTING LEVEL
- xx.xxx PROPOSED LEVEL
- PROPOSED MINOR CONTOUR (0.1m)
- PROPOSED MAJOR CONTOUR (0.5m)
- PLANNING BOUNDARY

DRAWING FOR APPROVAL
NOT FOR CONSTRUCTION

Rev/n	Date	Description	Drawn	Chk'd	App'd
P06	22/10/2024	UPDATED TO SUIT LATEST SITE LAYOUT	TE	BP	JC
P05	16/10/2024	BELLMOUTH ENTRANCE AMENDED	TW	BP	JC
P04	09/10/2024	UPDATED LAYOUT	TE	BP	JC
P03	24/05/2024	UPDATED TO ADDRESS CLIENT COMMENTS	BP	JC	JC
P02	22/05/2024	DRAFT REVISION	BP	-	-
P01	31/01/2024	PRELIMINARY ISSUE	ME	JC	JC

Status: PLANNING

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Client: FIELD

Project: SPITTAL BESS

Drawing title: SITE ACCESS GA & LONGITUDINAL SECTION

Scale	Drawn	Checked	Approved	Date
NOTED @ A1	ME	JC	JC	JAN 2024

Drawing no.: 336-003-D001
Revision: P06

Appendix C: Visibility Splays

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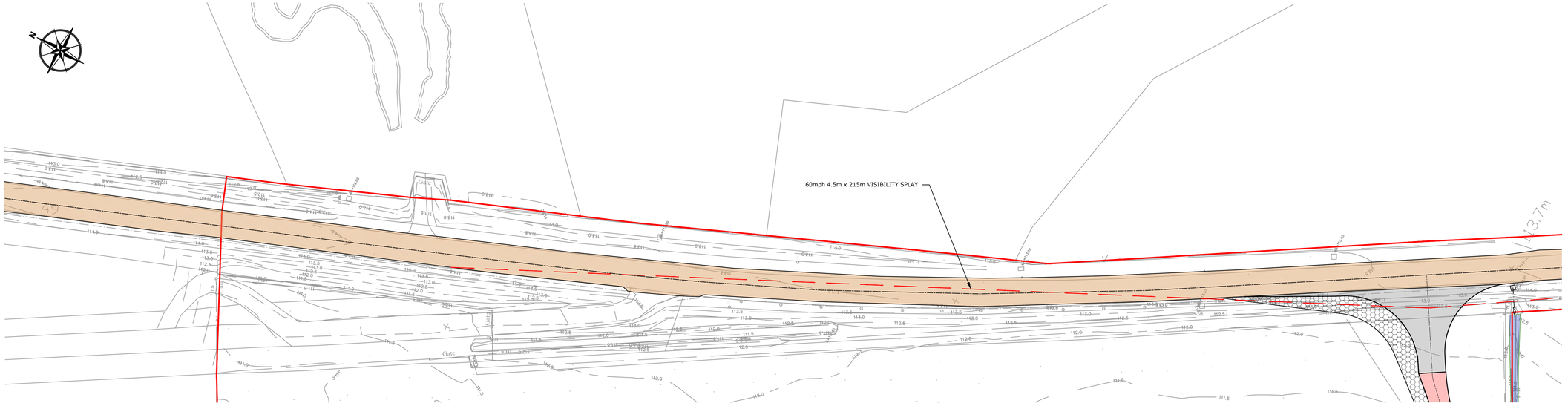
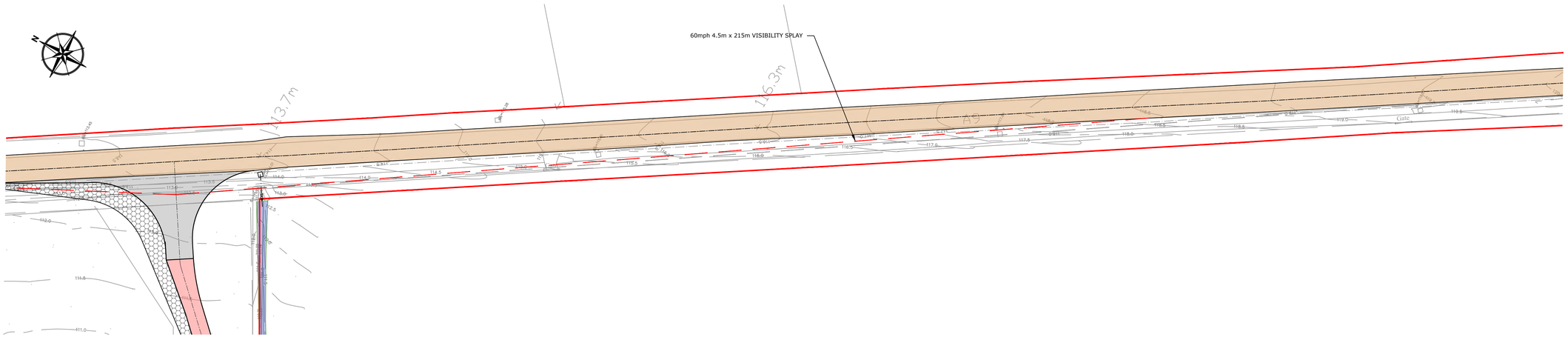
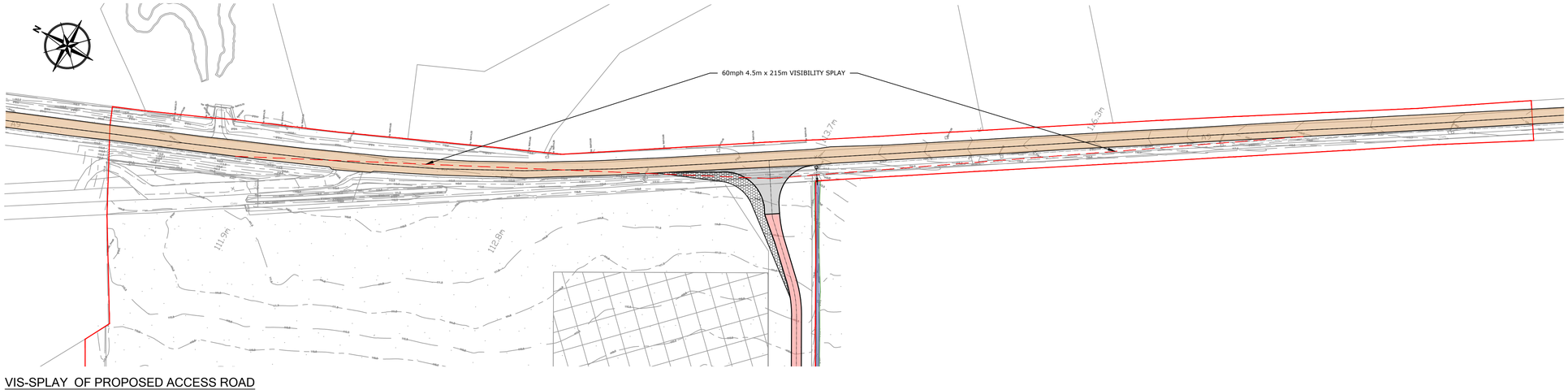


VIS-SPLAY EXTENT NORTH OF PROPOSED ACCESS ROAD
SCALE: 1:500



VIS-SPLAY EXTENT SOUTH OF PROPOSED ACCESS ROAD
SCALE: 1:500



VIS-SPLAY OF PROPOSED ACCESS ROAD
SCALE: 1:1000

PRINT ACCURACY INDICATOR 50mm 100mm

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KEY

- EXTENT OF EXISTING HIGHWAY (A9)
- EXTENT OF EXISTING FLAGSTONE DRAIN
- EXTENT OF PROPOSED ASPHALTIC CONSTRUCTION
- EXTENT OF PROPOSED UNBOUND SURFACING
- EXTENT OF AIL RUN-OVER AREA
- 215m x 4.5m VISIBILITY SPLAY (60mph)
- PLANNING BOUNDARY

DRAWING FOR APPROVAL
NOT FOR CONSTRUCTION

Rev'n	Date	Description	Drawn	Chk'd	App'd
P05	22/10/2024	UPDATED TO SUIT LATEST SITE LAYOUT	TE	BP	JC
P04	16/10/2024	BELLMOUTH ENTRANCE AMENDED	TW	BP	JC
P03	09/10/2024	UPDATED LAYOUT	TE	BP	JC
P02	24/05/2024	UPDATED TO SUIT CLIENT COMMENTS	BP	JC	JC
P01	31/01/2024	PRELIMINARY ISSUE	ME	JC	JC

Status: PLANNING

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Client: FIELD

Project: SPITTAL BESS

Drawing title: SITE ACCESS VISIBILITY SPLAYS

Scale	Drawn	Checked	Approved	Date
AS NOTED @ A1	ME	JC	JC	JAN/2024

Drawing no.: 336-003-D003
Revision: P05