

# Key considerations



## Traffic and Transport

Traffic associated with construction of the facility would predominantly comprise deliveries of construction plant, equipment, and materials for the construction of the development compound, foundations, hardstanding, internal access roads and buildings. 44 two-way HGV movements per day (22 vehicles in each direction) with a similar number of cars/vans associated with workers travelling to/from the site (44 two-way LGV movements per day) are predicted during the construction period.

During operation, hydrogen produced would be collected by tube trailer with 4 filling bays provided for this purpose. During the design phase the project would look to optimise the filling to minimise the number of trailers needed to move the green hydrogen from the site. Based on current capacity of tube trailers (840kg), it is anticipated that there could be up to 32 two-way movements per day. However, the developers are working with industry partners on next-generation tube trailers, which would require fewer HGV movements. There could be up to 70 two-way movements per day associated with cars/vans for workers travelling to/from the site.

The existing strategic road network has sufficient capacity to safely accommodate increases in HGV and non-HGV construction traffic movements generated during the construction and operational periods.

Traffic management measures would mitigate the impact of construction traffic during the 18-month period, which would be adequately secured through a Construction Traffic Management Plan.

The Applicant also proposes to engage with relevant stakeholders – STTS members and Highland Council Area Roads Team (Ross and Cromarty) – in regard to the ongoing inspection and maintenance of the Struie Road during the operation of the development.

## Health and Safety

There are no significant risks to health identified in the context of the construction or operation of the Proposed Development.

Like all facilities handling industrial gases, hydrogen facilities have inherent risks. However, these risks would be factored into the design of equipment and measures would be put in place to mitigate these risks and to comply with legislation covering the design and installation of hydrogen developments.

Hydrogen is a 'named substance' under the Control of Major Accident Hazard (COMAH) Regulations 2015 and the Proposed Development would be required to be constructed and operated in accordance with the regulations. This includes a requirement to demonstrate an inherently safe design and to show that appropriate design safety principles have been adopted and embedded throughout the planning and design stages.

As a COMAH site, the Proposed Development would require a hazardous substance consent. This consent is a planning control that enables the relevant authorities to consider whether the presence of a significant quantity of a hazardous substance is appropriate.

In addition, the Proposed Development would be subject to further safety regulations including the Health and Safety at Work Act 1974 and Construction (Design and Management) Regulations 2015.

There is also legislation covering building regulations (The Building (Scotland) Regulations 2004) and fire regulations (Fire (Scotland) Act 2005), and transportation of green hydrogen in tube trailers would be compliant with the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009.