Scottish & Southern Electricity Networks

TRANSMISSION

Cambushinnie 400kV Substation Haul Road

Pre-application Consultation Feedback Event

March 2025

ssen-transmission.co.uk/cambushinnie

Contents

The consultation event will be taking place on:

Monday 17 March, 3–7pm,
Braco Village Hall, Feddal Road, Braco, FK15 9QD

Cambushinnie 400kV Substation - Haul Road March 2025

Powering change together

The time has come to further enhance Scotland's energy infrastructure, providing power for future generations as we move towards net zero.

The shift to a cleaner, more sustainable future is about more than climate change. It's about ensuring future generations have the same opportunities to thrive as we have all had.

Countries around the world are investing in their energy infrastructure to support the demands of modern economies and meet net zero targets. The UK is leading the way in building a modern, sustainable energy system for the future.

We all have a part to play

When it comes to net zero, we have to be in it together. The UK and Scottish governments have ambitious net zero targets, and we're playing our part in meeting them.

We work closely with the National Energy System Operator (NESO) (previously National Grid Electricity System Operator) to connect vast renewable energy resources—harnessed by solar, wind, hydro and marine generation—to areas of demand across the country. Scotland is playing a big role in meeting this demand, exporting two thirds of power generated in our network.

But there's more to be done. By 2050, the north of Scotland is predicted to contribute over 50GW of low carbon energy to help deliver net zero. Today, our region has around 9GW of renewable generation connected to the network.

At SSEN Transmission, it is our role to build the energy system of the future.

We're investing over £20 billion into our region's energy infrastructure this decade, with the potential for this to increase to over £30 billion. This investment will deliver a network capable of meeting 20% of the UK's Clean Power 2030 target and supporting up to 37,000 jobs, 17,500 of which will be here in Scotland.

Scan the QR code with your smartphone to find out more about how these policies have been assessed and determined.

Who we are

We're responsible for maintaining and investing in the electricity transmission network in the north of Scotland. We're part of SSE plc, one of the world's leading energy companies with a rich heritage in Scotland that dates back more than 80 years. We are also closely regulated by the GB energy regulator Ofgem, who determines how much revenue we are allowed to earn for constructing, maintaining and renovating our transmission network.

What we do

We manage the electricity network across our region which covers a quarter of the UK's land mass, crossing some of the country's most challenging terrain. We connect renewable energy sources to our network in the north of Scotland and then transport it to where it needs to be. From underground/subsea cables and overhead lines to electricity substations, our network keeps your lights on all year round.

Working with you

We understand that the work we do can have an impact on communities. So we're committed to minimising our impacts and maximising all the benefits that our developments can bring to your area. We're regularly assessed by global sustainability consultancy AccountAbility for how we engage with communities. That means we provide all the information you need to know about our plans and how they will impact communities like yours. The way we consult is also a two-way street. We want to hear people's views, concerns, or ideas and harness local knowledge so that our work benefits their communities: today and long into the future. You can share your views with us at: **ssen-transmission.co.uk/talk-to-us/contact-us/**

The Pathway to 2030

Building the energy system of the future will require delivery of significant infrastructure over the next few years. In partnership with the UK and Scottish governments, we're committed to meeting our obligation of connecting new, renewable energy to where it's needed by 2030.

Achieving Net Zero

By 2030, both the UK and Scottish governments are targeting a big expansion in offshore wind generation of 50GW and 11GW respectively. The Scottish Government has also set ambitious targets for an additional 12GW of onshore wind by 2030.

Across Great Britain, including the north of Scotland, there needs to be a significant increase in the capacity of the onshore electricity transmission infrastructure to deliver these 2030 targets and a pathway to net zero.

Securing our energy future

And it's not just about net zero. It's also about building a homegrown energy system, so that geopolitical turmoil around the world doesn't severely impact the UK and push up energy prices.

The UK Government's British Energy Security Strategy further underlines the need for this infrastructure, setting out plans to accelerate homegrown power for greater energy independence. The strategy aims to reduce the UK's dependence on, and price exposure to global gas wholesale markets through the deployment of homegrown low carbon electricity generation, supported by robust electricity network infrastructure.

Meeting our 2030 targets

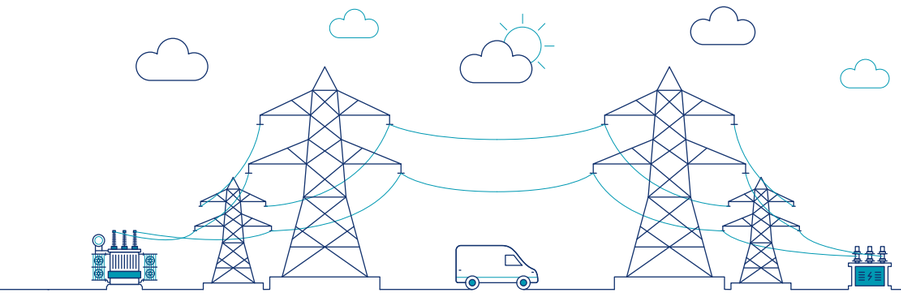
In July 2022, National Grid, the Electricity System Operator (ESO), published the Pathway to 2030 Holistic Network Design (HND). This set out the blueprint for the onshore and offshore transmission infrastructure that's required to support the forecasted growth in the UK's renewable electricity. It's an ambitious plan that will help the UK achieve net zero.

What does this mean for central Scotland?

Extensive studies informing the ESO's Pathway to the 2030 Holistic Network Design confirmed the need to upgrade the second circuit of the Beauly – Denny Overhead Line (OHL) from 275kV to 400kV.

To do this, we require to construct two new 400kV substations at Braco West and in the Fasnakyle area. We'll also require modifications or extensions to other substations along the route, including Fort Augustus, Errochty, Kinardochy and Tummel. Connections to existing substations will also be required as part of the upgrade. The upgrade of the Beauly – Denny circuit will help deliver the significant increased capacity needed to transport energy from new large scale onshore and offshore renewable generation (mainly wind farms) to demand centres via onshore and HVDC subsea links.

These projects have been highlighted as critical to delivering the UK and Scottish Government's targets,with the development of them accelerated to meet the target dates of energisation by 2030.



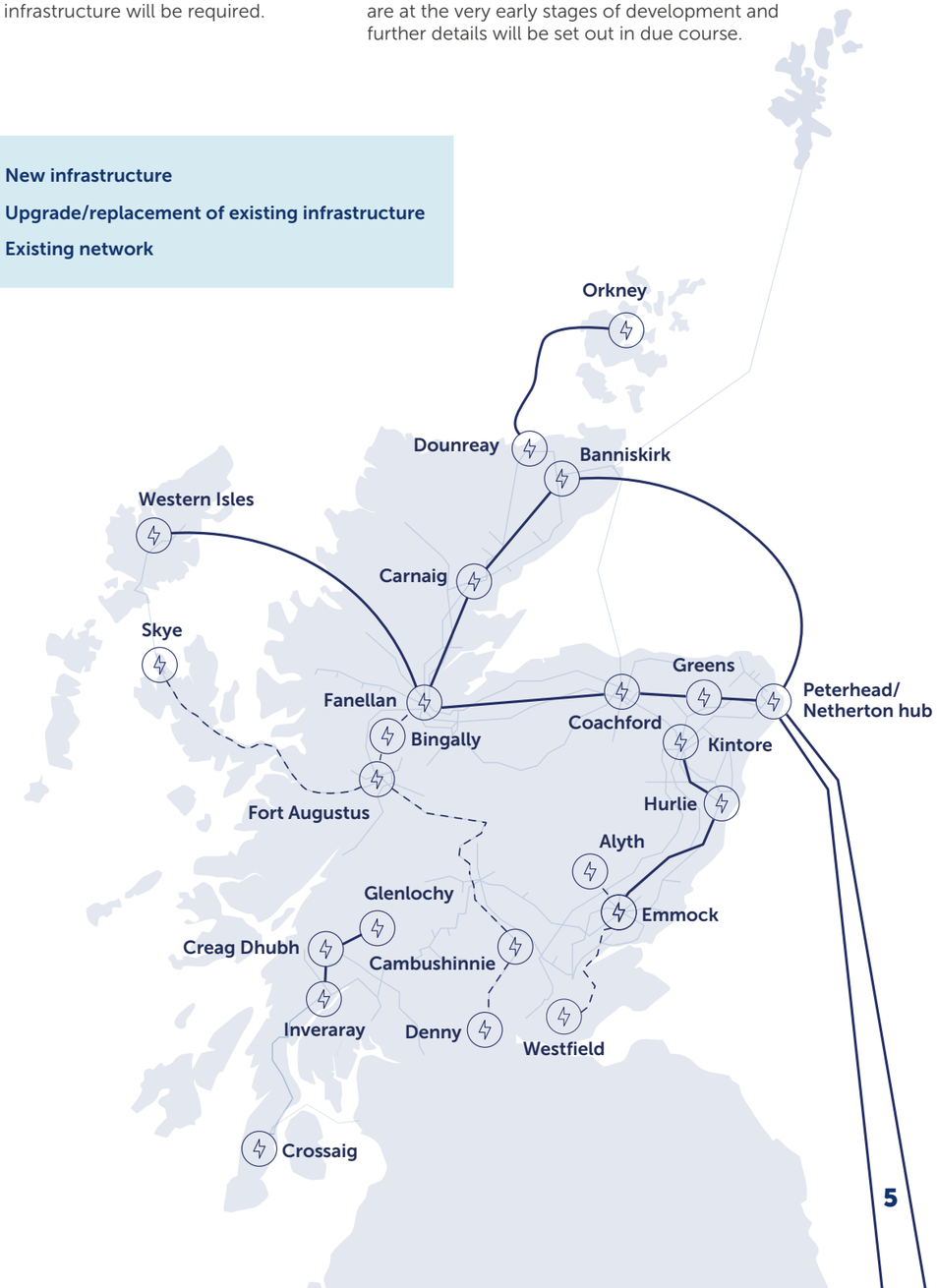
Cambushinnie 400kV Substation - Haul Road March 2025

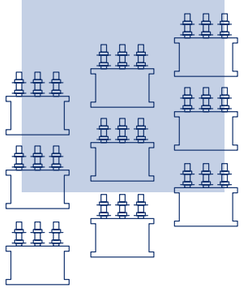
Future network investment requirements

Our 2030 targets are the first step on the transition to net zero. The UK Government has a target to decarbonise our electricity system by 2035 and fully decarbonise our economy by becoming net zero by 2050, with the Scottish Government committing to net zero five years earlier, by 2045.

To achieve these targets, further investment in new low carbon electricity generation and the enabling electricity transmission network infrastructure will be required.

The next stage of strategic network planning across Great Britain has now been outlined in the independent Electricity System Operator, National Grid ESO's, 'Beyond 2030' report, published in March this year. For the north of Scotland, the ESO's plan recommends several new and upgraded onshore and offshore reinforcements that the ESO has assessed are required to help deliver net zero targets. These projects, which will be subject to extensive public consultation, are at the very early stages of development and further details will be set out in due course.





Wider Cambushinnie project overview

This consultation is related to the proposed haul road located near Braco, which will support the proposed substation construction.

The project team have engaged with the local community since August 2023 on proposals for the Cambushinnie 400kV substation project. The consultation period for the Cambushinnie substation and overhead line development is now complete, with final documents for planning permission being prepared, and the planning application due to be submitted in Q2 2025.

Beauly-Denny 400kV upgrade

The Beauly-Denny line was constructed for 400kV operation on each of its two circuits but put into service with one operating at the lower voltage of 275kV. This project will see the second circuit being uprated from 275kV to 400kV, to allow new renewable energy generation to be connected to the transmission network in the coming years.

As the line was built to run at 400kV, no alterations are required to the existing Overhead Line (OHL). However, existing 275kV connections along the OHL will need to be upgraded to allow them to continue to connect to the uprated circuit.

This means the following will be required at sites along the route:

- A new 400kV substation near Braco, named Cambushinnie substation.
- A new 400kV substation in the Fasnakyle area, named Bingally substation.
- Connections from the new substations to both the Beauly - Denny OHL (via small diversions) and the existing substations (via underground cable).
- In addition, modifications or extensions are required to other substations along the route, including Fort Augustus, Errochty, Kinardochy and Tummel.

Cambushinnie 400kV substation

The project will involve construction of a new outdoor 400kV Air Insulated Switchgear (AIS) substation, located immediately west of the existing Braco West 275kV substation.

Proposed development description:

- The approximate maximum dimensions of the proposed substation platform are 420m x 230m, not including the earthworks required to create a level platform.
- Space provision to allow for connection of future renewable energy generation projects.
- Areas for drainage, landscaping/ screening and habitat enhancement.
- Permanent and temporary access roads, with temporary areas required during construction for lay down and welfare.
- The new substation will require OHL tie-in works, comprising a new terminal tower adjacent to the substation. The new terminal tower will be of a similar height (up to 63m) and type to the existing towers. A temporary OHL diversion, including up to three towers, will also be required during the construction phase to allow the new permanent tower to be built. The OHL tie-in will not form part of the formal planning application for the Cambushinnie 400kV substation. Instead, an application will be made to the Scottish Government's Energy Consents Unit (ECU) for consent under Section 37 of the Electricity Act.

Construction access

For construction access to the substation, an existing access track which serves the existing Braco West 275kV substation will be utilised between the B8033 at Easter Feddal (west of Braco) and the proposed development. Upgrades will be required, such as widening at certain locations to accommodate the transportation of abnormal sized items. Further information on the haul road is covered throughout this consultation material.

Cambushinnie 400kV Substation - Haul Road March 2025

The haul road

Why it is necessary

Due to the size of abnormal load required for transformer delivery for the substation, which cannot pass through Braco village, a new access track (referred to as the haul road) is proposed between the A822 and Easter Feddal, via the B8033 south of Braco near Keirallan. This will be permanent in nature to facilitate both construction traffic and any operational requirements to remove any transformers from site in the event of a fault, with spare transformers to be stored at our warehouses. The haul road will be 6.5m in width with a bridge over the Keir Burn. The requirements for the haul road form its own planning independent of the substation.

What it will look like

The haul road will run from the A822, south of Braco, crossing the Keir Burn and B8033, before continuing north-west through the fields towards Easter Feddal. The haul road will then connect to the existing private track, which leads towards the existing Braco West substation.

The road will be an asphalt surface in the east by Keirallan, east of the B8033. The road will be an unbound type 1 surface west of the B8033 and the compound area.

The track will facilitate construction traffic for SSEN Transmission contractors and employees only and will be fenced off, with gate-controlled access. A controlled crossing point will be required on the B8033.

Activities so far

Design work and surveys have been progressing throughout 2024 and into 2025. This has included walkover surveys, flood risk modelling, liaison with bridge suppliers and more recently ground investigation works. All of these activities have helped the project reach 'design freeze', enabling the road position to be finalised and for discussions to commence with landowners. We have also commenced the assessment work required to facilitate the planning submission of the haul road to Perth and Kinross Council. Our consultants are developing a landscape and habitat management plan which will facilitate landowner discussions on the screening proposals.

Feedback

The first consultation event for the haul road was held at Braco Village Hall on 20 November 2024. There was a total of 70 attendees. During the six-week feedback period which ended on 8 January 2025, 24 responses were received specific to this application.

Many of the responses requested further information on the design, visual and landscape impacts, the environment, construction and traffic volumes, and transport assessments. We have looked to summarise this feedback to best answer queries that relate to the haul road. We have not included items that relate to the substation itself, as this was covered in previous and separate consultation events.

Some of the responses posed general questions covered in our Frequently Asked Questions (FAQ) page and additional handouts such as project need, sustainability considerations and compensation. More information regarding these topics and other FAQs can be accessed at: **ssen-transmission.co.uk/2030faqs**

Scan the QR code with your smartphone to find out more about how these policies have been assessed and determined.

We have included both event feedback and statutory stakeholder feedback, as well as design feedback, outlined in the following pages.

Cambushinnie 400kV Substation - Haul Road March 2025

Event feedback	Response
Access Feedback made around the footpath along the Keir Burn. This is used as part of a circular walk and there are concerns this route could be blocked	During the construction period, as the haul road would form a construction working area for heavy plant, access would not be available to cross the road at the bridge. Signage would be in place to advise of alternative access arrangements. We aim to seek and provide access as far as practicable, which would be confirmed within an Access Management Plan which is anticipated to be agreed with the Council through the discharge of a relevant planning condition. Once construction has been completed, the alternative access over the haul road could be used permanently.
Community benefit Opportunities for community benefit funding shared including provisions for cyclists and pedestrians in the area; funding and compensation; landscaping and replanting; vehicle speeding mitigations.	We'd like to thank residents for providing their feedback suggesting community benefits they would like to see implemented within the local area. While some of the suggestions are outside of the scope of the project to deliver, it is our intention to work with the community to further explore opportunities in this area. This feedback has been noted and when it is appropriate to do so, will be considered by our construction team, contractors and our community benefit fund team. Our network in the north of Scotland will play a leading role in the clean energy transition, connecting and transporting renewable electricity from wind, hydro and marine generation. Our Community Benefit Fund will allow a share of the benefits to go directly to those communities that we work in. Our Community Benefit Fund is designed to bring substantial benefits and a positive, lasting legacy through local and regional initiatives across the north of Scotland. Following a UK Government announcement in November 2023 regarding community benefits from transmission infrastructure, SSEN Transmission anticipates the value of future community funds from our current investment plans to be in excess of £100m. This is subject to finalised Government guidance and approval from Ofgem and will apply to all new transmission infrastructure projects in Great Britain. We have two types of funds open to projects in our network area which not for profit, constituted groups can apply for. Our regional fund is open for any organisation in our network area with a strategic project that brings benefits under one our identified themes. Our local funds are for communities closes to our new infrastructure. The first £2m round of our regional Community Benefit Fund received 328 applications seeking grants from £40,000 to £500,000. We funded ten projects across our region and details of the projects can be found on our website at ssen-transmission.co.uk/communitybenefit. Based on feedback from our public consultation held in 2023, the fund will continue to provide support for strategic projects in the region and any successful application must meet one or more of the following themes: People: Focusing on skills, training and employability; Place: Emphasising the community and culture of the north of Scotland; and Alleviating fuel poverty: Looking at strategic ways to help people across the region. These themes should be reviewed in the context of a strategic fund, with the view of maximising impact to the north of Scotland. Local funds in anticipation of expected UK Government guidance on Community Benefit funding for electricity transmission infrastructure, we are launching four preliminary local funds connected to projects recently completed or currently under construction. These funds will vary to reflect the different priorities, needs and wishes of the local communities close to the transmission project. Local Community Benefit Funds are for communities close to transmission infrastructure, and we will work with those communities to design a fund that can have a positive local impact. We will use independent panels to make decisions allocating funding and will support communities to make best use of the funding opportunities. You can find out more about the communities that have already benefited from our community benefit funding by going to our website at: **ssen-transmission.co.uk/communitybenefit**

Event feedback	Response
Drainage Residents highlighted existing drainage problems in the area and were asking how we plan to mitigate any further flooding with the proposed work planned.	We are aware there are existing flooding issues within the area. The Proposed Development connects to the A822 and B8033. It is noted that in the existing scenario, both of these roads appear to be at risk of flooding in close proximity to the Proposed Development, based on the baseline fluvial flood risk hydraulic modelling. The Proposed Development is located within an area which is at 'high risk' from fluvial flooding. Mitigation measures have been proposed for fluvial and surface water flooding. Fluvial flood mitigation measures have been proposed to replicate existing flooding mechanisms across the modelled area. As there is an increased impermeable surface area, a drainage impact assessment for the Proposed Development has been developed to establish an acceptable method of disposal of surface water. The drainage impact assessment will also be provided as part of the planning application.
Environment Feedback around maximising habitat enhancement proposals around the haul road. Tree planting, shrub planting, returning to non-managed land etc.	The planning application will include a Biodiversity Net Gain (BNG) assessment which will demonstrate how the SSEN Transmission commitment of a 10% minimum BNG will be achieved. A landscape and habitat management plan will be included in the Environmental Appraisal and will set out our proposed planting plan. The proposed planting will take into account habitat enhancement, BNG, compensatory tree planting, screening and landowner requirements.
Environment Feedback has been received on wildlife in the area, including pine martin and beavers present around the area of works.	Ecology surveys have been completed, and an ecology assessment will be included in the Environmental Appraisal (EA) which will be submitted as part of the planning application. The EA will be publicly available to review apart from any confidential information relating to protected species. The ecology assessment will consider the potential effects (if any) on protected species, and identify any mitigation required. The presence of beavers has not been recorded to date within the survey areas. Where sensitive habitats and species are present, we will seek to avoid them wherever possible, but where unavoidable, suitable mitigation measures will be identified and agreed in consultation with the Planning Authority, NatureScot and any other relevant statutory consultee.

Cambushinnie 400kV Substation - Haul Road March 2025

Event feedback	Response
Environmental protected areas and protected species Comments in relation to effects on protected areas including Special Protection Areas (SPA's), Special Area of Conservation (SAC) sites and Sites of Special Scientific Interest (SSSI) were received from NatureScot. NatureScot advised it considers the Proposed Development will not have any adverse effect on site integrity of any protected area sites. NatureScot advised its standing advice in relation to protected species surveys, mitigation and licensing should be referred to for further information, and that all survey work for protected species should be undertaken in line with the best practice guidance outlined on its website.	We note the comments from NatureScot that it considers the Proposed development will not have any adverse effect on site integrity of any protected area sites. The environmental surveys completed to date have followed best practice. The results of these surveys and the assessment will be presented in the EA, alongside the methodology, and will be submitted as part of the planning application. The EA will identify appropriate mitigation to reflect the outcome of the assessment and will be in line with NatureScot standing advice.
Flooding Feedback has been made about the haul road being built on a flood plain and concern around flooding from the Keir Burn.	We acknowledge the haul road is located within the flood plain of the Keir Burn. An extensive flood risk assessment, including detailed modelling, has been carried out. An iterative process has been applied to establish appropriate mitigation options and their suitability for inclusion as final mitigation measures to address the flooding impacts observed as a result of the Proposed Development. The mitigation measures in the form of flood culverts and modification of an existing flood embankment downstream of the proposed haul road are proposed. It has been demonstrated that the Proposed Development is not at risk of flooding or that the Proposed Development is likely to lead to an increase in flood risk elsewhere.
Historic environment Comments in relation to the historic environment were received from Historic Environment Scotland (HES). It advised HES does not consider there would be any significant setting impacts from the Proposed Development.	A cultural heritage assessment will be included in the EA and will be submitted as part of the planning application. This will set out surveys undertaken and an assessment of effects on cultural heritage assets.

Event feedback	Response
Landscape/visual/ screening Concerns were raised about the visual impacts from the haul road, including the compound areas and construction traffic along the haul road.	The proposed layout for the development will be shown at our consultation event. The layout will show a mix of temporary and permanent screening measures that will be put in place to ensure that the visual impacts from the haul road are reduced.
Noise Feedback on noise from construction period and haul road traffic.	We recognise that noise impacts during construction will be a concern to residents. A Noise Assessment has been concluded to support our planning application. along with our embedded mitigation the design includes the installation of four noise barriers, with two of these situated near properties on the haul road. These barriers will be in place during the construction phase of the full substation construction programme. The EA (which will include details on the background noise monitoring and noise assessment) will be publicly available when the application is submitted to the Planning Authority. A Construction Environmental Management Plan (CEMP) will be produced that will detail the mitigation and management measures required to minimise environmental impact from the construction phase of the development. The CEMP forms a framework within which the measures will be implemented throughout the project.
Presented proposals Requests were made for our visual consultants 3DWebtech to provide further detail at our next consultation event. This included using a wider area of model coverage, inclusion of fences, gates, temporary compounds, landscaping etc.	Our visual consultants will be present at the event to show the latest plans. These will include the majority of the key components of the haul road during construction and also during the construction of the substation. A video flythrough will also be available at the consultation and online, as part of the virtual consultation room. The video flythrough will also show the haul road after the substation construction has completed.
Road surfacing Requests have been made to challenge why we are not using a tarmac surface for the full haul road design.	The road will be an asphalt surface in the east by Keir Allan, east of the B8033 and either side of the B8033 crossing. Along the western section of the haul road from the compound area, the surface will be an unbound Type 1 surface. Where tarmac has been included in the design (rather than Type 1), this has been for technical requirements for the road to meet our engineering standards and specifications. We understand the concerns around the use of Type 1 material full mitigation measures will be outlined in the construction environmental management plan (CEMP) to minimise impacts during construction.
The bridge Request for more information on the bridge and a request that it be left in situ after completion	In order to have a fully connected haul road, a bridge is required to cross over the Keir Burn. The bridge will be removed after construction. Under the imagery section of this booklet, further images can be found for the bridge.

Cambushinnie 400kV Substation - Haul Road March 2025

Event feedback	Response
Third party use of the haul road Feedback around third-party users and developments (including battery storage sites), and whether they can use the haul road to reduce construction traffic through the village	We are in the process of securing access rights over the haul road. We will not own the haul road, therefore, it would not be within our gift to grant access over the haul road to third parties during or following the construction of the substation. Post substation construction, the temporary bridge will be removed.
Traffic management and construction Feedback received around the construction and sequencing of the haul road, including timings and locations. Requests also made to confirm the working times and vehicle numbers expected. Comments made in objection to weekend working.	The construction programme for the haul road will be approximately 12 months in duration, with works taking place across the entirety of the haul road, rather than a sequential approach. This option reduces the construction timescales and subsequent impact on the local village. Further details on the above can be found in The Construction Detail section of this booklet under traffic management. Construction activities would in general be undertaken during daytime periods. Working hours are currently anticipated between approximately 07.00 to 19.00 Monday to Friday, 08.00 to 13.00 on Saturdays year-round. These are standard construction working hours, Perth and Kinross Council will have the opportunity to review and comment on these.
Wheel wash facilities Feedback around the location of the proposed vehicle wash, and questions raised about how it may impact existing drainage problems in the area, how noise and pollution may affect local residents and the environment.	The water will be sourced from bowsers on site, and it will be removed via drainage ditches and swales leading to the road crossing. The water will be discharged at a rate that will not impact the existing drainage arrangement. Should the road crossing at the B8033 need to be cleared to facilitate the flow of water, our contractors will arrange for this to be happen. Within the imagery section of this booklet, we have shown a representative example of a standard industry wheel wash.

The haul road - construction detail

The construction programme for the haul road will be approximately 12 months in duration, with works taking place across the entirety of the haul road, rather than a sequential approach. This option reduces the construction timescales and subsequent impact on the local village.

The main construction elements associated with the Proposed Development are as follows:

- Creation of a main temporary construction compound (west of B8033);
- Creation of crane pad areas formed from type 1 stone and geogrid construction material;
- Delivery and construction of the new bridge spanning the Keir burn;
- Creation of a smaller works compound (east of B8033);
- Creation of multiple topsoil storage areas;
- Associated drainage works for the haul road and an area of the riverbank reinforcement at the Keir burn;
- At the end of the substation construction, the bridge deck will be removed and the abutments will remain in situ.

Site compounds and laydown areas

Temporary working and laydown areas will be required to enable construction of the works, these have been outlined in the imagery section of this booklet.

A works compound will be located west of the B8033. This will be 115m x 35m in size. This will include 35 car/van parking spaces, office space, a welfare unit for security/drop off and a Heavy Goods Vehicle (HGV) holding area for approximately two HGVs. There will be adequate room for transport (e.g. minibus) turning. This will be in place for the duration of the haul road and substation construction. An additional temporary compound will be required during the construction of the haul road. This will be situated to the east of the B8033 and adjacent to the A8033, it will comprise of four 32ft containers, which will be used for offices, welfare and storage totalling at a size of 75m x 35m. The compound will also be used for storage of plant and equipment and site personnel car parking. Given this will be temporary in nature, it will be supplied by generator and a septic tank. Security will be provided by CCTV.

Bridge strategy

The proposals for the bridge include the removal of the bridge deck at the end of the construction period of the wider substation project. We have taken this approach based on early feedback from residents, along with reducing our maintenance requirements. If a transformer fault occurs at the substation and a new transformer is required to be delivered, the bridge can be reinstated at relatively short notice using the haul road, which will remain following construction.

Structures and materials

All materials excavated from site, as far as practicable, will be reused within the site boundary, where not suitable material will be disposed of in line with legislation and as close as possible to the site location. Concrete and bituminous material will be imported from suppliers as close to the site as possible.

Construction programme

The timing of works is still to be confirmed however it is anticipated that construction of the Proposed Development would take approximately 52 weeks, subject to consents and resource availability.

Construction hours of work

Construction activities would in general be undertaken during daytime periods. Working hours are currently anticipated between approximately 07.00 to 19.00 Monday to Friday, 08.00 to 13.00 on Saturday year-round. Working hour assumptions would be set out within the EA Report and agreed with Perth and Kinross Council. Any out of hour working would need to be agreed with Perth and Kinross Council at the time.

Cambushinnie 400kV Substation - Haul Road March 2025

Construction traffic

The A822 will be the route used by construction traffic between the A9 trunk road and the rural roads in the vicinity of the site access during the construction of the haul road.

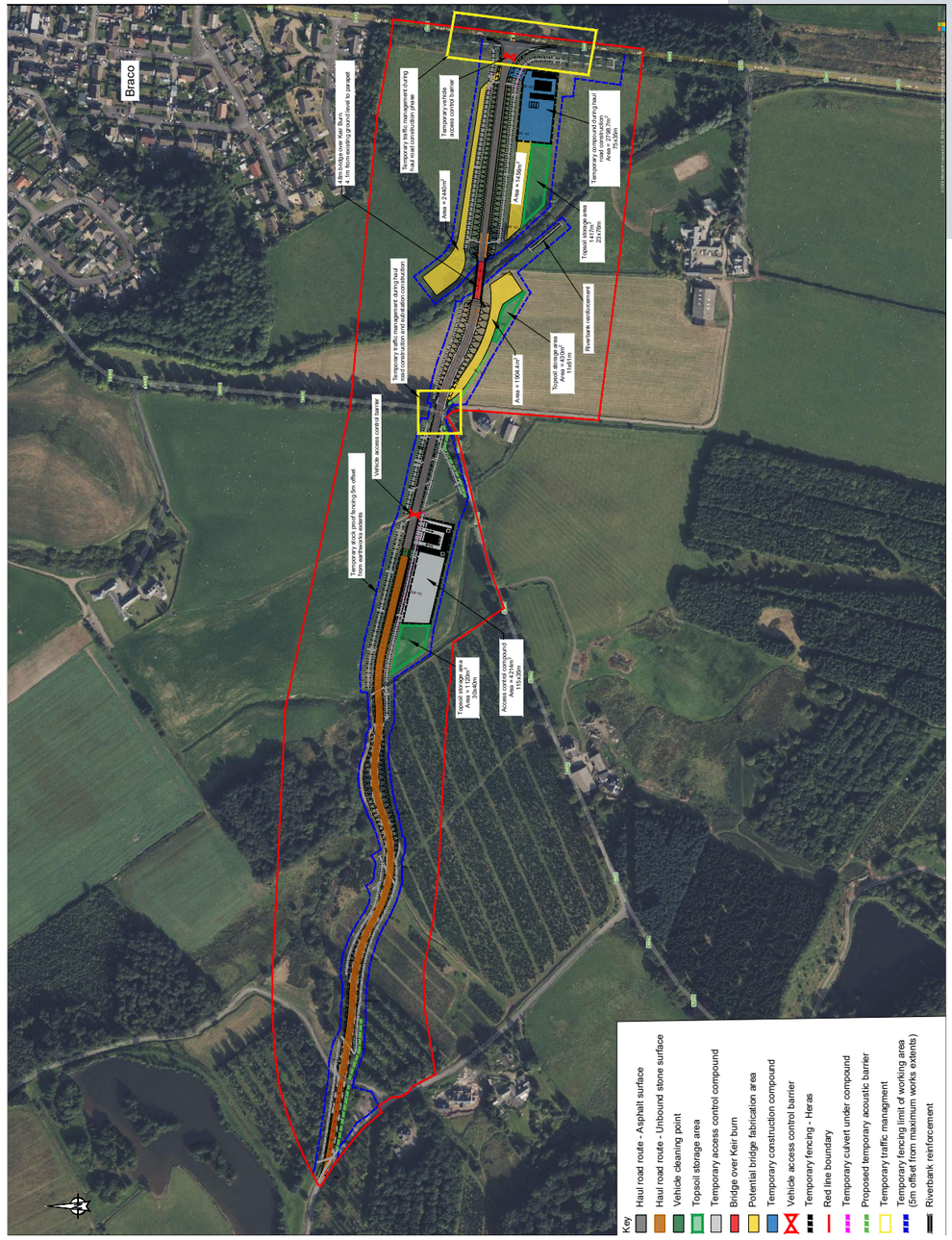
A Construction Traffic Management Plan (CTMP) will be prepared by the Principal Contractor prior to any works commencing, in consultation with Perth and Kinross Council and Transport Scotland, as required. The CTMP would describe all mitigation and signage measures that are proposed on the public road network.

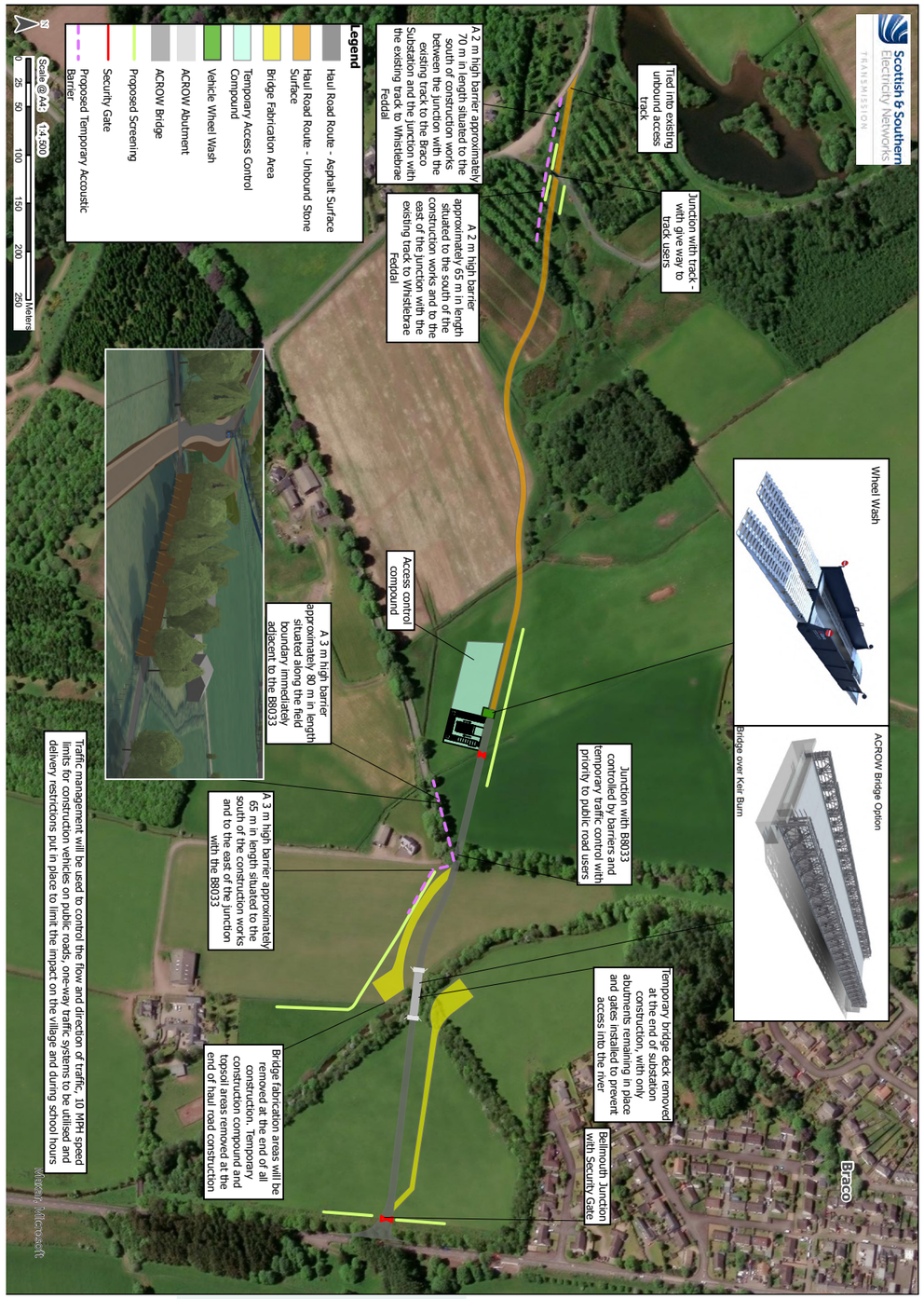
Traffic management

Following a review with our contractors and with the community in mind, we have opted to build the haul road working on each section of the proposed road simultaneously. By pursuing this method of construction, we are looking to reduce the duration of the construction and limit the time the community will be impacted. The alternative option would be to build the haul road in a sequential approach, which would add seven months to construction timescales and increase the overall impact on the community.

The preferred option would consist of a minimum of 16-weeks impact to the village. Taking this approach, there would be an average of 95 vehicle movements per week during this period. This would include an average of 27 HGVs per week and 20 LGVs per week. Traffic management will be used to control the flow and direction of traffic, 10 MPH speed limits for construction vehicles on public roads, one-way traffic systems to be utilised and delivery restrictions put in place to limit the impact on the village and during school hours. During detailed design the project team will engage further to understand any further community considerations.

The haul road - red line boundary





Imagery

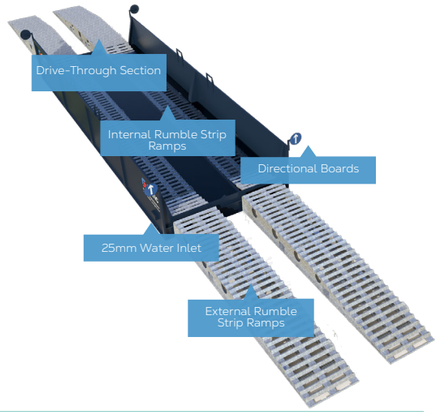


Image 1 - Showing wheel wash facilities in greater detail

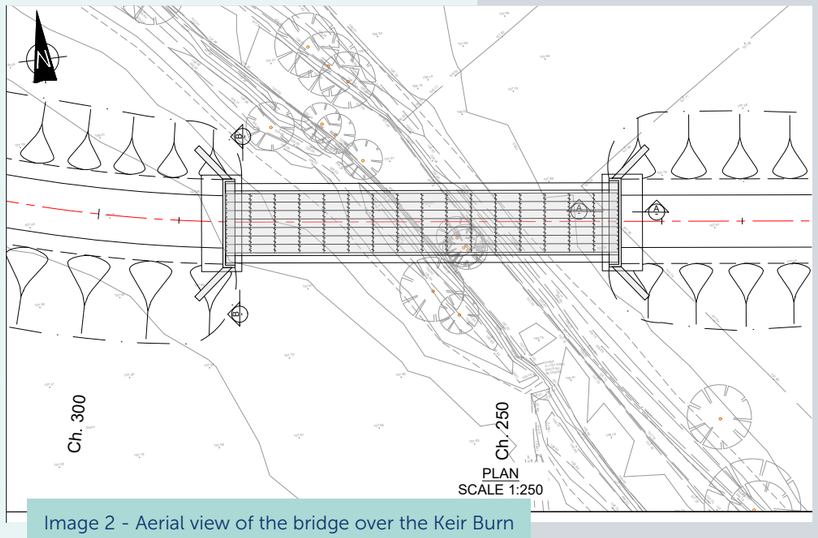


Image 2 - Aerial view of the bridge over the Keir Burn

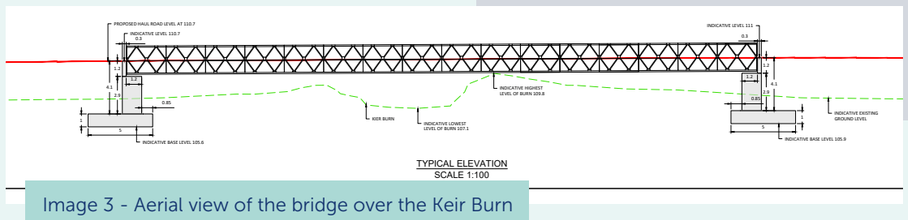


Image 3 - Aerial view of the bridge over the Keir Burn

Visualisation

We understand that local stakeholders need to be able to visualise what the development may look like in their local area. We've commissioned a 3D visualisation which models the proposed haul road and bridge into the local landscape to help the understanding of the proposal in terms of the visual impact, distance, and height.

The following is an image taken from the 3D model created for the Cambushinnie haul road and bridge.

To find the 3D flythrough video, scan the QR code or visit the following URL:
ssen-transmission.co.uk/cambushinnie

Example of haul road and bridge

To get a better sense of the proposal in full our consultants, 3D Webtech, will be showcasing a model that attendees can interact with during the event.

The layout of our proposal may change based on feedback and further refinement of the design. If that happens, we'll update our model and video and share this on our webpage.

Photomontages

Photomontage visualisations will also be produced as part of the Environmental Appraisal (EA). Once the EA is completed and submitted as part of our planning application, we'll ensure these photomontages are available to view.

Project timeline

Haul road

2024
- Pre-application consultation event: Haul road – November
- Land Negotiations

2025
- Complete EA's
- Town and Country Planning application submission: Q2 2025
- Planning decision received
- If planning consent granted start discharge of planning conditions

2026
- Discharge of planning conditions to commence: Q1
- Construction and installation commence: Q2

2027
- Construction of haul road completed

2029
- Upon completion of substation works, the bridge deck and any remaining temporary working areas will be removed.

Substation

2023
- Substation site selection consultation event: Summer 2023

2024
- Pre-application consultation events: Substation – Spring and Summer
- Land Negotiations

2025
- Complete EA's
- Town and Country Planning application submission: Q2 2025
- Planning decision received
- If planning consent granted start discharge of planning conditions

2026
- Discharge of planning conditions to commence: Q1
- Construction and installation commence: Q2

2027
- Construction and installation continues

2028
- Construction and installation continues.

2029
- Commissioning works
- Construction complete
- Project energisation

Cambushinnie 400kV Substation - Haul Road March 2025

The Planning process

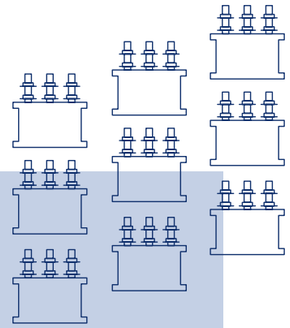
The legislation that enables the planning of projects like the Cambushinnie haul road are the Electricity Act 1989 and the Town and Country Planning (Scotland) Act 1997.

Local Planning Authorities determine the outcome of any applications made under the Town and Country Planning Act and establish the planning pathway our projects must take, including which consents are required. A voluntary EA will be produced by us to support the planning application. This would be made publicly available once submitted. In consultation with Perth and Kinross Council it has been confirmed as a "Major Development" under the Town and Country Planning process.

The pre-application consultation process

At the time of the last event, confirmation as to whether the proposal would constitute a "Local" or "Major" Development was not confirmed, therefore we took the decision to run the event based on the requirements for a "Major Development". This meant we had to submit a Proposal of Application Notice (PAN) to Perth and Kinross Council ahead of the event to set out our proposed consultation approach.

The plans we are consulting on at this event might change between now and the submission of a planning application.



Submitting the planning application

The planning application for the haul road is due to be submitted to Perth and Kinross Council in Q2 2025.

Comments made through the pre-application consultation process are not formal representations to Perth and Kinross Council. When the planning application is submitted there will be an opportunity to make formal representations to Perth and Kinross Council.

The proposed overhead line tie-in from the existing Beauly–Denny line to the new substation will be the subject of a Section 37 application to the Energy Consents Unit (ECU). This is separate to the Town and Country Planning process for which the proposed substation and haul road will be subject to.

The proposed substation planning application will be submitted to Perth and Kinross Council under a separate planning application, due to its design programme differing from the haul road.

The feedback period

We value community and stakeholder feedback. Without this, we would be unable to progress projects and reach a balanced proposal.

We intend to submit our planning application in Q2 of 2025. We welcome final comments from members of the public, statutory consultees and other key stakeholders regarding our proposals until we submit our planning application, you can submit your comments up until **31 March 2025.**

How to provide feedback:

Submit your comments and feedback by emailing or writing to your Community Liaison Manager.

What we're seeking views on

During our last public consultation event in November 2024, we wanted to know your thoughts on our project plans, where you thought we could make improvements, changes or refinements. We are now asking for any final comments or feedback associated with the haul road ahead of submitting the planning application. We'll be actively looking to mitigate the impacts of the site as much as possible over the coming months, but it would be helpful to understand what you believe we should be doing to help minimise these impacts and if there are any opportunities to deliver a local community benefit you would like us to consider.

Recite me

To support everyone online, we provide accessibility and language options on our website through 'Recite Me'. The accessibility and language support options provided by 'Recite Me' include text-to-speech functionality, fully customisable styling features, reading aids, and a translation tool with over 100 languages, including 35 text-to-speech.

Please select "Accessibility" on our website to try out our inclusive toolbar."

Our Community Liaison team

Each project has a dedicated Community Liaison Manager who works closely with community members to make sure they are well informed of our proposals and that their views, concerns, questions, or suggestions are put to our project teams. Throughout the life of our projects, you will hear from us regularly. We aim to establish strong working relationships by being accessible to key local stakeholders such as community councils, residents' associations, and development trusts, and regularly engage with interested individuals.

Community Liaison Manager

The best way to contact us regarding this project is through our Community Liaison Team.

Nicki Mcluskey

SSEN Transmission,
200 Dunkeld Road, Perth, PH1 3GH

BDUP@sse.com

07879 793 652

Additional information:

The best way to keep up to date is to sign up to project updates via the project webpage:

You can also register for updates at our events, just ask our staff at the welcome desk.

ssen-transmission.co.uk/cambushinnie

You can also follow us on social media:

@ssentransmission @SSETransmission

Notes

Notes