

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) 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 £30bn. 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.



Find out more

Scan the QR code with your smartphone to find out more about how these policies have been assessed and determined. bit.ly/3SYgNFs

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



ssen-transmission.co.uk/glenmoriston-gt-replacement



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Project need

The required project need is being driven by operational requirements and asset condition assessments of the affected existing transformer serving the Glenmoriston and Livishie hydroelectric power station at Dundreggan Dam.

Glenmoriston Access Track Upgrades

We are seeking your views as part of a pre-application consultation for proposed upgrades to an existing forestry access track near Glenmoriston. These upgrades are essential to support the delivery of a new transformer at Glenmoriston Substation.

Why is this project needed?

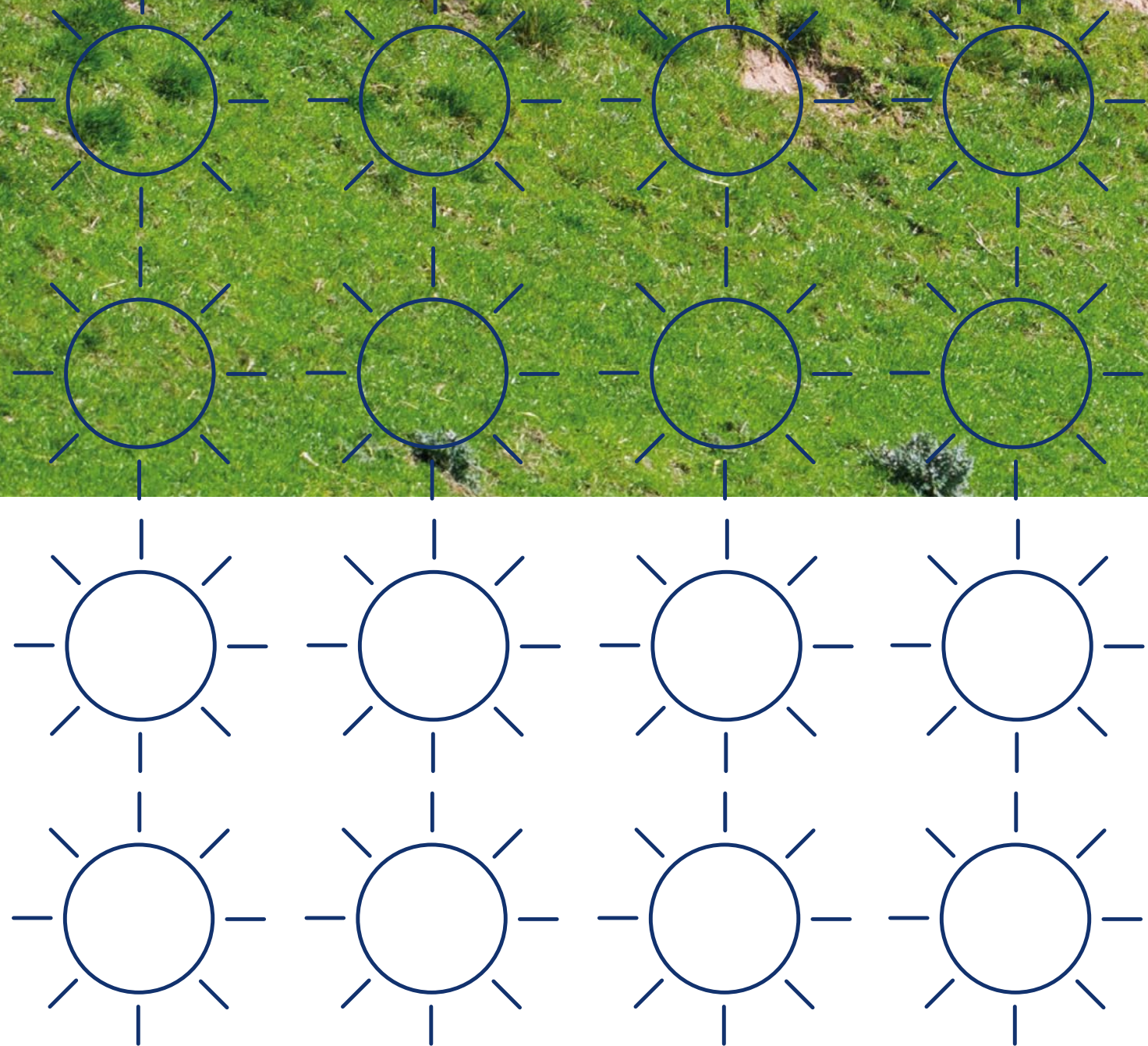
The existing transformer at Glenmoriston Substation is approaching the end of its operational life. It plays a vital role in converting electricity from 11kV to 132kV, allowing renewable energy generated by the Glenmoriston and Livishie hydroelectric power stations to be exported to the national transmission network.

If the transformer is not replaced, its deteriorating condition could lead to failure, potentially disrupting renewable energy generation and affecting electricity supply to homes and businesses.

Why are we applying for planning permission?

To safely and efficiently deliver the new transformer and associated equipment, upgrades to the existing access track are required. These upgrades are the main focus of this planning application. Key elements of the proposal include:

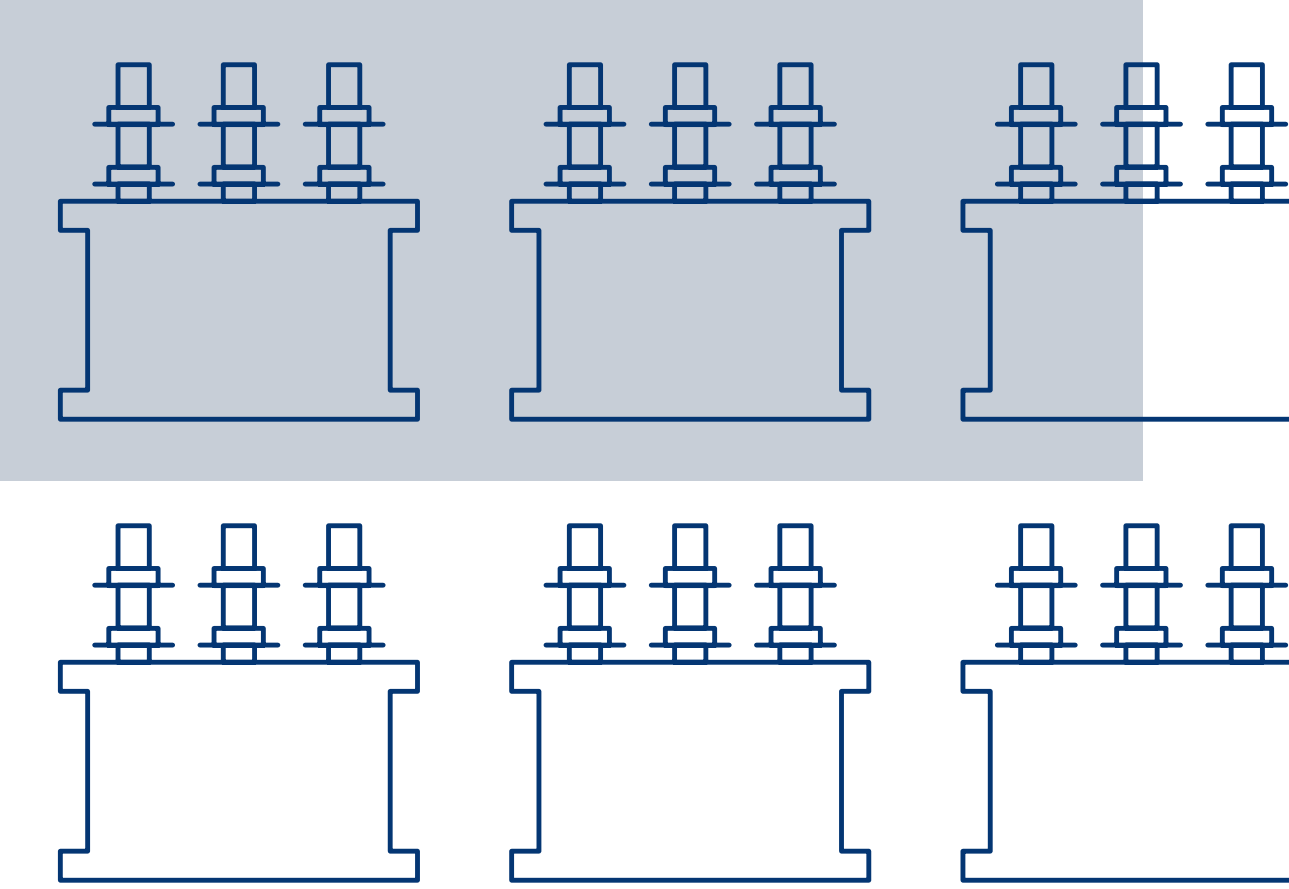
- Use of an existing forestry track from the western boundary of the site
- A working corridor of approximately 5 metres on either side of the track to allow for widening and structural improvements
- Replacement of two bridge structures that are unsuitable for heavy construction vehicles
- Establishment of a temporary construction compound adjacent to the upgraded track to support site operations.



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Glenmoriston Access Track – Pre-Application Consultation (PAC 2)

We're planning some important work to keep the local electricity network strong and reliable. The transformer that supports the Glenmoriston and Livishie hydroelectric power stations at Dundreggan Dam needs to be replaced to ensure it continues to perform well for years to come. To make this possible, we'll need to upgrade the access track so the new transformer can be safely delivered to site.

What are we consulting on?

We are seeking your views on our proposed upgrade to the existing access track from Torgyle to the Glenmoriston Substation and continues along Inverwick Road until it rejoins the A887. This is the focus of our consultation, as these improvements are essential to support the delivery of a new grid transformer and will involve construction traffic in the area.

Key elements of the proposed upgrade:

- Widening and realigning the existing access track
- Replacing two bridge structures
- Improving drainage
- Carrying out earthworks to manage gradients

This event is our second pre-application consultation (PAC). Our first event was held on 28th October at The Hub in Dalchreichart, however, following the event we did not receive any feedback. As no feedback was received, this document has been developed to provide an update on our proposals and supplement the booklet produced for our first event which is still relevant.

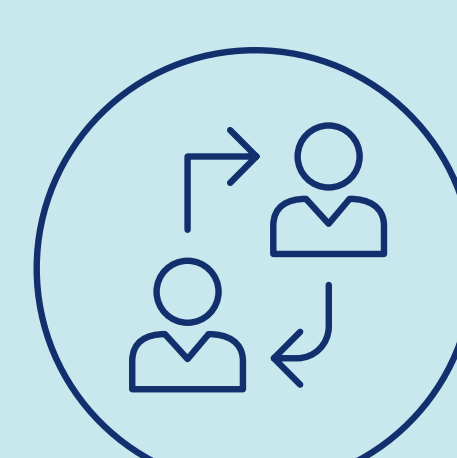
At this final drop-in event, you can:



- View the latest proposals

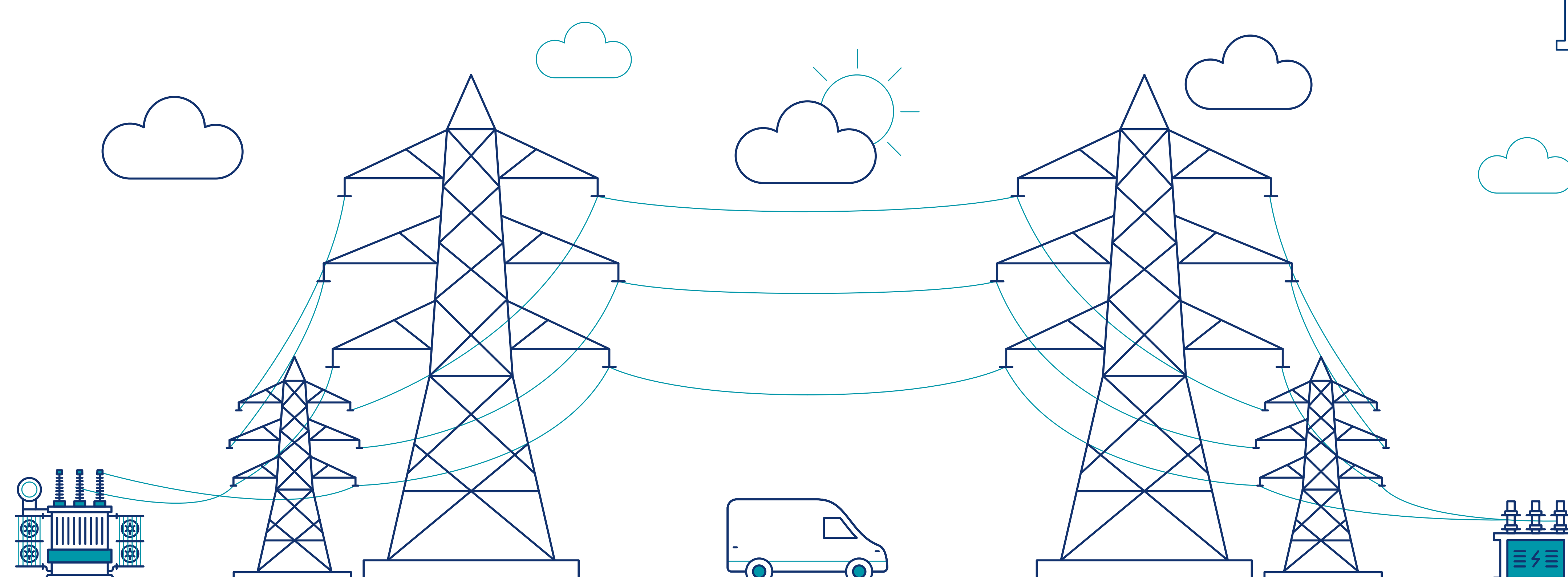
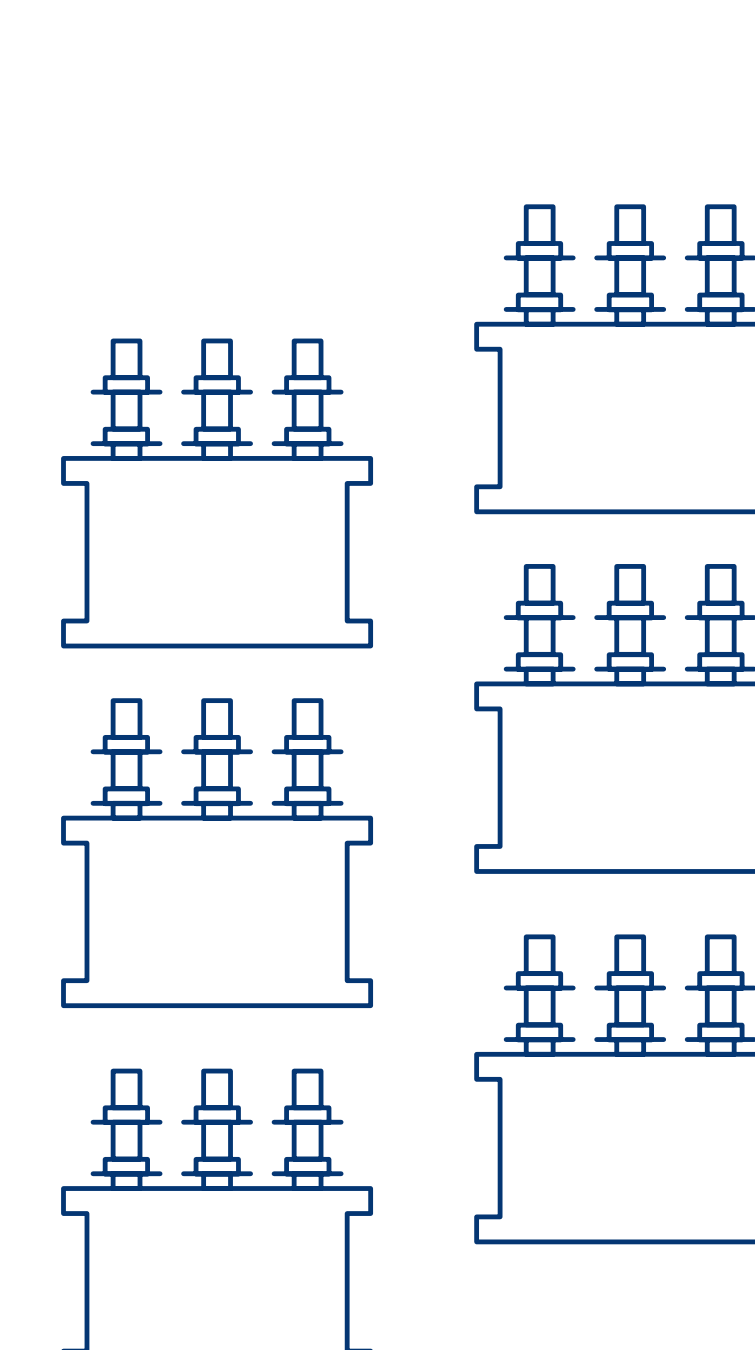


- Meet the project team



- Ask questions and share your thoughts

Your comments will help shape our proposals before we submit a Town and Country Planning application to The Highland Council, which is expected in early 2026.



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Development considerations

Route and Access

The construction of the proposed development will require vehicles to deliver plant, machinery and workers to the site. Access would use the existing entrance off the A887 at the northeast corner of the site as is used currently for the existing substation.

Following detailed surveys and swept path analysis of the existing forestry track, the route will undergo widening and earthworks to accommodate abnormal loads and construction traffic. Existing gates located at the entry and exit points of the track will either be retained or upgraded, depending on their current condition and suitability.

An appropriate construction traffic management plan will be developed to ensure road safety for all other road users during the construction works for suitable management of all abnormal loads and vehicle movements

Bridge Upgrades

Structural assessments have identified that both bridges along the route are currently inadequate for the anticipated abnormal loads and construction traffic. In response, Front End Engineering Design (FEED) has been completed, including a thorough optioneering process. The appointed contractor will be responsible for the final design and construction of the upgraded bridges.

Construction Compound

A dedicated construction compound will be established to support the project. This area will be used for material storage and car parking. The exact size and location of the compound will be determined during the detailed design phase.

Civil Earthworks

In locations where existing gradients are unsuitable for the delivery of abnormal loads, earthworks will be undertaken to remediate and improve access.

Flood Risk Management

The existing track runs parallel to the River Moriston and crosses several tributaries.

All upgrade works will be designed to ensure that there is no increase in flood risk as a result of the project.

Water Environment and Soils

Hydrological and hydrogeological considerations have been incorporated into the assessment process, including:

- Identification and assessment of private water supplies potentially affected by the development, including those serving Dundreggan Power Station, Glenmoriston Power Station, Dundreggan Bungalows, and Levishie Power Station
- Evaluation of Groundwater Dependent Terrestrial Ecosystems (GWDTEs)
- Assessment of potential flood risk within and adjacent to the site
- Consideration of Drinking Water Protected Areas (groundwater)
- Determination of any hydrological connectivity between the site and designated ecological sites where damage to existing drainage infrastructure is identified, appropriate repairs will be carried out. Additionally, any new drainage requirements arising from the upgrade works will be designed and implemented by the contractor to ensure effective water management.

Woodland and Forestry

The site is predominantly wooded and categorised within the Ancient Woodland Inventory. Surveys found woodland habitat tended to have a diverse structure with a developed canopy, shrub layer and ground flora; overly mature and mature trees, standing and fallen deadwood, and obvious signs of regeneration. Evidence of ancient management was also noted including historical coppicing, wood banks and dry-stone walls.

This was most noted within the portion of woodland to the northwest of the power station. Commercial forestry plantations are present in the surrounding area and adjacent to the northern site boundary.

Further assessment will be undertaken to identify required mitigation. All tree felling will be compensated by an equivalent area of new tree planting with the long-term management of woodland within our land ownership managed by way of a woodland management plan.



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Development considerations

Ecology and Ornithology

A series of ecological surveys and assessments have been undertaken to inform the development, covering the following key receptors and habitat types:

- Terrestrial habitats and biodiversity
- Protected mammal species including badger and otter
- Bat habitat suitability assessments
- Avian habitat suitability, focusing on breeding and foraging potential
- Reptile and amphibian habitat suitability
- Red squirrel and pine marten habitat suitability
- The River Moriston is a Special Area of Conservation (SAC), designated for its populations of Atlantic salmon and freshwater pearl mussel.

Cultural Heritage

Torgoyle Bridge is a Category A listed structure located in Glenmoriston. It carries the A887 road over the River Moriston and is recognised for its national architectural and historic significance. It has been carefully considered in the environmental assessment and design of the Proposed Development.

Land use and Recreation

There are no long-distance recreational routes, designated core paths, or public rights of way located within the site boundaries currently under consideration.

The Glenmoriston Estate, which encompasses the Area of Search, supports land-based activities including fishing, deer stalking, and driven shooting. These activities are seasonal and form part of the estate's traditional land use.

The Area of Search lies within land classified as Class 6.2 under the Land Capability for Agriculture system. This classification denotes land suitable for use as rough grazing, with limited agricultural potential. As such, the area is not considered to comprise prime agricultural land.

During construction, the Construction Design and Management (CDM) area will be clearly segregated with appropriate boundaries to ensure safety. The natural landscape. The natural landform offers opportunities for screening views of the proposed development from key visual receptors.

Landscape and visual assessment

The visual impact of the existing substation and the proposed access route from the west has been carefully assessed in relation to the surrounding landscape. The optioneering process for the access route has been informed by landscape sensitivity and visual considerations, with particular consideration of:

- The narrow wooded glen of River Moriston, which is backed by the rugged moorland hills to the south and rocky moorland plateau to the north
- The A887, which is a defining feature of the landscape, as the main access along the glen, to the north of River Moriston within the Area of Search (AoS)
- Glen Affric, which is the closest National Scenic Area (NSA) and lies 4 km to the west and north west of the AoS
- The Central Highlands Wild Land Area (WLA) which lies over 5 km to the north west of the AoS (11km from the substation)
- The landscape character types of Wooded Glen (Inverness) LCT 226, Rocky Moorland Plateau (Inverness) LCT 222 and Rugged Massif (Inverness) 220 Mitigation would likely include using the existing landform features and the creation of sympathetic hard and soft landscape. The natural landform offers opportunities for screening views of the proposed development from key visual receptors.

Noise

The nearest identified noise-sensitive receptors are third party residential dwellings located approximately 450 metres to the northwest of the site, adjacent to the A887 public road. The existing hydroelectric development operates as an unmanned facility, with routine maintenance visits conducted periodically.

At present, the primary source of operational noise is the existing transformer, which is expected to produce a comparable acoustic profile to the replacement transformer proposed as part of the development.

To inform the operational noise assessment, baseline noise monitoring surveys have been undertaken at representative receptor locations within the vicinity of the site. Based on the outcomes of the noise assessment, appropriate mitigation measures will be identified and implemented as necessary to ensure compliance with relevant noise standards and to minimise potential impacts on sensitive receptors



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The planning process

The planning and consenting framework for infrastructure projects such as the Glenmoriston Grid Transformer Replacement access road is governed by the Town and Country Planning (Scotland) Act 1997, which provides the statutory basis for planning control over smaller onshore projects.

Engaging the right people

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.

The Proposed Development will be screened for an Environmental Impact Assessment under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. A voluntary Environmental Appraisal (EA) will be produced by us to support the consent application to evaluate the potential environmental effects. This would be made publicly available once submitted.

To facilitate the works for the proposed Glenmoriston Grid Transformer Replacement, the upgrade and expansion of an existing forestry access road is required, alongside a new bridge and the upgrade of an existing bridge along the track.

This is classed as a “Major Development” under the Town and Country Planning process; therefore, pre-application consultation is required with the public and interested parties.

The pre-application consultation process

A Proposal of Application Notice (PAN) was submitted to The Highland Council on 03 October 2025. This is the first stage in the planning application process, and the beginning of a consultation period that must allow for at least 12 weeks between the start of the pre-application consultation and feedback, and submission of a planning application. The plans we are consulting on at this event might change between now and the submission of a planning application.

The red line boundary that has been submitted with the PAN represents the maximum extent of the land potentially included in the application site, but this area may be reduced or rationalised as the development proposal becomes finalised.

There is a requirement to hold at least two events to provide the opportunity for members of the public to comment on the proposals. This public event is the first event. A second event will be held on 10 December 2025 at which feedback will be given on the views obtained at the first event. There will also be a short opportunity for comment after this second event and comments will be included in a Pre-Application Consultation (PAC) Report.

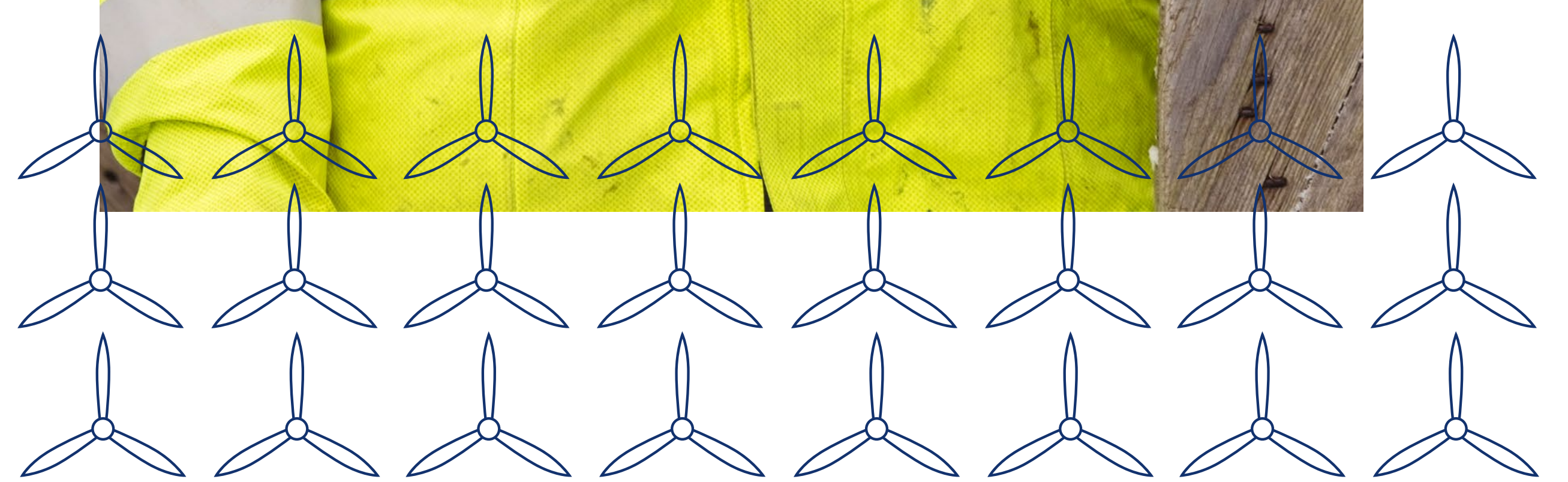
Submitting the planning application

The planning application for the access road is due to be submitted to The Highland Council in early 2026.

A Pre-Application Consultation Report will accompany the planning application providing details of the consultation undertaken and communicating how the consultation process has influenced the proposed development.

Where comments are received that cannot be addressed in the final proposal, an explanation will also be given as to why this is the case.

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



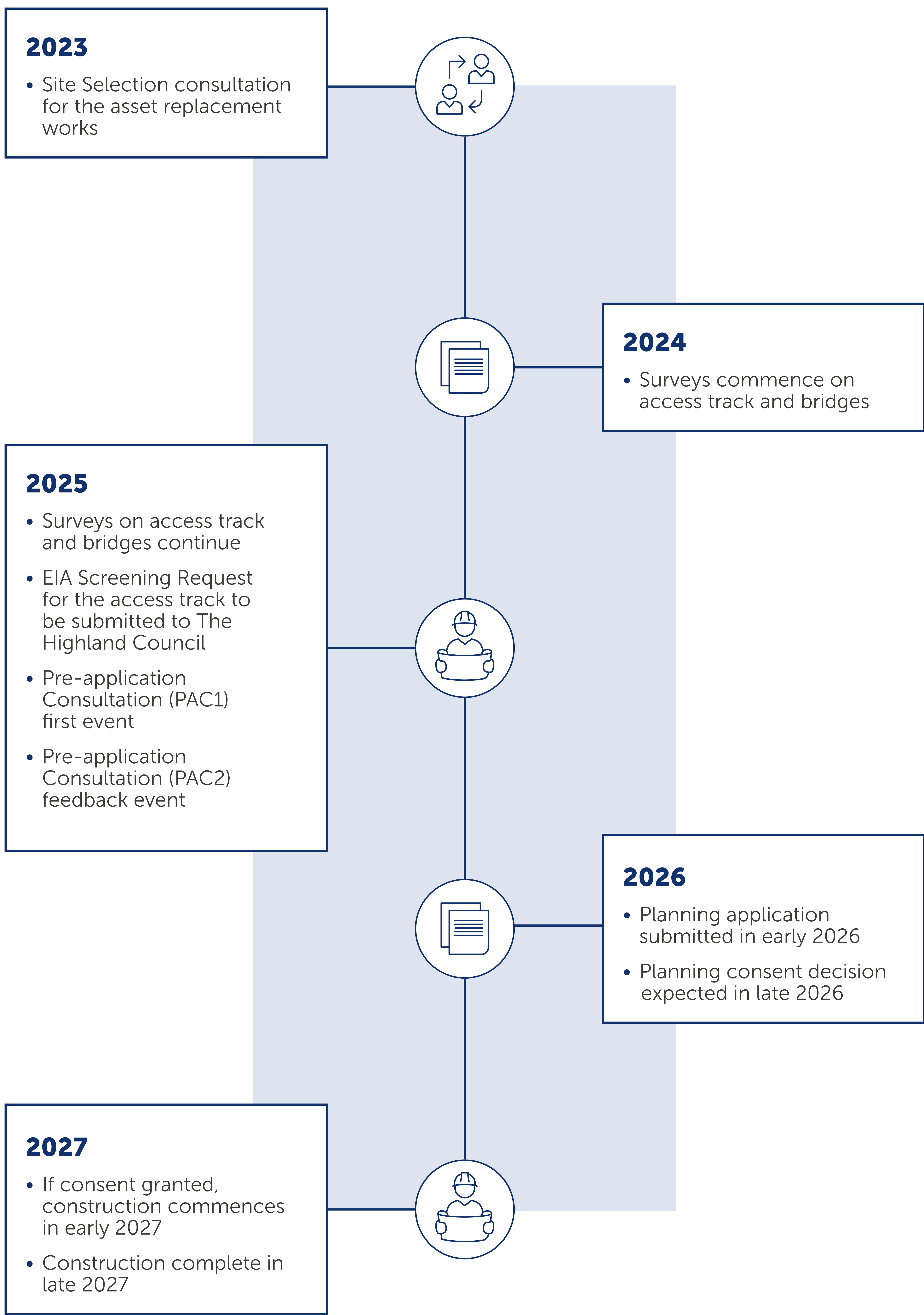
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Project timeline

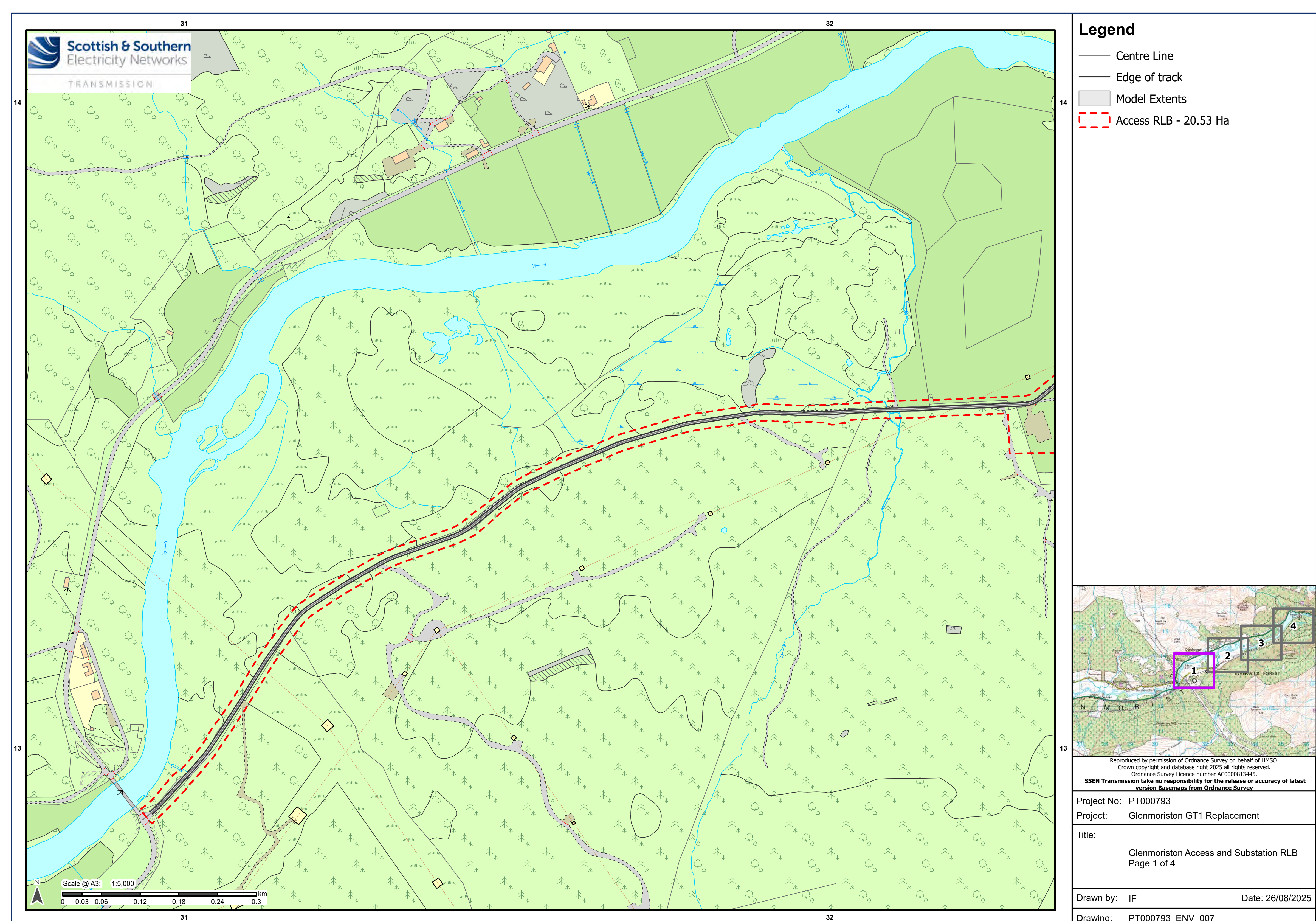


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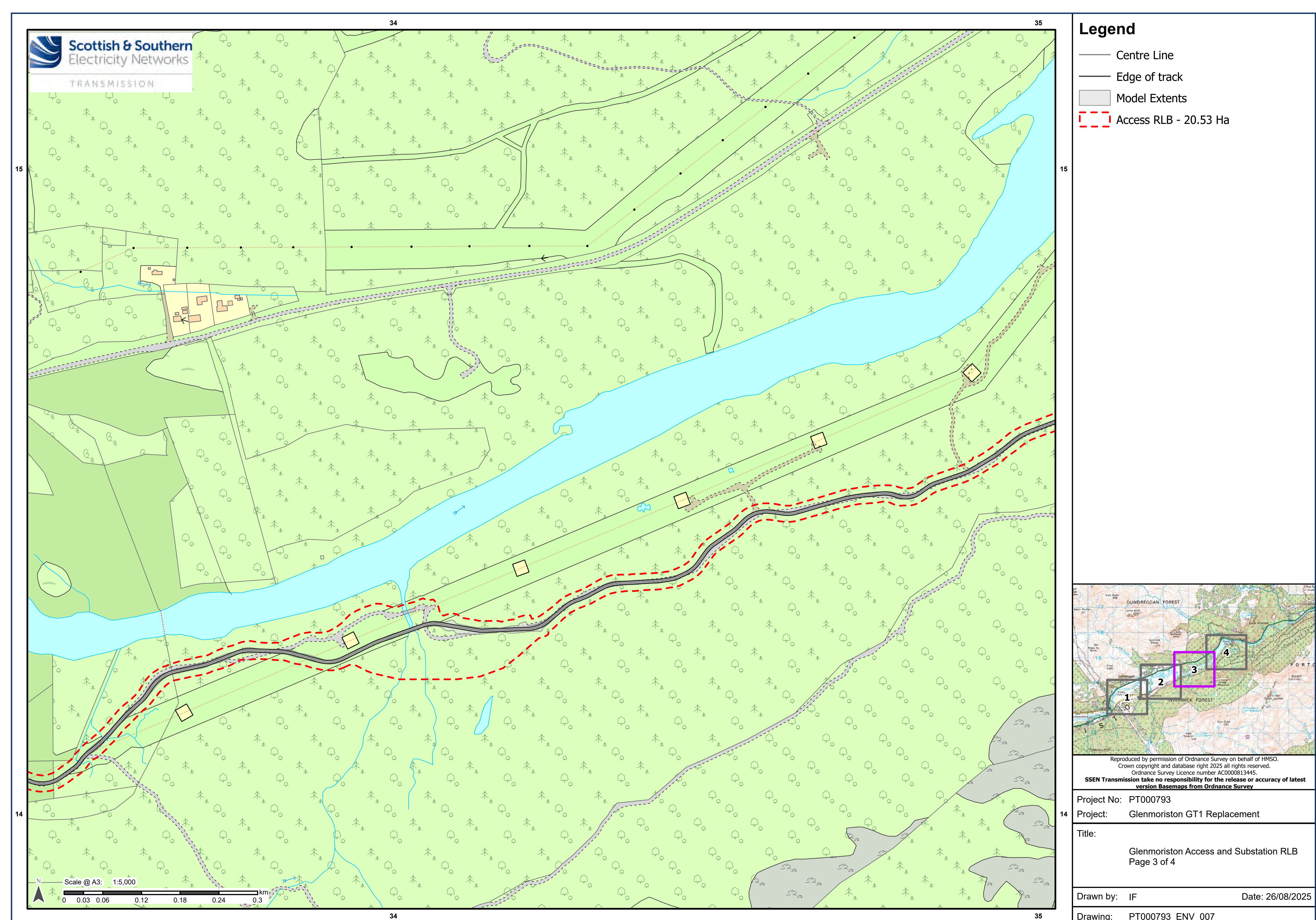
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Red line boundary



Red line

boundary



Glenmoriston Access Track – Pre-Application Consultation (PAC 2)

What's New Since PAC 1?

Since our first consultation event, we've continued to carry out environmental surveys and assessments. These efforts have helped us better understand the local habitats, watercourses, and ecological sensitivities around the proposed development. This further knowledge helps us to form the scope of our assessments to support our planning application.

We have also been working on refining the design of the access track with particular attention to the two proposed replacement bridge structures along the route. The refined design aims to ensure safe and reliable access for construction and future maintenance, whilst minimising environmental impact.

Have your say

We intend to submit our Town & Country planning application for consent in early 2026. Prior to this, you can submit your final formal comments to us before our feedback period closes on Tuesday 23rd December. All formal responses will be summarised in a PAC Report that will accompany our application and demonstrate how we have sought to engage with the community.


We value community and stakeholder feedback and we will continue to welcome final comments from members of the public, statutory consultees and other key stakeholders regarding our proposals until such time as we submit our planning application.

Once an application for consent has been submitted, there will be an opportunity for the public to make formal representations directly to the Local Planning Authority (The Highland Council) before it takes a decision.

Community Liaison Manager

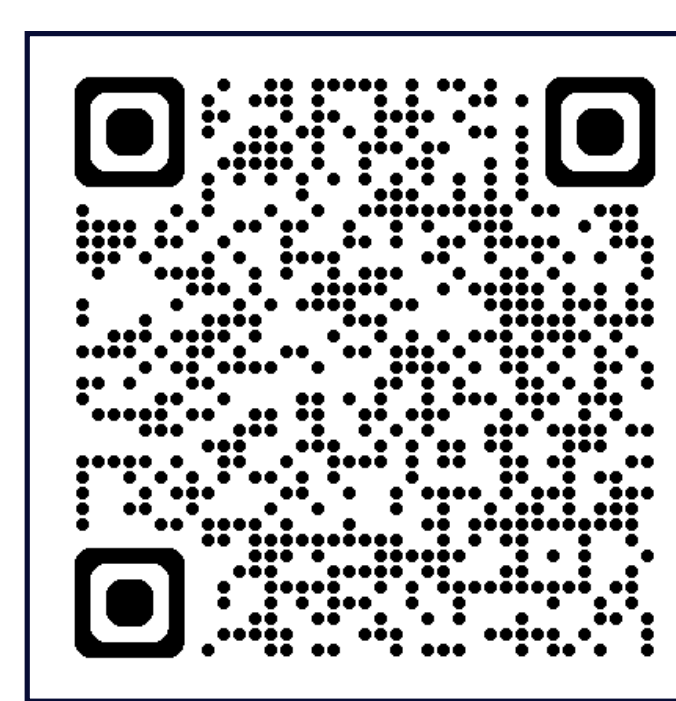
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Additional information:



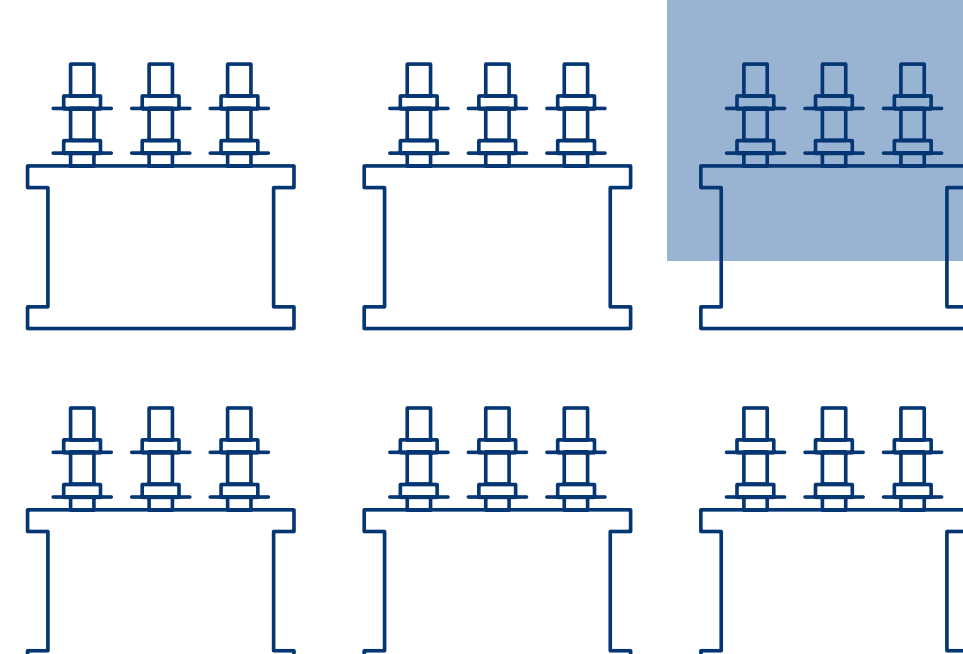
Find out more and register for project updates, visit the project website by scanning the QR code, or use the following URL:

[ssen-transmission.co.uk/
glenmoriston-gt-replacement](https://ssen-transmission.co.uk/glenmoriston-gt-replacement)

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