Scottish & Southern Electricity Networks
TRANSMISSION

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 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 energysystem of the future.

We're investing £20 billion into our region's energy infrastructure this decade, powering more than 10 million UK homes and 20,000 jobs, 9,000 of which will be here in Scotland.

More information about the policies and documents driving the need for the energy system for the future can be found here:

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 energycompanies 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 and 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 tominimising 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**

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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

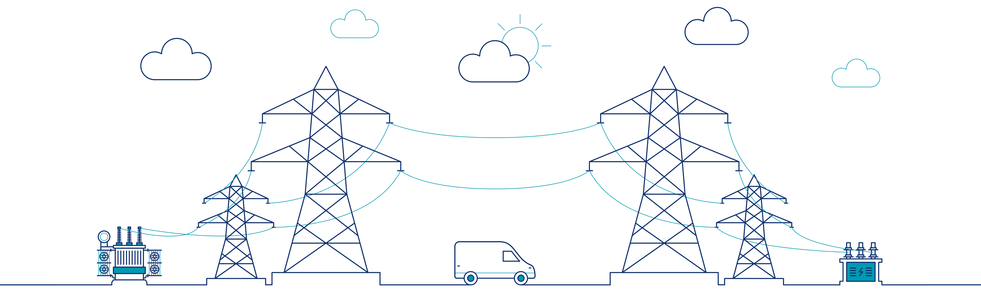
In July 2022, National Grid, the Electricity System Operator (ESO), published the Pathway to 2030 Holistic Network Design (HND). This set out the blueprint for the onshore and offshore transmission infrastructure that's required to support the forecasted growth in the UK's renewable electricity. It's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



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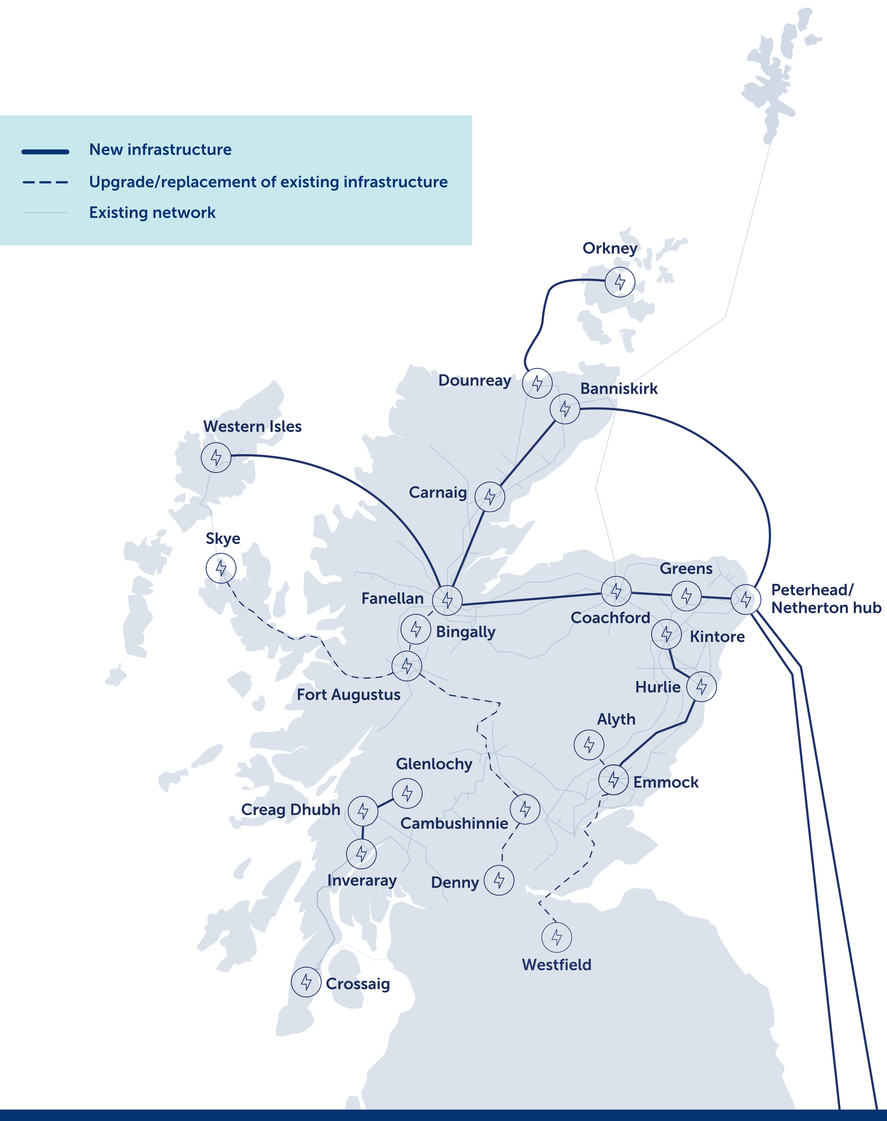
The Pathway to 2030

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.



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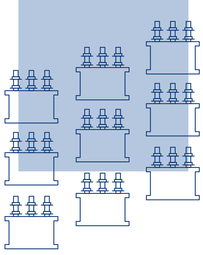

Wider Cambushinnie Project Overview

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 Q1 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 OHL. However, existing 275kV connections along the OHL will need to be upgraded to allow them to continue to connect to the uprated circuit.

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 laydown 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.

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The Haul Road

Why is it necessary?

Due to the size of abnormal load required for transformer delivery, which cannot pass through Braco village, a new access track 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 access track will be 6.5m in width with a bridge over the Keir Burn. The requirements for the haul road form its own planning application.

What will the haul road 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 leading towards Braco West substation.

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

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. This includes walkover surveys, flood risk modelling, liaison with bridge suppliers and more recently ground investigation works.

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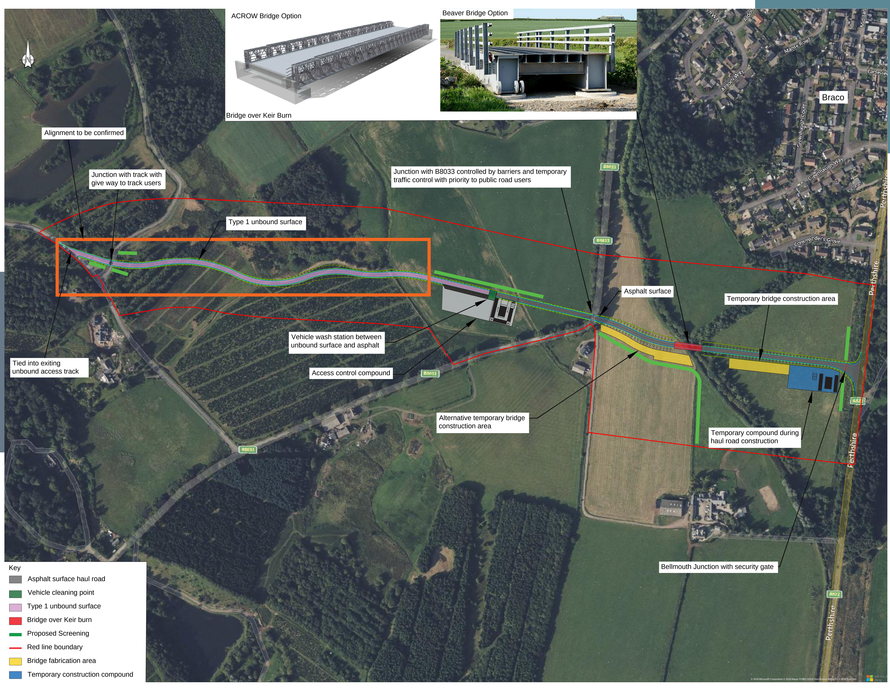
The Haul Road



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The Haul Road - Key features

Construction compound

Two construction compounds will be required, for each section of haul road accessed from the main road. One will be located north-west of the B8033 near Easter Feddal for storage of materials and car parking, with the other located towards the A822. The overall size of each compound will be confirmed during the detailed design stage of the project, they are not anticipated to be any larger than 50 x 115m.

Fence and gates

The haul road will be a private access track,that will be fenced with a combination of stock proof fencing, deer fencing and heras fencing, with a deer grid in the west and a cattle grid close to the crossing of the B8033. Access to the road will be gated and monitored and not available for public use.

Road height

The track has been designed to optimise earthworks. The road height varies and is up to 3.5m above existing ground where the road is built up, towards the bridge in the east over the Keir Burn. Crossing points over the haul road will be added to facilitate landowner requirements.

Crossing points

A crossing point will be required on the B8033 road. Temporary traffic management will be required at times to facilitate construction of the crossing, with signage to indicate priority for traffic flow on the B8033..

Lighting

Construction working is likely to be during daytime periods only. During winter months when there is reduced daylight, lighting will be required to aid construction activity. A Lighting Management Plan will be adopted by our contractor to minimise any impacts associated with this. The road will not be lit up following construction completion.

Pedestrian use

There are no plans to maintain pedestrian access along the riverbank at the bridge. Due to the short length of the existing footpath, any access would have to be taken on alternative routes.

Drainage

The current drainage strategy and design proposals allow for surface water drainage along the road alignment, with outfalls into the wider drainage network.

Flood risk

The haul road will cross the floodplain associated with the Keir Burn. The design of the haul road will ensure that there is no increase in flood risk to identified receptors (e.g. properties).

The bridge

In order to have a fully connected haul road, a temporary bridge is required to cross over the Keir Burn. Whilst a bridge supplier has not been allocated, the bridge will be circa 3.5m above ground level. The models below have been provided by prospective suppliers and represent what the future bridge may look like.

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Development considerations

Forestry

An arboricultural assessment has been conducted on highway trees and tree groups along the A822, B8033 and on the banks of the Keir Burn. The trees rangebetween young and mature life stages, skewed toward semimature and mature stages. Typically, the trees are in goodphysiological and structural condition. No ancient or veteran trees were identified during the fieldwork. The data supports route selection and design and enables the protection of retained trees from both physical and indirect damage by allowing a root protection area (RPA) to be calculated.

Removal of trees and tree groups has the potential to effect ecological connectivity and reduce landscape distinctiveness. Environmental assessment is ongoing to assess the level of anticipated effect and to identify appropriate mitigation, which could include tree and root protection fencing, provision of a woodland management plan and proposed tree planting.

Noise

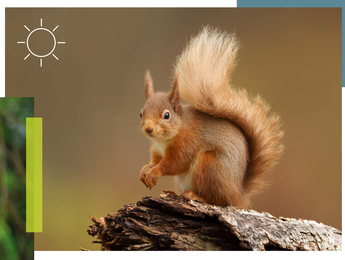
A construction noise assessment is currently underway to identify anticipated noise effects on properties. The assessment will take into account the noise output of the typical machinery and vehicles to be used during construction of the haul road, along with distances to nearest properties and the estimated timings of activity.

The assessment will identify predicted effects and mitigation that should be implemented to minimise effects, which could include temporary screening barriers at specific locations, controlled construction traffic speed limits, no idling of vehicles, limited working hours, implementation of a Community Liaison Group and/or a Construction Noise Management Plan.

Wildlife

The Keir Burn is linked to watercourses like the Allan Water, so it is highly likely to have a notable fish population. The woodland on the Keir Burn is a mix of species of young trees, with remnants of semi-natural ground flora in thin strips along the banks with open areas often dominated by weedy species like rosebay willowherb, nettle or bramble. The mature trees that border the roads frequently have features that could be used by roosting bats. Most land is species poor modified grassland or young coniferous plantation. Some of the grasslands have limited botanical interest, including (non-notable plants) like harebell. Red kite are known to use the wider area, but are not confirmed as nesting within the vicinity of this Proposed Development. Otter are present on watercourses, with otter signs found, but no resting or breeding sites have been confirmed. Red squirrel are known to use the area whilst brown hare and hedgehog are considered to be present.

An Environmental assessment is underway to identify the anticipated effects and appropriate mitigation. Such mitigation could be controlled by the use of a Construction Environmental Management Plan, Pollution Prevention Plan, the implementation of specific species protection plans, and the implementation of mitigation set out in our General Environmental Management Plans.



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Development Considerations

Surface water

The haul road is situated within the Allan Water Catchment, and crosses Keir Burn. The burn has existing flood protection measures located along both banks. SEPA Flood Maps indicate that there is a medium liklihood (0.5% chance) of fluvial flooding across the area.

A flood risk assessment, including flood modelling work, is nearing completion to ensure a design that is compatible with the flood risk and acceptable to the planning authority. An environmental assessment is underway to assess the level of anticipated effect and to identify appropriate mitigation such as the production and use of a Construction Environmental Management Plan and Pollution Prevention Plan.

Landscape and visual

A Landscape and Visual Assessment (LVIA) will be prepared to identify potential landscape and visual impacts arising from the future development. The assessment will identify appropriate mitigation to reduce or eliminate any potential adverse effect on the landscape or visual amenity as a result of the Proposed Development. Potential visual receptors likely to experience views of the Proposed Development are several scattered farmsteads within the immediate proximity of the haul road location and walkers and recreational users along the Core Path connecting the B8033 to the A822. Views for road users towards the haul road site are contained within the road corridor by the mature tree and hedgerow planting along the B8033 road. Road users at the right-angled bend in the road at the junction of Silverton Farm will get an open but transient view of the haul road site.

Cultural heritage

A review of historic mapping and previously recorded heritage assets suggests that the area of the proposed haul road has always been outside of the focus of settlement activity with the land used for agriculture. This may have been a result of flooding/waterlogging resulting from the watercourses that exist in the area. The scheduled fort on Grinnan Hill, which marks the southern limits of the modern settlement of Braco, is located to the north of the haul road corridor. While remains of the fort survive on Grinnan Hill, they are notvisible in the wider landscape due to extensive tree cover. Any settlement activity associated with the fort would have been to the north or east on the elevated ground and out of the floodplain where the haul road is proposed.

While the proposed haul road will introduce a new element into the landscape, the low lying nature of the feature is unlikely to result in a significant impact on the setting of the fort, while the potential for previously unrecorded assets in the area is also considered to be low. It is assumed that any impacts on previously unrecorded buried archaeological remains that might exist in the area of the proposed haul road could be mitigated through standard measures.

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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.

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.

A voluntary Environmental Appraisal (EA) will be produced by us to support the consent application. This would be made publicly available once submitted.

The Cambushinnie haul road 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.

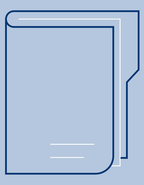
The pre-application consultation process

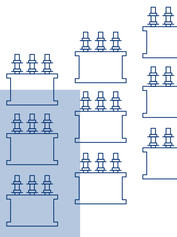
A Proposal of Application Notice (PAN) was submitted to Perth and Kinross Council on 24 October 2024. This is the first stage in the planning application process, and the beginning of a consultation period that must allow for at least 12 weeks between the start of the pre-application consultation and 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 onthe proposals. This public event is the first event. A second event will be held in Q1 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 haul road is due to be submitted to Perth and Kinross Council in Q1 2025.

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 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.

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Project timeline

2023
- Substation site selection consultation event: Summer 2023

2024
- Pre-application consultation events: Substation – Spring and Summer
- Pre-application consultation event: Haul road – November
- Land Negotiations

2025
- Complete Environmental Appraisals (substation and haul road)
- Town and Country Planning application submission (substation and haul road): Q1 2025
- Planning decision(s) received
- If planning consent granted start discharge of planning conditions

2026
- Construction and installation commence: February 2026.

2027
- Construction and installation continues

2028
- Construction and installation continues

2029
- Comissioning works
- Construction complete
- Project energisation

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Have your say

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

The feedback period

We will accept feedback from now until **8 January 2025.**

How to provide feedback:

Submit your feedback online by scanning the QR code on this page or via the form on our project webpage at: **ssen-transmission.co.uk/cambushinnie**

Email the feedback form to the Community Liaison Manager. Or write to us enclosing the feedback form at the back of this booklet.

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.

What we're seeking views on

We are seeking feedback on the haul road proposals shared in this booklet. We would like to know if there are any factors or environmental considerations you consider important that you don't feel we have addressed in the proposals, or if you think we can make any improvements, changes or refinements to these proposals.

We want to harness your local knowledge so that we spot any unforeseen challenges and maximise the potential benefits and opportunities for your communities.

By telling us what you think, you will help shape our proposals.

Community Liaison Manager

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

Rosie Hodgart

Scottish Hydro Electric Transmission, 1 Waterloo St, Glasgow, G2 6AY

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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."

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.

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You can also follow us on social media:

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