

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 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 on the *imagery banner*.

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.



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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, oneway 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.



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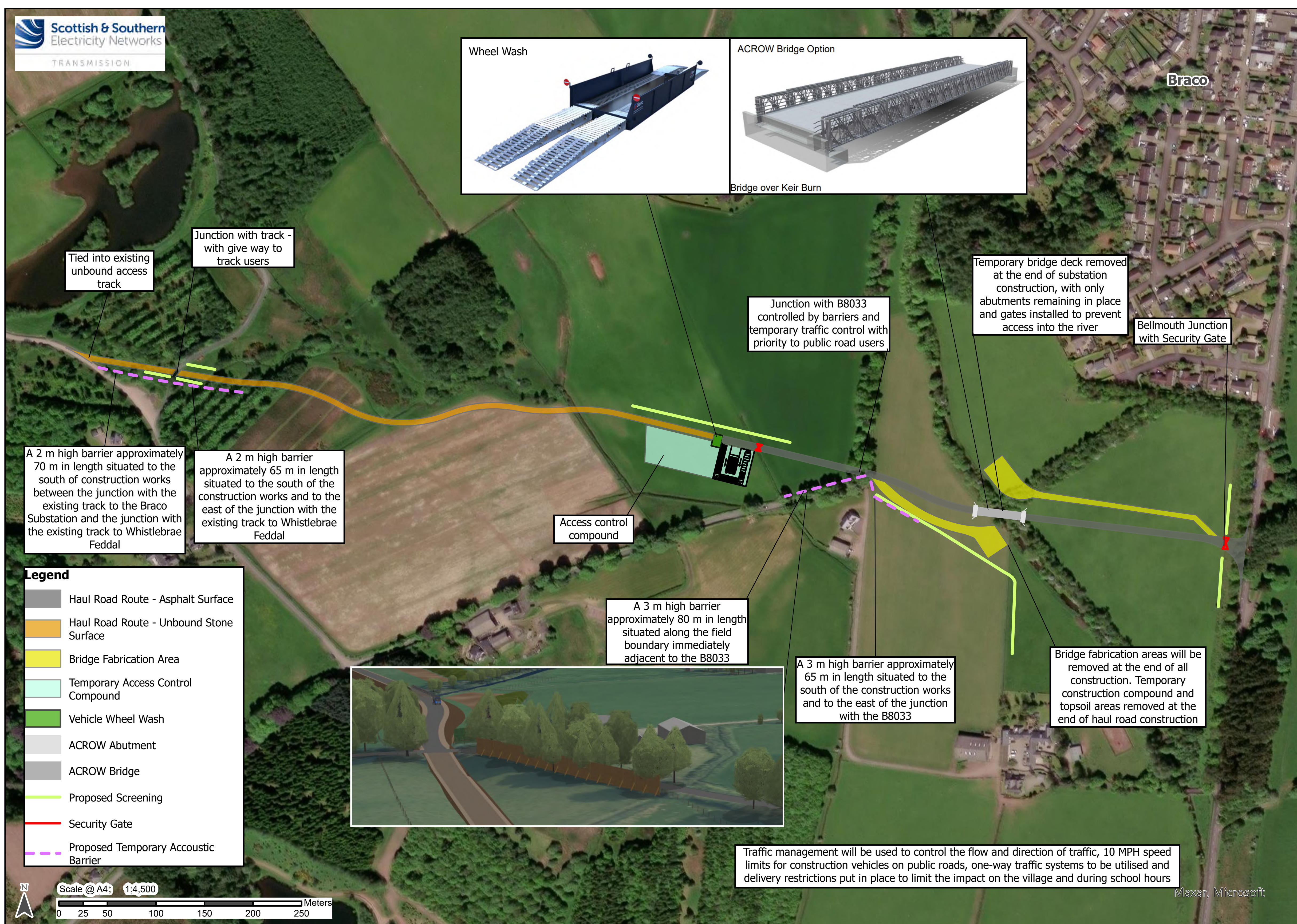
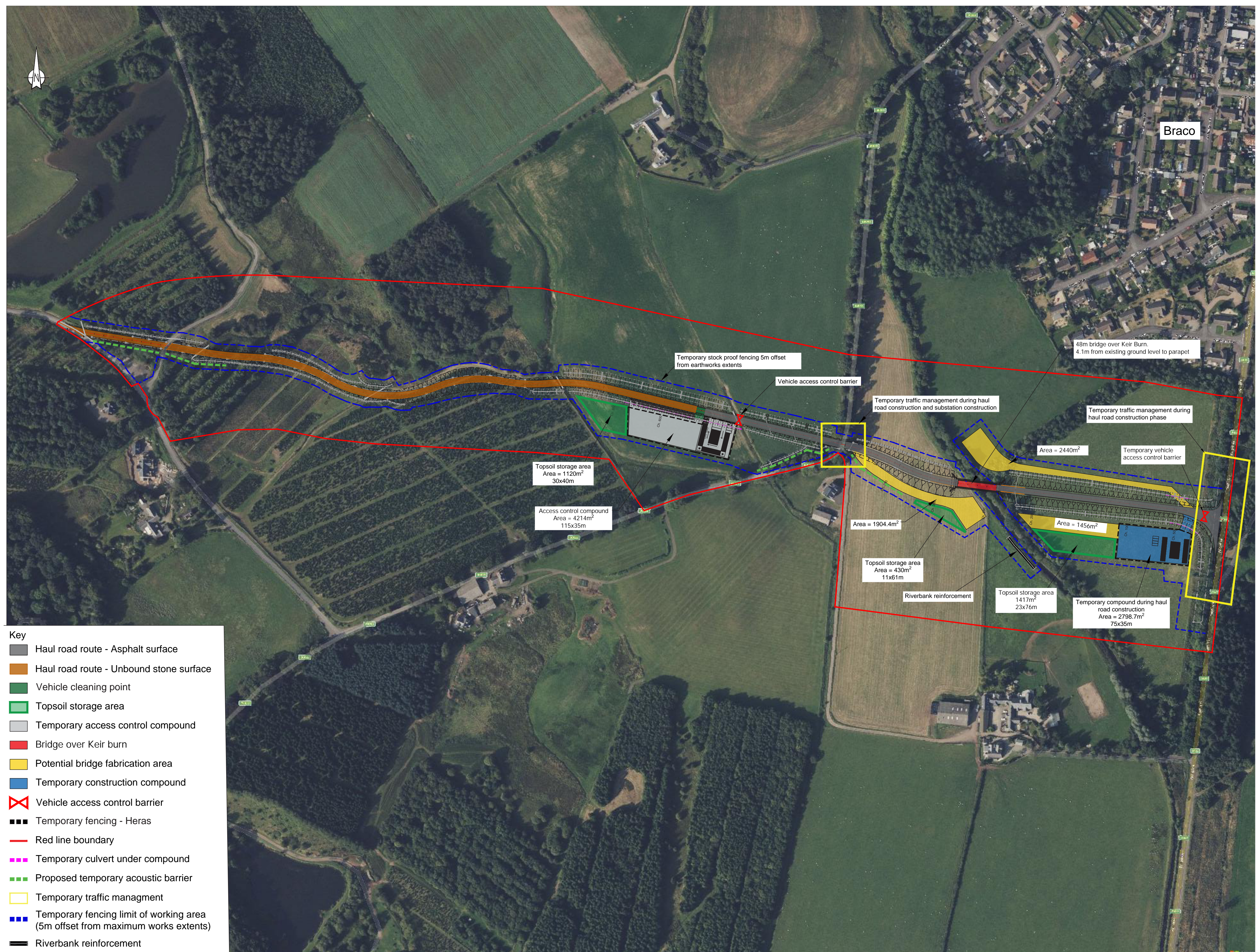


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The haul road - maps



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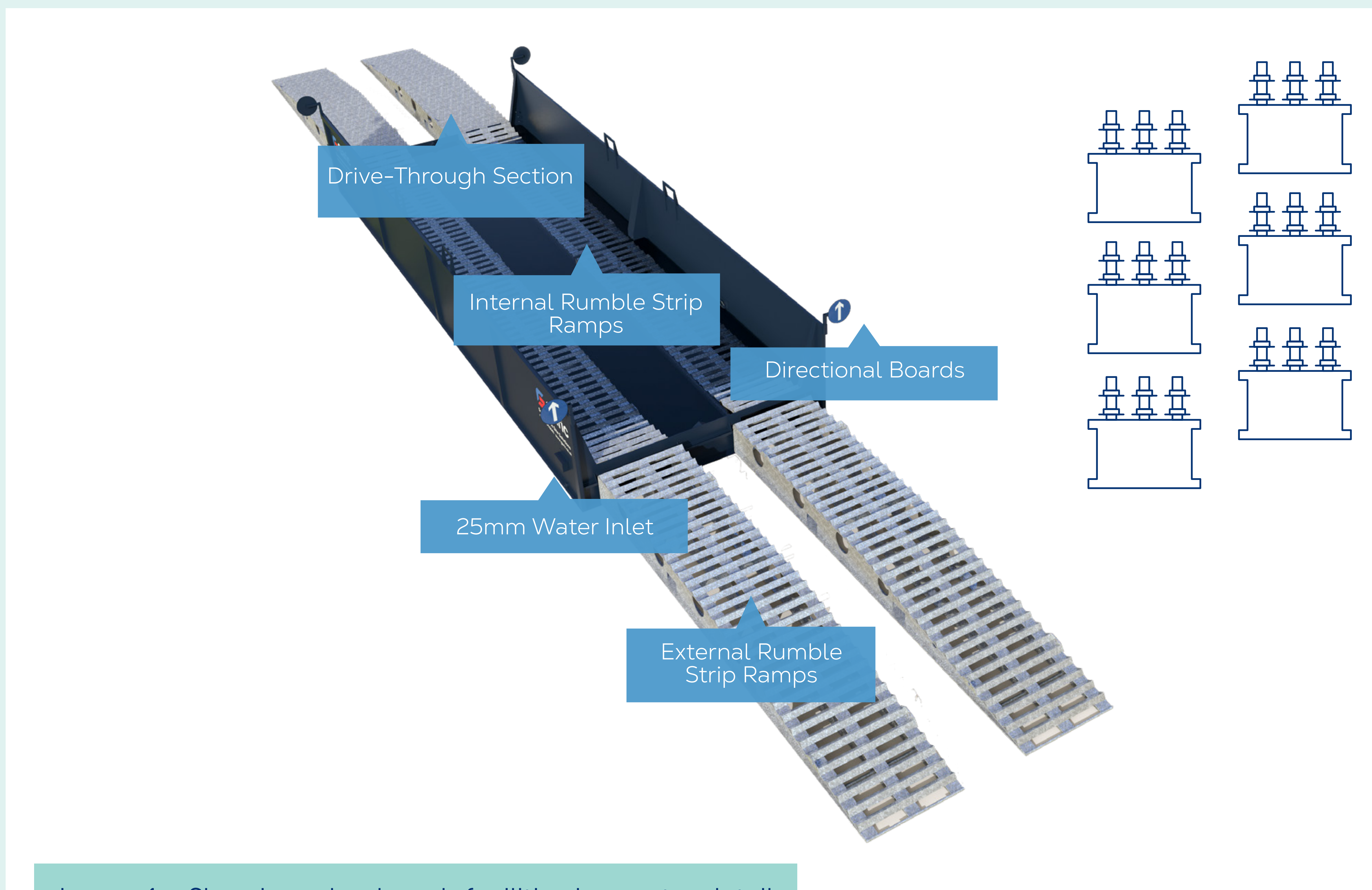


Image 1 - Showing wheel wash facilities in greater detail

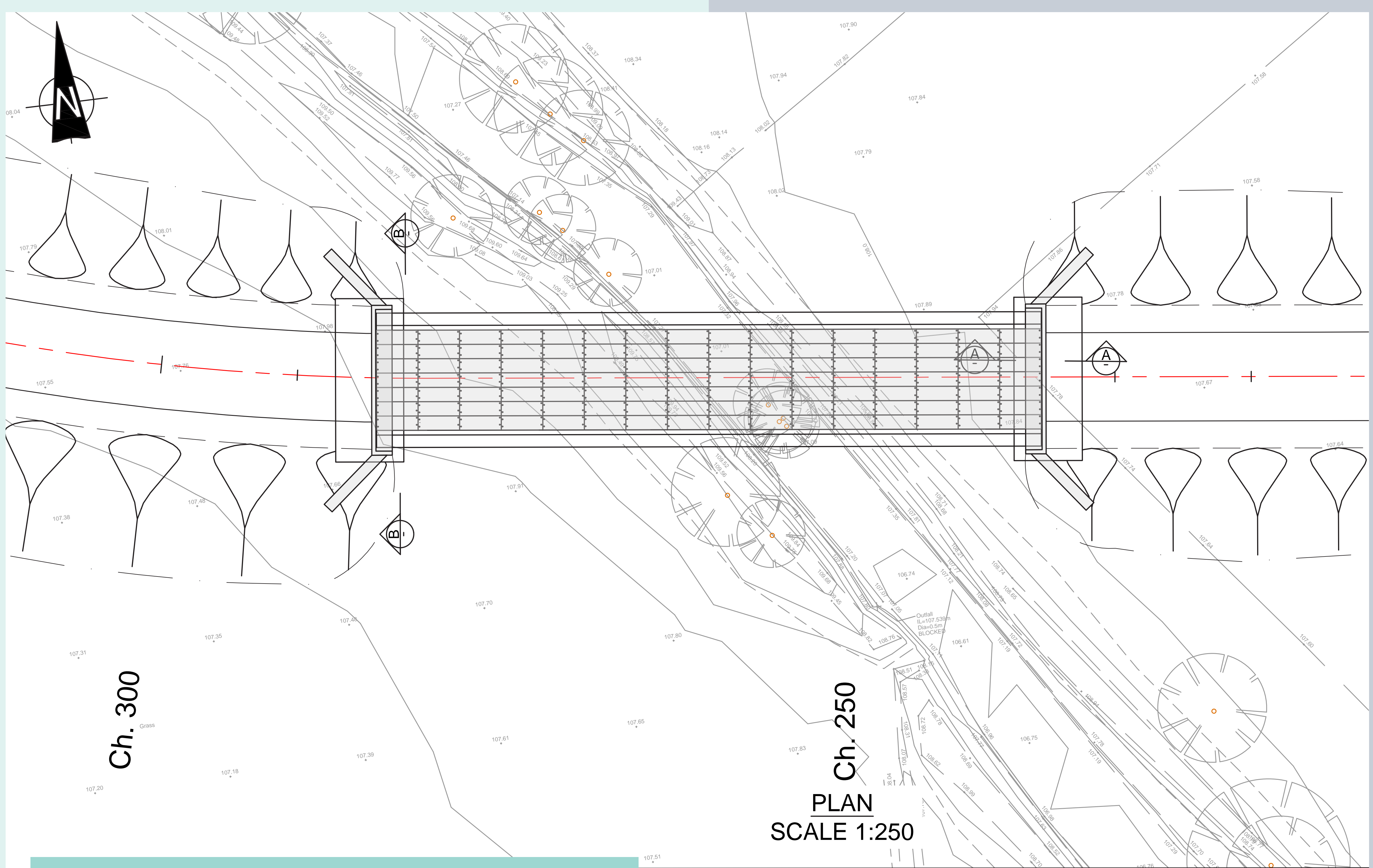


Image 2 - Plan view of the bridge over the Keir Burn

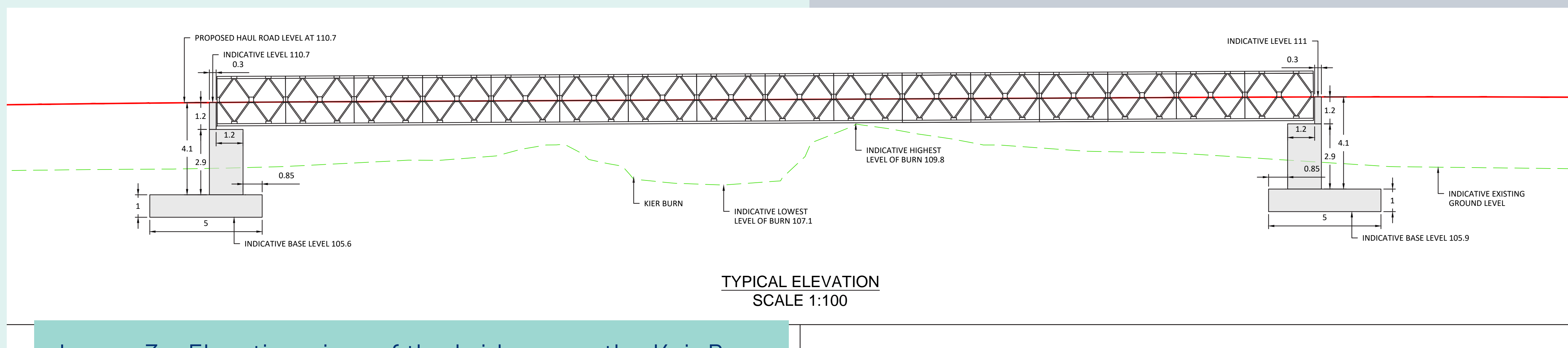


Image 3 - Elevation view of the bridge over the Keir Burn



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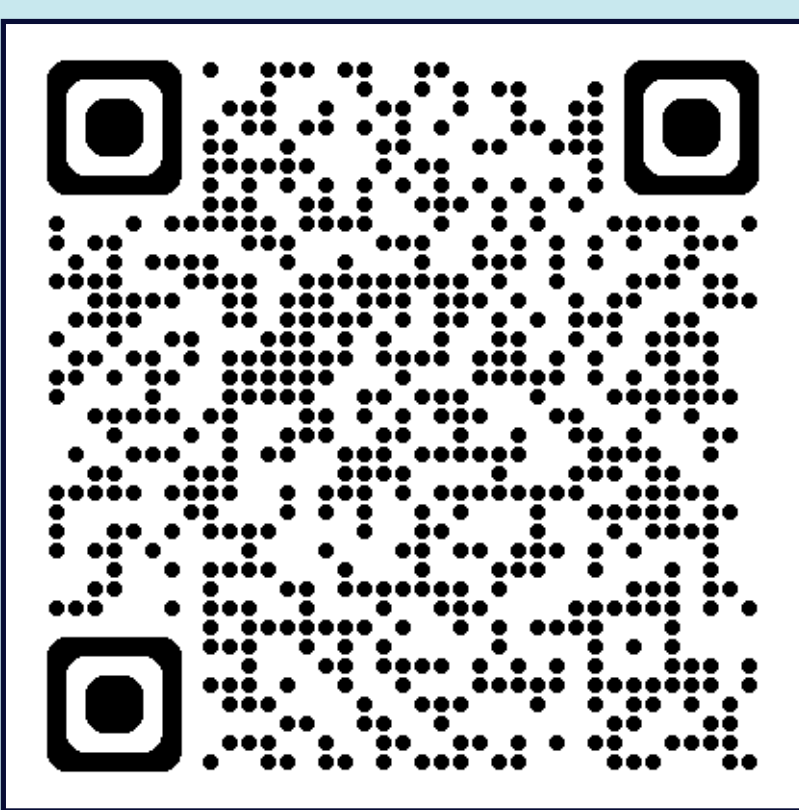


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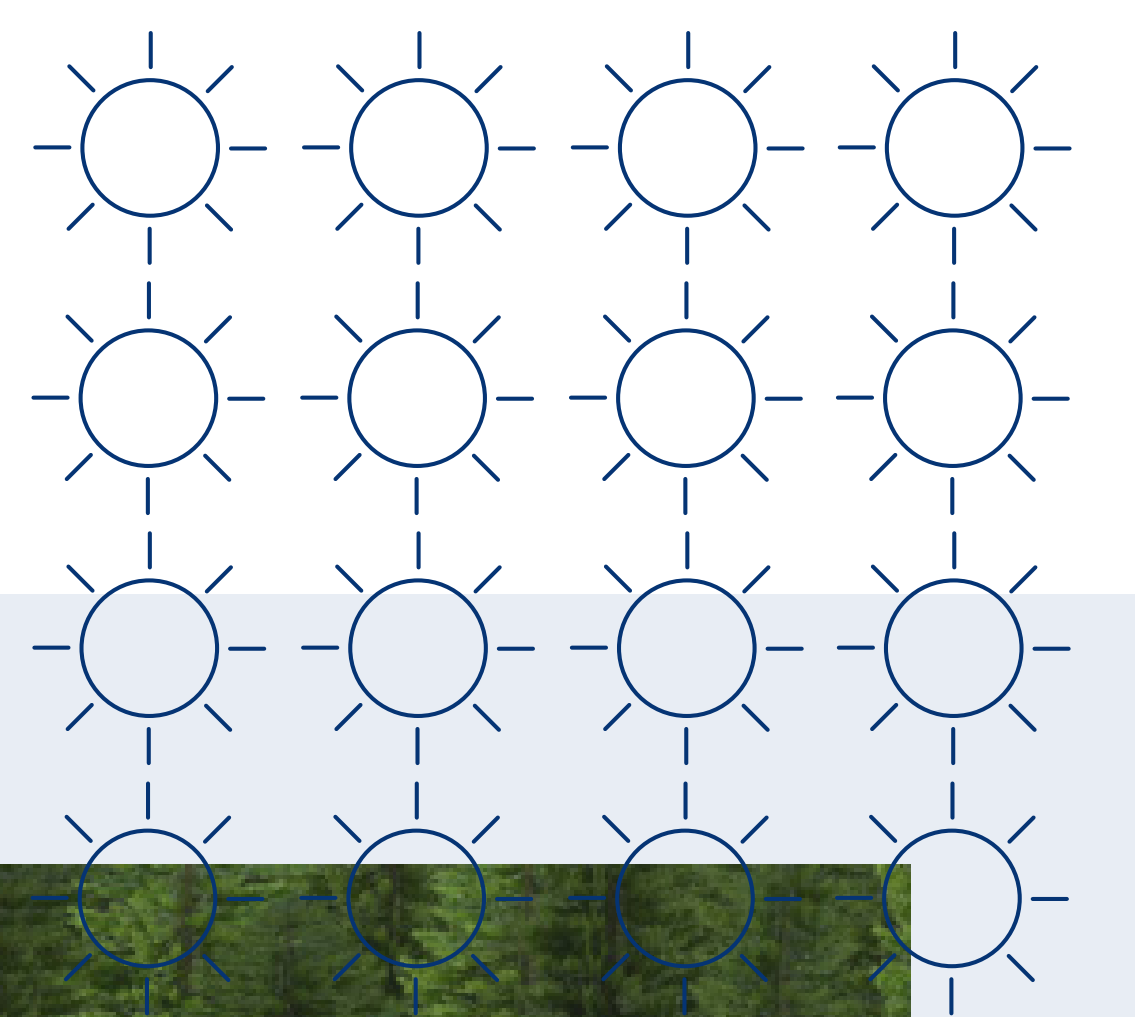
Visualisation

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:
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Example of the 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.



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The Planning process

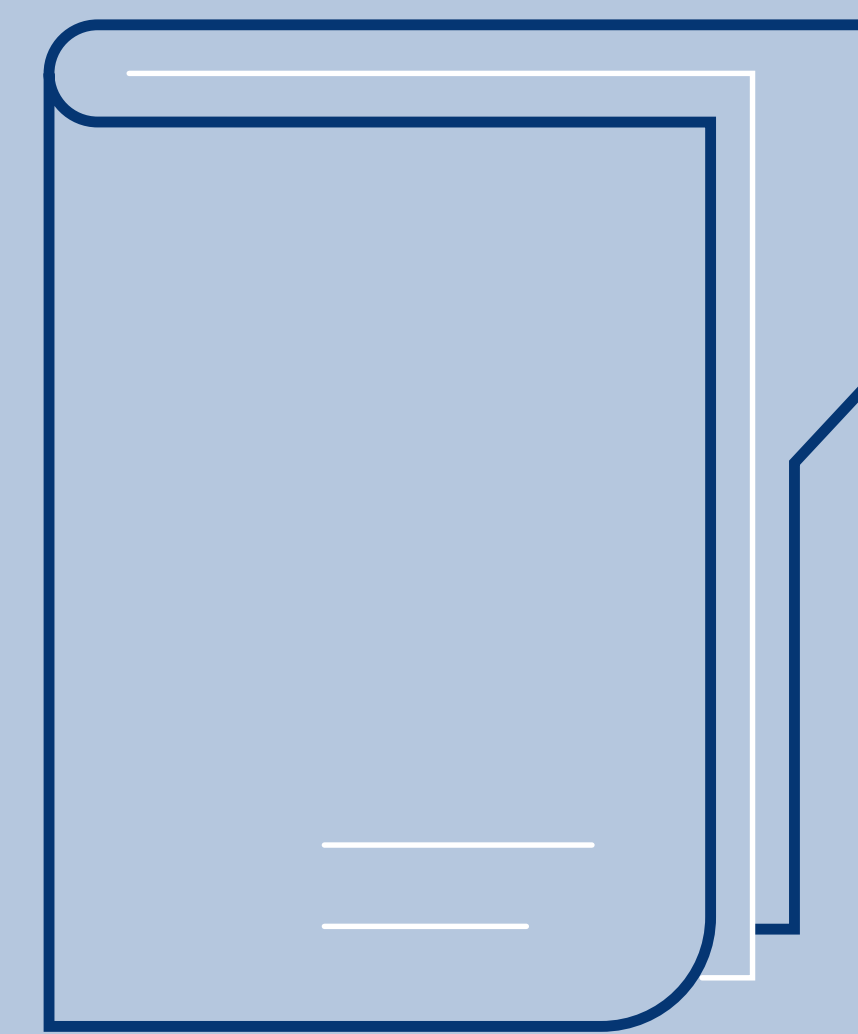
The legislation that enables the planning of projects like the Cambushinnie haul road are the Electricity Act 1989 and the Town and Country Planning (Scotland) Act 1997.

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 Beaulieu–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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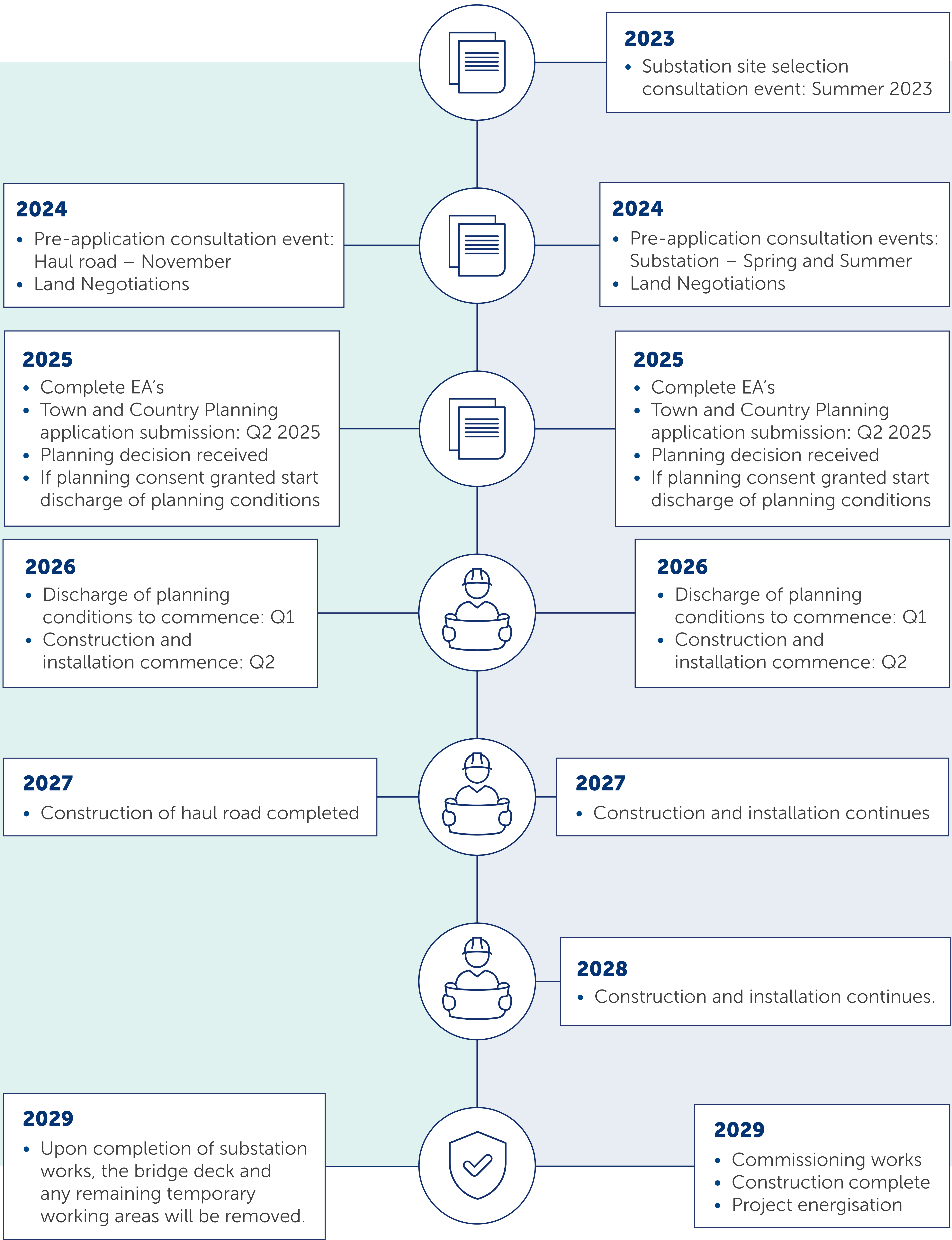


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Project timeline

Haul road

Substation



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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.



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.

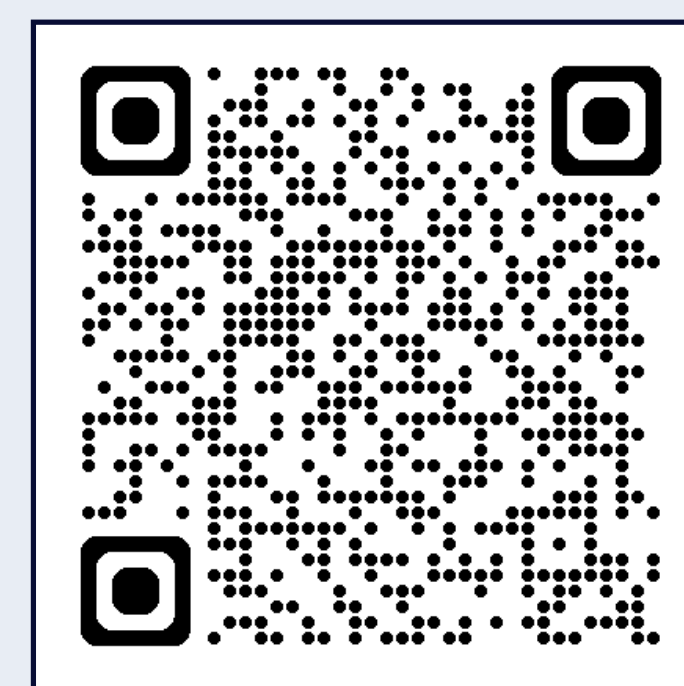
Nicki Mcluskey

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

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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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