

# 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 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 £20 billion into our region's energy infrastructure this decade, powering more than ten million UK homes and 20,000 jobs, 9,000 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.

## 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 transmission network across our region which covers a quarter of the UK's landmass, 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 (OHL) 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 our host communities. So we're committed to minimising our impacts and maximising all the benefits that our local 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. 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](https://ssen-transmission.co.uk/talk-to-us/contact-us)



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[BDUP@sse.com](mailto:BDUP@sse.com)

# 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 Beaulay – 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.

-  New infrastructure
-  Upgrade/replacement of existing infrastructure
-  Existing network

The upgrade of the Beaulay – 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.

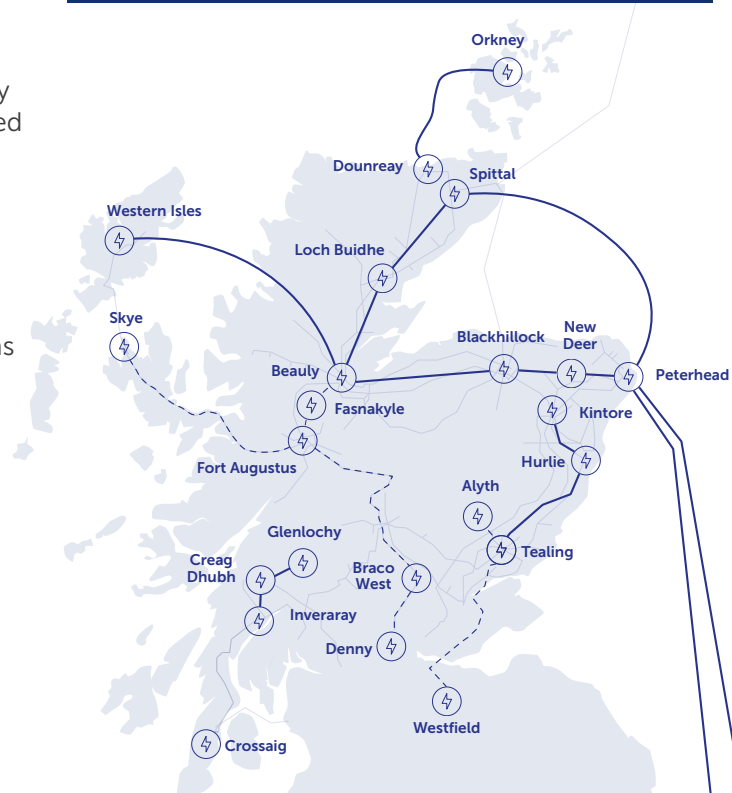
These projects have been highlighted as critical to delivering the UK and Scottish Government's targets, with the development of them accelerated to meet the target dates of energisation by 2030.

## 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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[BDUP@asse.com](mailto:BDUP@asse.com)

Project overview

### Beauly - Denny Upgrade Project

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. 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

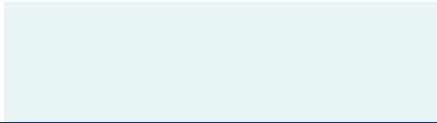
This consultation is related to our proposed new substation located near Braco.

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, including a haul road near Braco village. Further information on the haul road is provided on page 5 of the booklet.
- 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 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.



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# Additional haul road application

Early design work had identified potential constraints within Braco village to deliver the 400kV transformers to the substation site.

An access track or haul road is proposed south of the village to allow the transformers to be delivered to site. The road could also be used by construction traffic, reducing additional traffic through Braco village.

Following the consultation event in March 2024, feedback was received about the B8033 road near Glassick and Easter Feddal.

Surveys and design work have confirmed that an extension of this haul road away from the B8033 would alleviate traffic concerns, as well as reduce impact to mature trees and wildlife in the area.



Example of a Bailey bridge used on a nearby SSEN Transmission project at Killin which would be used for the haul road crossing the Keir Burn.

## What will the haul road look like?

- Approximately 6.5m wide (excluding earthworks) and 1.2km in length, with a temporary bridge crossing the Keir Burn.
- 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 requirements for the haul road depend on the final outcome of the transformer delivery assessment.
- A construction compound will be located north-west of the B8033 near Easter Feddal for storage of materials and car parking.
- It will also 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.

## What surveys have we carried out?

We have carried out a number of surveys including ecology surveys, topographical surveys and other non-intrusive surveys. Further work is required prior to planning submission, including ground investigation, to inform the haul road design.

## What are the implications for traffic volumes?

The use of the haul road will allow construction traffic to by-pass Braco. There will still be use of the local road network, particularly at the start and end of the construction period to allow the initial haul road construction.

## Why are there two planning applications?

The haul road is being progressed as a separate application to the substation.

This is to allow for the extensive design work needed to consider the flood risk assessment of the Keir Burn and any subsequent track design work.

The two applications will be considered by Perth and Kinross Council for determination. A further public information event on the haul road is planned for late summer 2024.



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# The story so far

**Aug '23**



We introduced the project in August 2023, to show the three site options being considered as part of site selection.

**Nov '23**



Ground Investigation works commenced at sites 2 and 3 near the existing Braco substation.

**Jan '24**



Report on Consultation published to confirm site 2 is the preferred site.

**Mar '24**



The first Pre-Application Consultation event was held in Braco, to confirm site 2 is the preferred site, and present the design progress to date.

## What we are seeking views on

We want you to share your thoughts and opinions on our plans, where you think we can make improvements, concerns about the impact of our work and what you think of the refinements or changes we've made.

This event is the second of two planned, sequential, public consultation events following the submission of the Proposal of Application Notice (PAN). The PAN submission triggered the initial formal Town and Country Planning (major application) consultation process for this site, including the 12-week (minimum) pre-application consultation period.

Following the initial consultation event, the project team has sought to ensure that comments or concerns raised have informed, where possible, the primary considerations for the designs as they have progressed.

This includes substation layout design, landscaping enhancement and screening. Outside of the formal consultation periods and events, we have continued to provide a dedicated webpage for the projects and liaise with a wide range of stakeholders to help inform the development and design.

We are therefore holding this feedback event to present our proposed substation design, which has been informed by stakeholder feedback, and have set out our responses to feedback received to date.

By telling us what you think, you will help shape our proposals. We want to harness your local knowledge so that we spot any unforeseen challenges early and maximise the potential benefits and opportunities for your communities. Because, ultimately, we want to work with you to ensure that the energy infrastructure we build will be the best it can possibly be.



## Who we are consulting with

As well as communities, we are keen to hear feedback from a broad range of other stakeholders including but not limited to landowners, businesses, non-statutory consultees, and statutory consultees such as local authorities, NatureScot, Scottish Environment Protection Agency (SEPA), Historic Environment Scotland (HES) and Scottish Forestry (SF).

## Help shape our plans

The work we have planned is significant and has the potential to deliver massive benefits in your community, Scotland, and beyond.

Yet we know that achieving our goals will require a lot of work that will impact your lives. That's why we want to work with you every step of the way throughout the planning and delivery stages of these essential and ambitious works.

We're committed to delivering a meaningful consultation process that actively seeks the views of everyone affected by our plans. That means making our plans clear and easily accessible, so that you can give us input throughout each stage of the development process.

Throughout the consultation, we'll present our approach to developing the project, including changes made since we last consulted with you. We will also provide some visualisations and maps to show you where everything will be located and to allow you to see what the proposed substation will look like. These will also be available to view and download from our project website.



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# Feedback

Following submission of the PAN in February 2024, the first of two pre-application consultation events were held at Braco Village Hall on 20 March 2024. There were a total of 60 attendees.

During the six week feedback period which closed on 1 May 2024, 62 responses were received specific to this project. Many of the responses requested further information on the design, including proposals for the new access (haul) road, visual and landscape impacts, trees and the environment, traffic volumes and transport assessments. Whilst this feedback is acknowledged, only tangible, direct feedback specific to the development of the proposals is summarised and responded to within the following table.

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](https://ssen-transmission.co.uk/2030faqs)

We have included both event feedback and statutory stakeholder feedback through the PAN and pre-application process, as well as design feedback, within the next six pages. As detailed on page 5 of the booklet, the design of the haul road is still being developed and will be progressed as a separate planning application. An update to this part of the scheme will be provided at a later information event.



**Find out more**  
Scan the QR code with your smartphone to access our FAQs.

Theme	Response
<b>Landscape and visual amenity</b> Concern about size and visual impact of substation for Braco and wider area, potential light pollution and limited screening opportunities.	<p>A landscape and visual 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.</p> <p>A landscape and screening plan (or similar), as part of the landscape and visual assessment, will be included in the EA This will show our proposed landscape plan for the site and may include new organic landforms, for example bunds, and tree and/or shrub planting to minimise landscape and visual impacts. This would comprise of earthworks and planting of woodland south of the main platform which will partially screen views from the A9 and other more sensitive visual receptors to the south of the site. This work involves input from a specialist Landscape Architect.</p> <p>Details of lighting will be included in the planning application, with it expected that the planning authority attach a planning condition to any consent in order to control lighting proposals. During construction, lighting will be switched off when not in use and overnight.</p> <p>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 Light Management Plan will be adopted by our contractor to minimise any impacts associated with this.</p> <p>During operation, lighting would be installed at the substation but would only be used in the event of a fault during the hours of darkness; during the over-run of planned works; or when sensor activated as security lighting for nighttime access.</p>
<b>Landscape and visual amenity</b> Concern raised for B8033 and potential impact to mature trees alongside the road.	<p>We recognise the community concern for the mature trees, hedgerows and habitats along the B8033. A haul road away from the B8033 is being progressed to minimise this impact and traffic on the B8033.</p> <p>The haul road will be included as a separate planning application, due to the requirement for further design work and associated surveys (flood risk assessment and transformer delivery assessment). A landscape and visual appraisal will form part of this application and inform sensitive design and restoration proposals within the landscape.</p> <p>Ecology and habitat surveys continue to be undertaken to inform environmental assessment and identify appropriate mitigation.</p> <p>A further public information event on the haul road is planned for late summer 2024.</p>





# Feedback

Theme	Response
<p><b>Local wildlife and habitats</b> Concern for impact on local wildlife and habitats including red squirrels, red kites, salmonids and bats.</p> <p>Request for further information on how the project will enhance plant and animal life.</p>	<p>Ecology surveys are ongoing 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 red squirrels, bats, birds, and other species, and identify any mitigation required. 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.</p> <p>Bridge crossings will be designed and built to not impact on the passage of salmon. Bankside works and instream activities would be minimised to protect all life stages of salmonids and reduce potential effects. Bridge crossing designs are not yet available but as a minimum the designs will be included in the planning application which will be publicly available to review. Mitigation, where appropriate will be included in the EA, with it anticipated, the agreement of the Planning Authority controlled by way of a suitably worded planning condition. The EA will also include a hydrology, hydrogeology and soils assessment which will include proposals of mitigation specifically in regard to silt management and how the surrounding water environment will be protected during and after construction.</p> <p>Where mitigation measures are agreed, these will be passed onto the contractor in the form of a Commitments Register, supported by our own Species Protection Plans and General Environmental Protection Plans, to ensure that the measures are implemented as required. These measures will also form part of the Construction Environmental Management Plan (CEMP) for the project.</p>
<p><b>Local wildlife and habitats</b> Concerns about the excavation and management of vegetation and peat.</p>	<p>A peat management plan is being developed in line with SEPA and NatureScot guidance. This will be included in the Environmental Appraisal and included in the planning application.</p>
<p><b>Water soils and drainage</b> Concern for drainage from the development and potential impact on local water courses. Local knowledge shared regarding local habitats and areas of risk.</p>	<p>The EA will include a hydrology, hydrogeology and soils assessment to assess the potential effects of the Proposed Development on the water and ground environment, including a Flood Risk Assessment. This assessment and reporting will be submitted as part of the planning application.</p> <p>The assessment will identify any mitigation measures and commitments to be incorporated in the design, construction and/or operational phase of the Proposed Development. This will be implemented through a Construction Environmental Management Plan (CEMP) and presence of an Ecological Clerk of Works on site who will ensure all mitigation is adhered to.</p>
<p><b>Cultural heritage</b> Local knowledge shared regarding archaeological considerations required and cultural and historical sites of interest.</p>	<p>A cultural heritage assessment will be included in the EA and will assess the potential effects on the historic environment. This assessment has been requested by Perth and Kinross Council and will accompany the planning application. The assessment will identify any mitigation measures and commitments to be incorporated in the design, construction, and operational phases of the Proposed Development.</p> <p>Activity undertaken to date includes an archaeological walkover survey of the Site, and of heritage assets in the wider area where the development would have the potential to result in impacts. Archival research has also been undertaken to examine historic mapping of the area. Both the walkover survey and the review of historic mapping has confirmed that the upland area of the proposed substation has been largely used for pastoral activities during the post-medieval period, with settlement activity limited to the lower ground around Braco village and the Strathallan valley.</p> <p>No evidence for earlier activity has been recorded within the Site, and modern commercial forestry operations are likely to have resulted in significant ground disturbance. The full assessment will detail the requirement for any on-site archaeological mitigation such as archaeological monitoring or excavation and recording as required. If this is required, it is expected a planning condition would be applied by Perth and Kinross Council to any consent in order to control the requirement.</p>



# Feedback

Theme	Response
<b>Noise</b> Comments on noise from construction period and substation in operation. Request for more information on noise mitigation measures.	<p>We recognise that noise impacts during construction and operation of our assets can be a concern to residents.</p> <p>A Noise Assessment is currently being prepared to support our planning application, which will assess the potential impact from construction and operational noise and, where necessary propose appropriate mitigation measures that will be agreed with the Planning Authority.</p> <p>The environmental impact assessment (which will include details on the background noise monitoring) will be publicly available when the application is submitted to the Planning Authority.</p> <p>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.</p>
<b>Holistic overview</b> Industrialisation of the area from future developments connecting into the substation and the project's role in the cumulative impact effect on the local community.	<p>A list of projects that hold contracts for Transmission Entry Capacity (TEC) with National Grid, the Electricity System Owner (ESO) is available from their website: <a href="https://nationalgrideso.com/data-portal/transmission-entry-capacity-tec-register">nationalgrideso.com/data-portal/transmission-entry-capacity-tec-register</a></p> <p>We recognise that other future projects may connect into the substation and we know that residents are keen to understand the full extent of renewable developments being proposed in the area. Our assessments in the environmental appraisal carry out cumulative assessments considering other development projects in the area.</p> <p>Applications to connect to the transmission network in our license area are made to National Grid ESO and undergo a lengthy process of assessment before we begin to develop a network connection for those developments.</p> <p>We aim to be transparent about the renewable developments looking to connect to our network, but are not permitted to disclose any details of these developments until they are in the public domain.</p>
<b>Access</b> Pedestrian and cyclists' access and safety concerns during the construction of the project, and comments on alternative routes for cyclists and pedestrians to use.	<p>Safety is our number one priority and forms the core of how we operate our electricity network across north and central Scotland.</p> <p>A haul road is being progressed to minimise traffic on the B8033. This will significantly reduce construction traffic flows on the B8033, however construction traffic will use the A822 route from the A9. The Environmental Appraisal will include a Construction Traffic Management Plan (CTMP) and Traffic and Transport assessment to understand mitigation measures required.</p> <p>We're aware of the community concerns regarding cycle and pedestrian paths, as part of our project. No new alternative (offline) routes are currently proposed for walkers/cyclists.</p> <p>The haul road will be included as a separate planning application.</p>
<b>Presentation of information</b> Feedback that information presented has not provided enough detail on project plans and scope of the development.	<p>The event in March 2024 was the first of the project Pre-Application consultation events to provide a high-level design to get feedback from stakeholders and the community, whilst we are undertaking surveys and design.</p> <p>We understand we were not able to answer all of your questions throughout this process as we undertake surveys and progress design. Further project updates and refinement at this stage have been provided within this booklet, and all final information and detail on the project will be provided within the planning application.</p>



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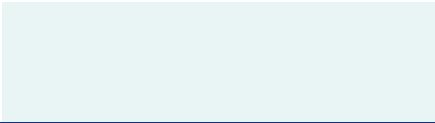


[BDUP@sse.com](mailto:BDUP@sse.com)



# Feedback

Theme	Response
<b>Access</b> Information shared on previous construction damage to road surfacing, verges, and passing places. Request for cleaner, safer road surfacing that will be reinstated after construction.	<p>A haul road away from the B8033, for construction traffic use only, is being progressed to minimise traffic on the B8033, to reduce impact on road surfaces, verges, passing places and damage to property.</p> <p>With respect to road surfaces, the Principal Contractor will be responsible for full reinstatement of the road upon completion of the works, to a condition that is agreeable with the land owner/ local authority.</p>
<b>Traffic</b> Local knowledge shared regarding the road network, and concerns raised about construction traffic volume, types, routes and movements, and the impact of this on the network, local safety, physical and mental health.	<p>We understand that with large construction projects, increased construction traffic and road condition will often cause concern. In developing the Cambushinnie 400kV substation proposals, traffic and road use is a primary consideration for us and our contractors.</p> <p>An initial construction traffic routing assessment has been undertaken to establish the most appropriate routes for construction traffic travelling to and from the site, which identified the requirement for a haul road. To support this, an Abnormal Loads Assessment report is being undertaken for larger equipment being delivered to the site.</p> <p>Our Contractor will prepare and adopt a Construction Traffic Management Plan (CTMP) to ensure that appropriate mitigation and management strategies are identified and implemented. This will include the identification of any road, access track, junction improvements or repairs that will be required. It will also ensure a defined route is agreed with the council.</p> <p>The Construction Environment Management Plan (CEMP) will detail any mitigation measures required regarding to dust, noise and pollution measures. Condition surveys of the public highway will be carried out before works start on site, and again upon completion, with any defects repaired to ensure the public highway is left in no worse state once the works are complete.</p>
<b>Access (haul) road and compound</b> Comments regarding the proposed 'compound area' south of Braco village, impact to residents of Commanders Grove and requests for detailed information on the proposals for this.	<p>The location of the haul road has been determined by a number of factors, including the floodplain of the Keir Burn, the length of the haul road and other constraints.</p> <p>The haul road is likely to be permanent – the intention is that the bridge will be removed after use and the land will need to be retained in the event of a transformer failure on site. The compound area has also been relocated west to farmland off the B8033, away from Commanders Grove.</p> <p>The haul road is to be submitted as a separate planning application, to allow for further surveys and design work to be completed.</p>
<b>House value</b> Concern for impact on house value, including from residents of Commanders Grove.	<p>We understand that there are concerns about the potential impact of our proposed developments on properties within the vicinity of our project (substation site and associated access, including the haul road).</p> <p>The haul road proposals are still under development and are subject to further consultation and design refinement. During this period, we want to work closely with communities and are looking to optimise timescales for decisions on final designs.</p> <p>As the design is refined, we will engage with property owners, as well as listen to any other concerns there may be. We will look to mitigate impacts on residential properties as far as possible and these impacts will be assessed as part of the Environmental Appraisal that will accompany our applications for planning consent. Surveys will be carried out at identified receptors so that we are able to model potential impacts on the wider area.</p>
<b>Tourism</b> Concern for impact on tourism and visitors to the area.	<p>For each project we develop, we conduct a Landscape and Visual Assessment. This is an element of the Environmental Assessment. In this assessment, we consider visual impact from centres of population, popular spots, like walking paths and tourist sites, and where possible reduce any potential negative visual impacts.</p>



# Feedback

Theme	Response
<b>Health</b> Mental and physical health concerns for those who live closest to the development.	<p>We are mindful of the uncertainty that our proposals can pose to communities who may be affected. Our process for project development seeks to identify proposed options that provide an appropriate balance across a variety of considerations and interests. We aim to do this as swiftly as possible in order to minimise the duration of uncertainly for affected communities.</p> <p>However, we are also committed to providing sufficient time and opportunity for all stakeholders to feed into each stage of our project development process, so that views can be understood and wherever possible incorporated into design decisions. This is a balance which has to be carefully managed.</p> <p>Our staff are cognisant of the impact and uncertainty that is being felt within communities and have taken a number of steps to minimise this for the people who may be affected. Some of the steps we have taken include working closely with communities at early stages, being transparent on decision making, having clear routes of communication with our stakeholders through multiple methods such as public exhibition events, community council meetings, website updates and via the Community Liaison Manager.</p> <p>Whilst we have committed to these steps, we understand that everyone may be impacted in different ways and would be interested in your views regarding any additional activities that would help to address your specific concerns.</p> <p>We remain committed to promoting developments that maintain or enhance economic opportunity and achieve the long-term ambitions to ensure a Net Zero future while protecting and restoring the natural environment.</p>
<b>Community Benefit Opportunities</b> Opportunities for Community Benefit Funding shared including provisions for cyclists and pedestrians in the area; funding and compensation; landscaping and replanting; vehicle speeding mitigations; educational opportunities.	<p>We'd like to thank residents for providing their feedback suggesting community benefits they would like to see implemented within the local area.</p> <p>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.</p> <p>SSEN Transmission is in the process of establishing a Community Benefit Fund which will enable us to work directly with local communities to support initiatives across northern Scotland and help fund projects that can leave a lasting, positive legacy. We appreciate that as the fund is being developed the information we've been able to share has been limited. More information regarding the community benefit funding will be available later this year.</p> <p>In terms of broader community benefits, our Pathway to 2030 projects will boost the economy, support local jobs and businesses. Recent studies show our Pathway to 2030 programme could contribute over £6 billion to the UK's economy, support 20,000 jobs across the UK and benefit Scotland by around £2.5 billion, supporting 9,000 Scottish jobs.</p>



# The substation site

## About the site

Following site selection consultation in August 2023, we advised within our Report on Consultation that Site 2 had been selected as our proposed site for the new Cambushinnie 400kV substation ahead of our first Pre-Application Consultation event in March 2024.

The site is located immediately west of the existing Braco West 275kV substation. It is considered best on balance due to the proximity to the existing Braco West 275kV substation, which the new substation needs to connect to, the shallower peat and peaty soils on site, as well as the technical solution required to connect into the existing Beaulay - Denny OHL network.

## What size is the site?

The substation footprint will be approximately 420 x 230 metres and will consist of Air Insulated Switchgear, associated equipment, control building, access tracks and fencing.

## What else will the development consist of?

### Drainage

Drainage arrangements as part of the substation works will extend outwith the existing substation boundary and will be included in the planning application. This includes a drainage basin within the substation site and associated outfall to the south. Drainage within the north of site will be combined with existing drainage at the 275kV substation.

### Temporary compounds

Temporary construction compounds and laydown areas will be located in the vicinity of the substation to support the construction phase. Additional temporary construction compound and laydown areas, if needed, will be identified by the construction contractor prior to commencement of works.

### Access track upgrades

Upgrades are required to the existing access track from Easter Feddal (at the haul road end) up to the substation. This will be widened in sections to allow for construction traffic and abnormal load delivery. This will be included within the substation planning application.

## Felling and re-planting

The substation site is a commercial forestry plantation dominated by replanted Sitka spruce planted in 2022/23 and 2017/18 following commercial timber harvesting operations. Felling of an area of Sitka spruce on the Southern boundary may be required depending on the risk of further windblow. There are no broadleaves present on substation site. Compensatory planting will be undertaken to mitigate against the loss of woodland complying with UKFS (V5) and the Scottish Governments Control of Woodland Removal policy.

## Connections

The substation will connect into the existing Beaulay to Denny OHL ([ssen-transmission.co.uk/bdup](https://ssen-transmission.co.uk/bdup)), which will require one new terminal tower to be located adjacent to the substation platform, and up to three temporary towers, with a dedicated access track leading to them. The towers will be about 63m high and part of a separate Section 37 application. An underground cable (UGC) connection is also required between the new substation and existing substation at Braco West. This UGC connection will be delivered under permitted development rights in consultation with the Planning Authority.

## Lighting

During construction lighting will be managed by the construction contractor, by a previously prepared Lighting Management Plan. Once operational it is anticipated that the site will run on a dark site basis. An operational lighting strategy will be prepared during the project refinement phase.

## Landscaping and screening

A Landscape Strategy will be prepared to support the planning application and inform the landscaping and screening for the site. Indicative landscaping and screening are illustrated in drawings that support this consultation process.

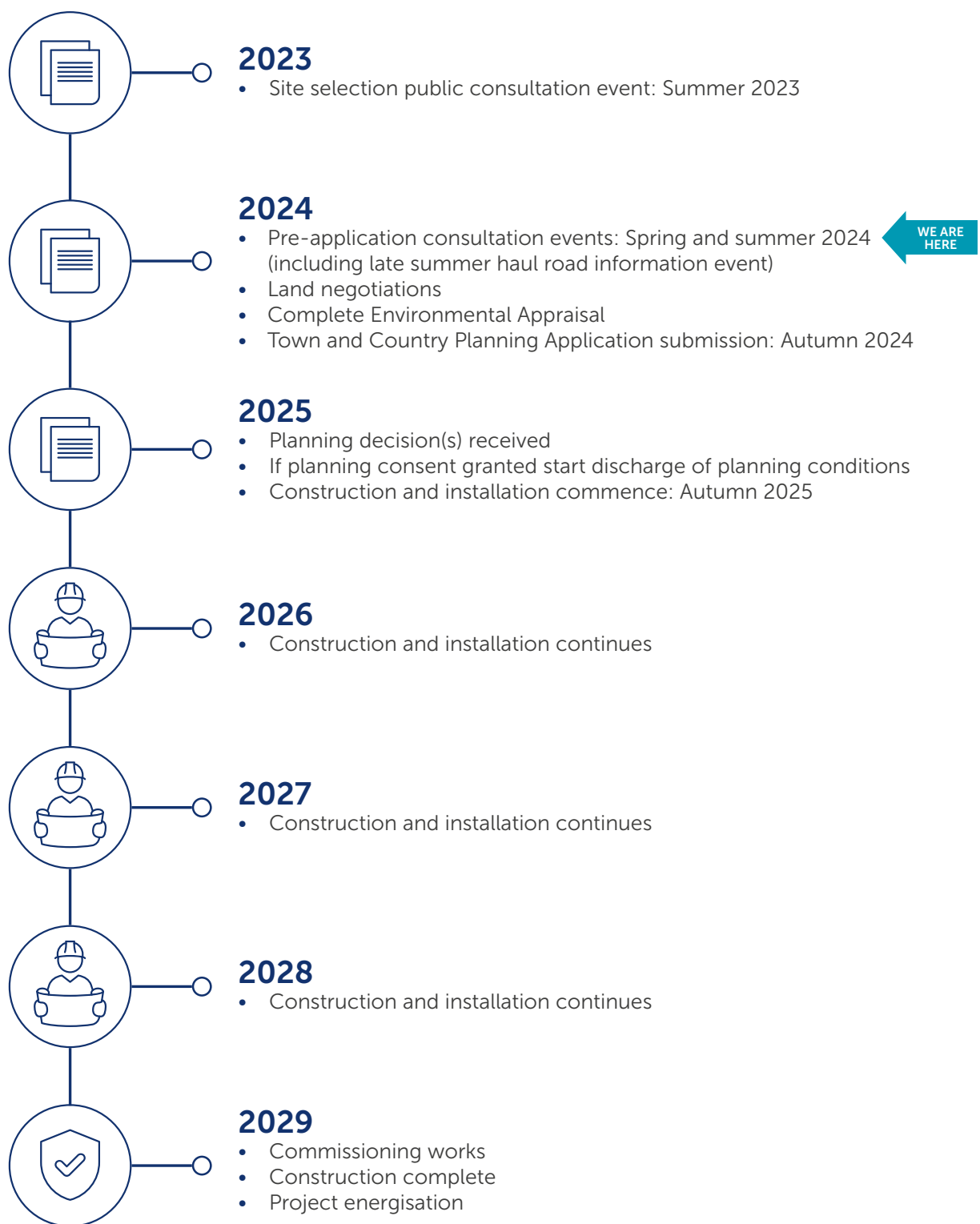


[ssen-transmission.co.uk/cambushinnie](https://ssen-transmission.co.uk/cambushinnie)



[BDUP@sse.com](mailto:BDUP@sse.com)

# Project timeline



[ssen-transmission.co.uk/cambushinnie](https://ssen-transmission.co.uk/cambushinnie)



[BDUP@sse.com](mailto:BDUP@sse.com)