

**ELECTRICITY ACT 1989
TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
DPEA CODE OF PRACTICE FOR ELECTRICITY ACT INQUIRIES**

TEALING TO KINTORE UPGRADE PROJECT (TKUP) TRI-120-1

TRAFFIC, TRANSPORT, ROAD ALTERATIONS, ROAD SAFETY AND BRIDGES

Public Inquiry Written Submission

INTRODUCTION

Since there is to be no discrete Inquiry session on this topic, and because the EIAR is so deficient in many respects, NOTKUP has decided to tender this short critique of the Traffic and Transport case made by the Applicants. It will be spoken to in one of the Community Hearing Sessions.

1. Policy Context – NPF4 Policy 18 (Infrastructure First) and Policy 13 (Sustainable Transport)

NPF4 Policy 18 requires that development proposals protect and, where necessary, enhance existing infrastructure. Policy 13 requires that new development does not have an unacceptable impact on the safety and efficiency of the transport network, and that it supports safe, sustainable travel for all users – particularly those who are most vulnerable (people walking, cycling, riding horses, children, older people and disabled people).

In relation to TKUP, those tests have not been met. The proposal:

- Fails to demonstrate that vulnerable road users can move safely on affected routes during construction.
- Treats narrow, mixed-use rural lanes as if they were spare capacity in a road “network”, rather than people’s only walking routes, school routes, and riding routes.
- Relies on incomplete information and unenforceable assurances rather than concrete protections for those most exposed to risk.

There is no final, detailed Construction Traffic Management Plan (CTMP) for the Inquiry (or the public) to consider, no adequately evidenced safety case for rural roads and bridges, and no reliable mechanism to ensure contractor compliance. On this basis, the application conflicts with both the “Infrastructure First” principle and the requirement to protect vulnerable users under NPF4 Policy 13.

2. Critical Vulnerability of the A90 Arterial Route – and its Consequences for Local Users

The Kirriemuir/Glamis road junction with the A90 to the Kingsway, Dundee is a notorious accident blackspots with many recorded accidents which can be corroborated and is frequently affected by:

- Road Traffic Accidents (RTAs)
- Flooding events
- Signal and junction failures

When the A90 is disrupted, the consequences are not confined to motorists on the trunk road. They cascade directly onto local rural communities. (Appendix 1)

2.1 Diversion Fragility and Everyday Life

When the A90 is blocked or constrained, traffic is pushed onto a web of minor rural roads, including:

- U322 (Appendix 2)
- Emmock Road
- Other unclassified lanes around Tealing and adjacent settlements

These are not spare capacity routes; they are:

- Lived-in streets, with front doors and farm gates opening straight onto the carriageway.
- Daily walking routes for residents to reach bus stops, neighbours, farms and local services.
- Regular cycling and horse-riding routes, used by adults and children alike.

During a recent RTA at Tealing, these routes were forced to carry double-decker buses and HGVs, causing total gridlock on:

- Carriageways as narrow as 5 m or less, with blind corners, no pavements and no verges wide enough for safe refuge.

In such conditions, pedestrians, cyclists and horse riders are left literally with nowhere safe to go when traffic backs up.

2.2 Inevitable Gridlock and Heightened Risk with Added TKUP Traffic Layering
high-frequency TKUP construction traffic onto this already fragile network means:

- Congested, impatient traffic meeting children walking home from school on narrow lanes.

- HGVs encountering horse riders around blind bends, with no safe passing space.
- Drivers attempting risky passing manoeuvres around cyclists with nowhere for the cyclist to escape.

The result is not only regional gridlock when the A90 fails; it is an unavoidable, daily elevation of risk for those who have no alternative but to walk, cycle or ride along these roads. That is fundamentally at odds with NPF4 Policy 13, which expects development to improve conditions for vulnerable users, not cause them to deteriorate.

3. Cumulative Impact of Multiple SSEN and Related Projects on Vulnerable Users

TKUP sits in a corridor already under strain from existing and planned SSEN construction traAic.

3.1 Cumulative Pressure on Narrow, Shared Rural Routes the same limited set of roads and bridges is being asked to absorb:

- Construction HGVs and abnormal loads from several energy projects.
- Everyday local traAic (residents, farm vehicles, school transport).
- High-levels of active travel and equestrian use.

On maps, unclassified roads may appear similar in width and status; in reality they range from:

- Barely 3 m wide, with blind corners and steep banks or ditches on both sides,
- To slightly wider lanes with occasional passing places.

Many are simply too narrow for an HGV to pass a cyclist or horse with the safe clearance recommended in the Highway Code, particularly when the verge is soft, sloped or fenced. Treating these as generic “links” in a capacity model overlooks the stress and strain on people who rely on them for basic movement.

3.2 Environmental and Health Impacts on People Using the Road Space

Cumulative congestion and queuing mean:

- More time that vulnerable road users – particularly walkers, cyclists and horse riders – are exposed to close-passing, noisy, intimidating traAic.
- Increased emissions and particulates at head-height for children and people on foot or on bikes.

The cumulative effect is to make these routes feel and become hostile to active and equestrian travel, discouraging safe, low-carbon movement choices that NPF4 explicitly seeks to promote.

4. Demonstrated Failure of Contractor Compliance – and its Implications for Safety

Where SSEN and contractors have been required to follow safer routing to protect trunk road safety and vulnerable users, they have repeatedly failed to comply.

4.1 Documented Breaches at Moat Mill / A90

At a November, 2020 meeting at the SSE Tealing site, residents were clearly told:

- All HGV traffic from the Seagreen site would exit at Moat Mill road end, turn left and travel north to Gateside, then return south to Dundee via the underpass at Gateside. (These vehicles were under the management of Seagreen's contractors but Seagreen itself was a project originated by SSE plc. At the time of the complaints SSEN advised it was not their responsibility – it was Seagreen's responsibility. However, the Seagreen company accounts show no employees because Seagreen is managed by SSE plc employees, possibly SSER.)
- HGVs were not to cross the central reservation at Moat Mill.

This routing was not academic; it was specifically designed to remove dangerous right-turn manoeuvres by slow, heavy vehicles across high-speed traffic on the A90 – a road with a serious crash record.

Despite this, multiple breaches have occurred:

- Angus Council's Brian Inglis, Tealing Community Council's Alan Slade and other residents have witnessed SSE-contracted HGVs cross directly over the A90 at Moat Mill, contrary to the TMP.

On Wednesday 19 March at 16:06, an HGV tipper lorry (M N Stewart signage) was observed:

- Exiting Moat Mill road end,
- Crossing into the fast lane northbound,
- Then turning right again across the southbound carriageway near Powrie brae to head back to Dundee.

This manoeuvre exposes all road users – but particularly car drivers, motorcyclists and any cyclists on the A90 – to a heightened risk of high-severity collision on a section already documented on CrashMap as accident-prone. It demonstrates that:

- Even where safer routes are defined, they are not reliably followed.
- Verbal assurances from SSEN about contractor behaviour cannot be regarded as an adequate safeguard for vulnerable users.

A local resident witnessed and took this photograph on 4th November, 2025 of a Norman Jamieson lorry clearly hauling a piece of equipment to the Balfour Beatty site at Fetteresso Woods through a gate which clearly states No HGVs.



4.2 Burden on Local People and Erosion of Trust Enforcement has fallen *de facto* on the public:

- Local residents are left to spot, photograph and report breaches while also trying to use these roads safely themselves.
- Complaints are perceived as being minimised or brushed aside once consent is in place, leading to a strong sense of “post-consent bullying”.

From the perspective of vulnerable users, this creates a climate where:

- Unsafe behaviour is normalised,

- Communities feel they must protect themselves because the system will not,
- Confidence in any future CTMP commitments is greatly reduced.

For TKUP, this history must be treated as evidence. A CTMP without independent enforcement and real sanctions is not compatible with the duty to protect vulnerable road users.

The following is a photograph and content which was visible on the SSE plc website until 2021. Coincidentally this disappeared around the time there were road issues developing at Tealing. SSE's 2030 Goals are built on a foundation of doing no harm to people or planet section. They have failed spectacularly on both counts.

DO NO HARM



“With ever increasing scrutiny on corporate conduct, stakeholders rightly expect SSE to demonstrate how it is embedding a responsible business culture and ensuring no harm arises as a result of its activities. That is why SSE’s 2030 Goals are built on a foundation of doing no harm to people or planet. For SSE, this goes beyond complying with legal requirements – it is about doing the right thing to keep people safe, ensure their wellbeing, and make sure people feel they can Speak Up when wrongdoing occurs.

You can read more about [SSE’s 2030 Goals here](#).

As SSE employees we support and value our colleagues and enjoy working together in an open and honest way.

To do that, we have to understand what is right and wrong and operate to the same ethical standard. SSE’s [guide to ethical business conduct](#) booklet provides the basis from which our employees are guided in terms of ethical business behaviour.

<https://www.sse.com/sustainability/do-no-harm/>”.

5. Quantified Risk to Vulnerable Road Users

Local data and lived experience show clearly that many of the proposed construction routes are entirely unsuited to increased heavy traffic if vulnerable users are to be kept safe.

5.1 Width, Clearances and Residential Exposure Angus Pylon Action Group (APAG) data (June 2025) indicate:

- Over 100 residents live on roads less than 4 m wide.
- Standard HGVs exceed 2.9 m in width (excluding mirrors).

On such roads:

- A single HGV can occupy almost the full width, leaving negligible clearance for a person walking, pushing a buggy, using a mobility aid, or cycling.
- There is typically no pavement and often only a narrow, uneven grass verge, if any, for people to step onto.

In practice this means:

- Parents walking with children must move into ditches or scramble up banks to avoid close passes.
- Cyclists may be forced into unsafe positions, with HGV drivers tempted to “squeeze past”.
- People with mobility impairments or using wheelchairs/scooters may simply have no safe option to move out of the way.

Expecting residents to share these lanes with frequent construction HGVs is fundamentally inconsistent with the road hierarchy and vulnerable user protection principles embedded in modern road safety policy.

5.2 Cyclists and Horse Riders – Everyday, Not Occasional, Users The same APAG data and local usage patterns show:

- 123 regular cyclists use these routes.
- 91 horse riders regularly ride on them.

These are not occasional weekend leisure users; they are:

- People commuting locally by bike,
- Young riders hacking out under supervision,
- Experienced equestrians exercising horses that cannot be transported elsewhere daily.
- All part of the affected Community

Angus Council's "Lose the Blinkers" campaign stresses:

- The extreme vulnerability of horse riders on rural roads.
- The need for drivers to slow right down, give plenty of space and anticipate unpredictability.

Introducing high volumes of HGVs and heavy plant onto these roads:

- Greatly increases the frequency of intimidating encounters, with large, noisy vehicles approaching horses on blind bends or cresting hills.
- Heightens the risk of horses spooking into the carriageway, putting riders and following drivers at life-threatening risk.
- Makes it practically impossible to maintain recommended safe passing distances on many sections.

The proposal therefore directly undermines the Council's own horse-rider safety campaign and the broader promotion of safe active travel.

6. Road Widening, Wayleaves and Drainage – Risks to Safety, Not Just Land

The limited information provided on proposed road alterations reveals new hazards for vulnerable users.

6.1 Lack of Clarity on Access Routes and Community Impact At PAC, access road maps were shown, but:

- No clear detail was given on how construction vehicles would reach these access roads from main roads.
- There was no route-by-route analysis of interactions with homes, school routes, bus stops, footpaths, cycle use or riding stables.

As of April 2026, ground investigation works are still underway, but there is still:

- No finalised CTMP setting out exactly where and how many HGVs will pass people's front doors, walking routes or riding routes.
- No visibility for residents on how their daily safety will be affected.

This is contrary to NPF4 Policy 18's expectation that impacts on existing infrastructure – including safe use by current users – are identified and addressed up front.

6.2 Verge Loss, Drainage and Pedestrian/Equestrian Refuges

The current approach appears to assume that:

- “Simple” road widening into the verge will address capacity issues.

However:

- Ownership and wayleaves over verges are not properly clarified.
- In many places, verges form part of agricultural drainage systems, with field drains and ditches parallel to the road. Disturbing these may destabilise the carriageway and create hidden hazards at the edge of the road.
- Critically, verges often provide the only refuge space for pedestrians and horse riders.

Widening the hard surface at the expense of the verge:

- Removes the place where people can step or ride off the carriageway to avoid high-speed, close-passing vehicles.
- Forces walkers, children, dog-walkers and riders into the live traffic lane at all times.

Without providing segregated footways or bridleways, such widening will worsen safety for vulnerable users, not improve it.

7. Traffic Protocols, Speed Limits and Real-World Behaviour

The Additional Mitigation document refers to the need for contractors to respect traffic protocols and speed limits. However:

- No robust process is described for monitoring and enforcing speed compliance along remote, unclassified roads.
- No physical traffic-calming or design-led safety measures are specified, despite the known presence of vulnerable users.

Given past experience of TMP breaches, reliance on driver goodwill is particularly unsafe for:

- Children walking along verge-less lanes,
- Cyclists being overtaken too closely,
- Horse riders needing drivers to slow to a crawl and wait patiently.

Any CTMP for TKUP must include:

- Explicit, reduced speed limits on construction routes where vulnerable users are present.

- Traffic-calming features and signing that put driver behaviour under design control, not just voluntary compliance.
- Independent auditing and the ability for authorities to suspend use of a route or impose sanctions where vulnerable users are put at risk.

Without these, stated speed protocols cannot be treated as effective mitigation.

8. Structural Integrity and Historic Assets – Safety and Access Risks

The structural weakness of certain bridges is not only a matter of heritage; it has direct implications for safe, reliable local access.

8.1 Finavon Bridge (A90)

Finavon Bridge on the A90 has:

- Sustained storm damage and is already recognised as weakened.
- A critical role in maintaining continuous access on this key corridor.

Absence of a detailed structural assessment of increased traffic over Finavon Bridge raises two sets of risks:

- The risk of structural deterioration or emergency restrictions/closure, with heavy traffic diverted onto even smaller local roads, dramatically increasing hazards for vulnerable users there.
- The risk that, in seeking to avoid or manage such issues, ad hoc diversions are implemented late, with no assessment of impacts on local walkers, cyclists and riders.

Despite this, the application and mitigation documents do not address Finavon Bridge at all.

8.2 Gannochy Bridge and Other Historic / Narrow Bridges

Inveresk Community Council has already raised concerns over:

- The condition and robustness of the Gannochy Bridge.

Many bridges in the area:

- Are historic and were never designed for repeated 44-tonne vehicles.
- Are often single-track (e.g. Gormack Bridge on Couper's Road) with restricted visibility and no refuge for pedestrians or riders.

Sending frequent construction HGVs over such structures:

- Increases the risk of structural damage that could lead to closures – a not inconsiderable worry in Aberdeenshire where bridge closures inevitably lead to permanent closures, e.g. well publicised and opposed Park Bridge and Aboyne Bridge.
- Would, in the event of closure, force even more traffic onto the narrowest, least suitable roads – the very roads on which vulnerable users already rely.

Yet the developer has not presented location-specific structural or vibration studies to show that vulnerable users' access will not be compromised across the project's life.

9. The Missing CTMP – and Why That Particularly Matters for Vulnerable Users

It is recognised that a CTMP is intended to manage construction impacts. However:

- At this late stage, no final, detailed CTMP has been provided.
- Key information is still outstanding: exact vehicle numbers, timings, routes, bridge capacity assessments, and specific safety measures for pedestrians, cyclists and equestrians.

Deferring all of this to post-consent negotiation:

- Removes it from meaningful public and Inquiry scrutiny.
- Exposes vulnerable users to unknown and unquantified risk.
- Repeats the pattern whereby communities are told “it will be managed later”, only to find themselves confronted with dangerous behaviour and little effective recourse.
- Gives rise to the profound lack of trust and confidence in SSEN's integrity rendering post-consent “anything” wholly unacceptable.

Given the documented past failures of TMP adherence and the heavy reliance on roads used intensively by vulnerable users, TKUP should not be permitted to proceed on the basis of outline assurances.

10. Impact on Historic Roads, Ancient Trees and Sensitive Designations

The proposed road works associated with SSEN's TKUP scheme would cause severe and irreversible harm to the ancient roads. A prime example is ancient Couper's Road which stretches three and a half miles from the North Deeside Road near Drumoak to Cullerlie, and its surrounding environment.



Couper's Road is an excellent example of an historic cattle-drovers' road. It is closely tied in historical sources to the Cryne Mounth route and links to tracks over Cairn o' Mount for moving stock between Deeside, Angus and further south. It is one of the recognised legacy lines of the continuous route used by traders and stock-drivers (drovers) between the river crossing and interior farming country. It is mentioned in Roy's Military Survey (1747-55), early county maps (Taylor & Skinner, Thomson, etc.) and most valuably the 19th century Ordnance Survey First Edition 6-inch which clearly shows the line of the road.



The road is not very wide in places and in the south where it now meets the north Deeside road, it has dry-stone dykes with planted oak and beech trees on both sides.



Many of these trees are likely to have been planted by Park estate in early Victorian times. Maps from 1899, 1854 and 1835 clearly show the road.

SSEN's plans to widen this single-track rural road and to fell ancient trees along its length are presented under the guise of "road improvement", but in reality they would fundamentally destroy its historic and rural character for ever.

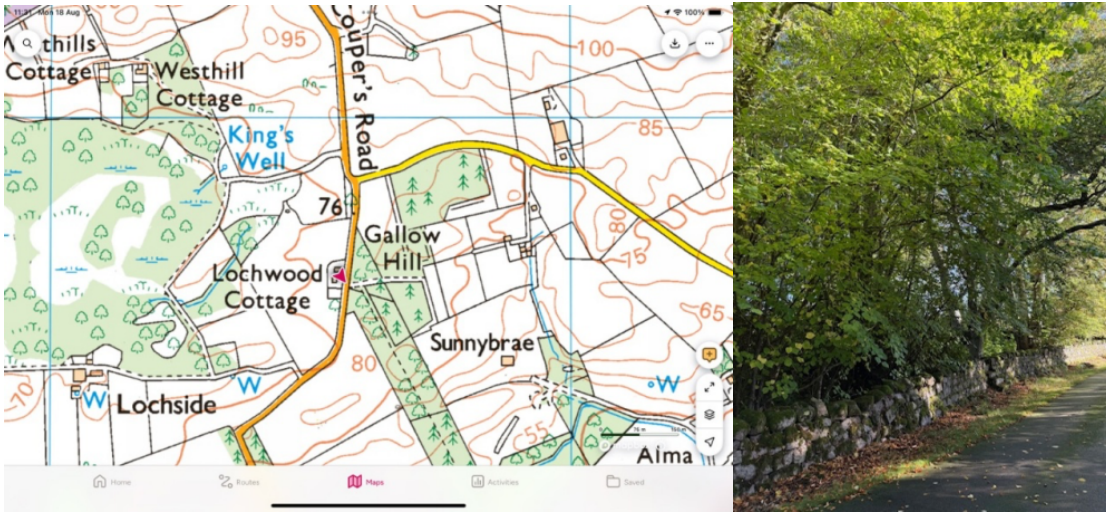
Of particular concern is the proposed removal of ancient trees, including a significant "hanging tree" on Gallowshill, which forms part of the cultural and historic landscape of Couper's Road and should be afforded the highest level of protection.



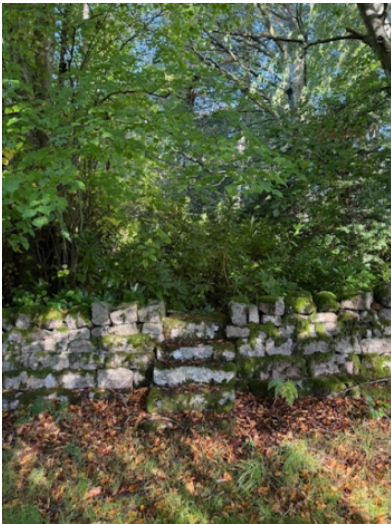
(Gallowshill)

Damage to the historic King's Well is also of huge concern. This is a historic small but powerful spring at which King Robert the Bruce (1274-1329) is said to have drunk. Described in the Aberdeenshire OS Name Books (1865-1871 volume 26 (OS1/1/26/16), "King Robert, the Bruce, who, it seems, frequently hunted in the Forest of Drum, and, as a matter of course, was always foremost in the chase, allayed his thirst at this Spring."

The King's Well is surrounded by a beautiful stone dyke with granite steps by the roadside and is in a copse of very large beech trees and an ancient lime tree in its SE corner. These trees are at risk in the fell corridor.



(Granite steps to the King's Well)



(Granite steps to the King's Well *facing*)

Many of the ancient trees on Couper's Road bear very old carved initials. The community is fiercely protective of these age worn sentinels - particularly a very large, multi-stemmed tall sweet-chestnut tree. This magnificent, deep-rooted giant is also at risk of corridor felling.



(Carved initials)

(Multi-stemmed ancient sweet chestnut tree)

The proposed widening of the road, coupled with the introduction of multiple lay-bys with direct line-of-sight to one another along a 3½-mile stretch, would urbanise what is currently a tranquil, single-lane country road. The cumulative effect of these works would be to erode its historic integrity and setting, replacing a distinctive rural asset with a utilitarian construction access route.

Beyond the physical proximity of the overhead line itself, the construction methodology raises serious additional concerns. The works would require the use of very heavy machinery on these minor roads, including 150-tonne cranes to erect steel lattice pylons of up to 60–70 metres in height. In addition, repeated movements of heavy goods vehicles transporting materials for road building, road widening, pylon foundations and large pre-assembled steel sections will place an unacceptable burden on this fragile road network. The likelihood of structural damage to the road, verges, drainage and adjoining root systems of mature trees is extremely high and has not been adequately addressed.

Furthermore, the environmental sensitivity of the immediate area has been downplayed. The nationally designated Loch of Park SSSI lies less than 100 metres from the proposed pylon N55. The nearest Aberdeenshire Local Nature Conservation Site (LNCS) groundwater spring and designated wet woodland are approximately 40 metres from this same location. The risk of hydrological disturbance, sediment runoff, pollution incidents and root damage from heavy plant operation and road alteration in such close proximity to these protected and priority habitats is wholly unacceptable.

In light of these factors, SSEN's characterisation of these works as simple "road improvements" is disingenuous. The proposals are unnecessary in their current form,

unwanted by the local community, and incompatible with the protection of a historic droving road, its ancient trees and the nearby nationally and locally designated sites.

11. Conclusion and Requested Outcome

On the evidence available, the TKUP proposal:

1. Fails NPF4 Policy 13 (Sustainable Transport and Road Safety)

- It substantially worsens conditions for vulnerable users (walkers, cyclists, horse riders, children, older people, disabled people) on narrow rural roads with no pavements or refuges.
- It relies on road widening that strips away verges and refuge space without providing safe alternatives.
- It offers only unenforceable assurances on speed and routing, despite a track record of non-compliance.

2. Fails NPF4 Policy 18 (Infrastructure First)

- It proceeds without a complete, route-specific CTMP that demonstrates roads and bridges can safely accommodate combined construction and local use.
- It fails to properly assess or mitigate the risk that increased stress on key structures like Finavon, Gannochy and Gormack bridges will further displace traffic onto the smallest and most vulnerable-user-intensive roads.

3. Undermines Wider Policy Goals on Active Travel and Rural Safety

- It conflicts with Angus Council's own "Lose the Blinkers" campaign by significantly increasing risks to horse riders.
- It discourages active travel by making walking and cycling routes more hostile and intimidating through higher volumes of close-passing HGVs.

4. Lacks Credible Governance and Accountability

- Experience with Seagreen shows that contractors have repeatedly ignored safer routes on a dangerous trunk road, even after being expressly instructed not to.
- The burden of "policing" contractor behaviour has fallen on local communities, who are then dismissed once consent is in place.

5. Disrespects a Community's Legacy, History and Ancient Trees

- Disingenuous, irreversible, unwanted and unnecessary "road improvements" to a historic road cannot be undone.

- Ancient trees cannot be replaced and compensatory planting 50 miles away in a different shire is no compensation to the local area.

We therefore respectfully submit that:

- The TKUP proposal, as currently presented, poses an unacceptable and inadequately controlled risk to vulnerable road users and to the communities who rely on these roads.
- Planning permission should be refused unless and until a fully developed, legally binding CTMP is produced, publicly scrutinised and secured by condition or legal agreement, including:
 - Precise, limited construction routes that minimise exposure of vulnerable users;
 - Quantified traffic flows, with time-of-day restrictions to protect school and commuting periods;
 - Comprehensive structural assessments of all affected bridges (including Finavon, Gannochy and Gormack) and any necessary strengthening or alternative routing;
 - Physical safety measures (speed management, traffic-calming, signing, refuges, segregated paths/bridleways where feasible);
 - Independent monitoring of compliance, with clear sanctions for breaches;
 - A transparent, easily accessible grievance mechanism for local residents, cyclists and riders.
 - An alternative route which avoids disturbance of a recognised historic legacy droving road and the felling of irreplaceable ancient trees be found.

Without these protections secured in advance, TKUP would represent an unjustifiable risk to those least able to protect themselves on the road network, and should not be consented.

Eileen West
For NOTKUP
24 April 2026

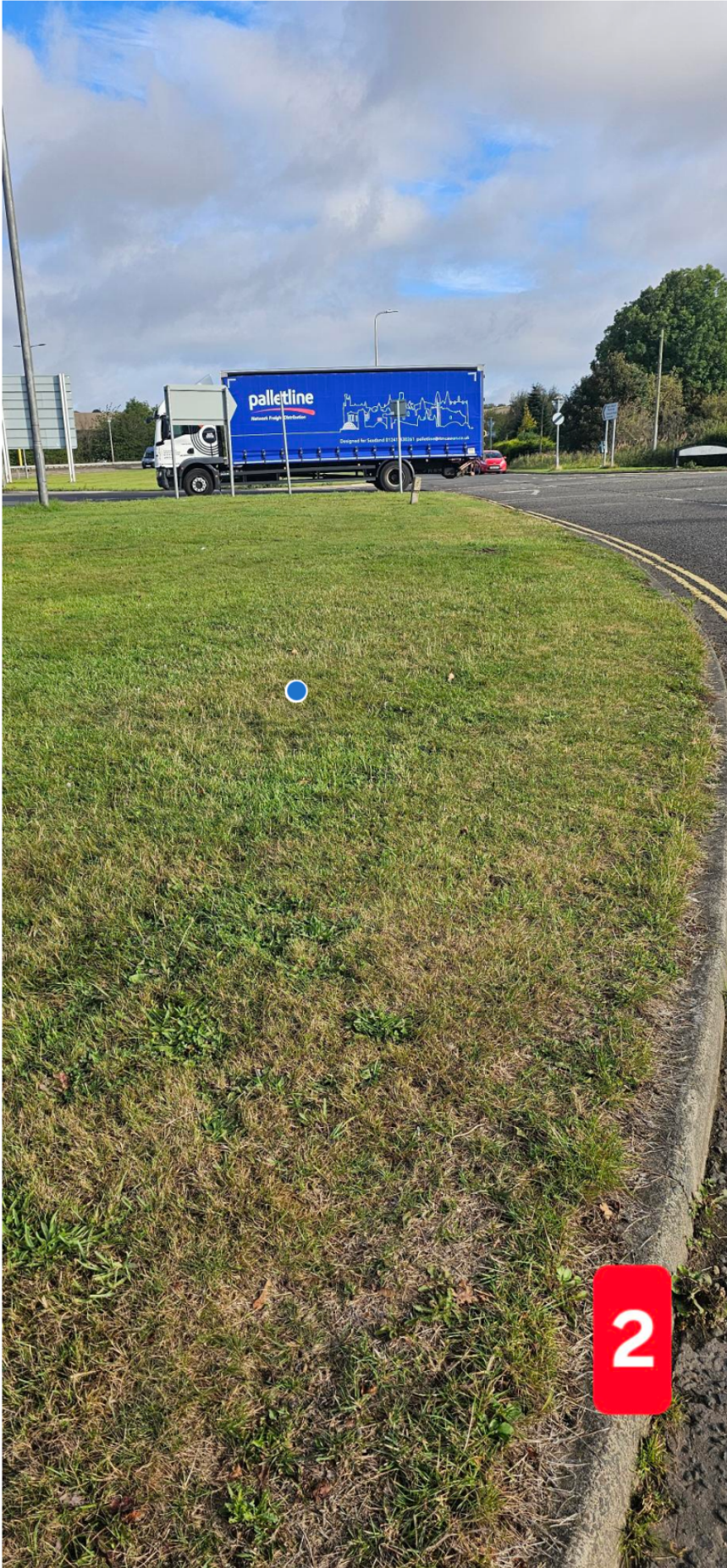
Appendix

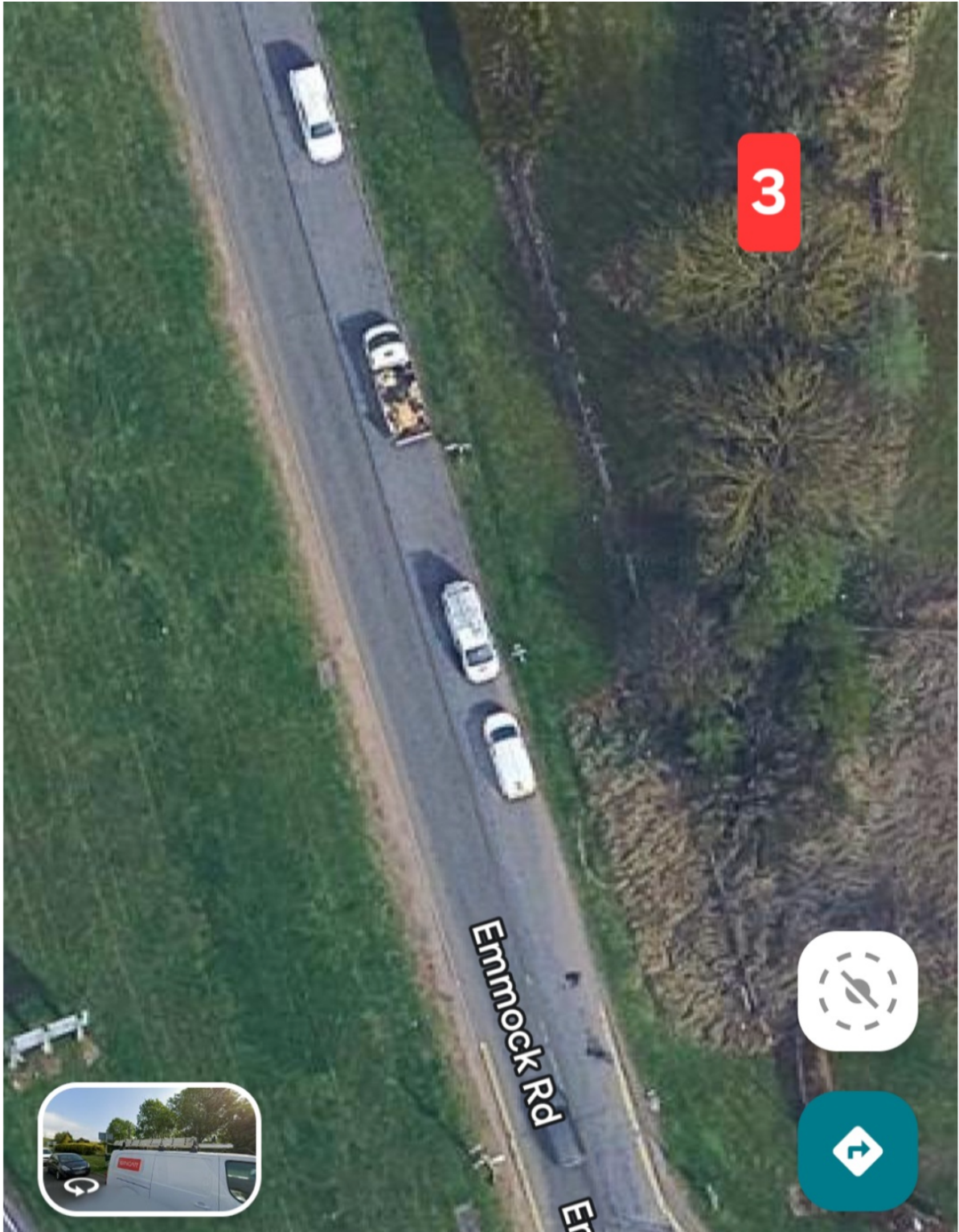
1

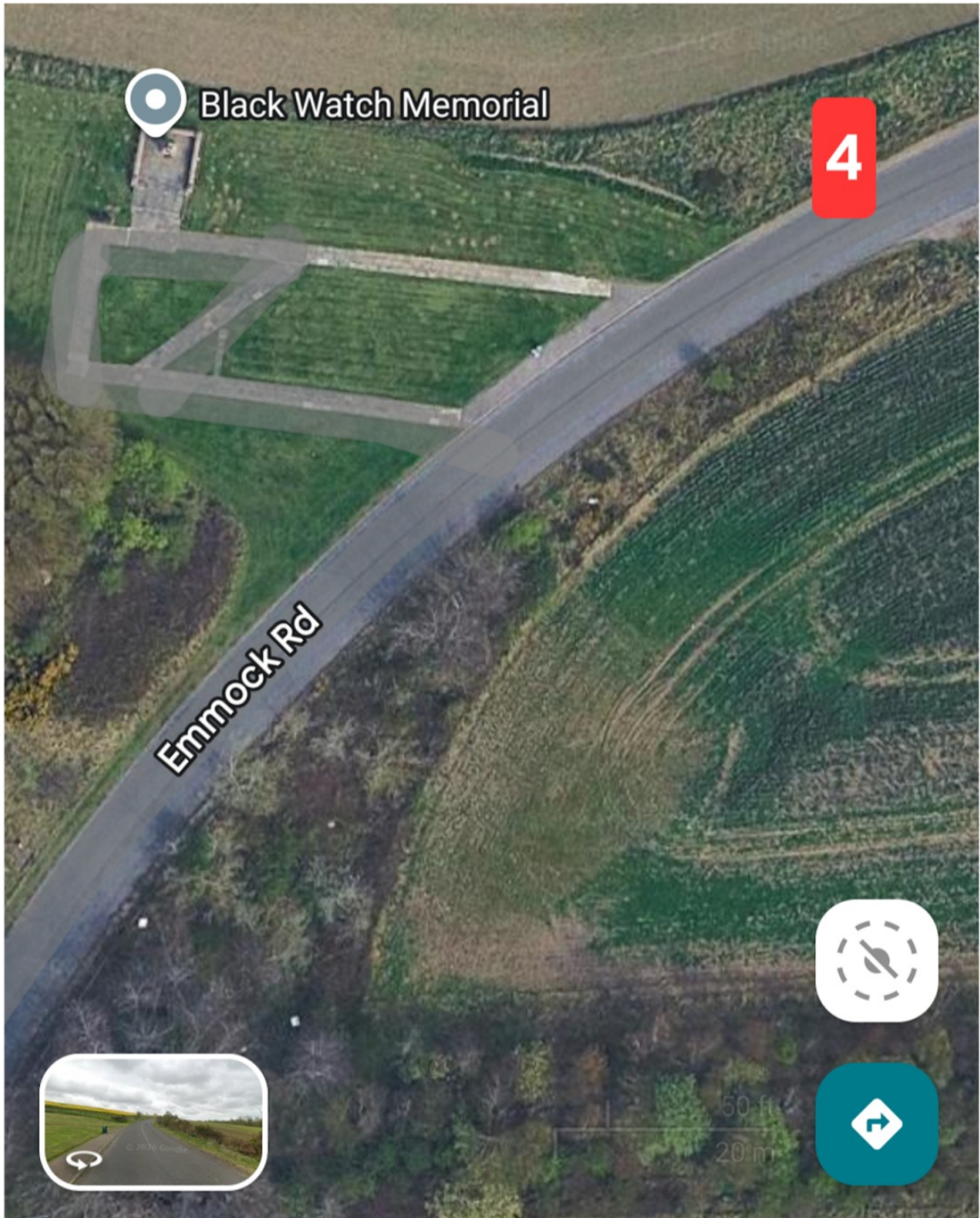
Photos:

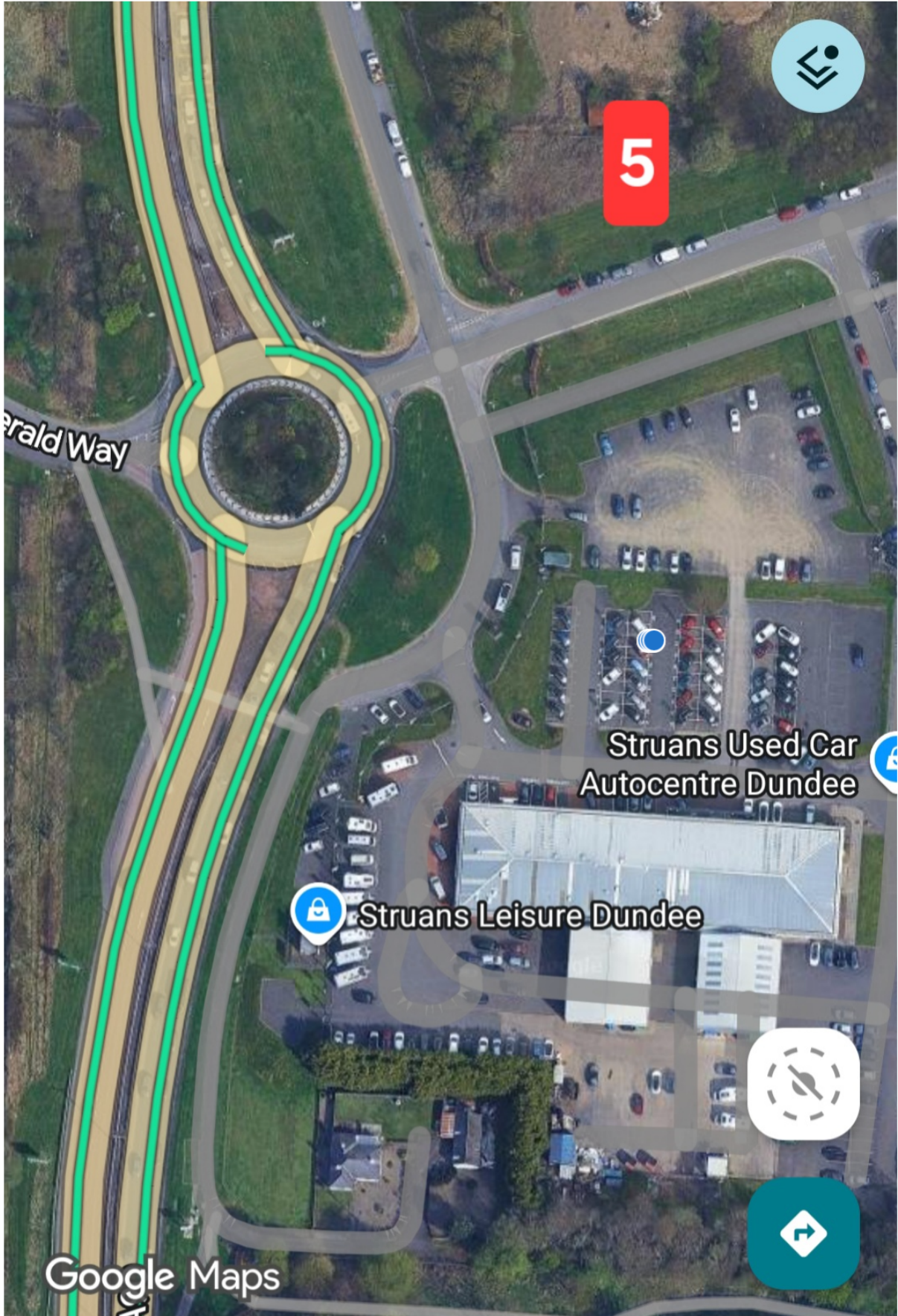
1. Taken from Google maps - note the distance scale bottom right. Average tipper truck is 10m long. Also note the shadow of the road sign just before the white line.
2. This truck is quite small - note the road sign aligned with the cab to gauge how close the white line is. Its back end is blocking traffic turning onto Jack Martin Way in the same direction.
3. This is Emmock Road which has a solid line of cars parked daytime - commuters using it as an informal park and ride. The same applies to the north side of Jack Martin Way
4. The Black Watch Monument - only parking place is on Emmock Road - adding pedestrians to the mix.
5. The whole junction from Emmock Road onto Jack Martin Way and the A90. The roundabout has been improved but there are still regular traffic incidents there.
6. The current roundabout if the HGVs turned left from Emmock Road to turn round and approach the A90 straight along Jack Martin Way. The small roundabout is currently access for SSEN warehouse to south and Amazon Warehouse to north. Access for station at DWP and Dundee Council. Also Struan's and homeowners.
7. Pulled right out to see Emmock Road sweep to the junction.

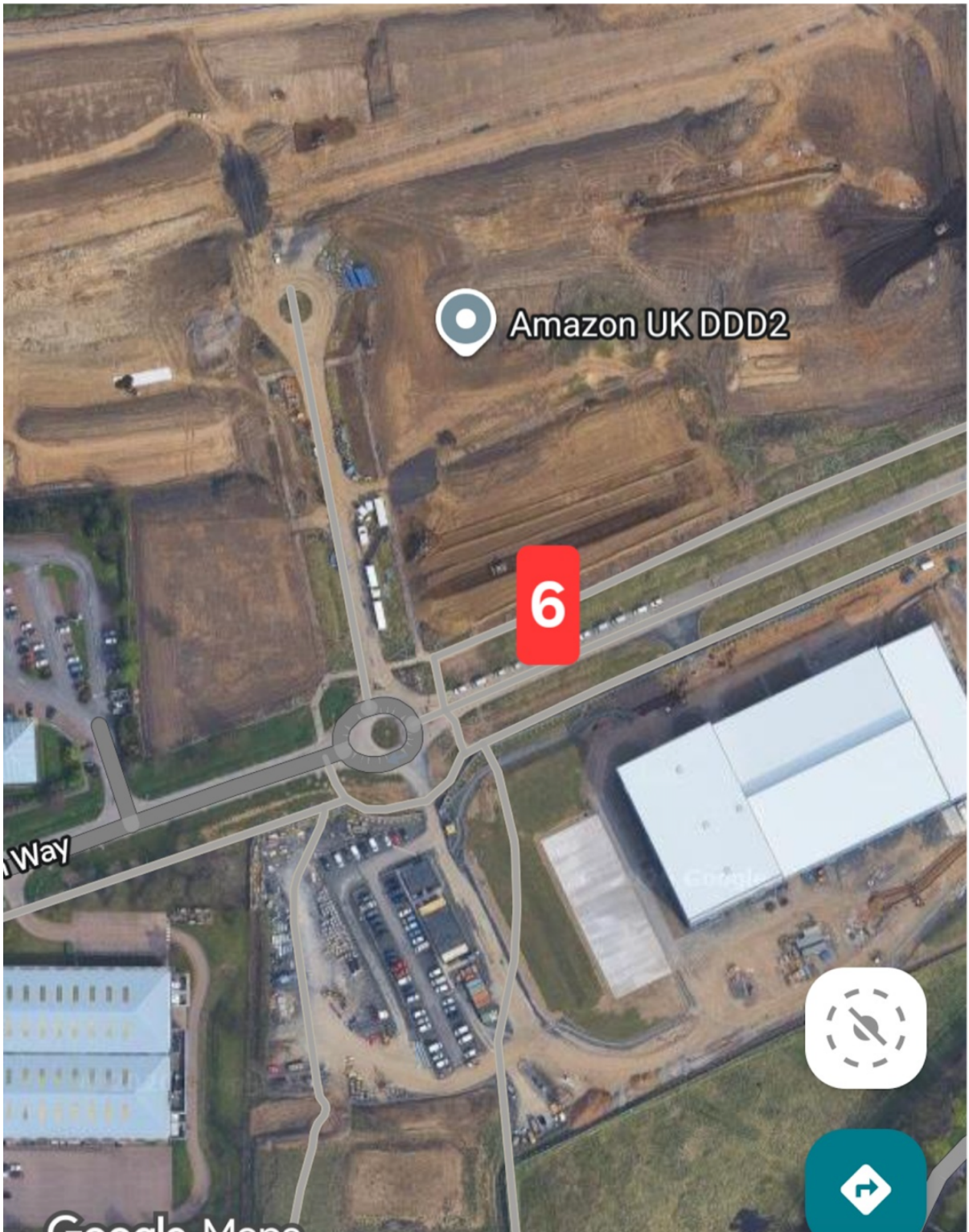














Appendix 2



(U322 gridlock 2023 - flooding on Kingsway.)



(U322 gridlock 2032 – flooding on Kingsway.)



(Accident on 9th December, 2025 – Seven (7) blue light vehicles in attendance.)