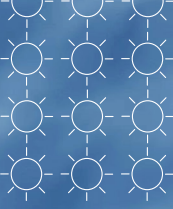




Scottish & Southern  
Electricity Networks

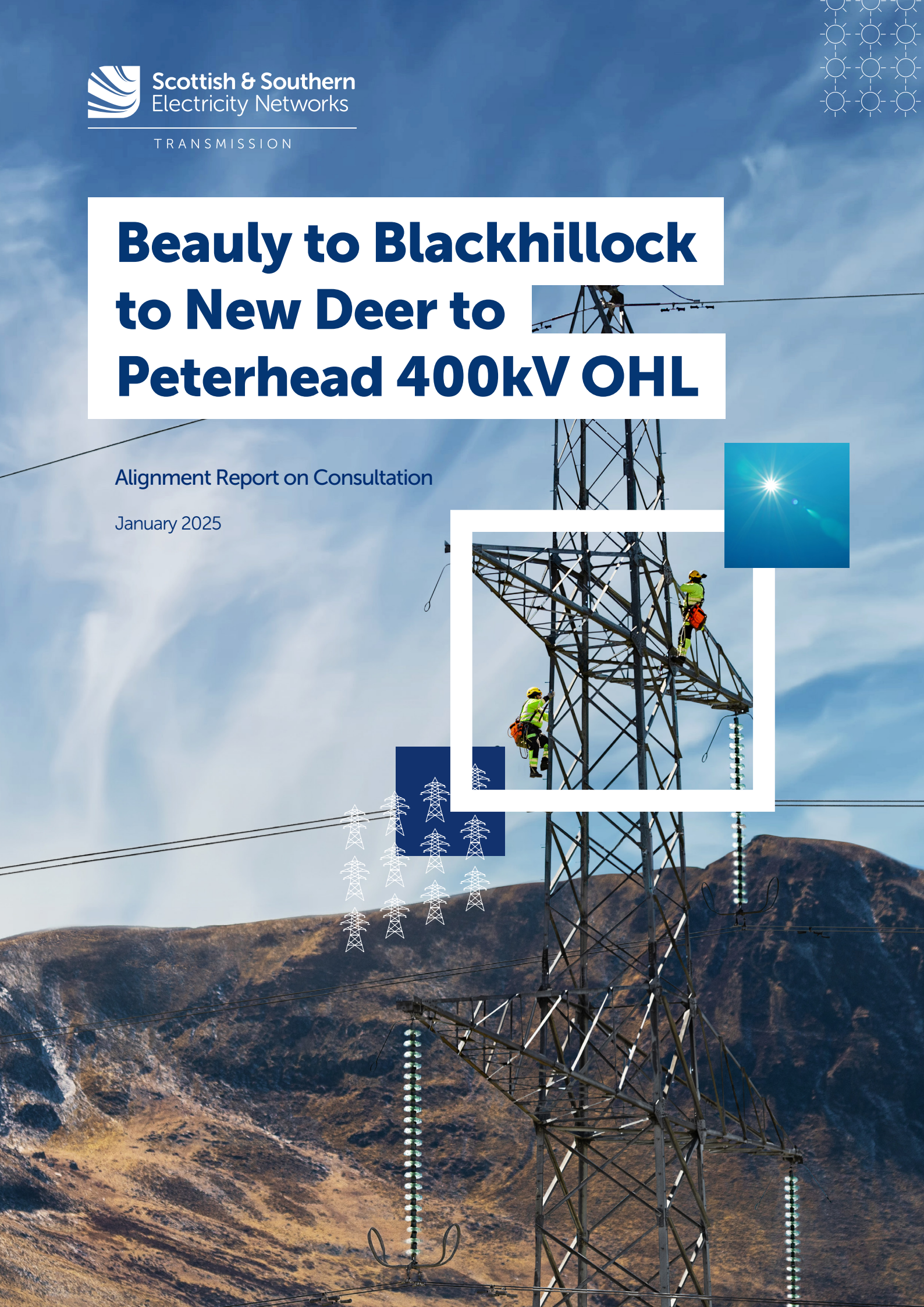
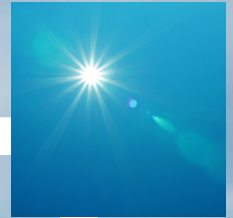
TRANSMISSION



# Beauly to Blackhillock to New Deer to Peterhead 400kV OHL

Alignment Report on Consultation

January 2025



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# 1. Introduction

## 1.1. Purpose of this document

The purpose of this Report on Consultation (RoC) is to document the consultation responses received as part of our alignment consultation process for the proposed Beauly to Blackhillock to New Deer to Peterhead 400kV overhead line (OHL) project (the Proposed Development) and where appropriate, show how the option taken forward to the next stage has been informed by this process.

The consultation rounds that have been undertaken are as follows:

- The first round of public consultation for the Proposed Development covered the Corridor Options and was held in September 2022.
- The second round of public consultation for the Proposed Development covered the Route Options and was held in April 2023.
- This RoC relates to the latest round of public consultation held from May to June 2024 which sought feedback on Alignment Options proposed.
- This RoC also discusses feedback received on the Refined Routes<sup>1</sup> that were presented at the February to March 2024 update events and which provided updates on the Proposed Development as it developed.
- Documentation for the earlier Reports on Consultation for both Corridor and Route Option stages, along with the Refined Routes and Alignment Options consultation documents can be found [here](#).

This RoC details the consultation process undertaken, including details of consultation methods and advertising, those consulted and/or contributing to the process, and it also summarises the feedback received, including objections, concerns, questions and statements of support. It sets out clearly how stakeholder feedback has influenced the decisions we have made and confirms the option we are taking forward. The report concludes by confirming the key decisions and any resulting adjustments made to the Potential Alignment<sup>2</sup> which was presented at consultation, confirming the Proposed Alignment to be progressed.

<sup>1</sup> Events were held in Feb/March 2024 presenting an update on progress of the Proposed Development as an additional stage between the standard Route and Alignment Stages, allowing communities to be kept informed and enabling further feedback on the proposal to be considered in advance of the Alignment Stage. This additional stage was referred to as the Refined Routeing Stage.

## 1.2. Project Overview

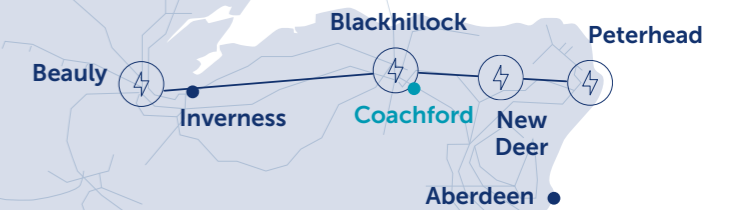
Based on the requirements outlined in National Grid Electricity System Operator's (ESO's) Pathway to 2030 Holistic Network Design, we have developed proposals to reinforce the transmission system between Beauly and Peterhead via Blackhillock and New Deer. To facilitate this, we are proposing to establish a new 400kV OHL between Beauly, Blackhillock, New Deer and Peterhead (the Proposed Development). This also requires four new 400kV substations to be constructed near Beauly (at Fanellan), Blackhillock (at Coachford), New Deer (at Greens) and Peterhead (at Netherton) to enable future connections and export routes to areas of demand.

These are being progressed as five separate projects, and which were all presented during the consultation process.

This Report on Consultation relates to the consultation completed for the 'Alignment' stage of The Proposed Development.

Please refer to the following webpages for project specific updates for the associated new 400kV substations:

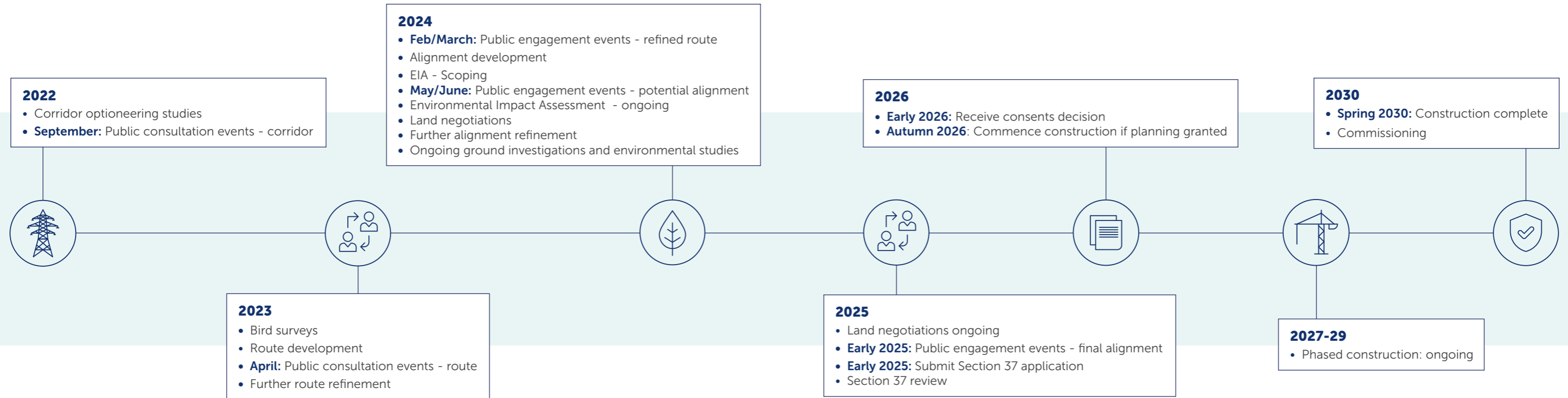
- [Fanellan \(Beauly Area\) 400kV Substation](#)
- [Coachford \(Blackhillock 2\) 400kV Substation](#)
- [Greens \(New Deer 2\) 400kV Substation](#)
- [Netherton Hub Peterhead](#)



<sup>2</sup> A change to the terminology has replaced the earlier use of the word 'Preferred' with 'Potential', used to describe alignment and route options to be taken forward to consultation.



### 1.3. Project Timeline



Find out more about our 2030 projects:  
[www.ssen-transmission.co.uk/projects/2030-projects](http://www.ssen-transmission.co.uk/projects/2030-projects)



### 1.4. What we were consulting on

As a stakeholder-led business, we understand the importance of involving communities and key stakeholders throughout each stage of our development process. Relevant and insightful stakeholder feedback collected during consultations is critical to ensuring that our decision-making is informed, and stakeholder concerns are taken into consideration at each stage.

During this consultation, we presented options regarding our OHL alignment for The Proposed Development. The consultation included information regarding technology options, environmental and technical considerations, set out the development process and explained the factors which were taken into consideration in the selection process. The consultation explained how the Potential Alignment - shown in yellow on the maps at Figure 1.1 - provides the best balance of environmental, technical and cost considerations from our internal assessments.

For higher resolution versions of the maps shown in Figure 1.1 overleaf, the website can be accessed [here](#).

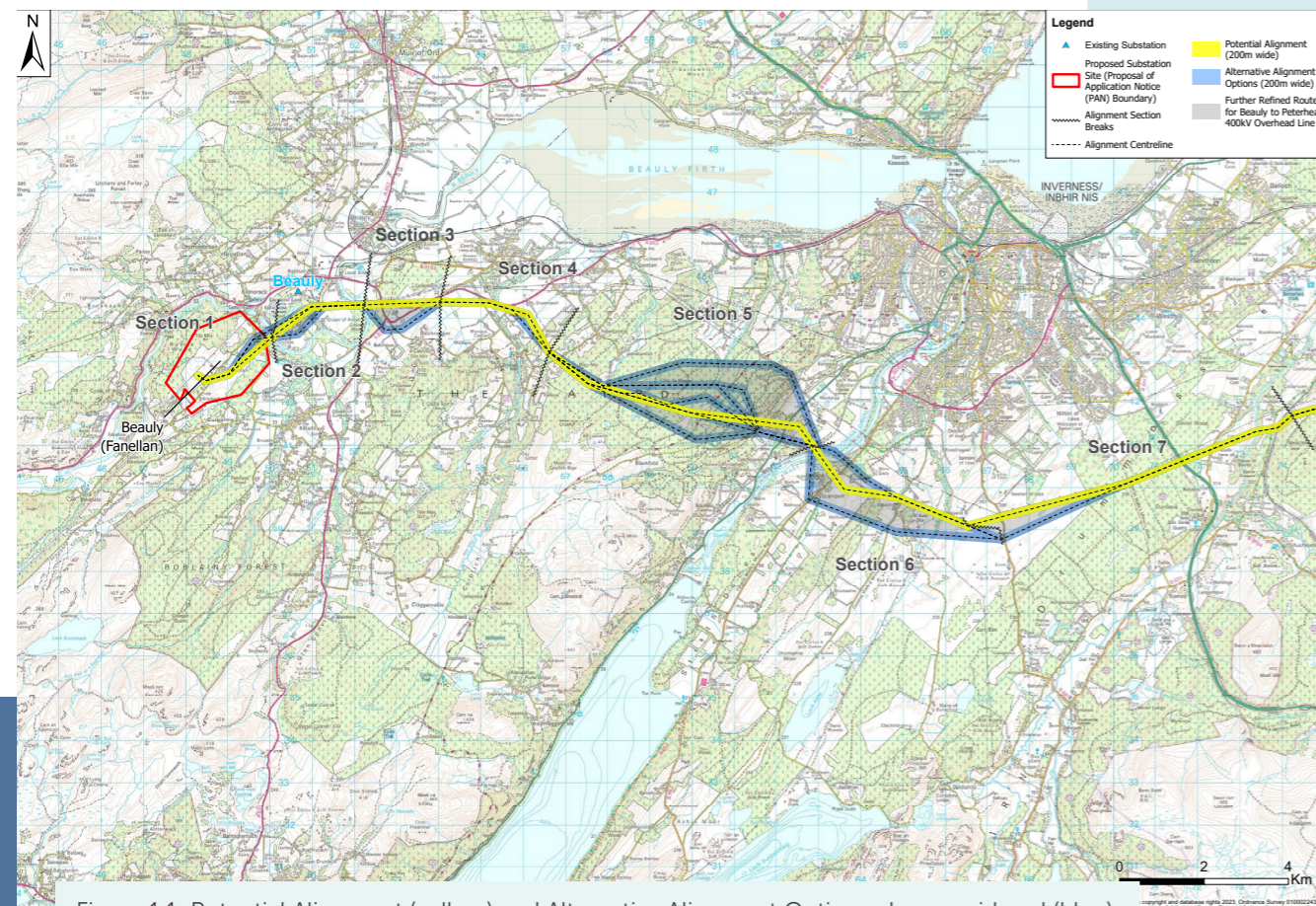


Figure 1.1: Potential Alignment (yellow) and Alternative Alignment Options also considered (blue):

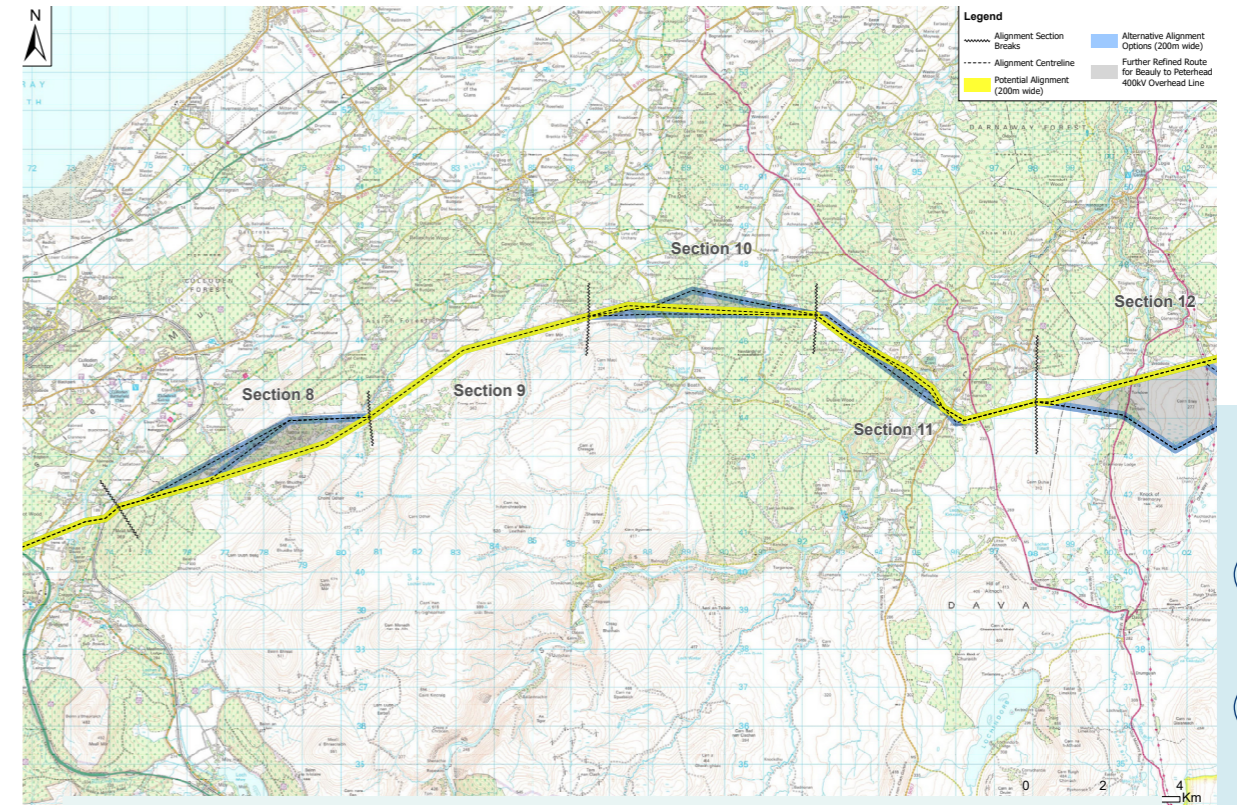


Figure 1.1: Potential Alignment (yellow) and Alternative Alignment Options also considered (blue):

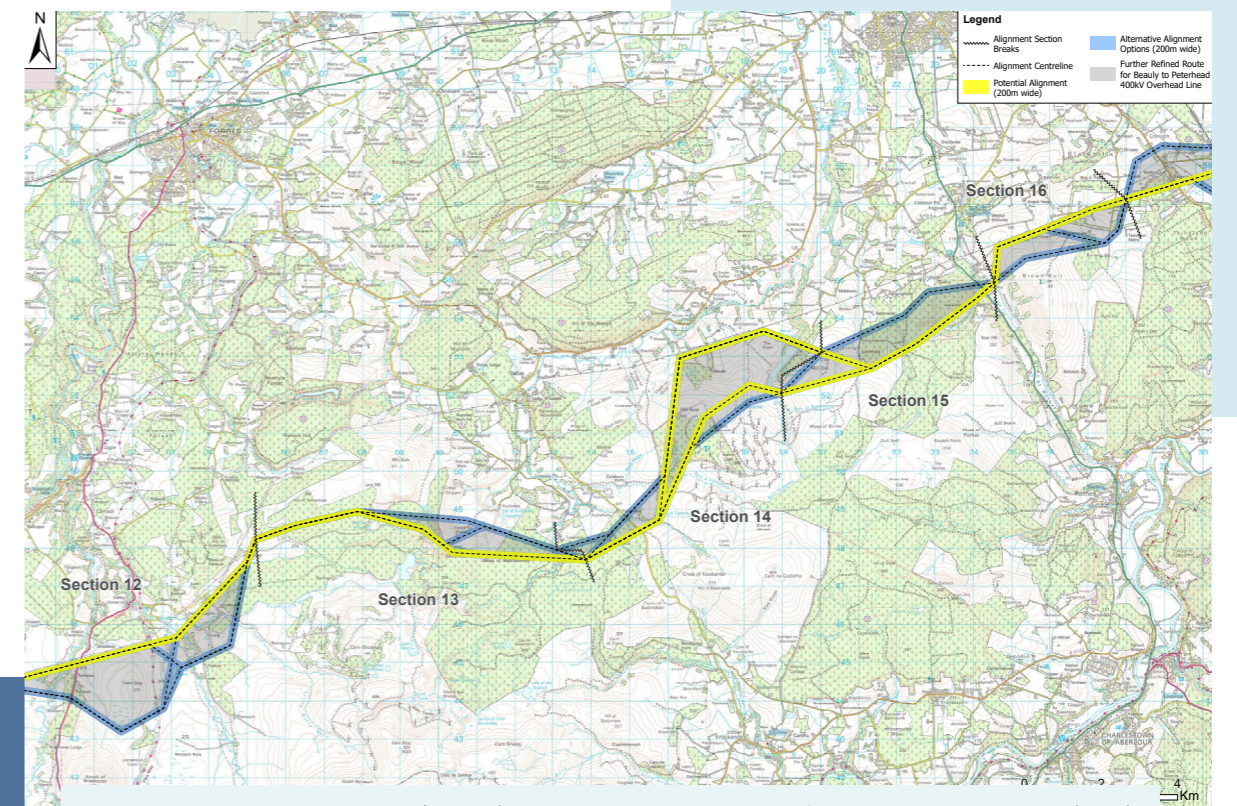
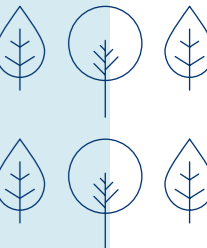
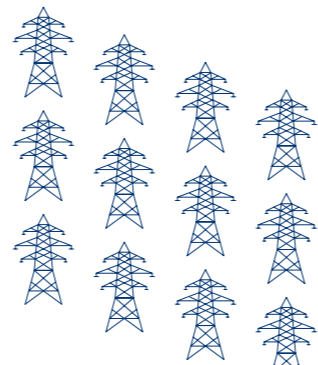


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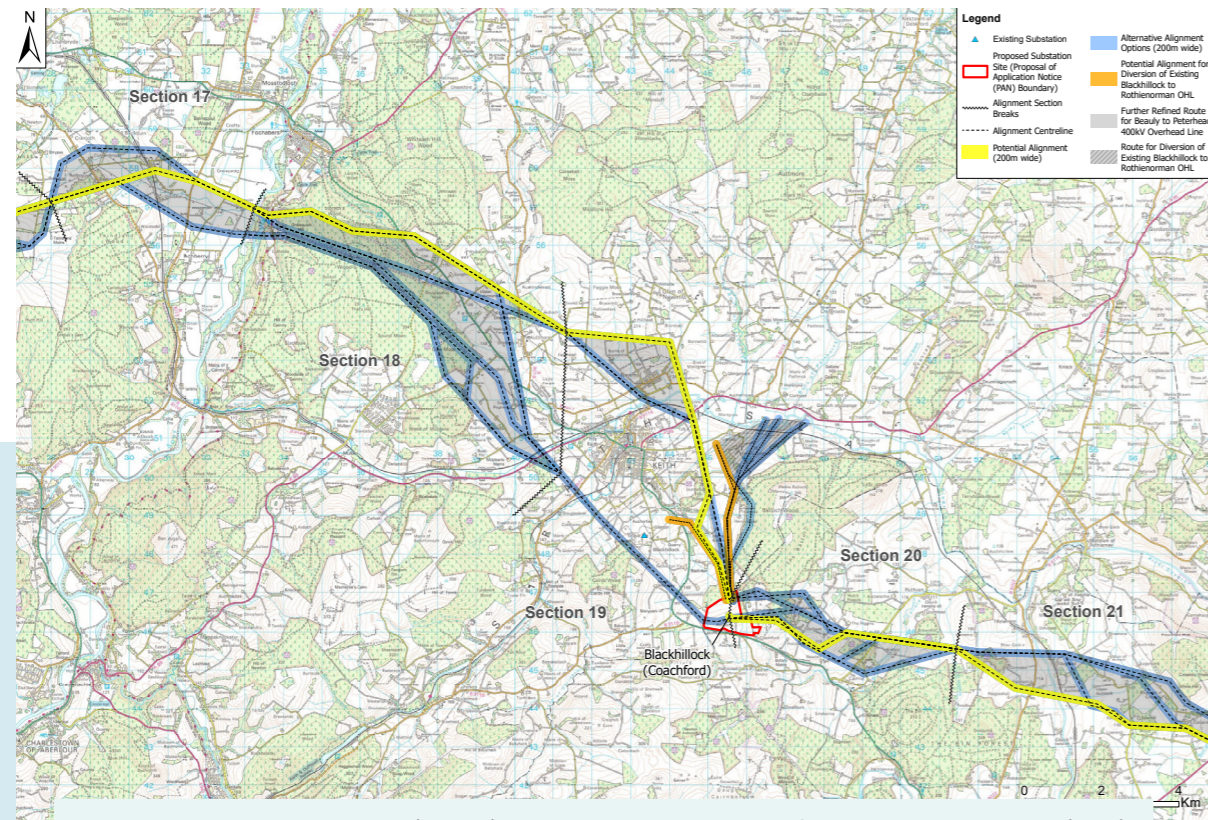


Figure 1.1: Potential Alignment (yellow) and Alternative Alignment Options also considered (blue):

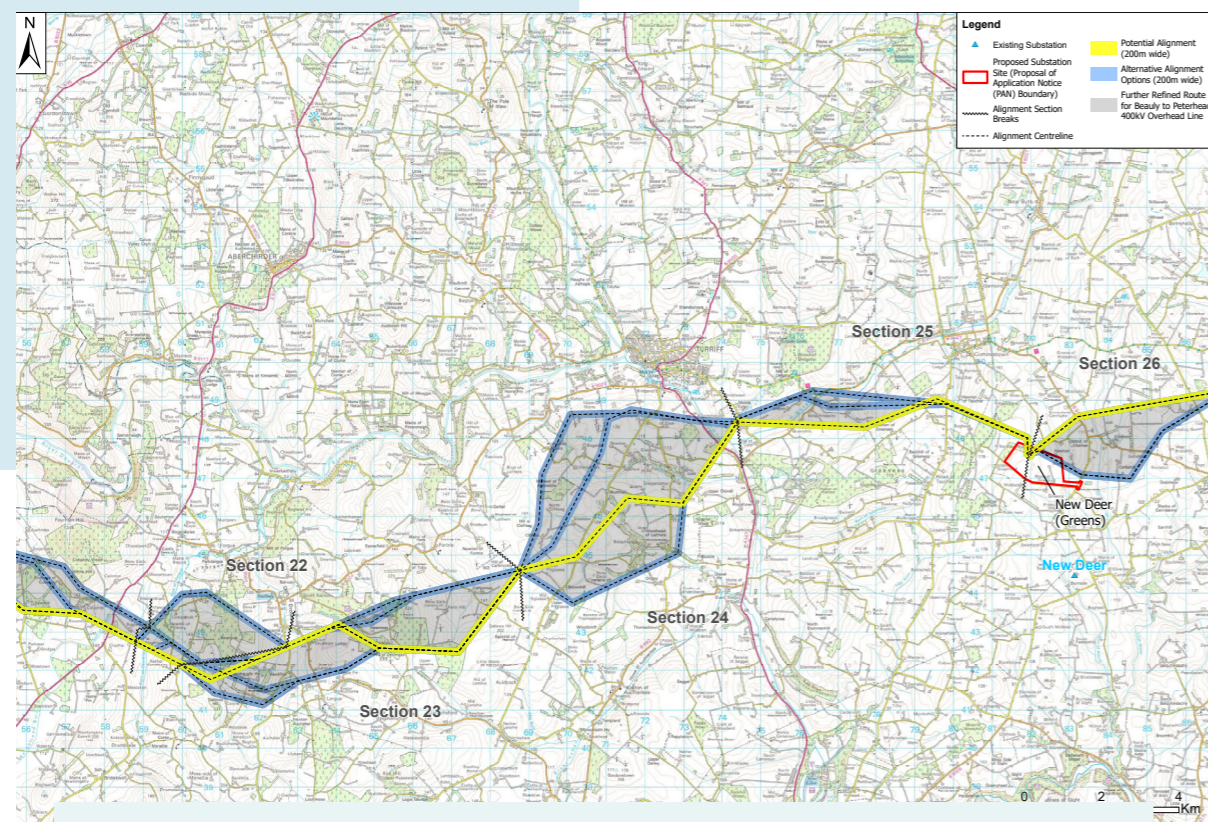


Figure 1.1: Potential Alignment (yellow) and Alternative Alignment Options also considered (blue):

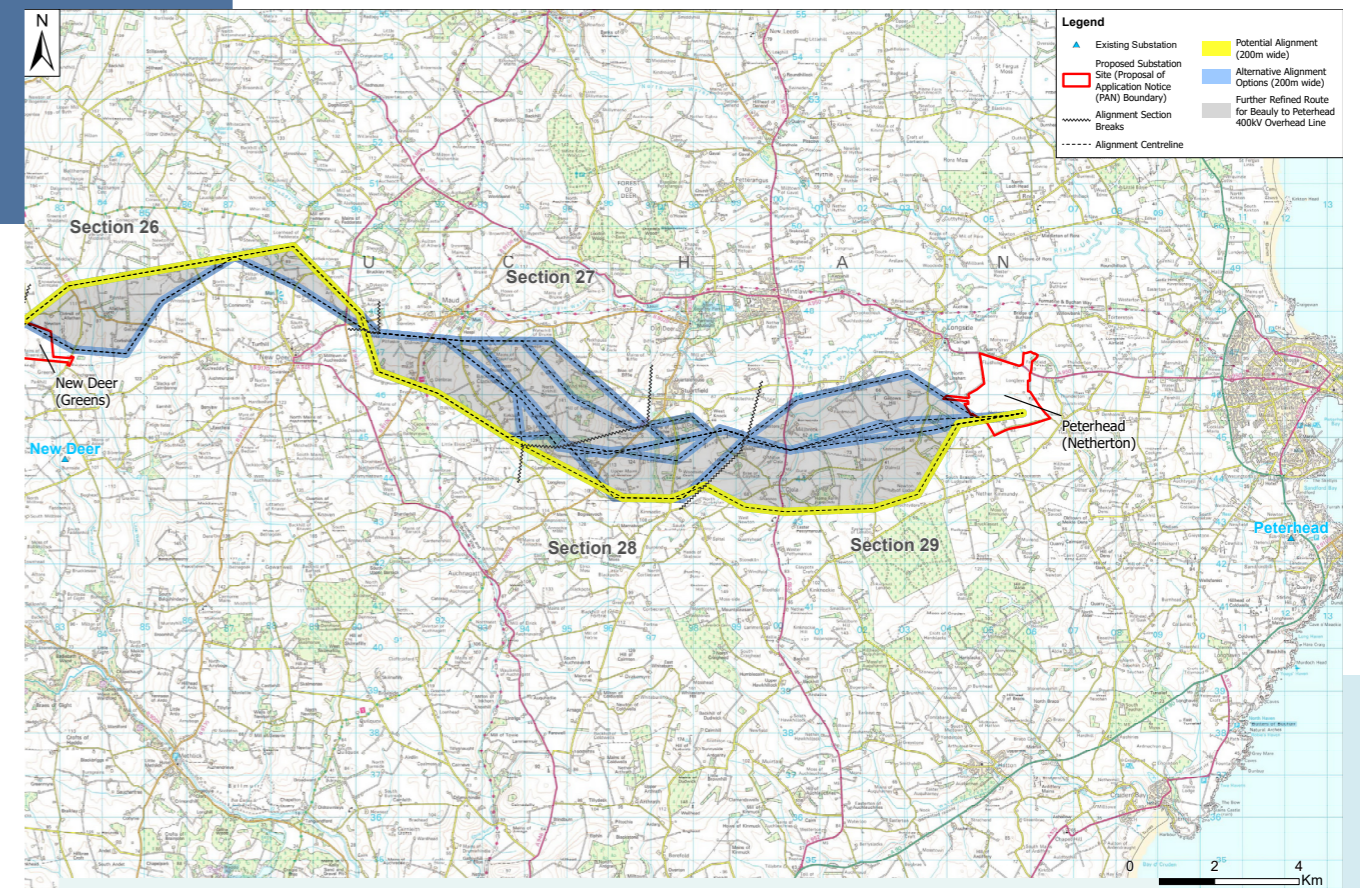


Figure 1.1: Potential Alignment (yellow) and Alternative Alignment Options also considered (blue):

## 2. The Consultation Process

### 2.1. Refined Route Update & Alignment Consultation Events

Ahead of our Alignment Stage consultation events, we hosted a series of update events in February and March 2024, providing information on further refinements of the proposed route whilst finalising the alignment options.

During this time, we sought the views of communities, landowners and other non-statutory stakeholders. These events were an opportunity to share our work in progress and to present the development of more refined options which had evolved since the earlier consultations. There had also been some changes to what we called our 'preferred' routes (terminology changed to 'potential' in subsequent consultation documents) and we considered it important to seek views on these changes. This also meant we could review feedback and comments on the proposed refined routes and feed this into the preparation of the potential alignments.

These update events were a precursor to, and extension of the alignment consultation events, inviting comments on the refined routes, which then dove tailed into the formal launch of the Alignment Consultation Period on 14 May 2024. All feedback received has been covered in the feedback tables of this document.

Date	Event	Attendance
26 February 2024	Maud Village Hall, Maud	104
27 February 2024	Cuminestown Community Hall, Cuminestown	131
28 February 2024	Longside Parish Church Hall, Longside	146
29 February 2024	New Deer Public Hall, New Deer	43
5 March 2024	Baden Powell Centre, Turiff	111
6 March 2024	Stewarts Hall, Huntly	128
7 March 2024	Cairnie Memorial Hall, Cairnie	33
7 March 2024	Longmore Hall, Longmore	62
11 March 2024	Nairn Community Arts Centre	19
11 March 2024	Fortnightly Hall, Fortnightly	11

Date	Event	Attendance
12 March 2024	Culloden Visitor Centre, Culloden	15
12 March 2024	Kingsmills Hotel, Inverness	26
13 March 2024	Dallas Village Hall, Dallas	35
13 June 2024	Forres Town Hall, Forres	27
26 March 2024	Kiltarlity Village Hall, Kiltarlity	159
27 March 2024	Inchberry Hall, Inchberry	18
28 March 2024	Phipps Hall, Beauly	141

### 2.2. Who we consulted with

Our consultation process sought to capture the views of anyone who had an interest in our proposals, and we invited comments from all interested parties. During our engagements we aimed to ensure that we captured the views of:

- statutory consultees;
- non-statutory consultees;
- community members and local organisations; including local elected members; and
- landowners and occupiers.

### 2.3. Consultation feedback period

The public consultation period was open from **12 February 2024** for the refined route update events and stayed open until **2 August 2024**.

Statutory and non-statutory consultees were invited to provide feedback on our Alignment Consultation Document between **15 May 2024** and **2 August 2024**. Where possible, affected landowners were contacted ahead of the consultation period to discuss land related considerations or concerns.

### 2.4. The advertising process

The consultation events were advertised extensively using the following methods:

- In regional and local newspapers including The Press and Journal, Inverness Courier, Huntly Express, Banffshire Journal, Banffshire Advertiser, Banffshire Herald, Northern Scot, Forres Gazette.
- Our social media channels and the dedicated project webpage: [www.ssen-transmission.co.uk/bbnp](http://www.ssen-transmission.co.uk/bbnp)
- Community Councillors and Local Elected Members were emailed in advance with information they could share within their local area.
- Postcards were sent to **29,608** homes and **1,088** businesses within communities potentially impacted by our proposals. Copies of the postcard invites can be found in Appendix B.
- An email was sent to **1,088** individuals who had signed up to updates on The Proposed Development.

## 2.5. Stakeholder participation

In May 2024, we launched our Alignment Consultation materials for the Proposed Development, providing an introduction and starting our engagement process.

Over 5 weeks, we hosted multiple events across the Proposed Development route aimed at local communities which started in the northeast at Maud and worked west finishing in Kiltarlity in June.

Date	Event	Attendance
20 May 2024	Maud Village Hall, Maud	92
21 May 2024	Cuminestown Community Hall, Cuminestown	84
22 May 2024	Longside Parish Church Hall, Longside	187
23 May 2024	New Deer Public Hall, New Deer	101
27 May 2024	Baden Powell Centre, Turiff	108
28 May 2024	Cairnie Memorial Hall, Cairnie	58
29 May 2024	Stewarts Hall, Huntly	31
30 May 2024	Longmore Hall, Longmore	67
4 June 2024	Fortnightly Hall, Fortnightly	15
5 June 2024	Dallas Village Hall, Dallas	15
6 June 2024	Inchberry Hall, Inchberry	30
18 June 2024	Culloden Visitor Centre, Culloden	35
18 June 2024	Kingsmills Hotel, Inverness	31
19 June 2024	Phipps Hall, Beauly	77
20 June 2024	Kiltarlity Village Hall, Kiltarlity	69

Attendance figures reflect the number of people who registered their attendance at a consultation event. For busier events, the number of attendees can often be considerably higher than recorded.

### Stakeholder meetings

In the weeks before, during and after the consultation events, various meetings were held with other key stakeholders such as landowners, statutory and non-statutory consultees and councillors to discuss the Proposed Development proposals.

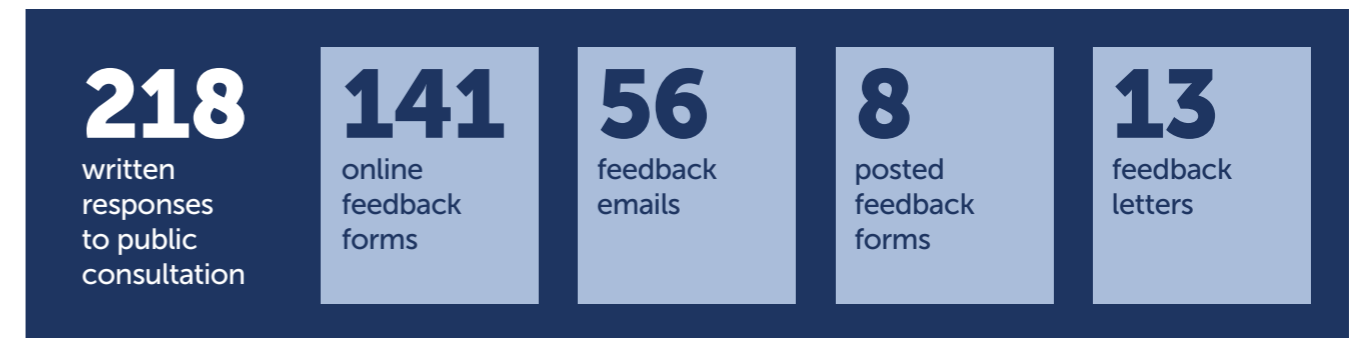
Date	Meeting Type	Stakeholder group in attendance
21 February 2024	In person – briefing meeting	Aberdeenshire Council: local elected members
12 March 2024	In person – briefing meeting	Beauly Community Liaison Meeting
28 March 2024	Microsoft Teams Meeting	Aberdeenshire Council
18 April 2024	Microsoft Teams – briefing meeting	Aberdeenshire Council: local elected member
1 May 2024	Microsoft Teams – intro meeting	Moray Chamber of Commerce
23 May 2024	Virtual statutory consultee pre-application consultation meeting on Microsoft Teams	Aberdeenshire Council, Scottish Forestry, NatureScot
27 May 2024	Microsoft Teams Meeting	Aberdeenshire Council
30 May 2024	In person – briefing meeting	Aberdeen City Council officials
12 June 2024	In person – briefing meeting	Moray Council officials

Date	Meeting Type	Stakeholder group in attendance
12 June 2024	In person – briefing meeting	Moray Council officials and local elected members
12 June 2024	Virtual statutory consultee pre-application consultation meeting on Microsoft Teams	The Highland Council, NatureScot
13 June 2024	Virtual statutory consultee meeting on Microsoft Teams	Historic Environment Scotland
27 June 2024	Virtual statutory consultee pre-application consultation meeting on Microsoft Teams	The Moray Council
16 July 2024	Microsoft Teams – housing strategy meeting	Aberdeen City Council officials
22 July 2024	In person meeting – briefing and Q&A	Turriff & District Community Council, local elected members
29 July 2024	Virtual statutory consultee meeting on Microsoft Teams	NatureScot
1 August 2024	Virtual statutory consultee meeting on Microsoft Teams	Scottish Water

## 2.6. Feedback volume

Feedback from our stakeholders was welcomed via a range of methods. This included online or hard copy feedback forms, emails or letters, notes from the consultation events or stakeholder meetings or from any relevant telephone conversations.

Responses to public consultation



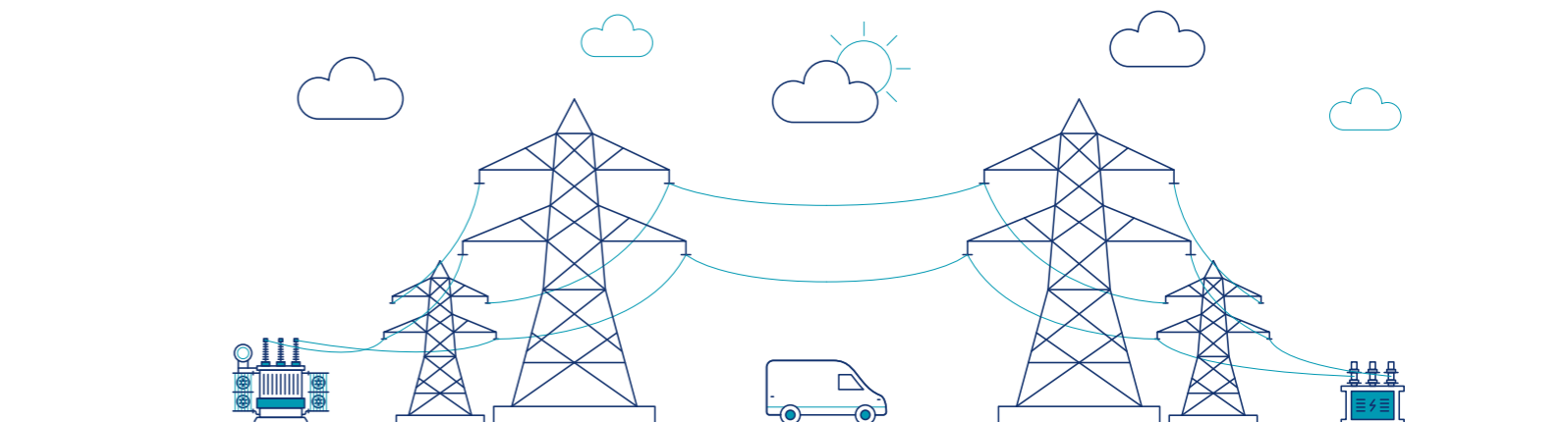
Responses from statutory and non-statutory consultees:

Eight statutory consultees and 52 non-statutory consultees of relevance to the Proposed Development, were contacted and requested to provide feedback on the proposals. Twenty-one responses were received, with a summary of each listed in the Feedback Specific to the Proposed Development Section and full details provided in Appendix A.

Stakeholder representations

In addition to individual feedback from residents, landowners and community groups, a petition was also received. All comments have been reviewed and considered with responses provided in the tables 3.1 – 3.3 in Chapter 3.

We were also copied into correspondence to MPs, MSPs and the Scottish and UK Governments, the contents of which were noted.





# 3. Consultation Feedback and Our Response

## 3.1. Common Themes

Across all of our Pathway to 2030 project consultations, including update events, we received feedback covering a number of common themes. Although some of this feedback related to topics which fell outside of the scope of our consultations, we recognise that it is important to address the points that our stakeholders took the time to raise, which we have summarised in this section. In addition we have also developed a set of Frequently Asked Questions (FAQ) that can be viewed [here](#).

Most of the common themes identified are the same as those received during the routing consultation stage, however we have amended our responses, where required, to reflect any changes that may have since occurred.

### Project Need

The need for these projects, including the Proposed Development, has been independently assessed by both the GB Electricity System Operator, National Grid ESO (ESO); and the GB energy regulator, Ofgem.

Some responses continued to question whether these projects are needed at all. In many cases, those questioning the need have done so on the basis that the electricity these projects will transmit from generation sources connecting to them is not all needed in the north of Scotland.

Under our licence, we have a legal obligation to provide connections to electricity generators looking to connect to our network and we do not determine the location of new electricity generation or where electricity is consumed. The location of generation is determined by generators themselves, often underpinned by Government targets and policies and electricity consumption is managed according to demand.

These projects - which are part of a major upgrade of the electricity transmission network across Great Britain - are needed to unlock the north of Scotland's vast renewable electricity resources and transport that power to demand centres across the UK.

The renewable electricity these projects will transport will play a key role in meeting UK and Scottish Government renewable energy and climate change targets. They will also help secure the country's future energy independence

by reducing dependence on imported power from volatile wholesale energy markets.

For more details on why these projects are needed and how this need has been assessed, we have published a [short briefing paper](#).

### Technology Choice

Several respondents have questioned the technology choice, particularly why the infrastructure cannot all be installed subsea or underground, instead of OHL and steel lattice towers.

Due to the significant volume of power we need to connect and transport from generation source to areas of demand the ESO (now NESO<sup>3</sup>) concluded that there is a need for both onshore and offshore network reinforcements.

Our approach to determining how the transmission network is developed is underpinned by our statutory obligations, as set out in the Electricity Act 1989 which requires us to balance technical, cost and environmental considerations and to select a proposed option which is economically viable, technically feasible, minimises impacts on important resources or features of the environment and reduces disturbance to those living in it, working in it, visiting it or using it for recreational purposes. The option must also be capable of being granted consent by the Scottish Government's Energy Consents Unit (ECU).

The ESO's and Ofgem's independent assessment of need for the Proposed Development and our wider Pathway to 2030 programme was based on the technology choice of an OHL for the onshore Beauly to Blackhillock to New Deer to Peterhead connection.

Underground cabling is highly sensitive to ground conditions and terrain. There can be significant and lasting environmental impacts and future land use constraints associated with undergrounding; together with the technical challenges of operating, maintaining and in the event of a fault, restoring power.



Cost is also an important consideration, with subsea and undergrounding significantly more expensive than overhead. As the cost of investing in the electricity transmission network is ultimately recovered by electricity bill payers across GB, cost is one of the key factors in the ESO's and Ofgem's assessment of need, and in Ofgem's future assessment of the costs we are allowed to recover for these projects.

In October 2024, we hosted a webinar entitled 'Underground, overground or subsea? How decisions are made on where electricity lines go'. This webinar provides detailed information regarding the decision-making process for technology choices, and you can watch a recording of this webinar [via this link](#).

Please also find additional information regarding alternative technology options via the papers below:

- [The challenges of undergrounding at 400kV](#)
- [Why the Pathway to 2030 projects require both onshore and offshore solutions](#)

### Environmental impacts

We have received feedback highlighting concerns about potential environmental impacts, particularly on local biodiversity.

As one of the greatest risks to our natural environment and biodiversity is climate change, these projects are part of the solution if we are to tackle the climate emergency and deliver net zero emissions in Scotland and across the United Kingdom.

However, we do recognise that in delivering these critical projects, there will be unavoidable impacts, and we would like to reassure stakeholders that we take our environmental responsibilities extremely seriously.

To deliver our projects in the most sensitive way possible we ensure environmental factors are considered at every stage in the development of each project, along with technical requirements and economic considerations. We follow the mitigation hierarchy by firstly seeking to avoid sensitive areas wherever possible and secondly, where impacts are likely to occur, we seek to minimise these, provide mitigation and identify opportunities to restore.

In addition, all of our consent applications will be accompanied by detailed environmental assessments which are prepared by external specialists. These assessments will consider impacts on a wide range of environmental topics (many of which have been highlighted in the stakeholder responses to this consultation) and identify measures that may be required to mitigate any impacts.

Potential impacts during construction and operation will be assessed in detail as part of the Environmental Impact Assessment (EIA) Report stage. Construction impacts on the environment will be managed through the application of a Construction Environmental Management Plan (CEMP), which will be prepared and implemented by the Principal Contractor once consent has been granted for the Proposed Development. The CEMP will detail how the Principal Contractor will manage construction in accordance with commitments and mitigation detailed in the EIA Report, statutory consents and authorisations, and industry best practice and guidance. Implementation of the CEMP will be managed on-site by a suitably qualified and experienced Environmental Clerk of Works (EnvCoW), with support from other environmental professionals as required.

We also acknowledge that minimising impacts is not enough on its own, and we have therefore committed to delivering a Biodiversity Net Gain (BNG) on all our projects; as well as compensatory planting for any trees felled during the construction phase, where possible with native species. Where our projects are unable to completely avoid irreplaceable habitats (for example peatland or ancient woodland), we have also introduced a commitment to restore more habitat than we affect. You can find out more about how we are delivering a positive environmental legacy within the below listed documents:

- [Sustainability Strategy – Pathway to 2030](#)
- [Delivering a positive environmental legacy](#)

### Socio-Economic impact

Several responses from communities and landowners highlighted concerns about the impact on the local community, including visual and tourism impacts. We have also been asked what local benefits these projects will provide.

We acknowledge that there will inevitably be a visual impact on some local communities and are committed to do all that we can to minimise and mitigate this as part of the ongoing development of this project. The environmental assessment that will accompany our consent applications will also consider landscape and visual impacts.

From a tourism perspective, a Recreation and Tourism Assessment will be undertaken and presented in the EIA Report. It will look at changes to the availability, accessibility and amenity of tourist attractions and changes in the availability of tourist accommodation due to the influx of construction workers during the construction of the Proposed Development. This will ensure that appropriate consideration is given to these issues as part of the consenting process.

<sup>3</sup> The UK's 2023 Energy Act established an independent system planner and operator to help accelerate Great Britain's energy transition; creating the National Energy System Operator (NESO), replacing the Electricity System Operator (ESO).



Furthermore, we have developed a housing strategy which aims to mitigate against the potential constraints to available tourist accommodation resulting from the construction of this and other transmission projects across the North of Scotland.

In an industry first, SSEN Transmission has pledged to support the delivery of more than 1,000 new homes across the north of Scotland as it aims to play a role in alleviating the region's housing challenges.

The company is working with councils, registered social landlords and other housing organisations to deliver the new homes as part of our £20bn investment to upgrade the transmission network in the north of Scotland in support of energy security and national net zero ambitions.

Workers' accommodation will be required to deliver the proposed projects including the Proposed Development, and we are aiming to create a legacy in the communities that will host its workforce by delivering housing or other infrastructure that will support local need when the projects are completed.

The delivery of this strategy will ensure there is capacity to house workers in the local area and so minimise any negative impacts on availability of accommodation for visitors and thus avoid impacts on the tourism industry. It will also ensure our workers are good neighbours to local communities, actively contributing while they are present and leaving behind benefits once they have left.

These projects will also provide significant benefits to local landowners' national economies. Independent socio-economic analysis undertaken on our Pathway to 2030 projects has estimated that they will collectively support around 20,000 jobs across the UK, around 9,000 of which are expected in Scotland, adding billions of pounds of economic value to the economy.

We also expect these projects to deliver significant local benefits, including direct and indirect job opportunities, alongside supply chain opportunities for local businesses. We will set out more details of these opportunities in due course, including 'Meet the Buyer' events to introduce local businesses to the opportunities presented through our main supply chain partners.

In September 2024, we launched our first Community Benefit Fund. The initial Regional Fund of £2 million aims to bring positive benefits and a long-lasting legacy to communities across the north of Scotland. This fund will support strategic projects that benefit communities that lie wholly within our network area. Applications for the Regional Fund closed on 22 November 2024 and an update on successful applications will be provided in due course.

In addition, our Local Fund will launch soon and will be dedicated to communities situated close to our infrastructure. The focus for these funds will be developed through discussions with communities, ensuring that local priorities are supported. You can register for updates on our community benefit funding through this link: [CMS Registration Form - Community Benefit Fund.](#)

Links are provided below to papers which provide more information on our approach to community benefits and socio-economic impacts:

- [Delivering legacy benefits through Pathway to 2030 Projects](#)
- [Working with landowners and occupiers](#)

We recognise the important role communities will play in delivering the infrastructure required to meet our national endeavours to build a cleaner, more secure and affordable energy system for homes and businesses across Scotland and Great Britain in the long-term.

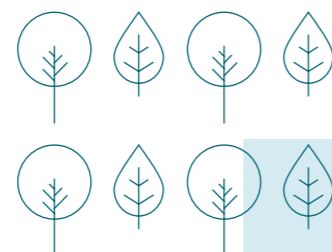
In the following section of this Report on Consultation, we will address any specific community feedback relevant to the options we consulted on.

### Consultation process

We began to develop our Pathway to 2030 projects following the outcome of the ESO's recommendations, confirmation of project need and approval of Ofgem funding. This means, when we consult on projects, we are consulting on the evolution of the Proposed Development between its start and end points or at a specific site. We are not consulting on whether the Proposed Development is needed or whether it should be sited elsewhere, as these requirements have already been identified at a national level to ensure the security of the transmission network and electricity supply to consumers. We welcome feedback on the proposals described at our consultation events and are committed to considering this feedback in the design of our projects.

As we set out in the 'Consultation Process' section of this Report on Consultation, we held a number of public consultation events, public meetings and bilateral and group engagements, using a range of methods to promote our consultations to our stakeholders.

We received some feedback from owners of properties in closest proximity to the potential alignments who felt further targeted engagement should have been undertaken with them prior to the events, in the same way in which some landowners had been engaged.



Others stated that they felt their feedback from previous consultations had not been listened to and we were not engaging meaningfully as the Proposed Development was still progressing despite feedback received that it was not wanted.

Some attendees also raised concerns that the maps being utilised at our events and in the project documents section of our webpage were outdated.

Throughout the consultation process we listen closely to identify any areas of concern and seek local information relevant to the Proposed Development's design, allowing us to consider next steps required prior to refining proposals. This may involve amending our proposals, considering or investigating alternative routes or sites or looking to adopt a different technology in some areas.

Landowners were given advance notice of draft alignments to help inform the development of the route of the line so that we could understand any particular constraints that might exist, for example, in relation to agricultural activities, private water supplies and impacts on grant aided schemes.

In response to feedback from the routing stage consultations, we ensured materials for our Refined Route update and Alignment consultation were published in advance of the public events commencing, and we introduced longer feedback periods from four to six weeks. We recognise there is always room for improvement and as we look forward to the next round of public engagement, we will continue to welcome feedback on how we can further improve how we consult with our stakeholders.

Find out more about our approach to considering feedback:

- [How stakeholder feedback influences our proposals](#)

### Cumulative Impact

Communities highlighted the potential impact of further renewable developments in the areas as a result of the network upgrades. The concerns about the cumulative impact of both construction and operation as well as the visual impact of infrastructure was also included in feedback.

The EIA Report will include an assessment of cumulative effects for each topic included within the report. This will include the effects of the Proposed Development in combination with other SSEN Transmission developments and those by other developers so that the full impact of development in the area can be understood.

Developer Forums have been established for the Greens and New Deer and Peterhead area, open to developers and asset owners with projects proposed to connect within these areas. The aim of these forums is to understand each other's plans, share information and ultimately reduce disruption to the local community and other affected stakeholders.

### Mitigating Visual Impacts

Some feedback received questioned whether existing lower voltage OHLs could be undergrounded to mitigate the cumulative visual impact in various areas or utilising other tower types such as T-Pylons. Other stakeholders questioned whether the towers could be painted colours such as green as it was felt the towers could then better blend into the local surroundings.

Where specific rationalisation of existing infrastructure requests have been made, some of these requests are under review by our system planning team to understand the constraints and opportunities in doing so. This involves detailed studies to assess the network performance impacts of introducing underground cables to this part of the network which must be assessed against any other areas of additional cable potentially required as part of the wider Pathway to 2030 projects. We will provide an update on this upon conclusion of the required studies.

With specific reference to the request to considered other tower designs and the T-Pylon which has recently been developed for use in England and Wales, we don't consider it suitable for our projects in the north of Scotland for several reasons such as weather impact, material lifespan, transport and delivery, design flexibility and reliability and repair. You can read more about this on our [FAQ](#) page.

### Electric and Magnetic Fields

Health concerns, particularly in relation to Electric and Magnetic Fields (EMF) were another common theme received in feedback.

We develop, build, and operate our infrastructure to meet all health and safety legislation and guidance set by relevant bodies including the UK Government, Scottish Government, the Health and Safety Executive (HSE) and our regulator, Ofgem – including that associated with EMF. In respect of EMFs, we strictly follow the guidance as set by the UK Government, which in turn is informed by international guidance.

As well as setting exposure limits that protect against known established effects of EMF, the UK Government's guidance also includes precautionary measures to protect against possible effects below the exposure limits that have not been established by science. In addition to this, the UK Health Security Agency and Department of Health have a remit to review new research in this area and ensure that current guidelines and policies are reflective of that research.

The UK Government has a process in place to ensure any emerging research is considered and that Government policies continue to be appropriate. The UK Government's latest policy on EMF is set out in **National Policy Statement EN-5**, (NPS EN-5)8 which was reissued in November 2023 and came into force on 17 January 2024.

This latest policy is reflective of the review process and in line with the NPS EN-5. The current UK Government guidance, is therefore still considered appropriate by the UK Government and their public health experts. We will comply with the EMF guidance as set out in the NPS EN-5.

There have been over four decades of research looking into whether EMF can cause health effects and there are no currently no established effects below the exposure limits. When we design our OHL, substations, and cables, we do so to ensure they will not exceed those exposure limits, even when operating at 100% capacity. We also ensure that precautionary measures are also applied to the design where required. We will provide information on compliance as part of our consent application which will be publicly available.

A link is provided below to a leaflet that has been prepared to explain the effects of EMF and the separation distances we apply: [EMF Leaflet](#)

**Impact on Agricultural Land**

We received feedback raising concerns over the potential impact of the Proposed Development on agricultural land across the area.

In finalising tower positions where they may impact agricultural operations, we will work with landowners to minimise operational impacts where possible. We are committed to reinstating affected farmland to its original condition and any crop losses and any other compensatable losses will be assessed on a case-by case basis.

**3.2. Feedback related to the Proposed Development**

**Introduction**

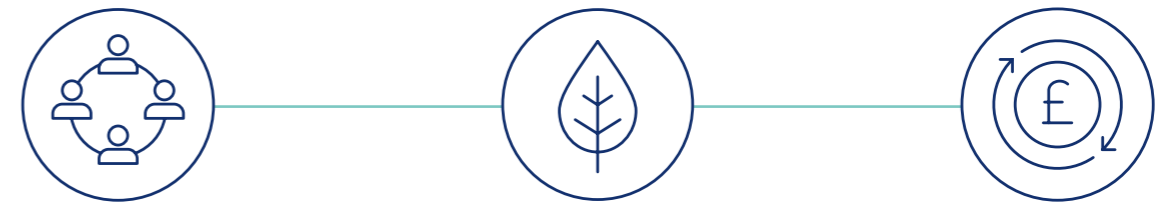
This section of the report sets out our responses to the questions and themes emerging from the public consultation and the feedback provided by statutory and non-statutory stakeholders.

Feedback was collated and analysed by our teams, supported by Information Analysts, to produce relevant data and key themes.

Feedback was then considered as being either a common theme, 'project wide' which relates to feedback relating to the Proposed Development but not section specific or related to a specific section of the Proposed Development, with responses prepared accordingly.

Feedback and responses are therefore included in this section and also referenced in the Common Themes in Section 3.1 and in the Frequently Asked Questions (FAQs) document which is available via the link also in Section 3.1.

The Proposed Development specific feedback is set out in the tables that follow under the three themes:



**Community Impact**  
see Table 3.3.

**Environmental Impact**  
see Table 3.4.

**Economic Impact**  
see Table 3.5.

The majority of the feedback relates to the alignment consultation however, some feedback also relates specifically to the earlier refined route update events. Both sets of feedback have been collated into the tables.

The stakeholders have been grouped into the categories outlined in Table 3.1 below:

**Table 3.1**

Stakeholder Group	Examples
Statutory Consultees	Historic Environment Scotland (HES), SEPA, NatureScot, Local Authorities
Non-Statutory Consultees	RSPB, Scottish Water, Forestry and Land Scotland
Community members and local organisations	Homeowners, local businesses, Residents Associations, elected members
Landowners & occupiers	Landowners, crofters, tenant farmers, occupiers of properties in closest proximity to substations



Based on feedback from previous consultation asking for more detailed maps for each area, ahead of our Alignment Consultation events, we split the previous 11 Routeing Stage sections into 29 Alignment Stage sections. In the feedback tables, 'project wide' feedback precedes the section-by-section feedback which is set out as shown in the 29 sections detailed in Table 3.2 below.

**Table 3.2**

Location	Routeing Stage	Alignment Stage
Fanellan substation to south of Beauly	Section 1	Sections 1 and 2
South of Beauly to south of Inverness	Section 2 (and Node 1)	Sections 3 to 6
A9 and River Nairn crossing	Section 3	Section 7
South of Culloden to Ferness	Section 4	Sections 8 to 11
Ferness to South of Forres	Section 5	Section 12
South of Forres to Kellas	Section 6	Sections 13 and 14
Kellas to Teindland	Section 7	Sections 15 and 16
Teindland to Keith	Section 8	Sections 17 and 18
Keith to south of Turriff	Section 9 (and Node 2 and Node 3)	Sections 19 to 24
South of Turriff to New Deer	Section 10	Section 25
New Deer to Peterhead	Section 11 (and Node 4)	Sections 26 to 29



**Property Specific Feedback**

At the alignment consultation we shared the potential alignment of the Proposed Development and provided an indication on a 3D model where towers may be located. During the consultation period we received feedback from many individuals making specific suggestions or requests regarding changes to the alignment which they believe could improve the proposals in relation to their property. These proposals have been considered on a case-by-case basis and the final decision will be communicated directly with the relevant residents.

**Table 3.3 Community Impact 'Project Wide'**

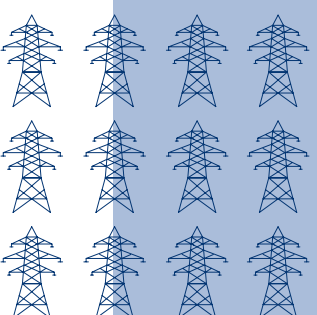
Summary of feedback	Contributing Stakeholder Group	Our Response
Proximity to properties	Communities Elected Members Community Councils	One of the key factors considered when carrying out routeing for proposed OHLs is proximity to nearby residential properties. For the Pathway to 2030 OHLs we have endeavoured to route the OHL 170m or more from residential properties and to maintain a minimum distance of 100m where possible. To identify properties along the route, an up-to-date OS Address was used. This dataset provides accurate locations of properties based on Local Authority, Royal Mail and Ordnance Survey information. Buffers have then been applied to each of these properties to allow us to clearly identify where they are situated so they can be avoided. In addition to this dataset, a search has also been carried out identifying applications for planning permission along the route. This will continue to be monitored as the alignment options are finalised, ensuring the OHL alignment maintains a suitable separation from all existing, in-construction or consented residential properties.
Effects on people's wellbeing was raised.	Communities	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 options that provide an appropriate balance across a variety of considerations and interests. We aim to do this as swiftly as possible to minimise the duration of uncertainty for affected communities. 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. We understand that those affected may be impacted in different ways, and we would be interested in residents' views regarding any additional activities that would help to address their specific concerns.

Summary of feedback	Contributing Stakeholder Group	Our Response
Visual impacts	Communities Community Councils	<p>Landscape and Visual impacts are an integral part of the Alignment Stage as well as the previous Corridor and Route Stages, both in terms of identifying options and appraising them. This is in line with the Holford Rules, which is guidance specific to designing OHLs and which seeks to ensure lines are designed with the best landscape and visual fit.</p> <p>For each project we develop, we conduct a Landscape and Visual Impact Assessment. This is one element of the EIA Reports that forms part of our application to the Scottish Government. In this assessment, we consider visual impact from centres of population, popular spots, like walking paths and tourist sites. Where possible, any potential negative visual impacts are reduced.</p>
Property owners raised concerned about the impact when 'sandwiched' between two OHLs.	Communities	<p>The presence of any properties that would become 'boxed in' by the different alignment options were identified and influenced alignment choice. We look to avoid 'boxing in' whenever possible. However, across The Proposed Development, there will be occurrences of 'boxing-in' of properties between the proposed OHL and existing OHLs. The visual impact for 'boxed-in' properties will be assessed in further detail in the Landscape and Visual Impact Assessment as part of the EIA Report.</p>
Potential impact of the Proposed Development on business and recreation in the area	Communities	<p>As part of the consenting process a Recreation and Tourism Assessment will be provided within the EIA Report accompanied by a Socio-economic Assessment Report. Changes to the availability, accessibility and amenity of tourist attractions and changes in the availability of tourist accommodation due to the influx of construction workers during the construction of the Proposed Development will be part of the assessment.</p> <p>Please also see Section 3.1 Common Themes – Socio-Economic Impact.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
Impact on communities from construction traffic and maintenance of roads	Communities	<p>A Traffic and Transport Impact Assessment will be conducted as part of the EIA Report, including a Construction Traffic Management Plan (CTMP) which will assess the proposed construction access routes and identify appropriate measures to minimise construction traffic disturbance. This will be conducted by Traffic and Transport specialists.</p> <p>We will formalise our engagement at a local level across the route, to enable forums for updating and addressing concerns within the communities. We will continue to contact and notify those directly impacted by any activity carried out as part of the process of developing the Proposed Development.</p> <p>We will also endeavour to return land/roads to the same or better condition as before. The overall land budget will compensate individual landowners on a case-by-case basis, if required. Surveys will take place before works begin to assess the condition of the roads in advance.</p>
Cumulative impact around Keith	Communities Elected Members Community Councils	<p>It is acknowledged that there are a number of developments on-going in the Keith area. The EIA Report will present an assessment of cumulative effects which will include other proposed developments, both from ourselves and from other developers.</p>
Concerns were raised that SSEN Transmission are not sharing information about third party developments that will connect into the substations along the line	Communities Community Councils	<p>Those developers who have connection agreements in place are at varying stages of maturity with their projects and do not yet have certainty on the location of their proposals. The information that could be shared is only that which is publicly available, and we do not have certainty or further information on these projects. This feedback was further discussed at the New Deer Developer Forum and the developers are looking to produce a visual development plan</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
		<p>with the inputs of members collectively, which could be available at each of the public events. This would show the current publicly available position of the projects, but we would be unable to answer questions on third party developer's proposals.</p> <p>Please also see Section 3.1 Common Themes – Cumulative Impact.</p>
Potential Interference with Telecoms/ Internet Signals	Communities Consultees	<p>We have been in discussions with several of the main network operators to identify any possible interference and any required mitigations. The general guidance provided by the operators is that as long as the towers are situated 100m or more from a fixed link (line-of-sight) and 250m from a mast then there is no significant concern. The conductors (wires) have negligible impact when crossing a link. Where it is not possible to meet these distances, further assessment may be required to confirm if there is likely to be any interference.</p> <p>Satellite signal is not generally affected by towers unless they block the 'line-of-sight' between a dish antenna and the satellite in the sky. Given that projects are aiming to maintain a minimum of 100 m distance where possible from residential properties and on the basis that satellite signals are received from much higher elevations, the interaction between the two are highly unlikely.</p> <p>As part of the alignment optioneering process, information available through the Ofcom Spectrum information portal has been used to inform us on the position of any registered communication masts and their associated fixed links. This information has been used to optimise the alignments where possible. As the Proposed Development moves into its next phase where there is confirmation of tower positions, a further line of sight assessment will be carried out for known</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
		<p>fixed links to identify any possible interactions.</p> <p>In addition to this, telemetry services used by utilities are managed by Atkins and JRC. Both these companies along with BT and Arqiva have been consulted and their feedback has been addressed. These operators along with any others will have a further opportunity to comment on the application once submitted through the Section 37 application process.</p>
Concern was raised relating to the use of AI in assessing sentiment of public feedback.	Community	<p>Our AI Feedback and Sentiment Analysis Tool is designed to analyse feedback and sentiment, providing us with valuable insights into how people feel about our proposals. By utilising advanced natural language processing techniques, including those found in large language models (LLMs), the system not only identifies a range of tones within emails and consultation forms but also categorises feedback across various topics and themes.</p> <p>We maintain human oversight throughout this process. We would like to reassure stakeholders that our dedicated team is still actively reading emails and online feedback forms, ensuring that the system complements our efforts rather than replaces them. This integration enables us to work more efficiently, responding to public concerns faster while ensuring we capture the nuances of feedback.</p> <p>Additionally, having all feedback in one centralised system simplifies the process of evidencing concerns. It helps us validate issues with concrete data rather than relying on scattered emails, making our responses more accurate and informed. This centralised approach also facilitates the identification and documentation of concerns, allowing us to present clear evidence in our engagements. For more information on how we use AI to support our stakeholder engagement, please visit: <a href="https://www.ssen-transmission.co.uk/aifaq">https://www.ssen-transmission.co.uk/aifaq</a></p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Concerns were raised that the base maps used in the consultation materials were out of date</p> 	Communities	The Refined Route and Alignment stage consultations used the most current Ordnance Survey maps available for the base maps. Ordnance Survey update their maps on an ongoing basis, but only issue new versions of the map tiles once there are several changes within a map tile extent. Therefore, although some areas (e.g new housing) may have been there for several years, Ordnance Survey may not yet have issued an updated version of the map tile showing this. We would like to apologise for any alarm this may have caused and offer assurances that these Ordnance Survey base maps did not inform project assessments and that other data is utilised in determining the potential routes for the Proposed Development (such as the Optioneer software which was presented on the TV screens) based on the most up-to-date data available to us.
At the Refined Route Stage materials were not considered to be refined enough to comment	Communities	There are four stages to the routing process (Stages 0-3), each increasing in detail and resolution. The Refined Route consultation was an extension to Stage 2 (Route Selection) which aims to identify a Proposed Route (approximately 1 km wide within which alignment options can be identified in the subsequent Alignment Stage. As such detail of specific alignments was not available as the Proposed Development was not yet at that stage.
Community feedback was received that considered the process had been well thought through and was well explained.	Communities	We have seen an increase in positive feedback in relation to the proposed alignment as well as the information presented at the event and online.
Equestrian use should be included when planning	British Horse Society	The Traffic and Transport Assessment within the EIA Report will consider use of the roads by horse riders

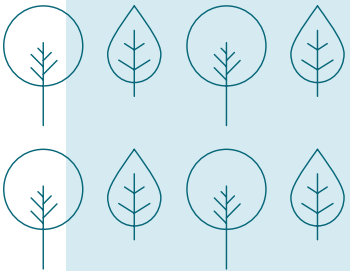
Summary of feedback	Contributing Stakeholder Group	Our Response
and designing the Proposed Development. It is advised that steps are taken to manage access to off-road riding, ensure the safety and the welfare of the horses kept within the vicinity of the site. The owners of the horses need to have access to care for the horses both during construction and operation of the Proposed Development.		during construction and operation. Maintenance of access along the path network will also be considered within the Recreation and Tourism Assessment, which will include an outline Outdoor Access Management Plan to ensure access for recreation is maintained throughout construction, which may require the use of temporary diversions.

**Table 3.4 Environmental Impact 'Project Wide'**

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Concern was raised about noise levels from the recently uprated North East 400kV OHL</p> 	Communities	<p>In response to concerns relating to noise from the existing North East 400 kV OHL in the area, a trial is currently taking place with the use of a hydrophilic coating applied to the conductors on a 2-tower span on a section of the line. This followed lab trials in the summer where a reduction in noise was recorded using this mitigation technique. This trial was started in late Sept/early Oct 2024 and will continue until February 2025. There is noise monitoring equipment underneath the treated spans and also on an adjacent untreated span to use as means of comparison. Following conclusion of the trial, if results are positive, we will aim to roll out the hydrophilic coating across the rest of the existing 400kV OHL, prioritising those spans closest to residential areas.</p> <p>In addition to the above, a grant scheme referred to as the Acoustic Insulation Assistance Scheme (AIAS) is available to eligible properties to aid with mitigation measures at properties affected by noise from the existing 400kV OHL. We are communicating with all properties closest to the OHL to request that they note their interest in the scheme. At the time of writing, letters are scheduled to be sent to those properties providing details on how individual householders can apply for the scheme.</p>
Some key environmental designations were not shown on the maps	Communities	To ensure the maps were legible, presentation materials at the public consultation events showed the most significant environmental designations which included those of national importance. Local designations may not have been shown however they were, and are, still part of the assessment.
A number of people did not receive any Private Water Supply (PWS) questionnaires	Communities	Private Water Supply (PWS) questionnaires were issued to owners of PWS registered with the local authority, using the details provided by the local

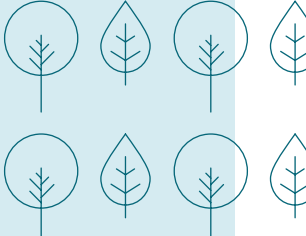
Summary of feedback	Contributing Stakeholder Group	Our Response
		<p>authority for those supplies. Also, the questionnaires were only issued for properties within a specific study area. Where people did not receive questionnaires, this was due to them being outside the study area, incomplete data provided by the local authority, or the supply not being registered. Where we were made aware of these instances questionnaires were issued. Discussions have been ongoing with landowners, and we are also attempting to make contact with as yet uncontactable PWS owners as part of on-going surveys, to gather as much information as possible on PWS we now know to be close to The Proposed Development.</p>
Impact on private water supplies (PWS)	Communities	<p>PWS are widespread in the area and are an important consideration as the Proposed Development moves into the final design stage. Questionnaires have been issued to properties registered with PWS; discussions held with landowners and follow-up surveys are ongoing to gather as much information as possible. This information has been used during the Alignment Stage and will continue to be used during the tower and access track design stage. The outcome of these surveys and subsequent PWS risk assessment will be documented in the EIA Report, with mitigation measures identified where required to safeguard PWS.</p>
The Highland Council state that various consultees queried whether these route selection criteria were comprehensive enough at this stage and whether the avoidance of single houses was given too much weight when the landscape and visual impact	The Highland Council (THC)	<p>A Landscape and Visual Impact Assessment will be included within the EIA Report which will consider additional mitigation measures where necessary. These measures may include undergrounding small sections of the electricity transmission network where deemed essential. Biodiversity Net Gain and Compensatory planting proposals will be presented alongside the EIA Report.</p>

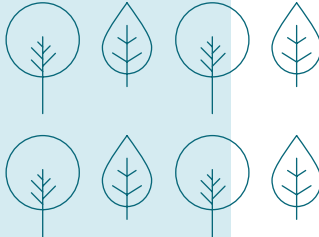


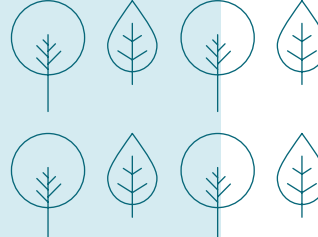
Summary of feedback	Contributing Stakeholder Group	Our Response
<p>of the line will be experienced by many more users on certain well used travel routes such as the Great Glen Way, the A82 and the A862.</p> <p>Firm, specific commitments in terms of existing OHL removal and net biodiversity enhancement (including compensatory planting for commercial forestry lost) should all be defined and committed to as soon as possible so informed judgments can be made by consultees and other stakeholders.</p> 		<p>We do not consider that too much weight was given to individual properties. The proximity of the OHL, as well as 'boxing in' of properties were considered, as well as impact on road users and impact on the character of the landscape. There are many considerations that influence consideration of alignment from a landscape and visual perspective including:</p> <ul style="list-style-type: none"> <li>• Minimising impact on setting of historic assets &amp; smaller areas of high amenity value (Holford Rule 2)</li> <li>• Avoiding loss of woodland and hedgerow (Holford Rule 5)</li> <li>• Containing infrastructure into a single corridor, but where divergence occurs, to maintain space between the OHLs for properties between (note on Holford Rule 6)</li> <li>• Minimising the number of angle towers (Holford rule 3).</li> </ul> <p>In relation to the A862, the alignment looks to minimise woodland loss by utilising the existing OHL corridor through Croiche Wood and Long Wood; maintaining straight lines whilst necessarily diverging away from existing OHLs; maintaining setting around listed structures at Easter Moniack (Reelig Bridge &amp; Reelig Gate Lodge); avoiding residential properties and minimising the number of crossings of the A862. Position of towers adjacent to the A862 are being considered.</p> <p>The Great Glen way, travelling north-south necessarily needs to be crossed. It is crossed in an area of woodland, to help break up visibility of the Proposed Development (Holford Rule 5). We are looking at replanting options to reduce the visual effect of the Proposed Development as a straight line through woodland.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Moray Council emphasise that the use of alternative measures to OHLs (e.g. undergrounding portions of the line) must be considered in more sensitive landscapes such as Special Landscape Areas (SLA). Should these measures not be utilised, justification of their discounting must accompany any future application.</p>	<p>Moray council</p>	<p>The position of towers in relation to the A82 is being reviewed to move further from roadside. Existing vegetation helps to considerably screen and break up views of the Proposed Development until in close proximity.</p> <p>From a forestry perspective, the routeing process has sought to identify alignment options which take account of a range of environmental factors including woodland and forestry with a view to minimising woodland removal and avoiding ancient woodland and veteran trees, where possible.</p> <p>As we continue our more detailed forestry field surveys, we will seek to identify further opportunities to avoid if possible or look to further reduce the impact on Native, Ancient Woodlands, Veterans and Ancient trees.</p> <p>Where individual or groups of important trees cannot be avoided, they may be reduced in height or if they must be felled can be left insitu as deadwood habitat. All trees that are impacted within the operational Corridor, will be replanted by way of Compensatory Planting, within the landowner holding where possible or the local council area, in line with Scottish Governments Control of Woodland removal policy.</p> <p>A Landscape and Visual Impact Assessment will be included within the EIA Report which will consider additional mitigation measures where necessary. These measures may include undergrounding small sections of the electricity transmission network where deemed essential.</p> <p>A Private Water Supply Risk Assessment and assessment of drinking water supplies will be completed as part of the EIA Report.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Where this proposal has the potential to impact on private water supplies and drinking water protection areas (Glenlatterach, River Spey, Strathisla and Keith areas), Moray Council advises that any application should demonstrate there is no adverse impact on the water quality of these sources through regular monitoring and identify measures to be taken should works result in an adverse impact on the quality of any water source.</p> <p>Any impacts on peat and carbon rich soils need to be avoided where possible. Any application should be accompanied by suitable analysis of the impact of the proposal on peat, in line with NPF &amp; LDP policies.</p>		<p>Throughout the routeing process, priority peatland has been a sensitive receptor that we have sought to avoid. Where this has not been possible the EIA Report will include a peat management plan and appropriate mitigation proposals.</p> 
<p>The Council's Landscape Consultant is in agreement that the preferred route identified generally offers the best option for the new transmission line in terms of landscape and visual considerations. Given the significant adverse effects likely to be associated</p>	<p>Aberdeenshire Council</p>	<p>A Landscape and Visual Impact assessment will be included within the EIA Report which will consider applicable mitigation and enhancement measures as appropriate.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>with the proposed transmission line, it is considered that landscape mitigation and enhancement measures should form a key part of the proposals.</p>		
<p>SEPA's comments will be general at this stage until they have seen detailed plans of pylon and other infrastructure locations at the detailed consent stage through the ECU consultation pre-application stage. No alignment specific comments were provided however the following general routeing comments were made:</p> <ul style="list-style-type: none"> <li>• SEPA prefer any route that avoids large scale felling;</li> <li>• areas of peat should be avoided and the NPF4 mitigation hierarchy followed;</li> <li>• information on potentially contaminated land sites was provided;</li> <li>• a number of private water supplies lie within the corridor route;</li> <li>• the future flood extent associated several of the watercourses</li> </ul>	<p>SEPA</p>	<p>Noted. All of these points will be taken into consideration in the identification of the Proposed Alignment and subsequent tower positioning and access design.</p> <p>The EIA Report will include assessment of forestry, peat, private water supplies, flooding and wetlands (where applicable).</p> 

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>along the proposed alignment will need careful consideration in terms of infrastructure location and access if this route is taken forward;</p> <ul style="list-style-type: none"> <li>recommended watercourse buffer zones were provided for protection and geomorphic risk; and</li> <li>a number of wetlands on the Scottish Wetland Inventory lie within the alignment corridors. This should be further checked before finalising the alignment and infrastructure located outwith suitable buffer zones around these wetlands.</li> </ul> <p>SEPA also identified watercourses suitable for riparian planting.</p>		
<p>HES believe it may be possible to accommodate the Proposed Development within the proposed route without significantly impacting nearby A-listed buildings or Inventory Garden and Designed Landscapes. However, this may require mitigation,</p>	<p>Historic Environment Scotland (HES)</p>	<p>The Potential Alignment has been chosen to minimise impacts on heritage assets. A cultural heritage assessment will be presented within the EIA Report which will include recommended mitigation measures and be accompanied by Zone of Theoretical Visibility (ZTV) maps, wireframe drawings and other visualisations as appropriate.</p> <p>We will continue to engage with HES throughout the EIA design evolution process.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>and HES require a ZTV, an initial cultural heritage assessment, and wireframe drawings to be confident of the level of potential impacts and what mitigation might be appropriate.</p> <p>It is possible, however, that the current alignment, particularly in sections 7, 23, &amp; 24, could have significant adverse impacts on the settings of several Scheduled Monuments such that we might object.</p> <p>HES highlight that direct/physical impacts on scheduled monuments must be avoided in line with policy. Most works within the scheduled area of a monument require scheduled monument consent, obtained in advance through Historic Environment Scotland. HES believe that it is unlikely that Scheduled Monument Consent would be granted for any works to scheduled monuments that might be directly affected by this development.</p>		
<p>Transport Scotland have confirmed that there are no new comments at Alignment Stage. Previous comments can be found in the Route Report on Consultation.</p>	<p>Transport Scotland</p>	<p>Noted.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Woodland Trust has significant concerns regarding the proposed routes on account of loss and deterioration of the ecological condition of Ancient Woodland, LEPO Woodland and Veteran Trees. Woodland Trust recommend that non-ancient woodlands affected by the scheme are reviewed to ensure areas of potentially unmapped ancient woodland are accounted for as the scheme progresses. Surveys detailing their woodland flora and fauna alongside an assessment of historical mapping should be undertaken, to ensure impacts on all irreplaceable habitats are considered and mitigated for as part of the design process.</p> <p><b>Impact on Ancient/LEPO Woodland</b> A number of ancient woodlands are potentially impacted by the proposals. The following impacts are possible:</p> <ul style="list-style-type: none"> <li>• Direct loss of ancient/LEPO woodland, soils and habitat occurring within or adjacent to the new overhead line.</li> <li>• Encroachment on the root systems</li> </ul>	<p>Woodland Trust</p>	<p>The routing process has sought to identify alignment options which take account of a range of environmental factors including woodland and forestry, with a view to minimising woodland removal and avoiding ancient woodland and veteran trees, where possible.</p> <p>As we continue our more detailed forestry field surveys, we will seek to identify further opportunities to avoid if possible or look to further reduce the impact on Native, Ancient Woodlands, Veterans and Ancient trees.</p> <p>Where individual or groups of important trees cannot be avoided, they may be reduced in height or if they must be felled can be left insitu as deadwood habitat. All trees that are impacted within the operational corridor will be replanted by way of compensatory planting, within the landowner holding where possible or the local council area, in line with Scottish Governments Control of Woodland removal policy.</p> <p>In relation to veteran or ancient trees within the Proposed Alignment, we will look to adhere to NPF4 and the British Standard, 5837: 2012.</p> <p>A specific chapter on Forestry will be included within the EIA Report. Details on compensatory planting proposals will be provided within the report.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>and rooting environment of trees within the ancient woodland adjacent to site boundary and associated works.</p> <ul style="list-style-type: none"> <li>• Where powerlines oversail ancient/LEPO woodlands, the creation of wayleaves typically results in loss or deterioration of woodland habitat below the powerlines.</li> <li>• Permanent fragmentation due to the removal of adjacent semi-natural habitats, to facilitate access to the transmission line for construction or maintenance.</li> <li>• Noise and dust pollution arising during construction work.</li> <li>• Compaction or trampling of sensitive ancient woodland flora and soils.</li> </ul> <p><b>Impacts on Veteran Trees</b> Three veteran trees, recorded in the Ancient Tree Inventory, have been identified close to the Proposed Development. The following impacts are possible:</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<ul style="list-style-type: none"> <li>Loss of veteran trees.</li> <li>Deterioration of veteran trees as a result of new infrastructure encroaching on root protection areas.</li> <li>Deterioration of veteran trees resulting from long-term tree management needs where they are oversailed by new lines.</li> </ul> <p>It is important that an arboricultural impact assessment is undertaken early within the design process to ensure that ancient and veteran trees are identified and accounted for as the proposals are refined. Also recommend a review of the Ancient Tree Inventory is undertaken to identify newly registered ancient, veteran and notable trees which may pose a constraint to the scheme.</p> <p><b>Mitigation for Ancient Woodland and Veteran Trees</b> Potential mitigation approaches for the protection of Ancient Woodland and Veteran Trees are outlined in the Woodland Trust's Planners' Manual.</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Woodland Trust states that the development should allow for buffer zones of at least 15 metres to prevent adverse impacts such as pollution and disturbance and ensure avoidance of root damage. Buffer zones should be kept free from development and should be planted prior to construction to create a phased habitat adjacent to the ancient/LEPO woodlands that absorbs the indirect impacts occurring during the construction and operational phases. Root systems, stems and canopies, all need allowance for future movement and growth, and should be taken into account in all proposed works. The Woodland Trust advocates for a root protection area of 15 times the stem diameter, or five metres beyond the crown (whichever is greater).</p>		
<p>This environmental charity has identified a number of environmental community benefit opportunities within the Deveron River catchment including river restoration, flood prevention and climate resilience projects on the River Isla, Crooksmill and Turriff burn.</p>	<p>The Deveron, Bogie &amp; Isla Rivers Charitable Trust &amp; River Deveron District Salmon Fishery Board</p>	<p>We are continuing to engage with organisations, trusts and community groups both regionally and in localities closest to the alignment to explore potential environmental and community benefit opportunities.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Network Rail have stated that any works over or adjacent to railway infrastructure will be subject to further discussion and agreement with Network Rail.</p> <p>Network Rail request that a Traffic Assessment is carried out to assess the effects of construction traffic on existing traffic flows and the public road network. Preferred construction traffic routes should be identified to enable Network Rail to assess the possible impacts where/if the traffic crosses over/under their infrastructure and the suitability of these crossings.</p>	Network Rail	<p>A Traffic Assessment will be carried out as part of the Traffic and Transport Chapter in the EIA Report, which will assess the potential effects of construction traffic on existing traffic flows and public road network. Preferred construction traffic routes will be identified within the Construction Traffic Management Plan, which will accompany the EIA Report. Further discussion will also be undertaken with Network Rail in relation to works over or adjacent to their infrastructure. Where any crossings occur agreements will be sought from Network Rail.</p> 
<p>Airwave Solutions have confirmed that none of the proposed towers will cause interferences to existing Airwave Microwave Radio Links or Tetra Radio Network Coverage after detailed discussions with SSEN Transmission.</p>	Airwave Services Limited	Noted.
<p>the Proposed Development is sufficiently distant from any Met Office radar and as such they have no comments on the proposal and do not need to be consulted further.</p>	Met Office	Noted.

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>The application site occupies the statutory technical safeguarding zone surrounding RAF Buchan and falls within Low Flying Area (LFA 14), an area within which military aircraft may conduct low level flight training. the Proposed Development has the potential to introduce a physical obstruction to low flying aircraft. The MOD will require that a condition is added to any consent issues requiring that sufficient data is submitted to ensure that structures can be accurately charted to allow deconfliction.</p>	Ministry of Defence (MOD)	<p>The MOD's response is noted. The MOD will be consulted again following submission of the section 37 application, with updated details of proposed tower positions and heights to be shared at that time.</p>
<p>NATS have no comments on the proposal as they anticipate no impact from the proposal.</p>	NATS	Noted.

**Table 3.5 Economic Impact 'Project Wide'**

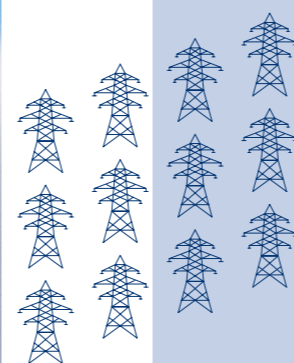
Summary of feedback	Contributing Stakeholder Group	Our Response
Concerns were raised about impacts on property valuations	Communities	<p>We will look to mitigate impacts on residential properties as far as possible and these impacts will be assessed as part of the EIA Report that will accompany our application for consent. Extensive surveys will be carried out at identified receptors, including selected residential properties so that we are able to model potential impacts on the wider area.</p> <p>Concerns in relation to impacts on property are being noted by our team however, as a regulated business, we are obliged to follow a statutory legal framework under the Electricity Act 1989 and Land Compensation Act 1961. If you are entitled to compensation under the legal framework we will assess any claim on a case-by-case basis under the direction of this legal framework. If this is the case, we will recommend that you engage a professional adviser and we generally meet reasonably incurred professional fees in these circumstances. However, for the avoidance of doubt, we should advise that we will not meet fees incurred in objecting to our proposed developments.</p>
Moray Council emphasise that any application must demonstrate how The Proposed Development maximises net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities and, where appropriate,	Moray Council	A Socio-Economic Assessment Report will be produced to accompany the section 37 application covering all of the matters raised.

Summary of feedback	Contributing Stakeholder Group	Our Response
community ownership. This must include the submission of a Community Wealth Building Plan (CWBP).		

# Route Section 1 (Alignment Section 1 and 2) Fanellan substation to south of Beauly

**Table 3.6 Summary of Feedback Section by Section**

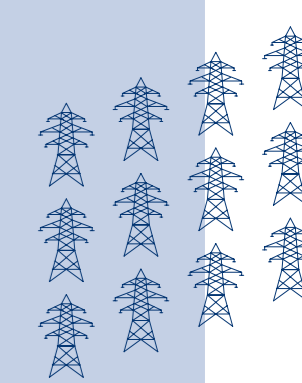
Alignment Section	Summary of Feedback	Our Response
Route Section 1 (Alignment Section 1 and 2)  Fanellan substation to south of Beauly	A landowner requested that the alignment in section 1 was kept close to the field boundaries to minimise sterilisation of arable land.	The alignment has been refined to accommodate the landowner's concerns in this specific section. The Proposed Alignment is shown on Figure 4.2.
	Concerns were raised about the potential for increased traffic on the roads in Beauly due to already high levels of traffic in the area, including disturbance, vibrations, and potential damage which could be caused as a result of HGV vehicles.	A traffic assessment will be provided within the EIA Report along with a Construction Traffic Management Plan. The assessment will also consider cumulative effects in combination with other SSEN Transmission and other development in the area. We are engaging with the local authorities to agree the scope of any additional traffic assessments that they may require.  Please also see 'Project Wide' Feedback in Table 3.3 Community Impact.
	Concerns were raised relating to the potential for land damage to be caused by construction works and whether compensation would be payable if appropriate.	We will endeavour to return land and tracks to the same or better condition as before. Landowners will be compensated for any losses sustained on a case-by-case basis, if required. Surveys will take place before works begin to assess the condition of the roads in advance.
	There has been no transparency or evaluation of scheduled protected birds and other species that are known to nest and breed in woodland that will be damaged with the current alignment configuration.	The assessment methodology is described within the Alignment Selection Consultation Document and materials. Appraisal of alignment options involved systematic consideration against environmental, engineering and economic criteria. Wildlife was considered under the Natural Heritage environmental criteria. Assessment of wildlife has been a combination of desk-based studies and supporting surveys.  The rationale to our survey approach to date has been to focus on areas of highest potential to support species of conservation concern and potential vulnerability to impacts associated with





Alignment Section	Summary of Feedback	Our Response
Route Section 1 (Alignment Section 1 and 2)  Fanellan substation to south of Beauly		<p>OHLs; whilst also considering habitat suitability for protected species across the study area. This approach has been accepted by NatureScot.</p> <p>This information was then fed into the comparative appraisal of the alignment options. Impacts on ornithology will be fully assessed in the EIA Report and applicable mitigation proposed where required.</p> <p>Please also see Section 3.1 Common Themes - Environmental Impacts.</p>
	A suggestion was made to follow the existing Beauly to Denny OHL to the Beauly substation and join the two existing lines towards Inverness, which could reduce environmental impact and reduce the length of the route. This would avoid the route going through Balblair Woods where there are wildlife, plants and fungi and many mature oak trees and birches, which are regenerating. The area is also recognised as an area enjoyed by the local community for walking and leisure.	<p>The existing Beauly to Denny OHL alignment is constrained to the south by a number of residential receptors, which means there is not enough space to follow the existing alignment without passing within 100m of multiple properties. To the east of Beauly substation, heading towards Inverness, the Potential Alignment 2B runs parallel immediately to the south of the existing OHLs. The existing 132kV OHL will be removed following completion of this project, and we will align the Proposed Development as close to the existing OHLs as possible, whilst maintaining operational safety clearance distances. With regards to Balblair Woods, the Potential Alignment 1C minimises impacts to woodland to the south of the River Beauly, in comparison to the alternative options 1A and 1B. North of the River Beauly, Alignment 2C would avoid impacts to Balblair Woods, but would also have significant visual impacts to properties within the meanders of the river bends. For this reason, Alignment 2B was selected as the Potential Alignment, as it would have less impacts to woodland than Alignment 2A, and less visual impacts to nearby properties than Alignment 2C.</p>
	Feedback was received noting that the Potential Alignment looks sensible and pragmatic.	Noted.

Alignment Section	Summary of Feedback	Our Response
Route Section 1 (Alignment Section 1 and 2)  Fanellan substation to south of Beauly	<p>The Highland Council</p> <p>The Highland Council noted that the pattern of woodland and open space is quite distinctive in this local landscape of the Enclosed Farmland Landscape Character Type (LCT), and that the Designed Landscape of Beaufort Castle would be touched on by the route. Effects on both of these should be mitigated by design to the fullest extent achievable.</p>	<p>The Landscape and Visual Impact Assessment within the EIA Report will fully consider the impacts on this LCT and Designed Landscape and will include mitigation as appropriate to minimise effects.</p>
	<p>Historic Environment Scotland (HES)</p> <p>HES state that the line crosses close to Kiltarlity Old Parish Church (SM5570). They would prefer Alignment 1C as The Proposed will be placed furthest from the monument in order to have least impacts. An existing OHL is routed to the north of the monument, so Alignment 1A would carry the risk of surrounding the monument with dominant industrial features. Whilst an OHL within Alignment 1C would be visible from the monument, this route corridor would result in the least significant impacts of all the options. Moving it closer to the monument would result in more severe impacts. Further assessment of this initial view, based on the limited information currently available, will need to be informed by photomontages.</p> <p>Beaufort Castle (GDL00052). HES advise that mitigation options (e.g. careful tower siting) are explored. The Proposed Development would be likely to have visual impacts, and it will be important to establish how significant the northwest woodlands are within the designed landscape and if they form part of any key views - this should be</p>	<p>HES' preferred alignment options are noted, which are the same as the Potential Alignment.</p> <p>Further assessment on the noted heritage designations and assets including accompanying visualisations as appropriate will be provided as part of the cultural heritage assessment presented within the EIA Report.</p> <p>We will continue to engage with HES throughout the EIA design evolution process.</p>



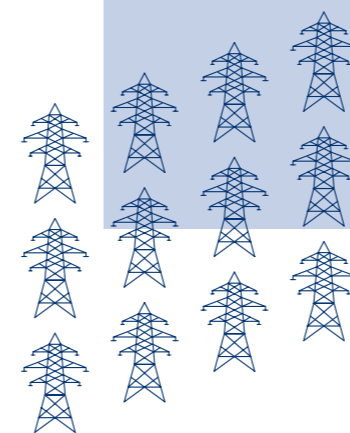
Alignment Section	Summary of Feedback	Our Response
<p>Route Section 1 (Alignment Section 1 and 2)</p> <p>Fanellan substation to south of Beauly</p>	<p>illustrated using visualisations. Beaufort Castle (LB8068). Any important views from the north-facing elevation, for example, from principal rooms, should be established and assessed for potential impacts. This assessment may also require visualisations if the potential impacts are significant.</p> <p>Corff House, fort SW of (SM 3195) is located to the north of all three route corridors. Existing powerlines are located between the proposed line and the monument, and therefore the impact on setting would not be likely to result in significantly higher impacts. Further assessment of this initial view will need to be informed by photomontages.</p>	



**Route Section 2  
(Alignment Section 3 to 6)  
South of Beauly to  
south of Inverness**

Alignment Section	Summary of Feedback	Our Response
Route Section 2 (Alignment Section 3 to 6)  South of Beauly to south of Inverness	A preference was expressed for Alignment 3A from a householder concerned about the visual impact and height of the towers.	Following consultation, we have reviewed a number of sites and minor changes have been made to the alignment where there would be a detrimental effect on properties. Consideration of properties' views or aspect are considered in the positioning of towers where possible.  Please also see Section 3.1 Common Themes - Mitigating Visual Impacts.
	A request was made to change the alignment in sections 3 and 4 to avoid impacts to the Cononbank wetland area that has recently been restored.	Following further consultation and a site visit with the landowner and tenant farmer, some minor changes were made to the alignment to enable tower placement that avoids impacts to the most sensitive parts of the wetland area. We will continue to engage with the landowner and tenant to ensure proposed access routes and working areas minimise any impacts to the wetland areas as far as practicable.
	Concerns were raised in relation to visual impact due to the close proximity of the proposed line adjacent to the A832, particularly at road crossing points and where mature oak trees may be dwarfed by the proposed pylons. Undergrounding was suggested as the only possible solution to reduce impacts to an acceptable level while accepting that some trees would still be lost however, this would be balanced by protecting the skyline adjacent to the A862 from being dominated by the overhead line.	The position of the alignment at Easter Moniack has been considered further and has been moved slightly south and more distant from the A862 to somewhat alleviate these concerns. The increased distance from the road will allow for the mature trees along the roadside to be retained, which will help to screen views of the Proposed Development from the road. The Proposed Alignment presented in Figure 4.2 presents this revised alignment.
	A request was made to move the alignment in section 4 to avoid a pond, and a field used by ponies.	Adjustments have been made to the Proposed Alignment due to the presence of underground infrastructure in this area. As a result of these adjustments the landowner's request was also able to be accommodated.

Alignment Section	Summary of Feedback	Our Response
Route Section 2 (Alignment Section 3 to 6)  South of Beauly to south of Inverness	A comment was received suggesting that the alignment in section 5 should be relocated further south into open countryside towards Blackfold, to increase separation from residential properties at Altnacardich.	Two alternative route options located further south towards Blackfold (Routes 2C1 and 2C2) were considered at the previous Route Selection Stage which we consulted on in April 2023. Both options travelled in a south easterly direction from Belladrum, past Torr Mor and towards Allt Mor. From here, Route 2C1 turned northeast, following along the Great Glen Way until it joined the more northerly route options (Routes 2A1, 2A2 and 2B) at Dochgarroch. Route 2C2 continued in a south easterly direction from Allt Mor, crossing the Caledonian Canal further south at Kirkton and joining the other Section 2 route options to the south of Newton of Leys.  Route 2C1 was generally acceptable from an environmental perspective, although the section between Ballone/ Ladycairn and Blackfold was considered to be very intrusive from a landscape perspective and would be parallel and close to the Great Glen Way long distance walking route for several kilometres. Route 2C1 was preferred from an engineering perspective, however ultimately it was not feasible to proceed with this option due to constraints in the preceding section and at the western end of Section 2, including proximity to the settlements of Culburnie, Kiltarlity and Belladrum and a requirement to pass through the Belladrum Tartan Heart Festival site.  Route 2C2 was found to be one of the least preferred options from an environmental perspective, due to potential for setting impacts on scheduled monuments and Dochfour and Aldourie Castle Garden and Designed Landscape designations, as well as potential for impacts on two Category A Listed Buildings. Route 2C2 was also least preferred from a habitats perspective due to having unavoidable ancient woodland and irreplaceable peatland habitat. From an engineering perspective, Route 2C2's crossing

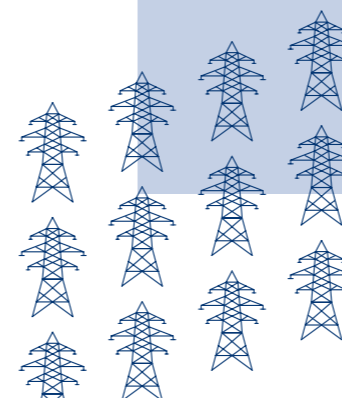


Alignment Section	Summary of Feedback	Our Response
<p>Route Section 2 (Alignment Section 3 to 6)</p> <p>South of Beauly to south of Inverness</p> 		<p>point of the Caledonian Canal was considered to be more challenging than the northern crossing point and would also have required an additional crossing of an existing 275 kV OHL. Ultimately, as with Route 2C1, Route 2C2 was considered not feasible to proceed with due to the constraints in the preceding section in the Belladrum area.</p> <p>The most northerly route option (Route 2A1), which would have passed to the north of Newtonhill, was preferred from an environmental perspective, as it had the best overall 'landscape fit' along the crossing of the Aird, due to having a lower and less intrusive pathway than the other options. It was also preferred for natural heritage designations, protected species and habitats. Route 2A1 was however least preferred from an engineering perspective, due to unavoidable impacts to a number of residential properties with limited options to maintain at least 100m separation from all properties. Route 2A2 was considered the second preferred option from both an environmental and engineering perspective and was therefore taken forward as the Proposed Route, within which a number of alignment options were subsequently identified and assessed.</p> <p>Following review of feedback received to our alignment consultation stage, we have amended the Proposed Alignment slightly in this specific location to increase the separation distance from the properties in question.</p> <p>For further details on the alternative options considered at the Route Selection Stage, please refer to our April 2023 Route Selection Consultation Document and our November 2023 Report on Consultation, both available to download from the 'documents' tab on our project website.</p>

Alignment Section	Summary of Feedback	Our Response
<p>Route Section 2 (Alignment Section 3 to 6)</p> <p>South of Beauly to south of Inverness</p>	<p>Concern was raised in relation to the tower graphics presented (reference to page 12 of the documentation) not being representative of the tower heights proposed at Dochgarroch, which are proposed to be considerably higher.</p> <p>Concerns were raised relating to crossing the Scaniport area in Section 6 with high voltage cables and pylons, which is considered likely to be impactful to residential property and visually obtrusive to the landscape and to important views south towards Loch Ness. A suggestion was made that the Proposed Development is run to the north of Cullaird, albeit at the expense of woodland but this would minimise the impact on residential amenity and landscape.</p>	<p>The diagram shown on page 12 of the Alignment Consultation booklet is there to allow for a comparison against the different towers currently on the transmission network. Each route an OHL takes will have a different average height depending on the topography and therefore the standard tower height for each tower type is shown on this image. This has been noted on the diagram to highlight that the tower heights vary across the route.</p> <p>The Caledonian Canal tower requires a special tower that is expected to be approximately 97 m tall to ensure safe passage of boats within the canal. This clearance requirement is specified by Scottish Canals. At the time of the alignment consultation events in May and June 2024 the design of the special crossing tower was not yet complete, and we were unable to accurately represent this tower within the 3D model. In the next round of pre-application consultation events, the visualisations at the public events will have all the towers modelled into them, including the special crossing tower, which will allow members of the public to see the visual impact.</p> <p>Taking the alignment to the north of Cullaird was considered at an earlier stage and is within the Alignment Stage Consultation Document (Alignment 6A). This document and the detailed consideration can be viewed <a href="#">here</a>.</p> <p>From a forestry perspective Alignment 6A passes through Ancient Woodland Inventory Category 2b Long Established Woodland of Plantation Origin (LEPO) in favourable condition, with numerous veteran broadleaved trees present throughout which would be difficult to avoid. As such it was considered that this option could not be taken forward despite potential visual and landscape benefits.</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 2 (Alignment Section 3 to 6)  South of Beauly to south of Inverness	Concern was raised in relation to the Potential Alignment (6B) and the potential impact on nearby property at Scaniport.  The quality and status of the ancient woodland and veteran trees in the vicinity of Scaniport was questioned, suggesting that there may be scope to pass the Proposed Development through this area.	From a forestry perspective, the more northern Alignment 6A passes through an area of Ancient Woodland Inventory (AWI) Category 2b Long Established Woodland of Plantation Origin (LEPO), which forestry surveys found to be in favourable condition with numerous veteran broadleaved trees, and which it would not be possible to avoid on this alignment. Alignment 6B minimises impacts to native broadleaved woodland and is therefore considered more acceptable in terms of National Planning Framework 4 (NPF4) Policy 6 regarding the protection of forestry, woodland and trees. The Potential Alignment 6B also allows for a straight crossing of the Caledonian Canal and River Ness which is preferred from an engineering perspective, and also enables optimum tower placement to minimise landscape and visual impacts to users of the Caledonian Canal. Feedback has also been received from a number of respondents about the importance of Cullaird Woods as a walking and mountain biking area, with concerns raised that the more northern Alignment 6A would impact on recreational users in this area. Whilst it is recognised that Alignment 6B may impact on the visual amenity of some residential receptors at Scaniport, on balance this alignment is considered to be the least constrained overall due to the reasons outlined above. Therefore, 6B will be taken forward as the Proposed Alignment.
	Concern was raised over the loss of a section of Torbreck Wood which is well used by residents, visitors to Inverness, and mountain bikers. A preference for Alignment 6A was suggested.  Further comments highlighted that any changes to the potential alignment would impact Torbreck Wood.	We are aware from previous feedback in this area that Torbreck and Cullaird woods are popular recreational areas. The Potential Alignment in this section is Alignment 6B, which avoids impacts to Torbreck and Cullaird Woods.

Alignment Section	Summary of Feedback	Our Response
Route Section 2 (Alignment Section 3 to 6)  South of Beauly to south of Inverness	Concern was received that the landscape around the South Loch Ness area is becoming very industrialised.	The Potential Alignment passes to the north of Loch Ness. An assessment of landscape impacts will be included within the EIA Report which will include the existing infrastructure in the area.
	Concerns were raised relating to close proximity of the alignment to properties, with a request that the Proposed Development be moved further from properties to reduce potential noise and visual impact on residential and tourist business nearby.	When planning routes for overhead lines, we consider visual impacts and how this may affect the local scenery, visitor experience and communities.  For each project we develop, we conduct a Landscape and Visual Impact Assessment. This is one element of the EIA Reports that forms part of our application to the Scottish Government for consent. 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.  With regards to noise impacts, a key objective in selecting the alignment for the Proposed Development has been to avoid proximity to as many residential properties as possible, which will reduce the potential for significant noise impacts. A construction and operational noise impact assessment will be undertaken as part of the EIA to identify any potential noise impacts on nearby sensitive receptors. Appropriate noise limits, both during construction and operation, will be agreed in consultation with local authorities and The Proposed Development will not be permitted to exceed these limits.  Please also see Section 3.1 Common Themes and 'Project Wide' feedback in Table 3.3 Community Impact.
	What environmental surveys and investigations are included as part of the consideration the proposal as land in this area hosts badgers, rare wild flowers, red squirrels, pine martens and woodcock.	The rationale to our survey approach to date has been to focus on areas of highest potential to support species of conservation concern and potential vulnerability to impacts associated with

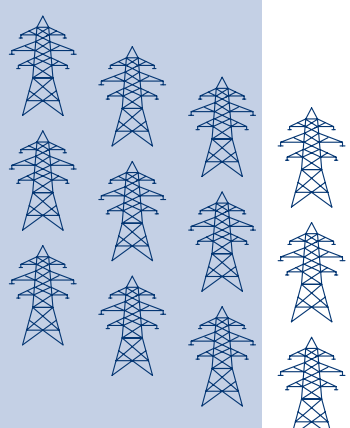


Alignment Section	Summary of Feedback	Our Response
<p>Route Section 2 (Alignment Section 3 to 6)</p> <p>South of Beauly to south of Inverness</p>		<p>OHLs; whilst also considering habitat suitability for protected species across the study area. UKHab surveys have also taken place across the study area where landowner access has been forthcoming. This approach has been accepted by NatureScot.</p> <p>Additional and detailed protected species surveys will take place prior to construction due to the mobility of the species and potential for their distribution to change in the meantime. At that point appropriate mitigation will be implemented in line with NatureScot requirements.</p> <p>Please also refer to the Section 3.1 Common Themes for more information.</p>
	<p>The Highland Council</p> <p>In alignment section 3, while Alignment 3A cutting across the fields and Phoinneas seems as though it may be more intrusive in the landscape than Alignment 3B, due to not aligning with the grain of the landform, it is appreciated that this route would have a lesser impact on the ancient woodland areas.</p> <p>In alignment section 4, the current alignment includes two towers in very close proximity to the A862 at Easter Moniack, with the potential for significant landscape and visual impacts for road users. Through further consultation with The Highland Council, it was suggested that SSEN Transmission should consider the feasibility of alternative options in this section, including:</p> <ul style="list-style-type: none"> <li>Moving towers slightly further away from the road to maintain existing roadside screening, and enable planting of additional screening (as the Potential Alignment would likely require</li> </ul>	<p>The position of the alignment at Easter Moniack in alignment section 4 has been considered further and has been moved slightly south, to be more distant from the A862, to somewhat alleviate these concerns. The revised alignment will enable the retention of existing roadside screening and enable planting of additional screening (in agreement with the landowner). The Proposed Alignment presented in Figure 4.2 presents this revised alignment.</p> <p>At the crossing of the A82 in alignment section 5, the tower nearest the road has been moved slightly further away from the road, which also helps to avoid impacts to the sub-surface features of the Torvean Landforms geological Site of Special Scientific Interest (SSSI). We will consider opportunities for additional planting in this area to help screen views of the Proposed Development from the A82 roadside.</p> <p>Regarding forestry proposals at the Aird, our landscape architects will work closely with forestry specialists to ensure visual impacts are minimised as much as reasonably practicable through the forested areas of the Aird.</p>

Alignment Section	Summary of Feedback	Our Response
<p>Route Section 2 (Alignment Section 3 to 6)</p> <p>South of Beauly to south of Inverness</p>	<p>removal of existing roadside trees).</p> <ul style="list-style-type: none"> <li>Consider feasibility of purchasing closest residential properties and yard area to south to enable a more substantial move away from roadside.</li> <li>Undergrounding of a short section of the 400kV OHL.</li> <li>Review if there are any alternative feasible alignment options which would avoid this pinch point.</li> <li>Consider whether there would be benefits of additional rationalisations of existing infrastructure to mitigate cumulative impacts/ wirescape in this specific area.</li> </ul> <p>A82 and Caledonian Canal crossing (alignment sections 5 and 6):</p> <ul style="list-style-type: none"> <li>The Highland Council are of the opinion that all of the options would require highly prominent crossing towers in close proximity canal. The canal itself is a well-used recreational and historic resource and lies close to the corridor also. This means that the towers here have a very high and concentrated pool of visual of a high sensitivity.</li> <li>At the A82 crossing point, consider options to move the tower closest to the road further west (away from road).</li> <li>To help soften the visual approach to the tower next to the A82, consider planting within the field.</li> <li>Consider options to reduce the artificial nature of the OHL wayleave crossing The Aird, by 'softening' the edges. Also</li> </ul>	<p>Further ZTV modelling of the Caledonian Canal crossing towers was undertaken and shared with The Highland Council, along with visualisations from the 3D model showing where indicative tower locations would be visible from. Through further consultation with The Highland Council it was agreed that the Potential Alignment was preferable over the alternative alignment (5F), as this avoids the requirement for a large angle tower in close proximity to the canal which would be visible for long distances along the canal and towpath.</p> <p>The use of directional drilling under the Caledonian Canal is not an option due to the presence of the Torvean Landforms SSSI at this location, which would be adversely affected.</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 2 (Alignment Section 3 to 6)  South of Beauly to south of Inverness	<p>consider whether there are opportunities to retain trees within the wayleave e.g. by increasing tower height to maintain clearances, where topography allows.</p> <p>Further Zone of Theoretical Visibility (ZTV) modelling (both with and without the mapping of intervening managed woodland) was also sought for alignment sections 5 and 6 where the height of the proposed towers to cross the Caledonian Canal was of principal concern, with these towers likely to be highly prominent and none of the options presented appearing to adequately deal with this potential impact. Officers therefore query if the possibility of undergrounding, with the use of directional drilling, for this relatively short section of the overall line has been fully explored.</p>	
	<p>NatureScot</p> <p>Both alignment routes (5E and the combined alignment of 5A-D &amp; 5F-G) cross an area of the Torvean Landform SSSI characterised by smaller eskers, kames, kettle holes, and other fluvio-glacial outwash terraces. These are truncated by a significant bluff slope.</p> <p>Any earthworks in a site such as Torvean will be damaging. It is damage that cannot be restored, and once intricate features are disturbed, they are damaged/ lost permanently.</p> <p>Things that will need to be considered in regard to Torvean Landforms SSSI:</p> <ul style="list-style-type: none"> <li>Extent and depth of earthworks required to put the tower bases and track upgrades in and</li> </ul>	<p>It is not possible to entirely avoid the Torvean Landforms SSSI due to the presence of other sensitive receptors in the area, however we are working closely with NatureScot to site towers in locations with the least impact on the features of the SSSI. Access to these towers would also use methods of least disturbance to ground conditions.</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 2 (Alignment Section 3 to 6)  South of Beauly to south of Inverness	<p>whether any changes could be made to make this less damaging.</p> <ul style="list-style-type: none"> <li>Does the 50 x 50 m area have to be cleared of topsoil, could the 6 x 6 m foundations at the corners not just be put in? Why such a large area?</li> <li>How much of the footprint is laid to hardstanding (seals off sediments, creates unnatural smooth flat surfaces amongst a landscape of low-lying, yet intricate kames and kettle holes)</li> <li>What happens with spoil? Including for access track/ construction footprint.</li> <li>Borrow pits for track upgrades?</li> <li>The potential visual /spatial disconnection of landforms.</li> </ul> <p>It is NatureScot's preference to explore routes that go around the Torvean Landforms SSSI given the possible level of irreversible damage on it.</p> <p>Some aspects may be able to be mitigated to reduce the extent and severity of the damage - e.g. possibility of temporary access tracks overlaid on geotextile so that the landforms and sediments beneath are not disturbed.</p>	
	<p>Historic Environment Scotland (HES)</p> <p>Dun Mor, fort (SM2423) and Phionas Hill, enclosure (SM4729). The topographical separation as well as the presence of an existing powerline adjacent to Alignment 3A means that the impact on setting would not likely be significant. Further assessment of this initial</p>	<p>HES's preferred alignment options are noted, which are the same as the Potential Alignment.</p> <p>Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report.</p>

Alignment Section	Summary of Feedback	Our Response
<p>Route Section 2 (Alignment Section 3 to 6)</p> <p>South of Beauly to south of Inverness</p>	<p>view will need to be informed by photomontages.</p> <p>Belladrum GDL (Potential Designation). This potential GDL does not currently have a defined boundary. The preferred alignment north of the Belladrum area is 3A, the furthest option from the possible designation.</p> <p>Reelig House GDL (Potential Designation). This potential GDL does not currently have a defined boundary. Both alignment options in Section 4 near Reelig pass close to an area north and east of Reelig House. Preferred Alignment 4A is slightly further east than Alignment 4B, so HES consider 4A likely to be the preferable alignment for this possible designation.</p> <p>HES state that the Proposed Development is in close vicinity to Caledonian Canal, Dochgarroch Lock – Muirton Locks (SM6499). There is a high potential for the OHL to have an adverse impact on the setting of the canal at the point where it crosses the canal; especially if towers are positioned immediately adjacent to the canal where they could interrupt and detract from views along the canal. Mitigation could involve positioning towers so that they are set back from the canal. In any future EIA Report we would expect to see photomontages showing the pylons when viewed along the canal from both directions.</p> <p>HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response:</p>	<p>We will continue to engage with HES throughout the EIA design evolution process.</p> <p>We are aware of the scheduled monument referenced in paragraph 5.7.1 of the Consultation Document and note HES' preference of Alignment 6B over 6A.</p> 

Alignment Section	Summary of Feedback	Our Response
<p>Route Section 2 (Alignment Section 3 to 6)</p> <p>South of Beauly to south of Inverness</p>	<ul style="list-style-type: none"> <li>• Phionas Hill, enclosure (SM4729)</li> <li>• Dochfour (GDL00137)</li> <li>• Dochfour House (LB8028)</li> <li>• Aldourie Castle (GDL00011)</li> <li>• Aldourie Castle (LB535)</li> <li>• Torbreck, stone circle (SM3098)</li> <li>• Garn Glas, chambered cairn (SM2392)</li> </ul> <p>HES note that paragraph 5.7.1 of the Alignment Consultation Report causes some confusion. The paragraph states 'from a cultural heritage assets perspective, Alignment 6A is favoured because it is the furthest away from listed buildings within 1km'. HES states that this fails to pick up that Alignment 6A would be within 250m of a scheduled monument with a sensitive setting".</p>	<p>Adjustments have been made to the Proposed Alignment to accommodate emergency telecommunications links.</p>
	<p>MBNL</p> <p>MBNL have advised that multiple emergency service network links are present within Alignment Section 5 and should be considered for tower placement.</p>	



# Route Section 3 (Alignment Section 7) A9 and River Nairn crossing



Alignment Section	Summary of Feedback	Our Response
Route Section 3 (Alignment Section 7)  A9 and River Nairn crossing	The alignment near Culloden could impact on the heritage status of the Battlefield site and jeopardise any future ambitions for UNESCO status.	Potential for impacts on Culloden Battlefield is one of the primary concerns for us in developing an appropriate OHL alignment in this section. The proposed alignment has been selected and designed to minimise the impacts on the Battlefield site by running the Proposed Development in parallel to an existing line, with the new towers sitting behind the existing ones. The EIA Report will include a cultural heritage assessment which will consider potential effects and any necessary additional mitigation.
	The Highland Council  The Highland Council are concerned about the placement of towers in the vicinity of the A9 corridor to limit skyline and undue visibility of large structures very close to the road. The presence of the microwave communications tower was also noted as a potential source of additional cumulative effects.	These comments are noted and will be taken on board when reviewing the position of towers in the vicinity of the A9.
	Historic Environment Scotland (HES)  HES state that Daviot Cottage, Mains of Daviot Farm, ring cairn and stone circle (SM3085) will be contained within two overhead lines, 60-100m on either side. This monument has a very sensitive setting referencing its surroundings, including the Nairn Valley, as well as a proximal relationship to the Nairn Valley. As such, routing of the 400kV overhead line through Alignment 7A would have a significant adverse impact on the integrity of the monument's setting; this may result in an objection.  Mitigation in the form of significant rerouting and/or undergrounding of either the proposed 400kV overhead line or potentially the existing 275kV overhead line	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report.  In the vicinity of the ring cairn and stone circle the alignment has been moved slightly south to avoid the need to fell a small copse of trees to the east of the asset, and thus maintain an element of screening/break up the views at this location. Mitigation in the form of undergrounding the existing 275kV OHL (to lessen cumulative impact) is being considered by the design team to reduce the impact on the Daviot Cottage, Mains of Daviot Farm, ring cairn and stone circle.  We will continue to engage with HES throughout the EIA design evolution process.

Alignment Section	Summary of Feedback	Our Response
<p>Route Section 3 (Alignment Section 7)</p> <p>A9 and River Nairn crossing</p>	<p>(to lessen cumulative impact) would be the minimum required in order to lessen the prospect of an objection.</p> <p>In any future EIA Report HES would expect to see photomontages showing both the existing 275kV line and proposed 400kV pylons in outward views from the monument to the surrounding skylines, as well as in inward views that demonstrate the monument's deliberate positioning in its surroundings such as inward views from the west-south-west.</p> <p>The adverse impacts on the setting of adjacent Daviot Castle (SM5486) are likely to be less severe than those facing the ring cairn and stone circle, but are nevertheless significant, especially where pylons would be seen crossing the Nairn in outward views from the castle looking north-east down the valley. Mitigation that is likely to benefit the setting of Daviot Cottage, Mains of Daviot Farm, ring cairn and stone circle (SM3085) should not be at the detriment of increased impacts on the setting of Daviot Castle (SM5486). In any future EIA Report HES would expect to see photomontages showing the pylons when viewed from the castle.</p> <p>Leys Castle and Garden Terraces (LB8053) &amp; Leys Castle (GDL00264). If the proposed OHL has the potential for significant impacts, this should be illustrated using visualisations.</p>	



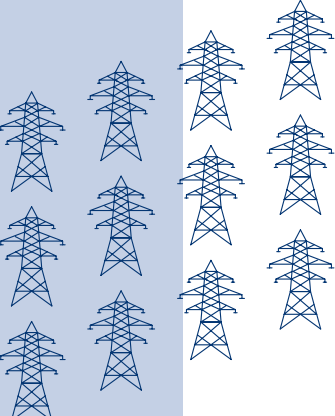
**Route Section 4  
(Alignment Section 8 to 11)  
South of Culloden  
to Ferness**

Alignment Section	Summary of Feedback	Our Response
Route Section 4 (Alignment Section 8 to 11)  South of Culloden to Ferness	A request was made to move the alignment further north in section 8 to reduce impact on gaming estate activities.	The Proposed Alignment has been moved slightly north from the Potential Alignment 8C as presented at the consultation events, taking it into slightly lower ground, thus further reducing the potential for visual effects slightly. The alignment also avoids some areas of deeper peat identified through preliminary peat probing in this area and would also reduce impacts to existing grouse drives.
	A request was made to move the alignment further south in Section 9 to reduce impacts to an area of native woodland.	The Proposed Alignment has been widened slightly in Section 9 to enable further consideration of this request once we have completed additional peat probing surveys along the suggested alignment.
	Concern was raised that the boundary of the Cairngorms National Park was not indicated and that the National Park also appears to have been given more status than the area surrounding Culloden Battlefield, where pylons are proposed, which is a conservation area and considered to be a national area of importance and war-graves.	<p>The need to avoid the Cairngorms National Park was established at the earlier Corridor Selection Stage for this project in 2022 through the application of the Holford Rules, which set out a hierarchical approach to routeing which advocates avoiding areas of highest amenity value (Holford Rule 1). The Cairngorms National Park was designated as a National Park by the Scottish Government in 2003 as an area of outstanding national importance and is therefore considered to be an area of highest amenity value. The boundary of the National Park can be seen on Figure 2.1 of the Alignment Stage Consultation Document illustrated in pale orange. It is outwith the study area for the Alignment Selection Stage and as such is not shown on the more detailed maps.</p> <p>The Culloden Muir Conservation Area was also identified as a cultural heritage constraint during the early stages of the route optioneering process, and at the Route Selection Stage the Proposed Route selected (Route 3B and 4B) avoided passing through the Conservation Area. At the Alignment Selection Stage, all alignment options</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 4 (Alignment Section 8 to 11)  South of Culloden to Ferness		<p>considered were located outside the Conservation Area, and the Potential Alignment 8C is located approximately 1 km to the south of the Conservation Area at its closest point. The potential for impacts to Culloden Muir Conservation Area will be further assessed within the cultural heritage assessment, to be undertaken as part of the EIA Report to support the section 37 application to Scottish Ministers.</p> <p>Further information on our approach to the routing of OHLs is available <a href="#">here</a>.</p>
	A landowner request was made to move an angle tower in Alignment Section 11 to the southwest to increase the distance from properties.	Feedback was able to be accommodated to increase the separation between two properties and the Proposed Development. The Proposed Alignment will lie equidistant between two properties.
	A suggestion was received with preference for Alignment 11B to alleviate cumulative impacts and for the Proposed Development to be further from the cliff walk near Ardclach Bell Tower.	This response is noted. From a wider landscape and visual perspective and in terms of heritage impacts on the Ardclach Bell Tower, keeping the OHLs together at the crossing of the River Findhorn was considered to be the least impactful option rather than having the two OHLs slightly further apart, resulting in greater forestry loss and infrastructure covering a wider area. Further details on the Proposed Alignment can be found in Figure 4.2 /Appendix C.
	The Highland Council  Concerns were expressed about the effect of the Proposed Development on the characteristic pattern of mixed and broadleaved woodlands and small open space in the Rolling Farmland and Forest, Upland Moorland and Forest and the Narrow Wooded Valley Landscape Character Types (LCTs).	Potential effects of the Proposed Development on the LCTs listed will be assessed in detail as part of the Landscape and Visual Impact Assessment in the EIA Report.

Alignment Section	Summary of Feedback	Our Response
Route Section 4 (Alignment Section 8 to 11)  South of Culloden to Ferness	<p>NatureScot</p> <p>Until detail of the desk and survey results on breeding capercaillie become available, NatureScot are unable to provide a definite view at this stage.</p> <p>From the detail available, woodland habitat losses in Alignment 10 and 11 will have to be considered in terms of the potential to impact on the capercaillie population of Darnaway and Lethen Forest SPA. Whilst these woodlands are approximately 3 to 7 km from the SPA, birds using woodlands in proximity to the SPA would be considered to be part of the SPA meta population. The capercaillie feature of the SPA is in unfavourable condition and monitoring suggests very low numbers of birds within and adjacent to the SPA. Woodlands in the area are managed favourably for capercaillie.</p> <p>There are wind farms in the area, Cairn Duhie, Clash Gour and Berry Burn II whose EIA Reports may also offer survey data.</p> <p>NatureScot advise that any compensatory planting requirements should consider species appropriate to support capercaillie, like Scot's pine, larch and even willow in suitable locations. Where new wayleaves are to be established and maintained, planting low scrub species may help to maintain connections between woodland by offering safe movement corridors. Where additional tree felling is required to take back to a wind farm edge, again planning the restock to be of benefit for capercaillie both in terms of species and planting layout could help.</p>	<p>We will continue to engage with NatureScot throughout the EIA design evolution process to mitigate impacts on capercaillie.</p> <p>An assessment on the potential effects of the Proposed Development on populations of capercaillie will be considered further within in the EIA Report.</p> <p>The compensatory planting suggestions to benefit capercaillie have been noted.</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 4 (Alignment Section 8 to 11)  South of Culloden to Ferness	<p>Historic Environment Scotland</p> <p>Clava Cairns (SM90074). The route corridor is located around 1.9km to the south of the monument on elevated ground above the monument. Whilst the proposed overhead line would mostly be viewed against a backdrop of higher ground in outward views from the monument, any impact on the setting of the monument will need to be carefully assessed and impacts mitigated. In any future EIA Report we would expect to see photomontages showing the pylons when viewed from the cairns and their surroundings.</p> <p>Inventory Battle of Culloden (BTL6). The line and pylons would be especially prominent where they climb up the slopes from the west, cross the skyline and head east on the hillslopes facing the battlefield towards Saddle Hill. The preferred alignment, 8C, passes to the south of Saddle Hill, where the topography should help absorb the visual impact of some of the line. The other alignments are more prominently positioned to the north of Saddle Hill. Alignment 8C nevertheless has the potential for adverse impacts on the character of the battlefield landscape, especially to the west, where it crosses the skyline and passes close to Culloden on the hillslopes facing towards it. These impacts could result in an objection from HES. These impacts on the character of the battlefield landscape will need to be carefully assessed and impacts mitigated. Use of reflective-proof insulators may assist in this, as well as lowering pylon heights and using the local topography to reduce their prominence. HES would expect to see photomontages showing the</p>	<p>Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report.</p> <p>We will continue to engage with HES throughout the EIA design evolution process to mitigate impacts where possible.</p>

Alignment Section	Summary of Feedback	Our Response
<p>Route Section 4 (Alignment Section 8 to 11)</p> <p>South of Culloden to Ferness</p>	<p>pylons when viewed from key parts of the battlefield, such as from the southern edge of the battlefield, the core of the fighting, the roof of the visitor centre and from the Graves of the Clans.</p> <p>Easter Rattich, depopulated settlement 575m SSW of Ruallan (SM11876). The presence of the existing powerline so close to the monument means that the extent of change to the setting of the monument is not likely to be significant.</p> <p>HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response:</p> <ul style="list-style-type: none"> <li>• Culloden Moor Viaduct (LB1709)</li> <li>• Rehiran Farm House, cairn (SM11797)</li> <li>• Cawdor Castle (GDL00099)</li> <li>• Ardclach Bell Tower (LB551)</li> <li>• Glenferness House (LB560)</li> <li>• Dulsie Bridge (LB557)</li> </ul>	
	<p>National Trust for Scotland (NTS)</p> <p>Concerns were raised that the section around Culloden could disturb sensitive archaeological remains (including human remains) and also irreversibly degrade one of the most intact battlefield landscapes in Great Britain. There are concerns that the proposed pylons will break the skyline and create an industrial landscape.</p>	<p>We welcome the opportunity to hold one of the consultation events from the visitor centre at Culloden and, as could be seen during the event, the location of the Potential Alignment has been designed to entirely avoid the designated sites associated with the Culloden battlefield.</p> <p>The Potential Alignment would run parallel and behind an existing OHL to the south and towers would be paired to minimise visual impact.</p>

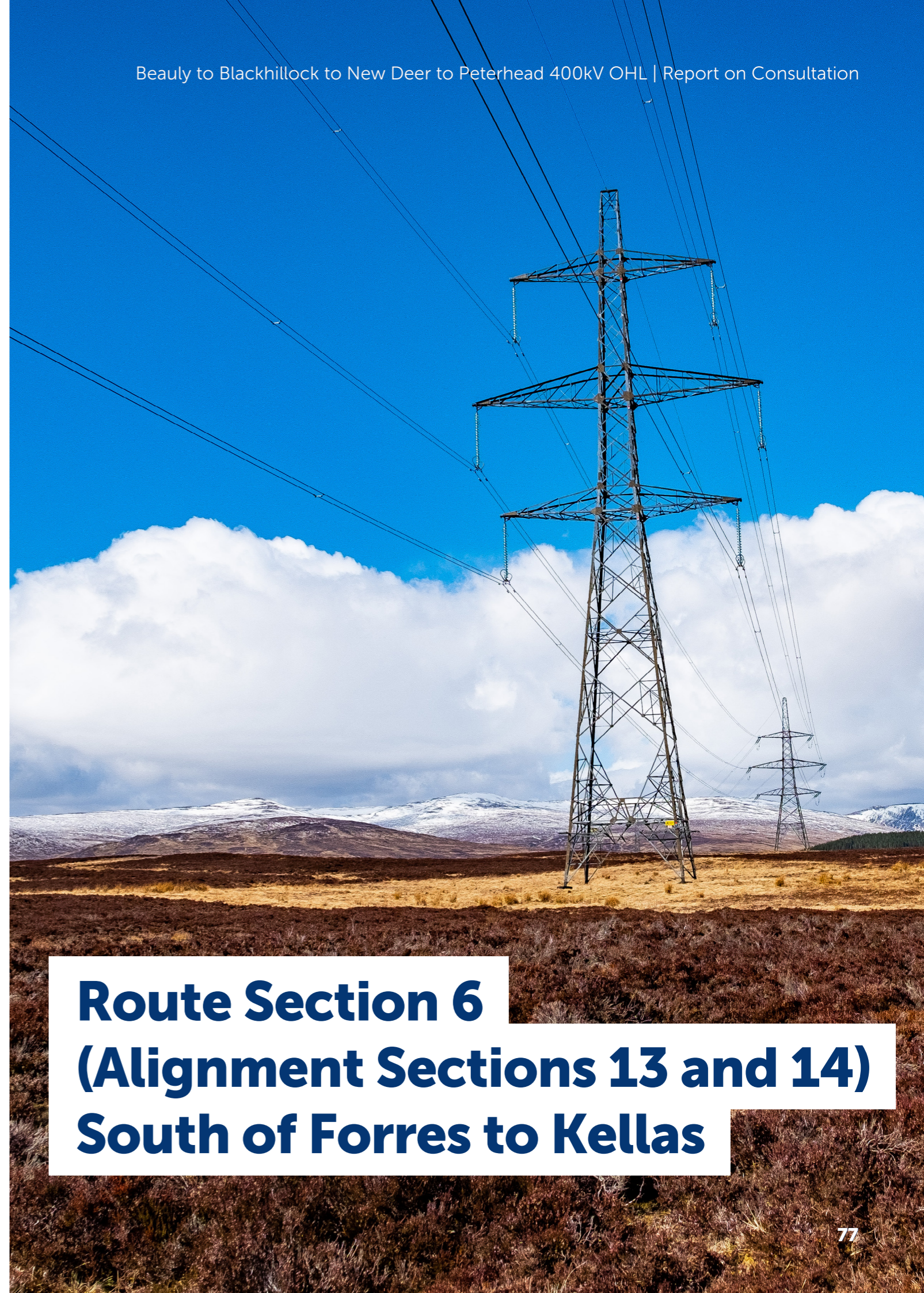
Alignment Section	Summary of Feedback	Our Response
<p>Route Section 4 (Alignment Section 8 to 11)</p> <p>South of Culloden to Ferness</p>	<p>NTS state that the developer has not shown how the corridor will impact on cultural heritage sites and their sense of place in this area. NTS claim that there is no mention of a visual impact assessment or impact analysis that addresses how the construction and installation of the Proposed Development will impact on the conservation area or the archaeology.</p> <p>As it stands, NTS object to the proposed route and ask that an alternative route is pursued.</p> <p>NTS would like to see a Landscape and Visual Impact Assessment (LVIA) that provides a comprehensive account of the effect the Proposed Development will have on Culloden Muir Conservation and Battlefields Inventory Area. The LVIA is suggested to include routing or underground sections of the line to avoid detrimental impact to the battlefield landscape. NTS note that Ofgem has been promoting the undergrounding of power lines.</p>	<p>We are also currently investigating other potential mitigation measures to further reduce the visibility of the line where feasible.</p> <p>The EIA Report will include a Landscape and Visual Impact Assessment, as well as a detailed Cultural Heritage assessment, that will identify potential effects and their impact on heritage sites and assets across the scheme, including around Culloden. Both construction and operational scenarios will be assessed, and these will be supported by photomontages and visualisations.</p> <p>More information relating to Mitigating Visual Impacts, which includes reference to undergrounding of cables, can be found in Section 3.1 Common Themes of this report.</p>
	<p>Strathnairn Community Council</p> <p>The Strathnairn Community Council have advised they will lodge an objection due to the adverse effect of the line on the Conservation Area of Culloden Battlefield and the SSSI area of Dalroy and Clava Landforms. As area is already crossed by two pylon lines, one crossing the Conservation Area and the other further south, the addition of a third, higher and more visible line of pylons is considered to be unacceptable. A suggestion has been made that the OHL should be laid underground however, if this is not an option, they request that the pylons be masked to blend into the background by painting them.</p>	<p>Concerns received throughout the consultation period have been considered, we are aware of these concerns and will mitigate potential impacts where possible.</p> <p>The Culloden Muir Conservation Area was identified as a cultural heritage constraint during the early stages of the route optioneering process, and at the Route Selection Stage the Proposed Route selected (Route 3B and 4B) avoided passing through the Conservation Area. At the Alignment Selection Stage, all alignment options considered were located outside the Conservation Area, and the Potential Alignment 8C is located approximately 1 km to the south of the Conservation Area at its closest point. The potential for</p>

Alignment Section	Summary of Feedback	Our Response
<p>Route Section 4 (Alignment Section 8 to 11)</p> <p>South of Culloden to Ferness</p>		<p>impacts to Culloden Muir Conservation Area will be further assessed within the cultural heritage assessment, to be undertaken as part of the EIA Report to support the section 37 application to Scottish Ministers.</p> <p>Throughout the routeing process SSSIs have been avoided and in this case the potential alignment is located approximately 1km from the site and at a greater distance than other existing OHLs.</p> <p>More information relating to Mitigating Visual Impacts, which includes reference to undergrounding of cables, can be found in Section 3.1 Common Themes of this report.</p>



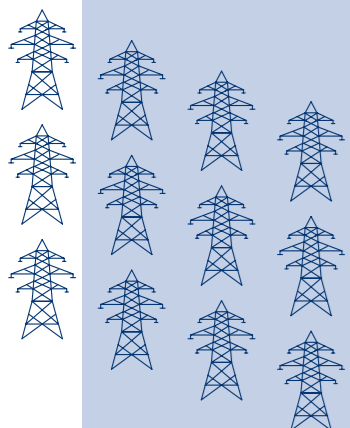
# Route Section 5 (Alignment Section 12) Ferness to South of Forres

Alignment Section	Summary of Feedback	Our Response
Route Section 5 (Alignment Section 12)  Ferness to South of Forres	Concern was received relating to the potential adverse impacts of historical sites such as Dunphail House and Castle.	The potential for impacts on Dunphail House has been considered throughout the routing and design process and is one of the properties consulted upon with Historic Environment Scotland. The Proposed Alignment has been selected and designed to minimise the impacts on the house, with the result that there is limited to potentially no visibility of the towers according to the zone of theoretical visibility model. The EIA Report will include a cultural heritage assessment that provides more detail on the impacts to designated heritage assets that may be impacted by the Proposed Development.
	A response was received strongly advocating for Alignment 12A, which closely follows the existing line, as a preferred alternative to minimise the impact on the environment, historical sites, and residential areas. Opposition to all other proposed alignment options was stated, citing concerns over their potential negative impacts.	We can confirm that Alignment 12A has been selected as the Proposed Alignment, as it is the least constrained option from both an environmental and engineering perspective and is also the lowest capital cost option.
	Historic Environment Scotland (HES)  HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response: <ul style="list-style-type: none"> <li>• Relugas (GDL00325)</li> <li>• Dunphail House (LB2171)</li> <li>• Edinkillie House (LB2188)</li> <li>• Lochindorb Castle (SM1231)</li> </ul>	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report.  We will continue to engage with HES throughout the EIA design evolution process.



# Route Section 6 (Alignment Sections 13 and 14) South of Forres to Kellas

Alignment Section	Summary of Feedback	Our Response
Route Section 6 (Alignment Sections 13 and 14)  South of Forres to Kellas	A request was made that the Proposed Development in Section 13 be moved further south to avoid impacting future development potential.	Assessments concluded that the requested change could be partially accommodated. The suggested alignment could not be fully accommodated due to the presence of forestry which would have been further impacted.
	In Section 14 a number of landowner and utilities requests were received including: <ul style="list-style-type: none"> <li>• A request to move the alignment to protect native Scots Pine and retain a tree belt vital to protecting a nearby bothy;</li> <li>• A request to move the alignment to increase the distance between the Proposed Development and a residential property;</li> <li>• A request to move the alignment to avoid oversailing wind farm access tracks; and</li> <li>• A request to move the alignment to avoid line of sight for emergency telecoms masts.</li> </ul>	Adjustments have been made to move the Proposed Alignment further from a residential property and an emergency telecommunications mast and to reduce the number of crossings of a main wind farm access route. The Proposed Alignment does not impact the native tree belt which includes the Scots pine mentioned. For more information on how this decision was arrived at, see Section 4 Summary of Key Decisions and Appendix C Deviations Appraisal.
	Specific concerns were raised about Alignment 14D's proximity to Rothes wind farm turbines with a preference for Alignment 14C due to its greater separation from the turbines and to enable potential future wind farm development.	Existing wind farm developments have been mapped and alignments have taken account of existing turbine positions and required off-sets. Any proposed wind farm developments currently within the consenting process have also been taken into account as part of the alignment selection process.
	There was some confusion over the two alternative routes related to the planning application for Kellas Drum Wind Farm.	To the south of Kellas in Moray is an Alternative Potential Alignment (14C). In this particular location the Potential Alignment (14D) passes through an area which is within the planning application boundary for the proposed Kellas Drum Wind Farm for which an application for consent has been submitted to the Scottish Government (application

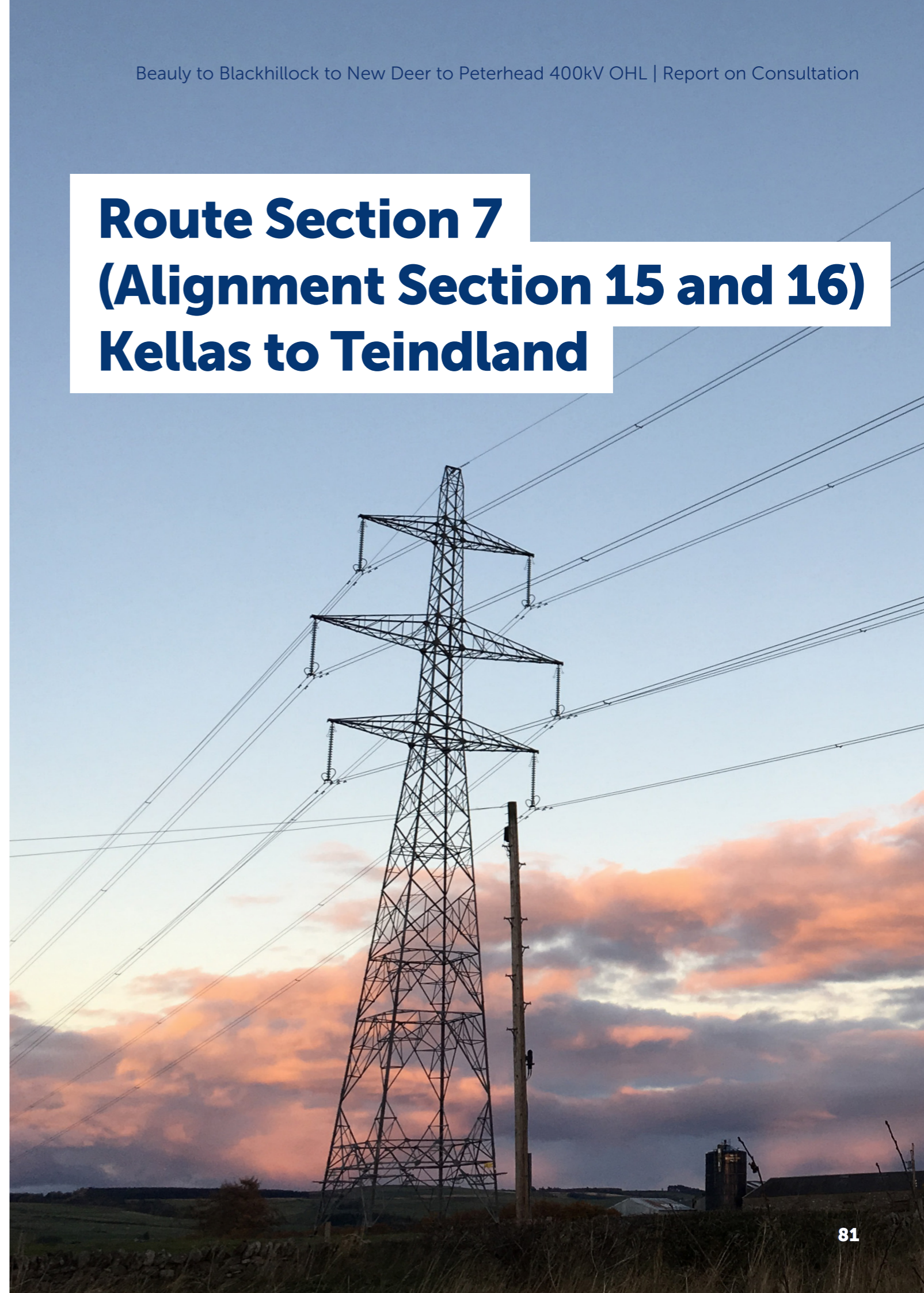


Alignment Section	Summary of Feedback	Our Response
Route Section 6 (Alignment Sections 13 and 14)  South of Forres to Kellas		reference ECU00005054). Should the wind farm application be refused, the Potential Alignment (14D) would be taken forward. If the wind farm application were to be consented, the Potential Alignment (14D) would not be able to proceed and the Alternative Potential Alignment (14C) would be taken forward, which passes to the north of the proposed wind farm.
	NatureScot  Potential Alignment 14C crosses the southern end of Buinach and Glenlatterach SSSI over the Glenlatterach Reservoir dam. Spanning the SSSI at this location will be possible and given the topography, tree removal to establish and maintain a wayleave may not be necessary or could be minimal. The existing OHL, which crosses the SSSI further to the north is managed without impacting the woodland integrity.  Glenlatterach SSSI has a very steep-sided gorge, and the soils can be unstable, with landslips in the recent past. Siting the towers and other works will need to consider potentially unstable soils in areas of steep slopes, to include affecting/ changing surface water flows.  Lowland dry heath is unlikely to be affected by current alignment options.	NatureScot's response has been noted and will be taken into further consideration during detailed design.
	Historic Environment Scotland  HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response:	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report.  SSEN Transmission will continue to engage with HES throughout the EIA design evolution process.



Alignment Section	Summary of Feedback	Our Response
<p>Route Section 6 (Alignment Sections 13 and 14)</p> <p>South of Forres to Kellas</p>	<ul style="list-style-type: none"> <li>• Kellas House (LB2345)</li> <li>• Upper Manbeen, Butter Well (SM5909)</li> <li>• Upper Manbeen, symbol stone (SM1224)</li> </ul> <p>Scottish Water</p> <p>Glenlatterach reservoir supplies Glenlatterach Water Treatment Works (WTW) and it is also a sensitive site where care will need to be taken. While the Proposed Development is unlikely to impact the long-term yield of the system, the proximity to the reservoir is of concern and we are currently limited with resilience options at this site.</p> <p>It would be Scottish Water's preference to request the alternative route proposed in SSEN Alignment Maps and Considerations report of Alignment 14C and 15B. The route shapefile provided currently follows Alignment 14D and 15C, while the potential alternative alignments 14C and 15B would greatly reduce the risk to this source by remaining outside of the catchment. SSEN Transmission acknowledged that this alternative route would be adopted if the proposed Kellas Drum Wind Farm obtains planning consent.</p>	<p>Scottish Water's preference is noted.</p> <p>Should the southern alignment option be taken forwards (Alignment 14D/15C) this drinking water protected area will be taken into account for tower and access track design. Where necessary, additional mitigation will be agreed with Scottish Water to minimise potential impacts.</p>

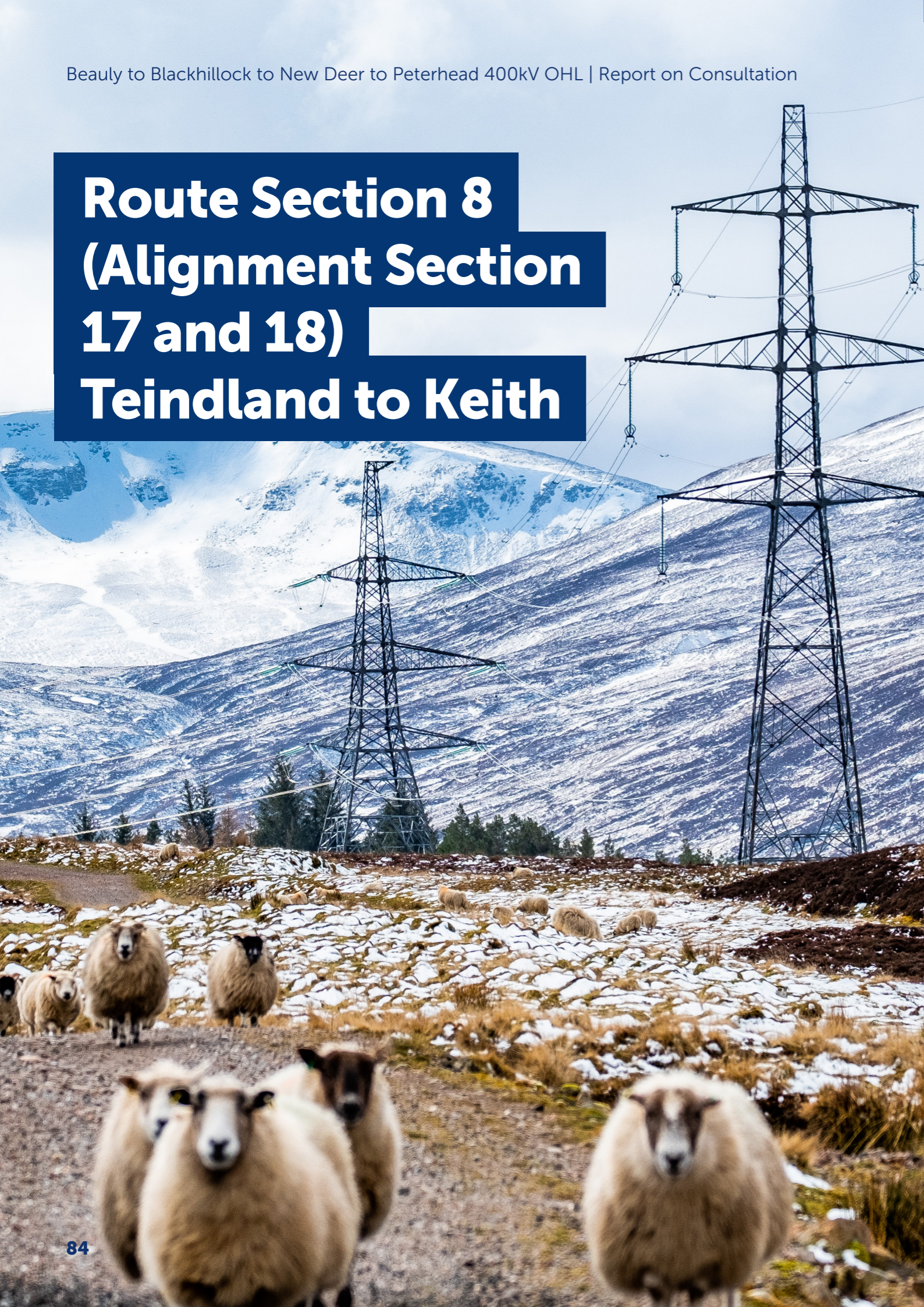
# Route Section 7 (Alignment Section 15 and 16) Kellas to Teindland



Alignment Section	Summary of Feedback	Our Response
Route Section 7 (Alignment Section 15 and 16)  Kellas to Teindland	Concerns were raised around proximity of the alignment in section 15 to the Highland Gliding Club.	Discussions have been ongoing with the Highland Gliding Club and it is understood that the club would be impacted by the Proposed Alignment however due to surrounding residential and topographical constraints any movement of the alignment in this area is very constrained. Further discussions will continue to take place through the detailed design stage.
	It was highlighted that there is an extensive network of public walkways that are existing throughout the woodland affected by the Potential Alignment in Section 15 which extend from existing public parking along the historic Mannoeh Way and through the woodland from Loch Buie to Brylach Hill, Pikey Hill and south to Knockando. The concern was that these recreational pathways will be "hugely" impacted.	Recreation has been considered as part of the alignment selection process in terms of where people undertake recreational activities and avoidance of the most sensitive areas where possible. As part of the consenting process a Recreation and Tourism Assessment will be provided within the EIA Report. The assessment will include an outline Outdoor Access Management Plan to ensure access for recreation is maintained throughout construction, which may require the use of temporary diversions.  Also refer to 'Project Wide' Feedback on recreation in Table 3.3 above.
	Moray Council  The corridor route passes close to the Blackhills House, the grounds of which is included on the Inventory of Gardens and Designed Landscapes (GDL). Under NPF Policy 7 and the Moray Local Development Plan (MLDP) Policy EP11, development should ensure the character and reasons for the designation should not be compromised by development.	A landscape and visual impact assessment and assessment of cultural heritage will be included in the EIA Report which will capture the GDL designation.
	NatureScot  The alignment options avoid crossing Coleburn Pasture SSSI but are immediately adjacent. The SSSI is not easily discernible on-the-	Potential impacts to Coleburn Pasture SSSI will be assessed within the EIA Report and mitigation put in place to prevent accident incursion into the SSSI or other potential adverse impact. Site-specific Environmental Management

Alignment Section	Summary of Feedback	Our Response
Route Section 7 (Alignment Section 15 and 16)  Kellas to Teindland	ground, so a plan needs to be in place to avoid accidental incursion onto the SSSI to avoid disturbing the habitats within it.  Gorse encroachment is one of the main ongoing threats to the lowland acid grassland, along with achieving optimal grazing levels.	Plans will accompany the Construction Environment Management Plan (CEMP) to manage any potential risk.  The information on threats to the SSSI are noted.
	Historic Environment Scotland (HES)  HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response:  <ul style="list-style-type: none"> <li>Blackhills House (GDL00409)</li> <li>Bogton, stone circle 250m NW of (SM1215)</li> </ul>	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report.  We will continue to engage with HES throughout the EIA design evolution process.
	Scottish Water  Glenlatterach reservoir supplies Glenlatterach Water Treatment Works (WTW) and it is also a sensitive site where care will need to be taken. While the Proposed Development is unlikely to impact the long-term yield of the system, the proximity to the reservoir is of concern and we are currently limited with resilience options at this site.  It would be Scottish Water's preference to request the alternative route proposed in SSEN Alignment Maps and Considerations report of Alignment 14C and 15B. The route shapefile provided currently follows Alignment 14D and 15C, while the potential alternative Alignments 14C and 15B would greatly reduce the risk to this source by remaining outside of the catchment. SSEN Transmission acknowledged that this alternative route would be adopted if the proposed Kellas Drum Wind Farm obtains planning consent.	Scottish Water's preference is noted.  Should the southern option be taken forwards (Alignment 14D/15C) this drinking water protected area will be taken into account for tower and access track design. Where necessary, additional mitigation will be agreed with Scottish Water to minimise potential impacts.

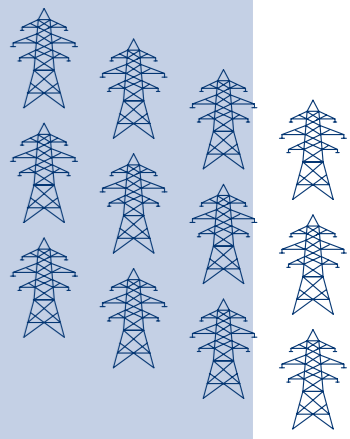
# Route Section 8 (Alignment Section 17 and 18) Teindland to Keith



Alignment Section	Summary of Feedback	Our Response
Route Section 8 (Alignment Section 17 and 18)  Teindland to Keith	An explanation was requested on how a decision was reached which concluded the preferred option as Alignment 17B, when Alignment 17C appears to provide the best option within the assessment document.	The key factor influencing the decision was the visual impacts of the eastern bank of the River Spey and the Ordiequish Viewpoint (Earth Pillars) at the top of the bank; which sit within the following Section 18. The crossing of the Ordiequish viewpoint is critical from a visual perspective. All alignments in section 17 would strongly compromise the quality of the view around the designated viewing point, however Alignment 17C would be particularly intrusive from the viewpoint on Ordiequish Hill. Therefore, on balance Alignment 17B was taken forward as the Potential Alignment.
	Concerns were raised that the Potential Alignment would impact recreational areas in Section 17 such as a riding school which includes Riding for the Disabled, paths, riding and bike trails which would have the potential to impact the mental health and wellbeing of the community. The feedback went on to say that these proposals will fundamentally change the environment in which they live and therefore have a detrimental effect on their quality of life and that this aspect of the Proposed Development had not been properly considered.	Impacts on recreational activities have been considered as part of the alignment selection process in terms of where people undertake recreational activities and to try to avoid the most sensitive areas where possible. As part of the consenting process a Recreation and Tourism Assessment will be provided within the EIA Report. The assessment will include an outline Outdoor Access Management Plan to ensure access for recreation is maintained throughout construction, which may require the use of temporary diversions.  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 options that provide an appropriate balance across a variety of considerations and interests. We aim to do this as swiftly as possible to minimise the duration of uncertainty for affected communities. 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. We understand that everyone may be impacted in different ways, and

Alignment Section	Summary of Feedback	Our Response
Route Section 8 (Alignment Section 17 and 18)  Teindland to Keith		we would be interested in residents' views regarding any additional activities that would help to address their specific concerns.
	A request was made by a forestry landowner to move the alignment in Section 18 to accommodate forestry operations.  A separate landowner request was made to move the alignment in Section 18 to reduce the potential impact for impacts to a private water supply.	Alignments 18H takes a more northerly alignment to Potential Alignment 18A to accommodate a request from the forestry landowner to reduce impacts to forestry operations and accommodates a separate request from a second landowner regarding the avoidance of private water supplies.
	Moray Council  The corridor route passes close to the Blackhills House, the grounds of which is included on the Inventory of Gardens and Designed Landscapes. Under NPF4 Policy 7 and MLDP Policy EP11, development should ensure the character and reasons for the designation should not be compromised by development.	A landscape and visual impact assessment and assessment of cultural heritage will be included in the EIA Report which will capture the GDL designation.
	NatureScot:  Atlantic salmon, freshwater pearl mussel, sea lamprey and otter are all present in the River Spey SAC/SSSI in this section. It is envisaged that standard mitigation measures will be implemented during the construction work, including compliance with both project wide and site-specific environmental management procedures, with reference to SSEN Transmission General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs) and a Construction Environment Management Plan (CEMP) will be developed for the Proposed	NatureScot's assumption of the use of standard mitigation measures, with reference to GEMPs, SPPs and a CEMP is correct.  Careful consideration will be given to tower placement and woodland removal, particularly in light of the unstable soils and friable rock mentioned. Geotechnical investigations will be carried out to ensure tower locations are appropriate.  We note the risk from invasive non-native species. This will be considered in further detail within the Ecological Impact Assessment which will be presented in the EIA Report.

Alignment Section	Summary of Feedback	Our Response
Route Section 8 (Alignment Section 17 and 18)  Teindland to Keith	Development and adopted by the Principal Contractor during the construction phase. These measures should ensure that the aquatic environment is protected against pollution, excessive sediment run off and accidents.	Potential effects of the Proposed Development on designated sites and their qualifying features will be assessed in detail in the EIA Report and also in the shadow Habitats Regulations Appraisal which will accompany the application.
	The two existing OHLs manage to span the river and SSSI/SAC boundary, enabled by the topography. It is assumed that the 400kV OHL will be able to span the SSSI/SAC regardless of alignment option taken. There should therefore be no direct effects on the four species mentioned, and indirect effects avoided through the above measures.	Potential effects of the Proposed Development on designated sites and their qualifying features will be assessed in detail in the EIA Report and also in the shadow Habitats Regulations Appraisal which will accompany the application.
	The steep east side of the river has very unstable soils and friable rock. Siting infrastructure away from the steep slopes is advisable. Wayleave felling on this slope could disturb the ground integrity leading to a greater risk of slope failures. NatureScot would recommend only carrying out essential clearance and managing tree growth as opposed to removal of whole trees. Tree roots will be helping to bind the soils.	
	On the western side, there is risk of encountering terrestrial invasive non-native species.	
	Historic Environment Scotland (HES)  HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response:	HES' preferred alignment options are noted.  Further assessment of the cultural heritage sites and assets listed will be undertaken as part of the Cultural Heritage chapter of the EIA Report. Where appropriate, these assessments will be supported by photomontages, visualisations and ZTVs.



Alignment Section	Summary of Feedback	Our Response
Route Section 8 (Alignment Section 17 and 18)	<ul style="list-style-type: none"> <li>Pittensair (LB15803)</li> <li>Gordon Castle (GDL00198)</li> </ul> <p>Mill of Towie (LB2303). The proposed route for this section splits in two possible directions, east and west of Keith. The Mill of Towie is approximately 2km south of the western proposed route. HES recommend including this asset for assessment if a more western alignment is selected.</p>	<p>At Keith the Proposed Alignment, following this consultation, is to the east of Keith and therefore an assessment of Mill of Towie would not be required.</p> <p>We will continue to engage with HES throughout the EIA design evolution process.</p>
	<p>Scottish Water</p> <p>The Spey Boreholes, Dipple and the Ordiequish Collecting Chambers supply the Spey Scheme (Badentinan) Water Treatment Works (WTW) and ground water will need to be protected. In the route option that has been retained by SSEN Transmission, the power line towers would be located up-flow of, and very close to, Scottish Water abstraction points and the Ordiequish Infiltration Gallery. The construction phase of site work would come at a risk to Scottish Water assets.</p> <p>Scottish Water believe there is another route option which may reduce the risk and is something that could be further considered.</p>	<p>We have since engaged directly with Scottish Water regarding the drinking water abstractions along the River Spey and at Ordiequish to discuss design mitigation options. An alternative alignment option (Alignment 17D) was identified which moves the Proposed Development further from the Scottish Water abstraction points than the Potential Alignment 17B. Alignment 17D has been assessed in comparison to the Potential Alignment and discussed in more detail with Scottish Water.</p> <p>On balance, Alignment 17D has been selected as the Proposed Alignment, as it will minimise the potential for impacts on the public water supply. Alignment 17B, although considered to be preferable in landscape and visual terms, has unacceptable potential impacts to the Scottish Water drinking water supplies at Dipple.</p> <p>To mitigate the potential landscape and visual impacts in this section resulting from the need to prioritise the protection of the public water supply, options for undergrounding of one of the existing transmission OHLs in this area are being considered in more detail and will be presented as mitigation within the EIA Report.</p> <p>Changes to Section 18 were required as a direct consequence of the deviation of Section 17, to provide connection from</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 8 (Alignment Section 17 and 18)		<p>the Section 17 into Section 18.</p> <p>More information is provided on this decision in the accompanying Alignment Deviations Appraisal in Appendix C.</p>



# Route Section 9 (Alignment Section 19 and 24) Keith to south of Turriff



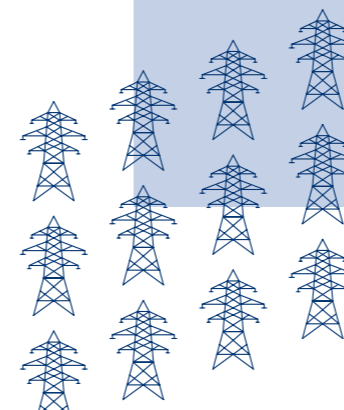
Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	Concerns were raised that if the Proposed Development is routed to the north of Newmill it will lead to the need to cut down a wood, and disturb badgers setts. A suggestion was made to run the line south of Keith.	Alignment 19A (to the north of Newmill) has been selected as the Potential Alignment in Section 19, as it is the least constrained option from an engineering perspective. Whilst Alignment 19D (to the south of Keith) is least constrained from an environmental perspective, the engineering constraints associated with the number of electricity infrastructure crossings required are considered to be too significant to take forward this option.  Protected species including badgers will be assessed within the EIA Report and mitigation proposed as necessary. Additional and detailed protected species surveys will take place prior to construction due to the mobility of the species and potential for their distribution to change in the meantime. At that point appropriate mitigation will be implemented in line with NatureScot requirements. Please refer to the 'Project Wide' response table for more information.
	In Section 19 concerns were raised in relation to dredging of the River Isla under SEPA Licence and potential for machinery to come into contact with the OHL associated with the Proposed Development. A request to move the OHL to avoid these operations was made.	The alignment to be taken forward (19E) accommodates the requirement to maintain river dredging operations. More information can be viewed in the Alignment Deviations Appraisal in Appendix C.
	A query was raised whether the connection of the Proposed Development between Blackhillock and Coachford Substations would be constrained by the proposed battery storage development near Gibston, connecting into Blackhillock substation.	the Proposed Development connection between Blackhillock and Coachford intends to make use of the existing Blackhillock to Rothienorman OHL by diverting it in and out of the proposed Coachford site. This diversion back to Blackhillock intends to connect to the existing OHL which already passes through the proposed battery storage proposal at Gibston. This existing OHL has an operational corridor maintained through the proposed battery storage development which can be utilised for this connection.

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	Concerns were raised over landscape to the southeast of Keith becoming a wirescape due to the alignments for three OHLs running close to each other in this section.	<p>Landscape and Visual impacts have been an integral part of the routeing process. This is in line with the Holford Rules guidance for designing OHLs and seeks to design a line with the best landscape and visual fit. There is a balance to be struck between keeping OHLs together, which does intensify infrastructure in one place, or further apart which introduces infrastructure into areas that currently have limited presence, thus spreading the impact over a wider area.</p> <p>The majority of responses received throughout the routeing process supported trying to keep OHLs together to minimise the spatial extent of the impact. Where we have done this we have endeavoured to run the OHLs in 'close parallel' (maintaining a minimum distance between OHLs and with towers located in pairs), however this is not always possible due to the presence of other constraints, mostly residential. The EIA Report will include a Landscape and Visual Impact Assessment which will also include a cumulative assessment.</p> <p>In the area to the southeast of Keith, the Proposed Alignment for one of the diversions of the existing Blackhillock to Rothienorman 400kV OHL into the proposed Coachford substation has been changed to Alignment B5, which was included within the alignment consultation material. It deviates to the east passing through woodland on the lower slopes of Balloch Wood and behind a row of properties when compared to the Potential Alignment B1. Alignment B5 was included in the alignment consultation options following receipt of this feedback from local residents at the refined route stage regarding the cumulative visual impact of OHLs at this location, and it was requested that this alternative be considered. Alignment B5 is more constrained due to proximity to public and private water supplies and forestry impacts, however it does reduce the cumulative landscape and visual impact in this area for local residents; and on balance is being taken forward.</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	During the alignment consultation stage, concerns were also raised in Section 19 relating to cumulative impact of OHLs west of Balloch Hill, with the suggestion from local residents that one of the Blackhillock to Rothienorman OHL diversions into Coachford substation should be moved to the southeast side of the Balloch Hill, where fewer properties are and less people will be affected.	<p>An alternative alignment for the diversion of the existing Blackhillock to Rothienorman OHL into Coachford substation was identified and assessed in further detail. The alternative alignment (B6) heads east from Coachford substation, passing to the south of Balloch Wood and then heading in a northeasterly direction crossing a railway and the River Isla to connect into the existing Blackhillock to Rothienorman OHL southeast of Farnton.</p> <p>In summary, this option will not be taken forward as it potentially passes in closer proximity to more properties and, although visually reducing 'wirescaping' to the west of Balloch Wood, it increases 'wirescaping' around Glen of Coachford and Braehead. It also has the potential for cumulative effects on Category A Listed Auchanachie Castle by two OHLs 2km or less from the listed building as opposed to the single OHL associated with the Proposed Alignment (B5). The alternative alignment would also result in an increase in capital cost in excess of 60%. Our approach to determining how the transmission network is developed is underpinned by our statutory obligations, as set out in the Electricity Act 1989 which requires us to balance technical, cost and environmental considerations. In this instance the benefits in terms of reduced proximity to Mill Wood SSSI and avoidance of public water supplies and landscape fit do not justify the significant increase in cost. More information on this assessment can be viewed in the Alignment Deviations Appraisal in Appendix C.</p>
	At the western end of Section 20 concern was raised relating to possible significant impact of the Proposed Development on a horse livery business, with a suggestion made to move the Proposed Development further to the south.	Following further consideration, this minor change to the alignment was able to be accommodated. The Proposed Alignment is shown in Figure 4.1 and Figure 4.2.

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	Concerns were raised over Alignment 20A and 20C which both threaten a large badger sett and will devastate the prize-winning pedigree goat herd that is kept at West Braehead.	The Potential Alignment is Alignment 20D which avoids the noted sensitivities. There are no proposed substantial changes to this alignment which would move it to where these sensitive receptors are located.
	Feedback raised concerns about the potential noise impact on a noise sensitive kennels and cattery and the impact of the Proposed Development on a single-track road serving a number of businesses and private dwellings, requesting that the alignment be repositioned through Garrowmuir Wood which is scheduled to be felled.	The Proposed Alignment is located over 300 m from this sensitive receptor and no significant noise impacts are predicted at this distance. However, due to the noted high noise sensitivity of this receptor it will be assessed in further detail as part of the construction and operational noise impact assessment which is being completed as part of the EIA Report.  The concerns in relation to construction traffic using the local single access road have been noted. A Traffic and Transport Impact Assessment will be conducted as part of the EIA Report, including a Construction Traffic Management Plan which will assess the proposed construction access routes and identify appropriate measures to minimise construction traffic disturbance.
	Concern was raised that the alignment in Section 20 is too close to Auchanachie - a Category A listed castle and should be moved further away.	Proximity to cultural heritage assets has been taken into account in the alignment selection process. A Cultural Heritage assessment will be presented within the EIA Report which will assess the impact of the Proposed Development on heritage assets including listed buildings and will consider mitigation measures where appropriate.
	Requests were received from within the community of Section 20 to take the alignment through Garrowmuir Wood, as there is a perception that this is due to be felled in the near future.	The Proposed Alignment has not been moved into Garrowmuir Wood, as this would bring the line closer to an existing holiday cottage and a planned additional holiday cottage.

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	A local community group raised concerns about the impact on Garrow Burn.	Towers and access tracks will be designed to minimise impacts on watercourses and seek to maintain buffers to watercourses as advised by SEPA. A Construction Environmental Management Plan (CEMP) will accompany the EIA Report which will detail a range of protection measures for the water environment.  The alignment in the vicinity of the Garrow Burn has been changed as a result of feedback from the local community as part of this consultation and should help to alleviate concerns. See Section 4 Summary of Key Decisions below and refer to the Alignment Deviations Appraisal in Appendix C for more information.
	At the Refined Route consultation event concerns were raised relating to the proximity of the Proposed Development to Cairnie village.	At the Alignment Stage, one of the main factors in the choice of the Potential Alignment was that it was located further from Cairnie than other alignment options in this section. However following feedback from the local community as part of this consultation a deviation to the Potential Alignment is to be taken forward which takes the OHL further away from Cairnie in a more northerly direction. See Section 4 Summary of Key Decisions and the Deviations Appraisal in Appendix C.
	Concern was raised over the quality of the consultation with specific concern over the close proximity of the Proposed Development to Cairnie and to the primary school.	Following the change of site for the Coachford substation, our team had to develop potential route options from the new site at Upper Auchairn. Subsequently, we issued event invitations to the local community to attend the refined route update events in February 2024, which showed the option of the Proposed Development route passing north of Cairnie. This route was progressed and within the route, we developed alignment options which were presented for public feedback at the alignment events in May 2024. Following feedback from the refined





Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff		<p>route events, we added a full day for an event in Cairnie which incorporated both Coachford Substation plans as well as our potential alignment for the Proposed Development. Invitations were again sent out to properties within the local area and an event hosted from 2-7pm in Cairnie Hall on 28th May 2024.</p> <p>At the Alignment Stage, one of the main factors in the choice of the Potential Alignment was that it was located further from Cairnie than other alignment options in this section. However following feedback from the local community as part of this consultation, a deviation to the Potential Alignment is to be taken forward which takes the Proposed Development further away from Cairnie in a more northerly direction. See Section 4 Summary of Key Decisions below and refer to the Alignment Deviations Appraisal in Appendix C for more information.</p>
	Preference was expressed to avoid oversailing a private loch rich in wildlife as a new house has consent with views over the loch and there are potential plans for future development as a fishery. the Proposed Development as planned would be detrimental to these plans.	The alignment to be taken forward has been altered to take a more northerly alignment to move further from properties and avoid a pond crossing, based on consultation and landowner feedback. More information can be viewed in the Alignment Deviations Appraisal in Appendix C.
	A landowner made a request in Section 21 to move the alignment further away from a PWS.	Micrositing of tower locations and access tracks will seek to avoid the PWS. Landowner discussions are on-going and PWS surveys are to be completed to ensure the location of the PWS is correctly identified.
	Concern was raised relating to visual impact on the Deveron Valley and the Bin Forest and views of Clashmach Hill, Tap o' North, the Bin Forest and the Deveron Valley.	Landscape and Visual impacts have been a key factor throughout the route optioneering process both in terms of designing route and alignment options and appraising them; however, due to the nature of the Proposed Development they cannot be avoided. A Landscape and Visual Impact Assessment will be presented within the EIA Report which will assess the impact of the Proposed Development and will consider mitigation measures where appropriate.

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	Concerns were raised in Section 22 in relation to the potential impact on a therapeutic counselling practice which has worked hard to create a tranquil setting. Request made to ensure the alignment passes as far from this as reasonably possible.	The team are aware of these potential impacts and will work to mitigate these through design and assessments in the EIA Report and minimise during both construction and operation of the OHL. Contact can be made with the Community Liaison Team for information on the Proposed Development or to raise any concerns using this email address: <a href="mailto:BBNP@sse.com">BBNP@sse.com</a>
	<p>A request was made from an estate owner in Section 23 to consider an alternative alignment further south (Alignment 23G) and also to reconsider a previous alignment option (22A), due to concerns about:</p> <ul style="list-style-type: none"> <li>• Interruption of PWS;</li> <li>• Visual impact of the Proposed Development on properties;</li> <li>• Narrow roads/lack of passing places for construction traffic use;</li> <li>• Detrimental impact on Category A Listed Building Fren draught House;</li> <li>• Property values;</li> <li>• Financial impact on shooting/ gaming activities and associated business; and</li> <li>• Loss of vermin control.</li> </ul>	<p>Following further consideration of the alternatives suggested, it has been concluded that Alignment 23G is not an acceptable change from the Potential Alignment 23E for multiple topics including cultural heritage assets, landscape character, visual, major crossings, angle towers, clearance distance from individual properties and capital cost. Alignment 23G does not appear to provide substantial benefits over Alignment 23E, therefore overall, it is not an acceptable change. More information can be viewed in the Alignment Deviations Appraisal in Appendix C.</p> <p>As an alternative to Alignment 23G, the landowner asked for Alignment 22A to be reconsidered, especially in regard to the Raich stone circle Scheduled Monument (SM42). In studies to date Alignment 22A is the most constrained alignment in Section 22 and therefore least preferred. It is assessed as having likely significant effects on the setting of the Raich stone circle scheduled monument and the newly designated stone circle, 660m NW of Hillhead of Fren draught (SM13790). Alignment 22A would be visible from both scheduled monuments and would interrupt the intervisibility between them. Discussions are ongoing with Historic Environment Scotland regarding their concerns in this area. Alignment 22A is also not favourable in terms of landscape designations as it is located partially within the Deveron Valley Special Landscape Area (SLA) boundary, thereby extending the adverse impact</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff		and influence of OHL infrastructure on the SLA designation. From a forestry perspective, Alignment 22A passes through areas of mixed age commercial forestry and the most broadleaved woodland. It is also significantly more costly due to its longer length. More information on the full assessment of Alignment 22A can be viewed in the Alignment Consultation Document (May2024). For the reasons listed above the two presented alternatives on balance were not preferred and therefore the Potential Alignment 23E will be taken forward as the Proposed Alignment. However, in acknowledgement of the Estate's preference, we are working to propose tower positions and prepare indicative visualisations to facilitate further discussions with HES and obtain formal indication of whether setting impacts would be acceptable. We have also asked our Contractor to review particular elements of engineering concern to further understand if these could be reasonably mitigated.
	Effects of the Proposed Development on migrating birds was raised as a concern.	Whilst birds can potentially collide with OHLs, this is not considered to be a significant factor for the Proposed Development based on its size and design and the typical comparative size of the relevant Target Species, with the possible exception of common cranes. However, the ornithology assessment within the EIA Report will include collision risk assessment which will identify where there is a requirement for additional mitigation to manage any potential risk.
	A request was made for the line to avoid Crombie Moss and the wildlife that live there and use the surrounding area. The Deveron Valley from around Rothiemay to the sea is particularly beautiful and it would be good to avoid it.	The previous consultation stage (Route Stage) concluded that for Section 9, Route 9C2 (the most southerly route) would be taken forward to the Alignment Stage. Crombie Moss is near the northern routes and therefore will not be close to the Potential Alignment.

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	Concern was raised that the line will be too close to lots of wildlife such as heron, badgers, otters, and ducks.	Wildlife is present throughout the study area and sites designated due to wildlife have been avoided. Protected species (such as badgers and otters) and protected bird species have been taken into consideration throughout the routing process and factored into the selection of the Potential Alignment. An Ecological Impact Assessment and Ornithological Assessment, including mitigation measures to minimise the impact on wildlife, will be detailed in the EIA Report. Please also see Section 3.1 Common Themes – Environmental Impacts.
	Concerns were raised relating to the position of the OHL in Section 24, in close proximity to the bus stop at Uppermill junction where children could be exposed to EMF whilst waiting for the school bus.	We do not plan to move the alignment but will seek to work with the community and local authority to provide an alternative 'bus stop' solution deemed suitable by the community and local residents.
	Concerns were raised around potential impacts on Ancient Woodland at Balquholly with further concern raised that woodland in the Braefoot and Balquholly area is in fact ancient but not classified as such.	<p>The routing process has sought to identify alignment options which take account of a range of environmental factors including woodland and forestry with a view to minimising woodland removal and avoiding ancient woodland and veteran trees, where possible.</p> <p>The Proposed Alignment avoids impacts to areas designated as Ancient Woodland at Balquholly but crosses a small area of Native Woodland identified on the Native Woodland Survey of Scotland.</p> <p>As we continue our more detailed forestry field surveys, we will seek to identify further opportunities to avoid if possible or look to further reduce the impact on Native, Ancient Woodlands, Veteran and Ancient trees.</p> <p>Where individual or groups of important trees cannot be avoided, they may be reduced in height or if they must be felled can be left insitu as deadwood habitat. All trees that are impacted</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff		within the operational Corridor, will be replanted by way of Compensatory Planting, within the landowner holding where possible or the local council area, in line with Scottish Governments Control of Woodland removal policy.  A specific chapter on Forestry will be included within the EIA Report. Details on compensatory planting proposals will be provided within the report.  When assessing impact on woodland we rely on the information held in the Ancient Woodland Inventory hosted by NatureScot open portal.
	A request was made to reassess the routing of the Proposed Development to consider the people of Turriff, suggesting that either of the two other eastward routes (to the south of Hatton Castle estate and woods) would make a huge difference to the visual impact to the community.	The previous consultation stage (Route Stage) concluded that Route 10A be taken forward to the Alignment Stage. Routes 10B and 10C (the other 'eastwards routes') are both more populated with scattered residential properties than Route 10A, making alignments through the routes more challenging without being in very close proximity to residential properties. Towards the proposed Greens substation location, entry from the south is also considered infeasible and these routes were therefore least preferred.
	Feedback was provided on a popular walking trail outside Cuminstown, where a tower was indicated as being situated right on the edge of the walking path.	The Proposed Alignment has moved further from the footpath.
	Concerns were raised about potential impacts on badger setts as a result of the Proposed Development.	Wildlife is present throughout the study area and sites designated due to wildlife have been avoided. Protected Species (such as badgers) have been taken into consideration throughout the routing process and factored into the selection of the Potential Alignment. An Ecological Impact Assessment, including mitigation measures to minimise the impact on wildlife, will be detailed in the EIA Report. Please also see Section 3.1 Common Themes – Environmental Impacts, earlier in this report.

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	Environmental impact including potential for the pylons to exacerbate flood risk was raised as a concern.	As part of the routing process SEPA Flood Maps are used to identify flood risk locations. Where possible tower locations will be positioned to minimise impact of flood risk. The Environmental Impact Assessment will consider flood risk in general and will include more detailed flood risk assessment should a risk to flooding be identified at specific locations.
	Feedback highlighted the presence of nesting birds at Haremoos Loch.	This information has been noted and shared with the ornithologists working on the Proposed Development.
	Moray Council  Moray Council note that Alignment 19B appears to intersect part of the Council's existing Flood Alleviation Scheme (FAS) to the east of Newmill. No structures should be constructed within 6 metres of any of the FAS boundaries.	Moray Council's comments have been noted and will be taken into account when positioning tower locations.
	NatureScot  The OHL diversion alignment options indicate possible overlap with Mill Wood SSSI. The upland birch woodland is located within small valleys and could be easily spannable. The topography is also such that it may negate the need for wayleave felling, however, if this is not the case and felling is necessary within the SSSI, NatureScot can revisit their advice.  NatureScot highlight Bin Hill Local Nature Conservation Site, west of Huntly.  The Potential Alignment is located to the north of Mortlach Moss SSSI/SAC but does cross small watercourses, that in part, originate from the SSSI/SAC. Careful design	The alignment is outwith the boundary of the Mill Wood SSSI. It is anticipated at this stage that felling for the alignment would not be required as the woodland in this area would be spanned by the OHL due to the local topography.  For all the noted designated sites, access tracks and tower positions will be designed to minimise the potential for impacts upon them.  NatureScot's assumption of the use of standard mitigation measures, with reference to GEMPs, SPPs and a CEMP is correct.  Potential effects of the Proposed Development on designated sites and their qualifying features will be assessed in detail in the EIA Report and also in the shadow Habitats Regulations Appraisal which will accompany the application.

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	<p>would need to avoid impacts that could alter drainage rates from the site.</p> <p>Alignment options in sections 20 and 21 are located south of Whitehill SSSI and cross the small watercourse that feeds into the SSSI, the Burn of Hogston. This burn supports the grassland and fen habitats with the SSSI, especially those in the valley bottom that are naturally damper (fen meadow and valley fen features). Careful siting of infrastructure would be needed to avoid an impact on the watercourse and drainage patterns upstream of the SSSI.</p> <p>It is envisaged that standard mitigation measures will be implemented during the construction work, including compliance with both project wide and site-specific environmental management procedures, with reference to SSEN Transmission General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs) and a Construction Environment Management Plan (CEMP) will be developed for the project and adopted by the Principal Contractor during the construction phase. These measures should ensure that local drainage patterns are unaffected.</p> <p>Alignment 20 and 21 cross the northern boundary of Strathbogie Wildcat Priority Area. Protected species survey work will inform whether there is likely to be any impact on this species. NatureScot do not anticipate any significant adverse effects on wildcat.</p>	

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24)  Keith to south of Turriff	<p>Historic Environment Scotland (HES)</p> <p>Frendraught House (LB9449). HES consider that the southeast routes have the highest potential to impact the setting of Frendraught House. HES advise assessing the potential impacts of the alignments with consideration of important views to and from the house.</p> <p>HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response:</p> <ul style="list-style-type: none"> <li>• Arn Hill Stone Circle, Rothiemay Station (SM4).</li> <li>• Kinnoir Old Church, church 550m WSW of Corse of Kinnoir (SM5619).</li> <li>• Cairnton, Stone Circle 480m NE of (SM11).</li> <li>• Conzie Castle and Doocot, (SM5899).</li> <li>• Hare Stone, stone circle 480m NW of Feith Hill (SM338).</li> <li>• North Pitglassie, stone circle 1320m SW of (SM38).</li> <li>• West Outbuilding at Corse Croft, Kinnoir, Huntly (LB43681)</li> <li>• Stone circle, 365m WSW of Raich Farm (SM42)</li> <li>• Frendraught House (LB9449)</li> <li>• Milton Tower, Keith (SM5533)</li> <li>• Auchanachie Castle (LB3016)</li> <li>• West Outbuilding at Corse Croft,</li> </ul>	<p>Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report.</p> <p>We will continue to engage with HES throughout the EIA design evolution process.</p>

Alignment Section	Summary of Feedback	Our Response
<p>Route Section 9 (Alignment Section 19-24)</p> <p>Keith to south of Turriff</p>	<ul style="list-style-type: none"> <li>Kinnoir, Huntly (LB43681)</li> <li>Frendraught House, (LB9449)</li> <li>Cairnton, stone circle 480m NE of (SM11)</li> <li>Yonder Bognie stone circle, 215m NNE of Wardend (SM56)</li> <li>Bogcoup Woods recumbent stone circle (proposed scheduled monument)</li> <li>Stone circle, 660m NW of Hillhead of Frendraught (SM137900)</li> <li>Mains of Hatton, stone circle 575m NNW of (SM30)</li> <li>Corrydown, stone circle 150m NE of (SM16)</li> <li>Stone circle, 660m NW of Hillhead of Frendraught (SM13790)</li> <li>Forglen (GDL00398)</li> <li>Old Parish Church of St Congan (LB42163)</li> <li>Towie Barclay Castle (LB16405)</li> </ul>	
	<p>Scottish Water</p> <p>Burn Of Davidstone and Shenwell Spring supply Herricks Water Treatment Works (WTW) and this is a particularly sensitive area so great care will need to be taken. The route passes downstream, but within &lt;0.5km of the Birken Burn intake and &lt;1km from the Herricks Intake, both burns supplying Herricks WTW. This will be a low-risk development for water resources (quantity), however it is important that drainage is not directed out of the catchment and SW must be notified of any pollution incidents that could impact this catchment.</p>	<p>Noted. Drinking water protected areas and water supply abstractions are being considered and will be taken into account for tower and access track design. Where necessary, additional mitigation will be agreed with Scottish Water to minimise potential impacts.</p>

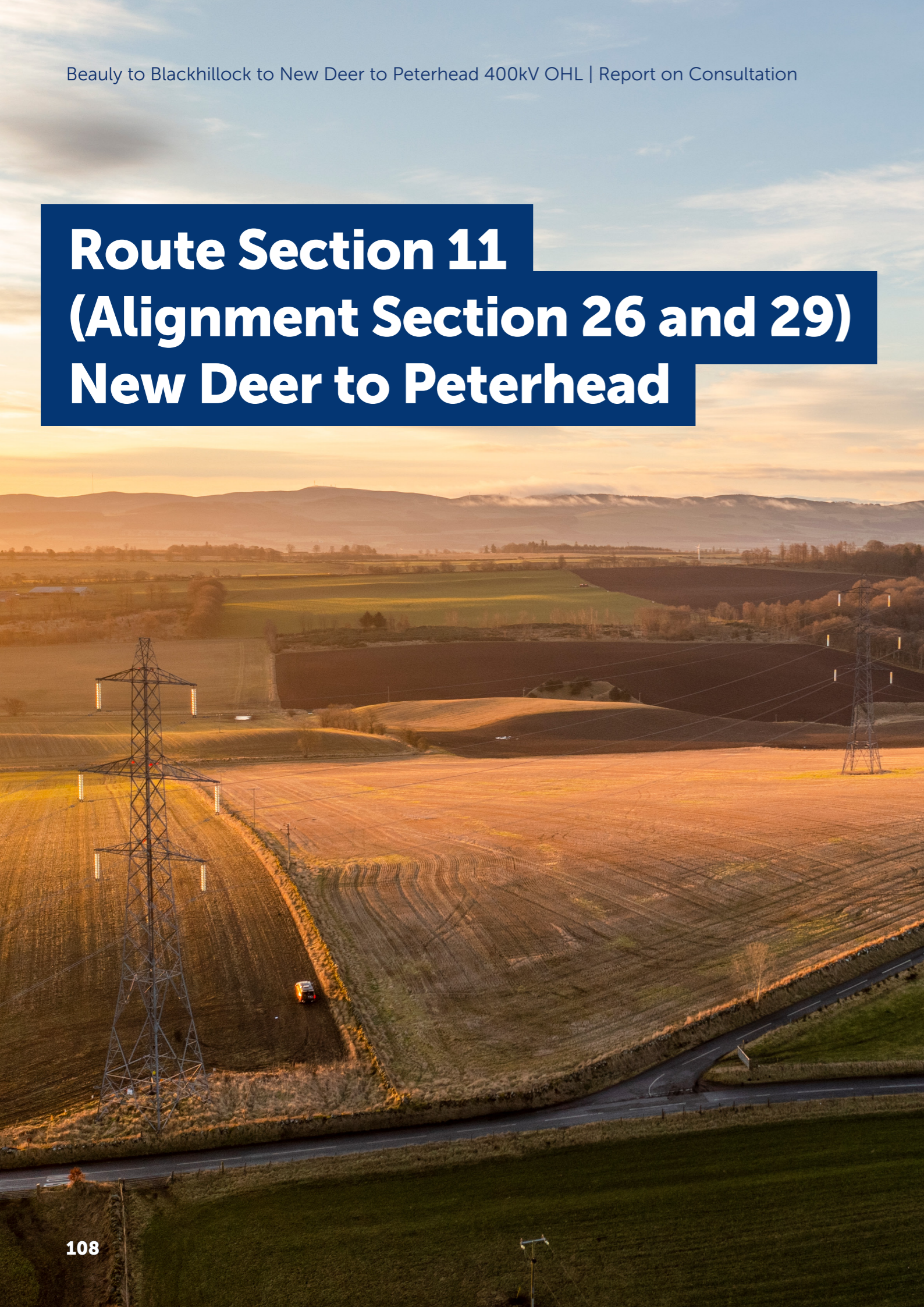
# Route Section 10 (Alignment Section 25) South of Turriff to New Deer



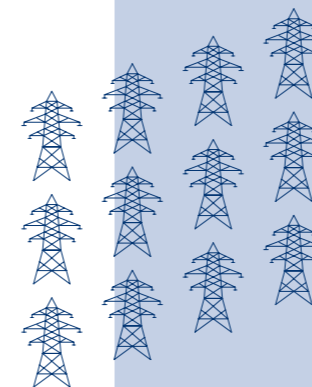
Alignment Section	Summary of Feedback	Our Response
Route Section 10 (Alignment Section 25)  South of Turriff to New Deer	In Alignment Section 25 a request was made from landowners to move the Proposed Development to accommodate future potential development and to more closely follow field margins to minimise impacts on land use.	Having considered the potential impacts associated with the requested change, the assessment concluded that the alignment could be moved further from the location of the proposed future development and closer to the field margins, therefore this request has been accommodated.
	Concerns were raised around impact of the Proposed Development on people living in proximity who have sensory issues.	We understand there will be concerns around the construction and operation of the Proposed Development, especially where there are particular sensitivities within households. We would encourage anyone with concerns to inform us of this to ensure we work closely with affected households to minimise, where possible, any impact and ensure sufficient notice is provided ahead of any works.
	Historic Environment Scotland (HES)  HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response: <ul style="list-style-type: none"> <li>• Hatton Castle (GDL00399)</li> <li>• Hatton Castle (LB16431)</li> <li>• Delgatie Castle (LB16421)</li> </ul>	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report.  We will continue to engage with HES throughout the EIA design evolution process.
	Ugie District Salmon Fishery Board  The fishery board queried what planning has been implemented to protect wild salmon and sea trout in the River Ugie and in the sea. How will the operator ensure that the ecology and habitat will not be diminished during the construction	Further assessment will be carried out to understand the potential for impacts on the aquatic and riparian habitats, and any mitigation required. Potential impacts during construction and operation will be assessed in detail as part of the Environmental Impact Assessment stage. Ecology (including aquatic ecology) will be protected through the application

Alignment Section	Summary of Feedback	Our Response
Route Section 10 (Alignment Section 25)  South of Turriff to New Deer	and operational stages of the Proposed Development?  Are SSEN Transmission proposing to do any electro fishing in the catchment before and after construction as part of standard mitigation?	of a Construction Environmental Management Plan (CEMP), which will be prepared and implemented by the Principal Contractor once consent has been granted for the Proposed Development, although an outline CEMP will accompany the EIA. The CEMP will detail how the Principal Contractor will manage construction in accordance with commitments and mitigation detailed in the EIA report, statutory consents and authorisations, and industry best practice and guidance. Implementation of the CEMP will be managed on-site by a suitably qualified and experience Environmental Clerk of Works (EnvCoW), with support from other environmental professionals as required. Once operational, in general an OHL requires very little maintenance, although regular inspections are undertaken of the line and towers to identify any deterioration of components so they may be replaced before potential failure.

# Route Section 11 (Alignment Section 26 and 29) New Deer to Peterhead



Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29)  New Deer to Peterhead	A landowner request was made to adjust the alignment in Section 26 to avoid impact on property and avoid sterilisation of borrow pit and protect future business at the property.	The request was able to be accommodated. For more information refer to Section 4 Summary of Key Decisions and the Deviations Appraisal in Appendix C.
	A landowner request was received in Section 26 asking for the Proposed Development to be moved to avoid a PWS feeding several properties.	The request was able to be accommodated. For more information refer to Section 4 Summary of Key Decisions and the Deviations Appraisal in Appendix C.
	Concern was raised over the potential impact on Culsh Monument as a result of the development.	Views from/of the Culsh Monument were a key consideration when alignment options were appraised and they were a main consideration in the selection of the Potential Alignment, which maintains a greater distance from the monument compared to other options. Furthermore, it is located on lower lying ground in the principal view from the monument. A cultural heritage assessment will be included in the EIA Report.
	Concerns were received that Allathan House and former estate should not be dissected by a 57m tall pylon line. The tree belts and avenues at Allathan were planted by landowners 80 to 100 years ago. They were planted with the lie of the land in mind and to enhance the approach to properties and Allathan House which all once formed the Allathan Estate. This landscape should be preserved for future generations to enjoy.	We have taken on board information on the tree belts in this area and have minimised impacts to them as much as possible, however due to other constraints we will not be able to avoid them entirely.
	Feedback raised concerns over the proximity of the Proposed Development to New Deer.	The Potential Alignment is that which maintains the greatest distance to the north of New Deer of the alignment options. We have looked to achieve a balance between maintaining a distance from the small settlements in the area, New Deer and Maud, whilst trying to identify alignments through the dense scatter of residential properties outwith the settlement areas.



Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29)  New Deer to Peterhead	Concerns was raised over the potential impact on local roads in New Deer.	<p>A Traffic and Transport Impact Assessment will be conducted as part of the EIA Report, including a Construction Traffic Management Plan (CTMP) which will assess the proposed construction access routes and identify appropriate measures to minimise construction traffic disturbance. This will be conducted by Traffic and Transport specialists.</p> <p>We will formalise our engagement at a local level across the route, to enable forums for updating and addressing concerns within the communities. We will continue to contact and notify those directly impacted by any activity carried out as part of the Proposed Development.</p>
	Concerns were raised about the proximity of the line to the settlement of Maud.	In response to feedback from the Maud community prior to this Alignment Stage consultation, Alignment 27F and 27G were added to the options for this section which take the Proposed Development further to the south of Maud. Alignment 27G was selected as the Potential Alignment; which maintains the separation from this community.
	Concerns were raised in relation to the potential impact on archaeology in the area to the south of Maud, as well as impacts on native and riparian woodland and the scheme proposed for replacement planting. Concern was also raised in relation to potential conflict with a wind turbine if the Proposed Development was to be near it.	<p>To the south of Maud, the Potential Alignment which is intended to be taken forward in a modified way (see Section 4. Summary of Key Decisions) is located at the southern extent of Section 27. It is some distance from the area of concern and will therefore not impact it in terms of heritage assets, woodland and planning.</p> <p>Although not detailed in the Alignment Consultation Document, cultural heritage assets on the local authority Heritage Environment Record (HER) have been considered in terms of alignment selection and are being considered for tower and access track positioning. An Archaeological Watching Brief would also be undertaken where necessary to protect undiscovered archaeology.</p>

Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29)  New Deer to Peterhead		<p>In relation to woodland, careful consideration has been taken along the Proposed Developments proposed routing corridors and alignment selections, to avoid or reduce our impact on Native woodlands, Veteran and Ancient Trees.</p> <p>As we continue our more detailed forestry field surveys, we will seek to identify further opportunities to avoid if possible or look to further reduce the impact on Native Woodlands, Veterans and Ancient trees.</p> <p>All trees that are impacted by felling within the operational Corridor, will be replanted by way of Compensatory Planting, within the landowner holding where possible or the local council area, in line with Scottish Governments Control of Woodland removal policy.</p> <p>In response to the wind turbine concern, the Alignment to be taken forward lies furthest south of all the alignment options considered. However, a deviation to the Potential Alignment will bring it slightly further northeast closer to the property but still further than the other options considered. See Proposed Alignment 27H in the Alignment Deviations Appraisal in Appendix C.</p>
	Concerns were raised around the impact on property prices in and around Maud.	Please refer to Table 3.5 Economic Impact Property Valuation for more information.
	Concern raised about the view from the historic Aikey Brae stone circle site being spoiled by a line of pylons.	The potential for impacts on Parkhouse Hill Stone Circle, and the other stone circles throughout the area has been a key concern during the routing and alignment of the Proposed Development. The proposed alignment has been selected and designed to minimise the impacts on the stone circles, and Historic Environment Scotland have been consulted throughout each stage. Parkhouse Hill Stone Circle was



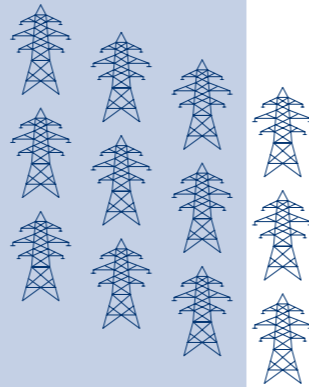
Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29)  New Deer to Peterhead		highlighted as a monument to be assessed in detail with visualisations of views from the monument to be provided a part of the assessment. The EIA Report will include a cultural heritage assessment which will consider the potential effects on the stone circle.
	A request was made to move the Proposed Development away from a property in Section 27 as it may affect a water supply required for pedigree livestock, and also noise and radiation may affect them.	In response to consultation feedback received in this area, and due to two new permitted residential property planning applications, the Proposed Alignment has been moved further east in this section and will no longer impact on the property in question. See the Alignment Deviations Appraisal in Appendix C for further details of the change made in this section.
	In Section 27 concerns raised relating to bird migration and travel noting the presence of swans, geese, owls, and a pair of European cranes flying over the planned route of the OHL over the past 10 years.	In response to feedback regarding birds in the Hill of Dens area at the routeing stage, we included additional alignment options to maintain a greater distance to the south, notably Alignments 27F and 27G; 27G then became the Potential Alignment. Whilst birds can potentially collide with OHLs, this is not considered to be a significant factor for The Proposed Development based on its size and design and the typical comparative size of the relevant Target Species, with the possible exception of common cranes. However, the ornithology assessment within the EIA Report will include collision risk assessment which will identify where there is a requirement for additional mitigation to manage any potential risk.
	A landowner in Section 27 requested the alignment be moved to allow a route which is less damaging to ecology, specifically the Corn Bunting Recovery Project on their farm and one which is less likely to endanger protected birds which regularly nest there including short eared owls.	The Proposed Alignment deviates from the Potential Alignment 27G in order to avoid two new residential property planning applications and to accommodate landowner feedback including that for short-eared owls.  To enable further consideration of constraints identified in this Section,

Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29)  New Deer to Peterhead		including a potential PWS and emergency services communication links, the Proposed Alignment has been widened slightly in this area to allow greater scope and flexibility for tower positioning during the detailed design phase. The final tower positions will be confirmed at the next round of consultation events. Further information can be viewed in the Deviations Appraisal in Appendix C.  Feedback regarding corn bunting and short-eared owls in this area has been shared with our environmental consultants for further consideration. Impacts on ornithology will be fully assessed in the EIA Report and applicable mitigation proposed where required.
	A request from landowners in Section 28 was made to move line to be closer to field margins and towards the south.	The Proposed Alignment was altered in Section 27 to accommodate a consented planning application, and the alignment in Section 28 had to be altered to accommodate this change. The resulting Proposed Alignment 28(H) follows field margins more closely than the Potential Alignment 28G.
	Concern was raised that the Proposed Development could impact environmental improvements achieved over a 20-year period and was stalling future plans for further investment aimed at improving the amenity of the area at Crichtie near the potential alignment.	The routing process has sought to identify alignment options which take account of a range of environmental factors; in this section maintaining distance from residential properties and landscape effects were important factors and was challenging considering the scattering of properties throughout the area and the settlement of Stuartfield. Towers will be located to minimise impacts on sensitive environmental features where possible as well as maintaining distance from residential properties.
	Concern raised that the 3D model at the consultation event did not show Mormond Hill (near Strichen). However, the internet signal requires line of sight from the tower on Mormond Hill and therefore	the Proposed Development is located over 10km from Mormond Hill and therefore may have been outwith the area included within the 3D model. This would however have been visible on the digital maps at the consultation events.

Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29)  New Deer to Peterhead	there is concern that the signal may be disrupted by the Proposed Development.	
	Comments were received concerning effects on wildlife in general, the line being too close to the New Arc animal shelter.	The proposed alignment is located over 5km to the north of the New Arc Animal Shelter. Wildlife is present throughout the study area and sites designated due to wildlife have been avoided. Protected Species (such as badgers and otters) and protected bird species have been taken into consideration throughout the routing process and factored into the selection of the Potential Alignment. An Ecological Impact Assessment and Ornithological Assessment, including mitigation measures to minimise the impact on wildlife, will be detailed in the EIA Report. Please also see Section 3.1 Common Themes - Environmental Impacts.
	Comments giving support to the route to the south of Mintlaw were received.	The Potential Alignment which is being taken forward is located to the south of this section to take the opportunity to keep existing lines together. This thus maintains a distance of approximately 4 km from Mintlaw.
	SSEN Transmission's knowledge of drainage in the area was questioned.	As part of the routing process SEPA Flood Maps are used to identify flood risk locations. Where possible tower locations will be located to minimise impact of flood risk. The Environmental Impact Assessment will consider flood risk in general and will include more detailed flood risk assessment should a risk to flooding be identified at specific locations.
	Concern was raised over the possible negative effect that these huge pylons could have on equestrian related properties that are located along the route.	We have consulted with the British Horse Society on the Proposed Development. See Section 3.2 Project Specific Related Feedback, Table 3.3 Community Impact for more information.

Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29)  New Deer to Peterhead	Concern for wildlife and protected species such as voles, buzzards, ospreys, badgers and hares.	Wildlife is present throughout the study area and sites designated due to wildlife have been avoided. Protected Species (such as badgers and otters) and protected bird species have been taken into consideration throughout the routing process and factored into the selection of the Potential Alignment. An Ecological Impact Assessment and Ornithological Assessment, including mitigation measures to minimise the impact on wildlife, will be detailed in the EIA Report. Please also see Section 3.1 Common Themes - Environmental Impacts.
	NatureScot  This section is within 20 km of Special Protection Areas designated for wintering species of geese.  <ul style="list-style-type: none"> <li>Loch of Strathbeg SPA – ornithological interests include non-breeding greylag geese, pink-footed geese and Svalbard barnacle geese.</li> <li>Ythan Estuary, Sands of Forvie and Meikle Loch SPA - ornithological interests include non-breeding pink-footed geese.</li> </ul> NatureScot advise that the foraging range from their roosting sites within the SPAs is between 15 –20 km (possibly up to 25 km for barnacle geese). Although within the potential connectivity distances of these SPAs, the alignments are at the upper end of these distances.	Impacts to the noted natural heritage designated sites have informed the optioneering process to date and will subsequently inform the EIA Report and Habitat Regulations Assessment (HRA) processes.  Based on studies to date, the areas which fall within and immediately surrounding the alignment are not understood to represent core foraging areas for geese associated with either Loch of Strathbeg or Ythan Estuary and Meikle Loch SPA/Ramsar.
	SEPA  The proposed route passes through the 1km search area for Radioactive substances (Radium-226)	Noted. A Phase 1 desk study will be undertaken as part of the EIA and made available to SEPA.

Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29)  New Deer to Peterhead	associated with the historical use of the Former airfield at Longside (NK 03000 47500). If this remains the case a Phase 1 desk study will be required to be submitted to identify the potential for radioactive contamination within the cable route boundaries and establish whether any further detailed assessment is required.	
	Historic Environment Scotland (HES)  HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response: <ul style="list-style-type: none"> <li>• Fedderate Castle (SM5951)</li> <li>• Clackriach Castle (SM5534)</li> <li>• Parkhouse Hill stone circle (Aikey Brae) (SM2)</li> <li>• Deer Abbey (SM90093)</li> </ul> Old Parish Church of Longside (LB9410) and Churchyard Gateway, Longside Parish Church (LB9412): Significant effects are unlikely.	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report.  SSEN Transmission will continue to engage with HES throughout the EIA design evolution process.
	Ugie District Salmon Fisheries Board  Ugie District Salmon Fisheries raised concern about impact on fishing activity in the area.	Potential impacts during construction and operation will be assessed in detail as part of the EIA Report stage. Fish stocks will be protected through the application of a Construction Environmental Management Plan (CEMP). Please also see Section 3.1 Common Themes - Environmental Impacts.
	MBNL  MBNL advised that multiple emergency service network links are present within Section 27 and should be considered for tower placement.	Adjustments have been made to the Proposed Alignment to accommodate emergency telecommunications links.



## 4. Summary of Key Decisions

This section sets out the key decisions that we have made following analysis and review of consultation feedback and provides clarity on the alignment being taken forward to the next stage, which includes preparation of the EIA report to support the application for submission to the ECU for S37 consent. The information presented confirms the Proposed Alignment being taken forward, outlines where changes have been made to the Potential Alignment and identifies the reasons.

The stakeholder engagement and public consultation has allowed us to gather feedback on the Potential Alignment to help inform subsequent stages of the assessment process. After the consultation period closed, we analysed the feedback received as part of a review of each alignment option in Sections 1 to 29. This review was undertaken to check that all relevant consultation feedback and other data and information about the constraints within each alignment option, including further field surveys, was fully considered. Listening to the local communities' and stakeholders' concerns about the Proposed Development and getting an insight into the many local areas across the study area has enabled us to further understand the potential effects that the consulted alignments may have on certain areas. This feedback has been very important to the decision-making process.

Following engagement with communities and stakeholders, we have, where possible, amended the Potential Alignment presented during the consultation to reflect the issues and concerns raised during the consultation period; the amended alignment is referred to as the Proposed Alignment. The following sections present detail on where changes have been made to the Potential Alignment, with extracts included highlighting the most significant changes. Figure 4.1 'Potential Alignment and Proposed Alignment', provides a comprehensive picture of all sections showing the Potential Alignment presented at the consultation events and the Proposed Alignment which is to be taken forward. Figure 4.2 'Proposed Alignment' shows only the alignment being taken forward. With the exception of Alignment Sections 9 and 18, we have still applied a preliminary 100m Line of Deviation (LOD) to the Proposed Alignment either side of the centreline and shown pink in Figures 4.1 and 4.2, but as we move into the EIA and design stage we will confirm the required LOD, which may be narrower or wider than the indicative 100m, based on site specific constraints and engineering considerations. Please note that the Potential Alignment colours on Figure 4.1 per section are carried over from the Alignment Consultation Document figures to provide continuity. The colours were used to differentiate between options being considered at that time. Where the changes to the Potential Alignment are greater than 100m from the alignment centreline

(distance to alignment deviation centreline) they are detailed in the accompanying Alignment Deviations Appraisal (Appendix C), which provides a comparative appraisal of each alignment deviation alongside the Potential Alignment using the high-level environmental, engineering and cost considerations used throughout the routing process. The Alignment Deviations Appraisal includes commentary on acceptability of the change on balance and therefore includes some deviations that were not taken forward, but which originated from consultation feedback and have been considered in more detail.

There are also a number of smaller deviations being taken forward which are less than 100m from the alignment centreline (distance to deviation centreline), which can be seen on Figure 4.1. The reasons for these minor changes are varied and are summarised as follows:

- landowner requests to reduce impact on farming, forestry operations, wetlands and future land use; for example by moving closer to field boundaries;
- engineering considerations such as moving slightly closer to existing OHLs where possible; maintaining offsets from below ground infrastructure and private water supplies; reducing the number of angle towers which are more visually obtrusive, making angles more gentle, and terrain driven changes;
- design team refinements following consultation feedback to reduce landscape impacts, visual impacts to properties; reduce setting impacts on historic assets; and avoid notable trees; and
- stakeholder collaboration to minimise impacts on the Torvean Landforms Site of Special Scientific Interest and Geological Conservation Review site in Section 5, through careful alignment to reduce impacts on the notable landform features of this site.



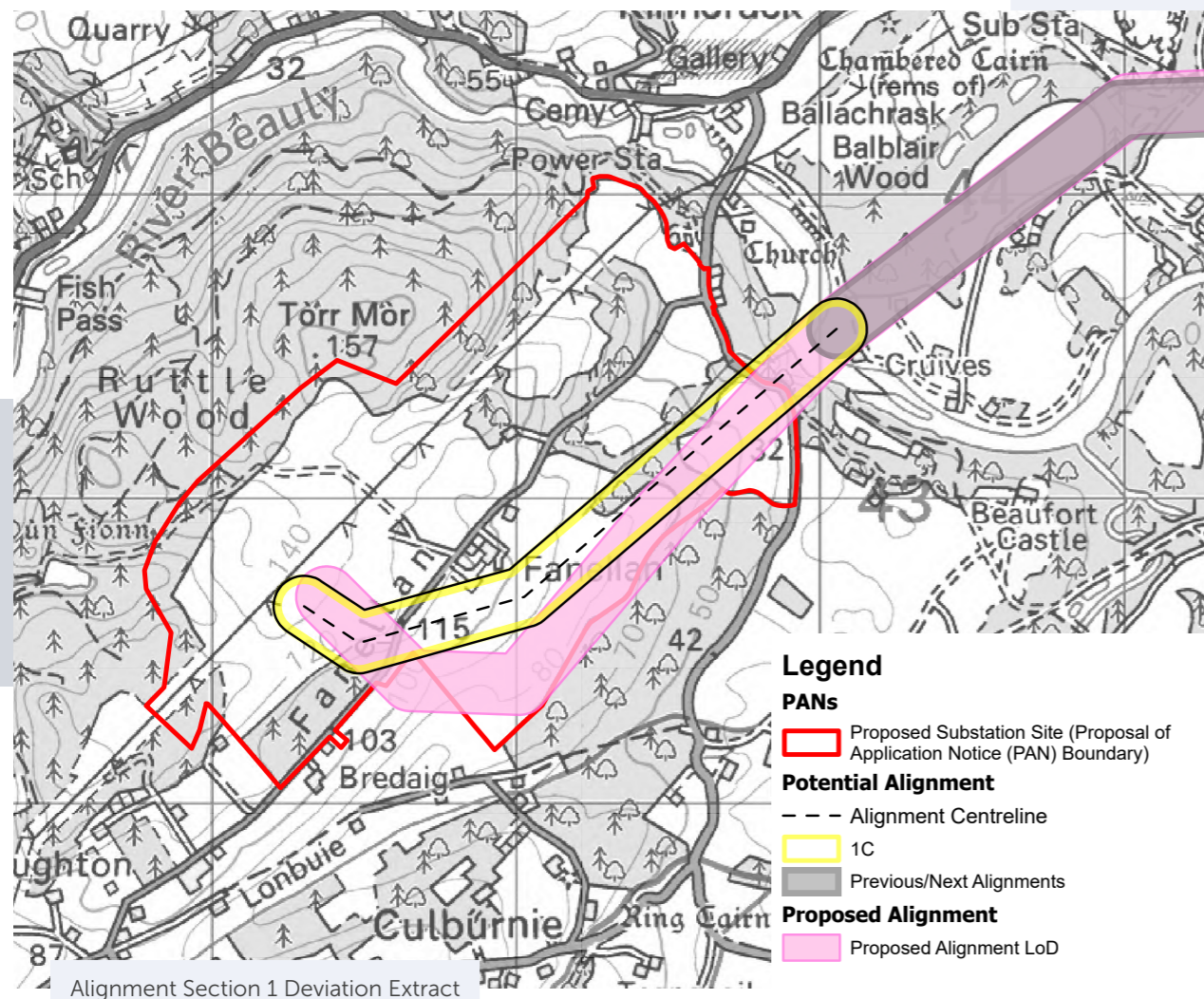
Further details of the specific changes made to the Potential Alignment in each Section are provided below.

### Route Section 1 (Alignment Sections 1 and 2) – Fanellan substation to south of Beauly

Following review of consultation feedback in Alignment Section 1, we identified an alignment deviation (Alignment 1D) that takes a more southerly

route than the Potential Alignment 1C, to more closely follow field boundaries and reduce impacts to land use. Further assessment concluded that Alignment 1D was acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 1C. Alignment 1D sits at a lower elevation in the landscape, thus reducing landscape and visual effects. Although closer to the forest edge, tree removal will be limited. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 1D will therefore be taken forward as the Proposed Alignment for EIA and detailed design.



Within Section 2, the Potential Alignment 2B has been refined slightly at its eastern end, in order to be as close to the existing OHLs as possible.

### Route Section 2 (Alignment Sections 3, 4, 5 and 6) – south of Beauly to south of Inverness

Based on consultation feedback and further assessments, we have made some small changes to the Potential Alignment in Sections 3, 4 and 5. No changes have been made to the Potential Alignment in Section 6.

Potential Alignment 3A has been refined slightly at its western to be as close to the existing OHLs as possible.

Potential Alignment 4A has been refined slightly to reduce impacts to Cononbank wetland, to increase separation from the A862 at Easter Moniack and to accommodate landowner requests to reduce impacts to existing land use.

Potential Alignment 5E has been refined at Mam Mor to avoid impacts to emergency telecommunications links and increase separation from residential properties. Potential Alignment 5E has also been refined at its eastern end to reduce impacts to Torvean Landforms SSSI.

No changes have been made to Potential Alignment 6B.

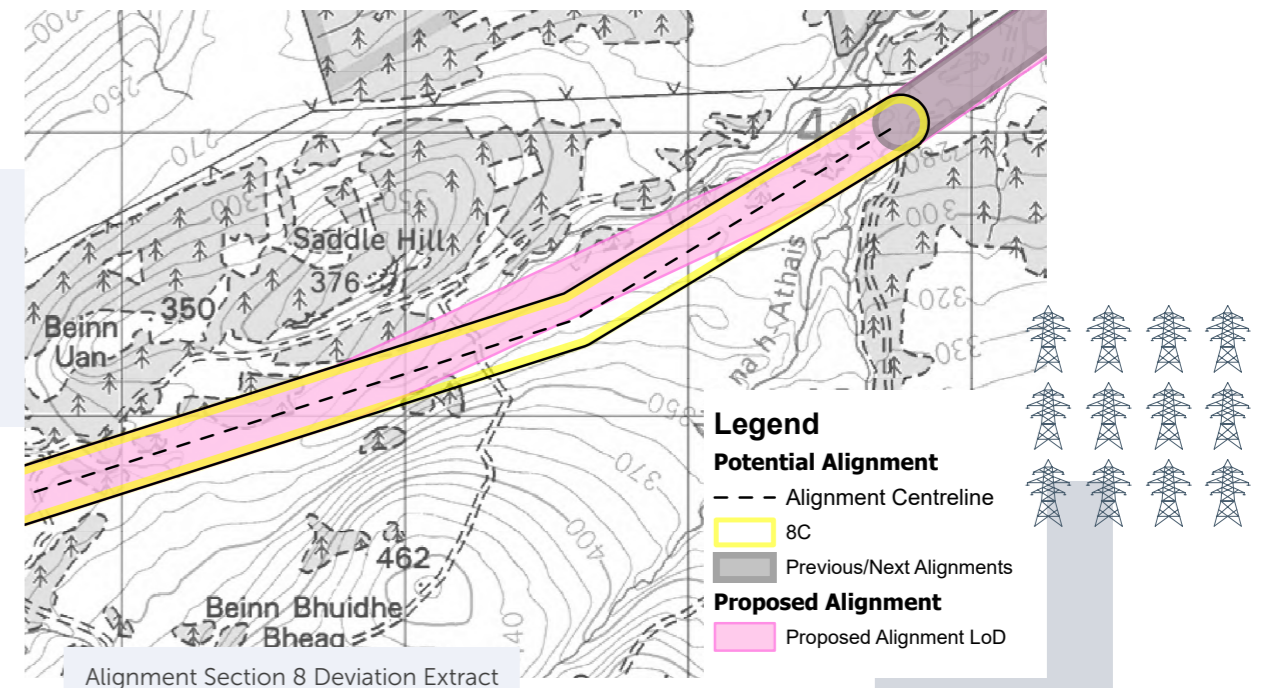
### Route Section 3 (Alignment Section 7) – A9 and River Nairn Crossing

Following review of consultation feedback and completion of further assessments, Potential Alignment 7A has been refined slightly at its eastern end to reduce impacts to the ring cairn and stone circle Scheduled Monument.

### Route Section 4 (Alignment Sections 8, 9, 10 and 11) – south of Culloden to Ferness

Following review of consultation feedback in Alignment Section 8, we identified an alignment deviation (Alignment 8D) that is located slightly further north than the Potential Alignment 8C, to reduce impacts to existing land use south of Saddle Hill. Further assessment concluded that Alignment 8D was acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 8C. Alignment 8D sits on slightly lower ground, thus reducing the potential for visual effects slightly. The alignment also avoids some areas of deeper peat that have been identified through peat surveys in this area. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 8D will therefore be taken forward as the Proposed Alignment for EIA and detailed design.



Within Section 9, Potential Alignment 9A has been refined slightly at its western end to reduce impacts to veteran broadleaved trees identified through surveys in this area. Potential Alignment 9A has also been widened slightly near Rehiran, to enable potential micro-siting of tower positions to avoid native woodland once we have completed further peat surveys in this area.

In Section 10, Potential Alignment 10B has been refined at its eastern end due to a slight change in an angle tower position following engineering surveys, to increase the distance from a nearby watercourse.

In response to consultation feedback, Potential Alignment 11C has been refined slightly to the east of the River Findhorn, to increase separation distance from residential properties

### Route Section 5 (Alignment Section 12) – Ferness to south of Forres

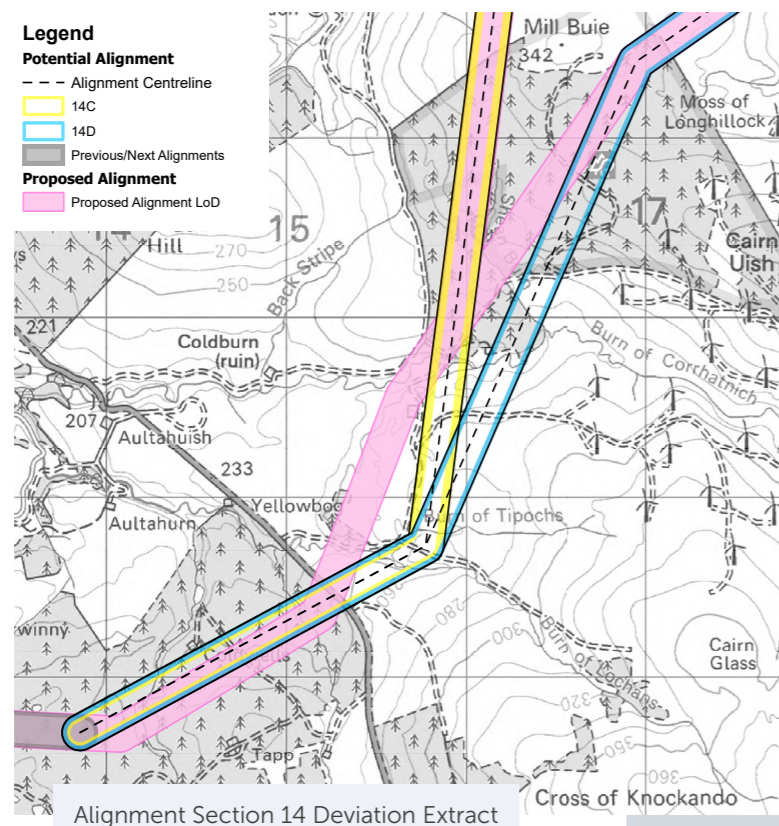
The Potential Alignment 12A will be taken forward as the Proposed Alignment. No changes have been made to the Potential Alignment 12A.

### Route Section 6 (Alignment Sections 13 and 14) – south of Forres to Kellas

Following review of consultation feedback, Potential Alignment 13C has been refined slightly to the south of Mill Buie to reduce impacts to future development potential in this area.

Within Section 14, we identified two alignment deviations (Alignment 14F and 14G) in response to consultation feedback received in this area. The deviations move the alignment further from a residential property and an emergency telecommunications mast and reduce the number of crossings of a main wind farm access route. Further assessment concluded that Alignments 14F and 14G are acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignments 14C and 14D respectively. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignments 14F and 14G will therefore be taken forward as the Proposed Alignment for EIA and detailed design. It should be noted that only one of the alignments would be constructed, and this is dependent on the outcome of the pending Kellas Drum Wind Farm application for consent (ECU Ref: ECU00003441).



Alignment Section 14 Deviation Extract

### Route Section 7 (Alignment Sections 15 and 16) – Kellas to Teindland

Potential Alignments 15B and 16A have been refined slightly due to minor changes in angle tower positions following engineering surveys.

No changes have been made to Potential Alignment 15C.

Alignments 15B and 15C will therefore be taken forward as the Proposed Alignment for EIA and detailed design. Again, it should be noted that only one of the alignments would be constructed, and this is dependent on the outcome of the pending Kellas Drum Wind Farm application for consent (ECU Ref: ECU00003441).

Alignment 16A will be taken forward as the Proposed Alignment for EIA and detailed design.

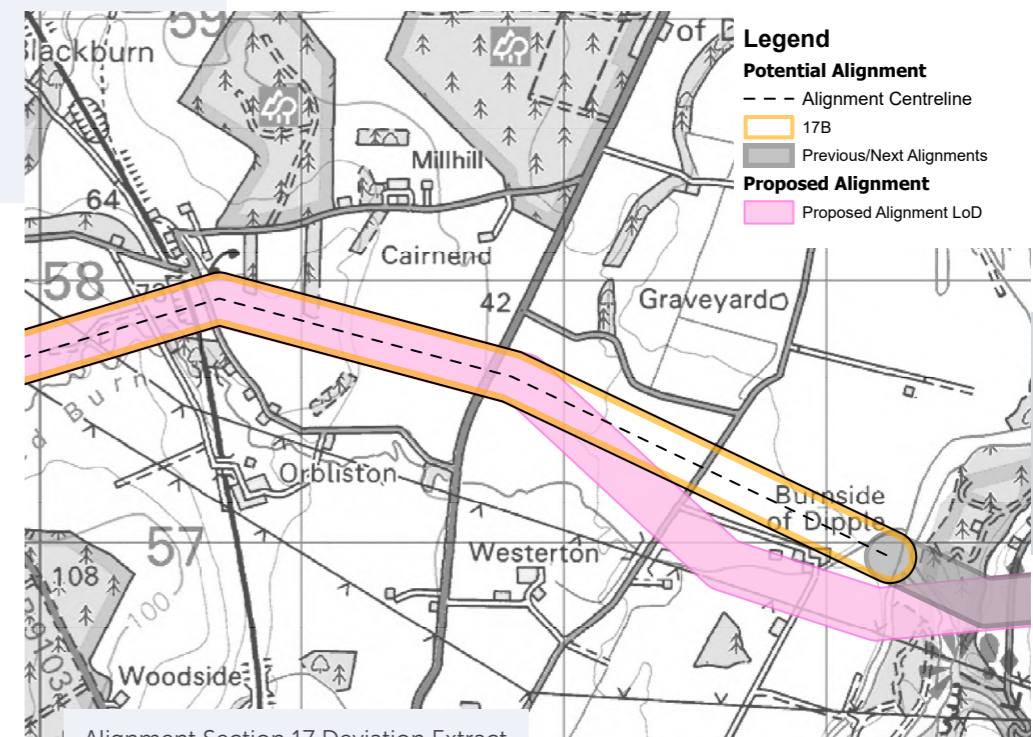
### Route Section 8 (Alignment Sections 17 and 18) – Teindland to Keith

Based on consultation feedback and further assessments, we have made some changes to the Potential Alignment in Sections 17 and 18.

In response to consultation feedback from Scottish Water with concerns about the close proximity of the Potential Alignment (Alignment 17B) to the Dipple water abstractions (public water supply), we identified an alignment deviation (Alignment 17D) to maintain a greater distance from the abstraction points.

Further assessment concluded that, on balance, Alignment 17D is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 17B, as Alignment 17B would have unacceptable potential impacts to the Scottish Water drinking water abstractions. However, it is recognised that Alignment 17D may have increased landscape and visual impact in comparison to Alignment 17B, therefore we are exploring opportunities for undergrounding one of the existing transmission OHLs in this section. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 17D will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

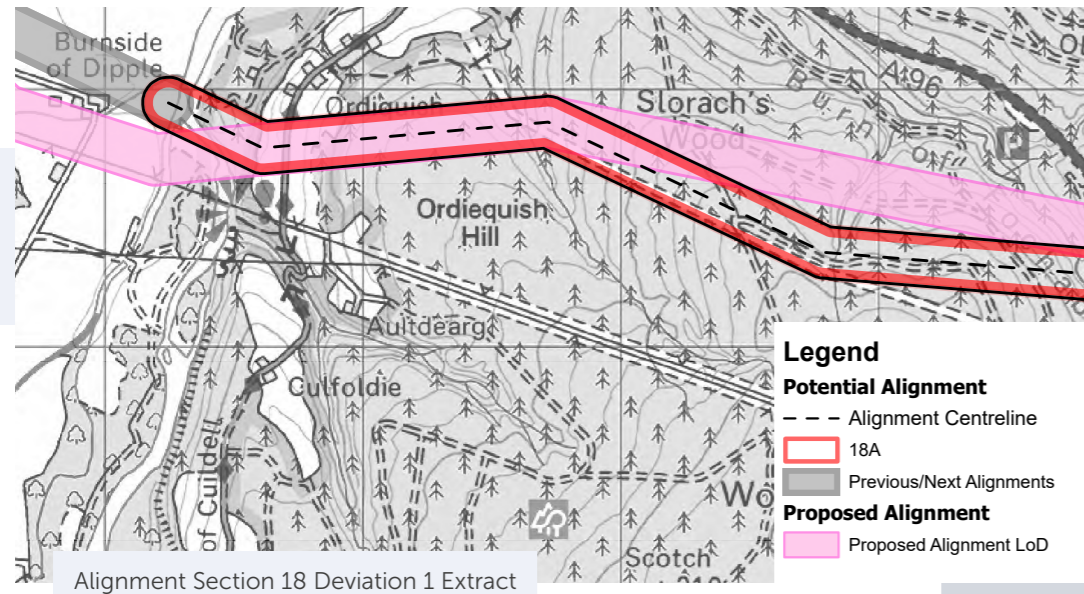


Alignment Section 17 Deviation Extract

In Section 18 we identified two alignment deviations (Alignment 18J1 and 18J2) which would provide a connection from the revised Proposed Alignment in Section 17 (Alignment 17D) to the Potential Alignment 18A in this section. Further assessment of these options concluded that Alignment 18J1 was marginally preferred over Alignment 18J2, as it is slightly better for landscape character and visual impacts which

is a key driver in this sensitive landscape area. Alignment 18J1 is also preferred from an engineering perspective as it crosses the River Spey at a less steep point than Alignment 18J2. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

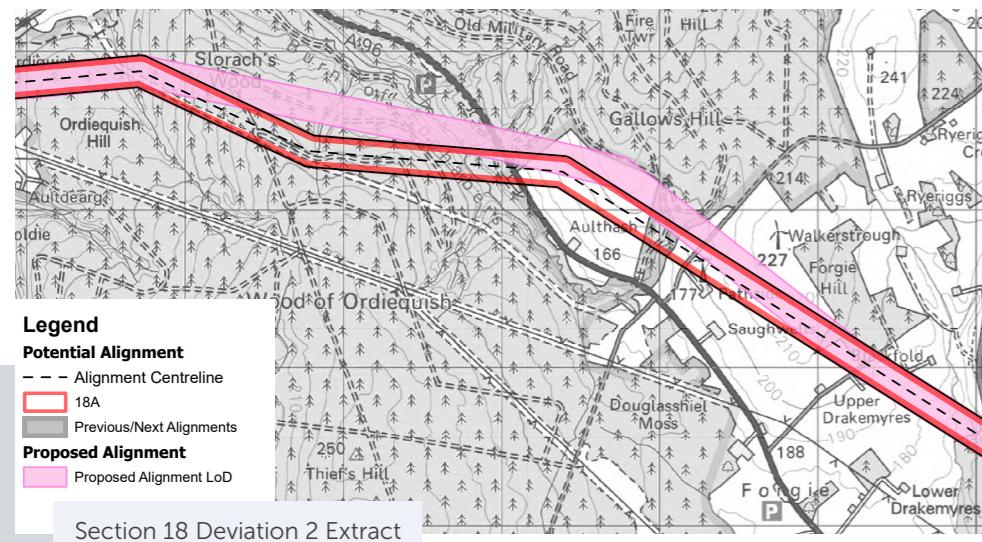
Alignment 18J1 will therefore be taken forward as the Proposed Alignment for EIA and detailed design.



Also within Section 18, following review of consultation feedback we identified another alignment deviation (Alignment 18H) which takes a more northerly alignment to Potential Alignment 18A through Storach's Wood and to the east of the A96, to reduce impacts to forestry operations and avoid a private water supply. Further assessment concluded

that Alignment 18H is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 18A. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 18H will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

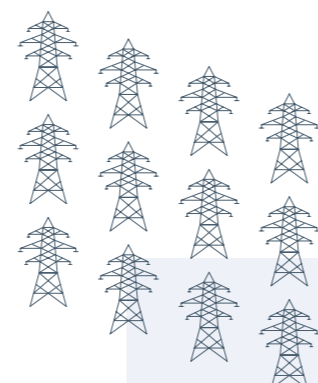
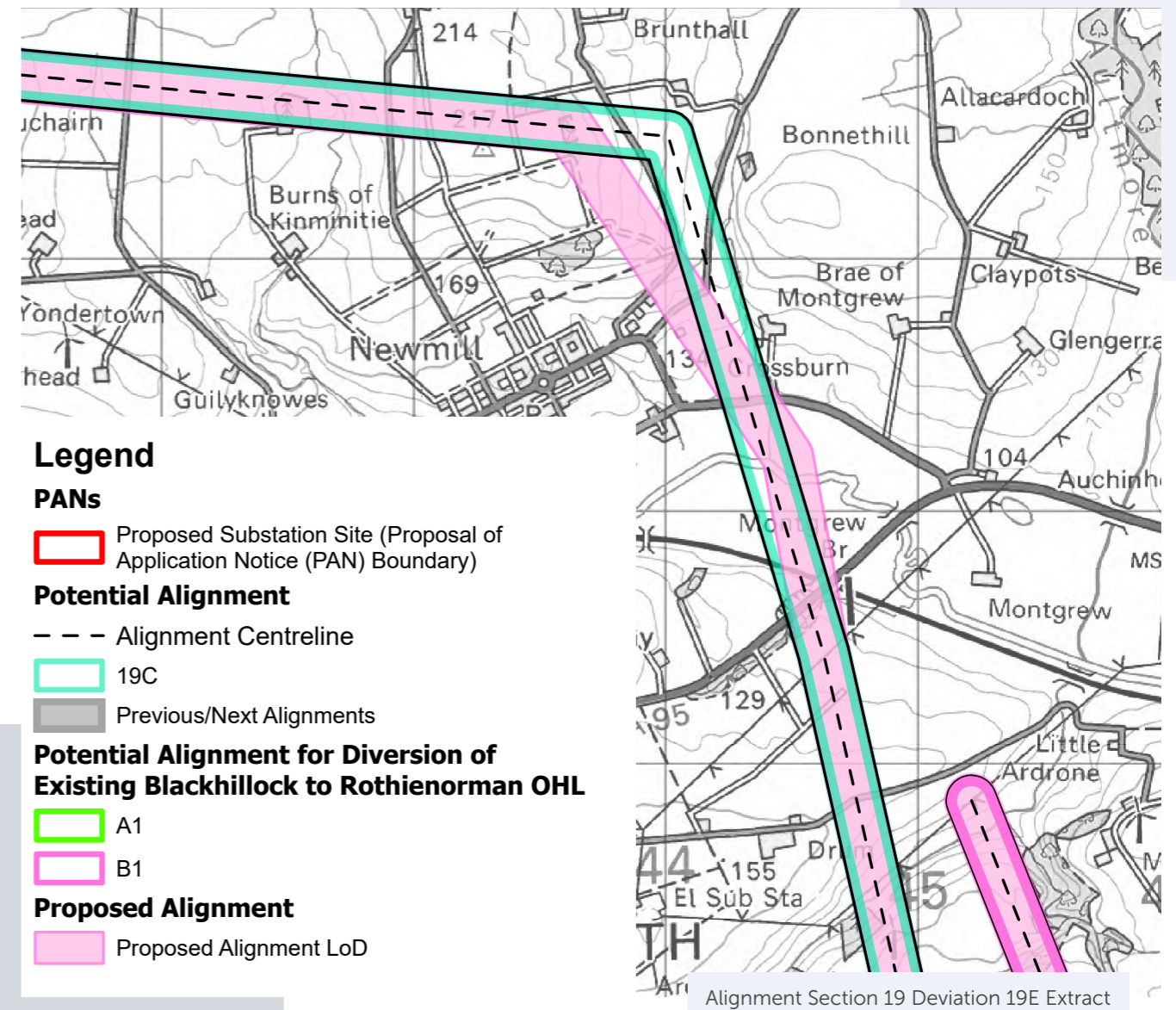


## Route Section 9 (Alignment Sections 19, 20, 21, 22, 23 and 24)

Based on consultation feedback and further assessments, we have made some changes to the Potential Alignment in Sections 19, 20 and 21, as described below. No changes have been made to the Potential Alignment in Sections 22, 23 and 24.

In Section 19 we identified an alignment deviation (Alignment 19E) that crosses the River Isla at a slightly more easterly point than the Potential Alignment 19C, to prevent interference with dredging requirements of the River Isla. Consequently, it takes a gentler angle as it comes around the north of Newmill to maintain distances from residential properties. Further assessment concluded that Alignment 19E is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 19C. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 19E will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

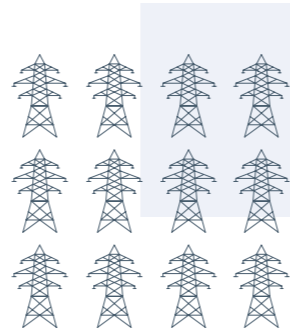
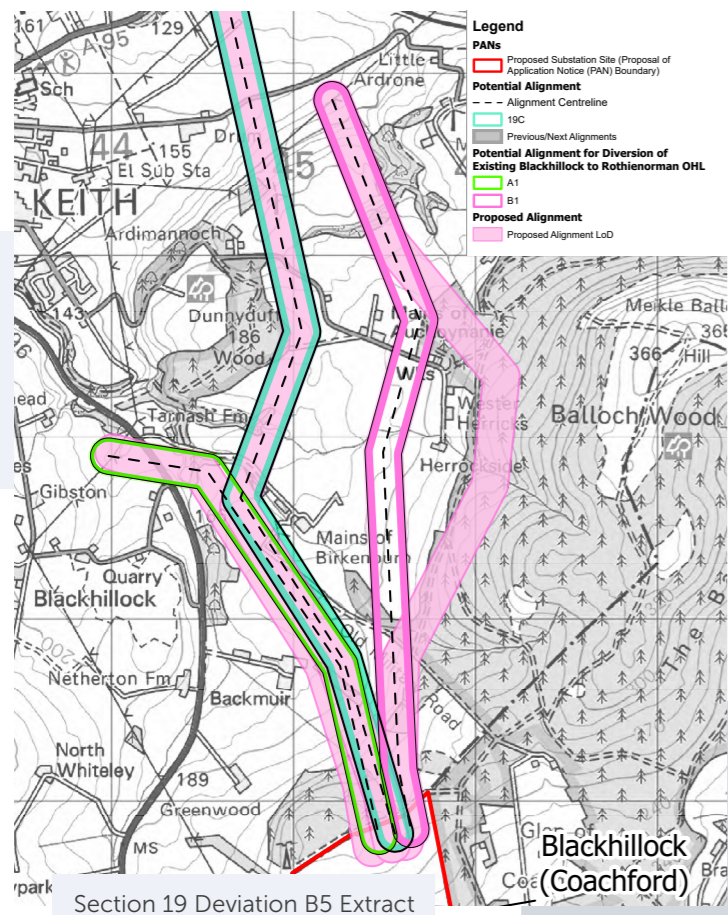


Also within Section 19, concerns were raised about landscape and visual impacts in the area to the southeast of Keith, where the diversions of the existing Blackhillock to Rothienorman 400kV OHL into Coachford substation would be routed close to the Proposed Alignment for the Beauly to Blackhillock 400kV OHL. In response to consultation feedback, we identified an alignment deviation (Alignment B6 in the Alignment Deviations Appraisal in Appendix C) for the proposed diversion to connect from the proposed Coachford substation to the existing Rothienorman substation. Alignment B6 leaves Coachford substation in an easterly direction, passing to the south of Balloch Wood and then heading in a northeasterly direction, crossing a railway and the River Isla to connect into the Blackhillock to Rothienorman OHL southeast of Farnton. We also reconsidered one of the previously assessed alignment options for this diversion (Alignment B5 presented as part of the alignment consultation), which deviates to the east, passing through woodland on the lower slopes of Balloch Wood and behind a row of properties, therefore reducing cumulative visual impact of OHLs at this location.

Further assessment concluded that Alignment B6 would not be acceptable, as it passes in closer proximity to more properties and, although visually reducing 'wirescapes' to the west of Balloch Wood, it increases 'wirescapes' around Glen of Coachford and Braehead. Alignment B6 also has potential for cumulative effects on Auchanachie Castle and would result in a significant increase in capital costs, which does not outweigh the benefits relating to landscape fit and greater distance from Mill Wood SSSI. Further information on this assessment is provided in the Alignment Deviations Appraisal in Appendix C.

Reconsideration of Alignment B5 concluded that, whilst it is more constrained due to proximity to public and private water supplies and forestry impacts in comparison to Potential Alignment B1, it does reduce the cumulative landscape and visual impact in this area and for local residents. Further engineering assessment has been undertaken in terms of constructability and, following further consideration, it has been decided to take Alignment B5 forward as the Proposed Alignment. Further information is provided in the Alignment Consultation Document that was previously issued as part of the alignment consultation and is available [here](#).

Alignment B5 will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

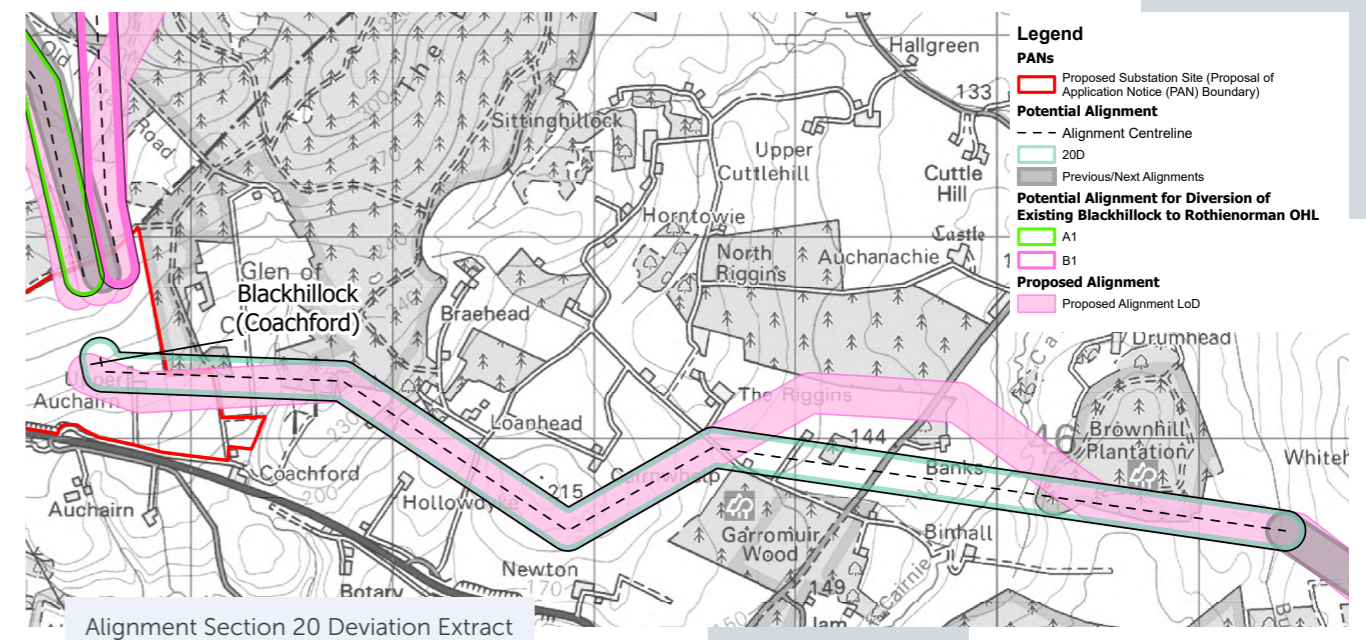


Also within Section 19, Potential Alignment A1 for the OHL diversion to connect from Blackhillock substation to Coachford substation has been refined slightly to move it further from residential properties.

Following review of consultation feedback in Section 20, we identified an alignment deviation (Alignment 20G) that takes a more northerly alignment to Potential Alignment 20D over a short distance north of Garrowmuir

Wood, to move further from properties and avoid a pond crossing. Further assessment concluded that Alignment 20G is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 20D. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 20G will therefore be taken forward as the Proposed Alignment for EIA and detailed design.



In response to consultation and landowner feedback, Potential Alignment 21D has been refined slightly at the western end in order to avoid a private water supply and reduce visual impacts to nearby properties.

No changes have been made to Potential Alignment 22D, which will be taken forward as the Proposed Alignment.

In response to consultation feedback in Section 23, we identified an alignment deviation (Alignment 23G) which takes a more southerly route through the same landholding as the Proposed Alignment 23E. We also reconsidered one of the previously assessed alignment options further north (Alignment 22A). Further assessment concluded that Alignment 23G was not an acceptable change from Alignment 23E for a number of reasons, including impacts to cultural heritage assets, landscape character, visual receptors, forestry removal,

clearance distance from properties and capital cost. Further information on this assessment is provided in the Alignment Deviations Appraisal in Appendix C. The alternative alignment further north (Alignment 22A) was also not considered to be an acceptable change, due to likely significant effects on the setting of two stone circle Scheduled Monuments, as well as impacts to the Deveron Valley Special Landscape Area, increased forestry impacts and increased capital cost. On balance therefore, the two alternative alignment options are more constrained than the Potential Alignment 23E and will not be taken forward.

Potential Alignment 23E will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

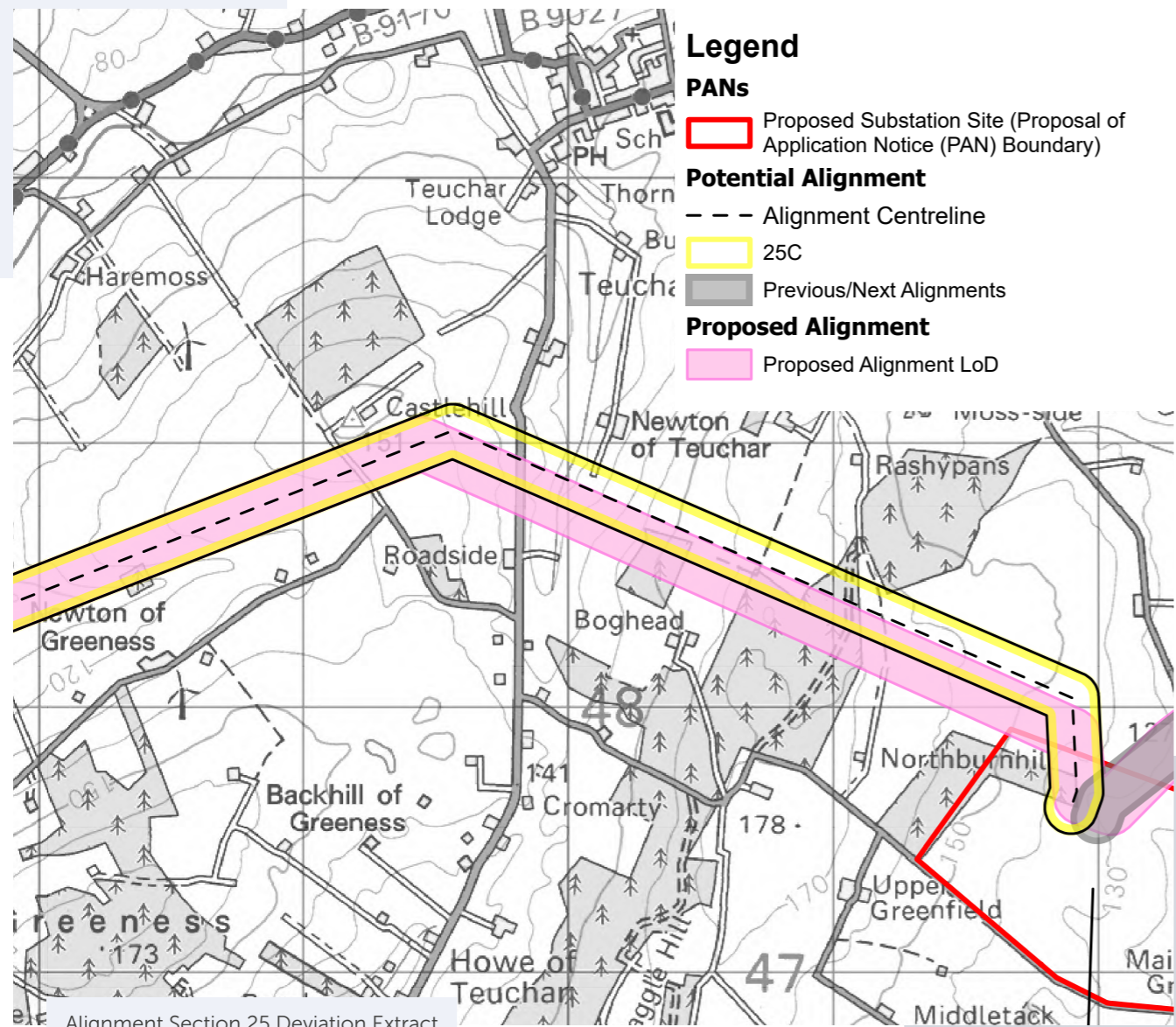
No changes have been made to Potential Alignment 24C, which will be taken forward as the Proposed Alignment for EIA and detailed design.

### Route Section 10 (Alignment Section 25) – south of Turriff to New Deer

Following review of consultation feedback in Section 25, we identified an alignment deviation (Alignment 25D) that takes a more southerly route than Potential Alignment

25C to stay closer to field margins and to reduce limitations to future land use. Further assessment concluded that Alignment 25D is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 25C. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 25D will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

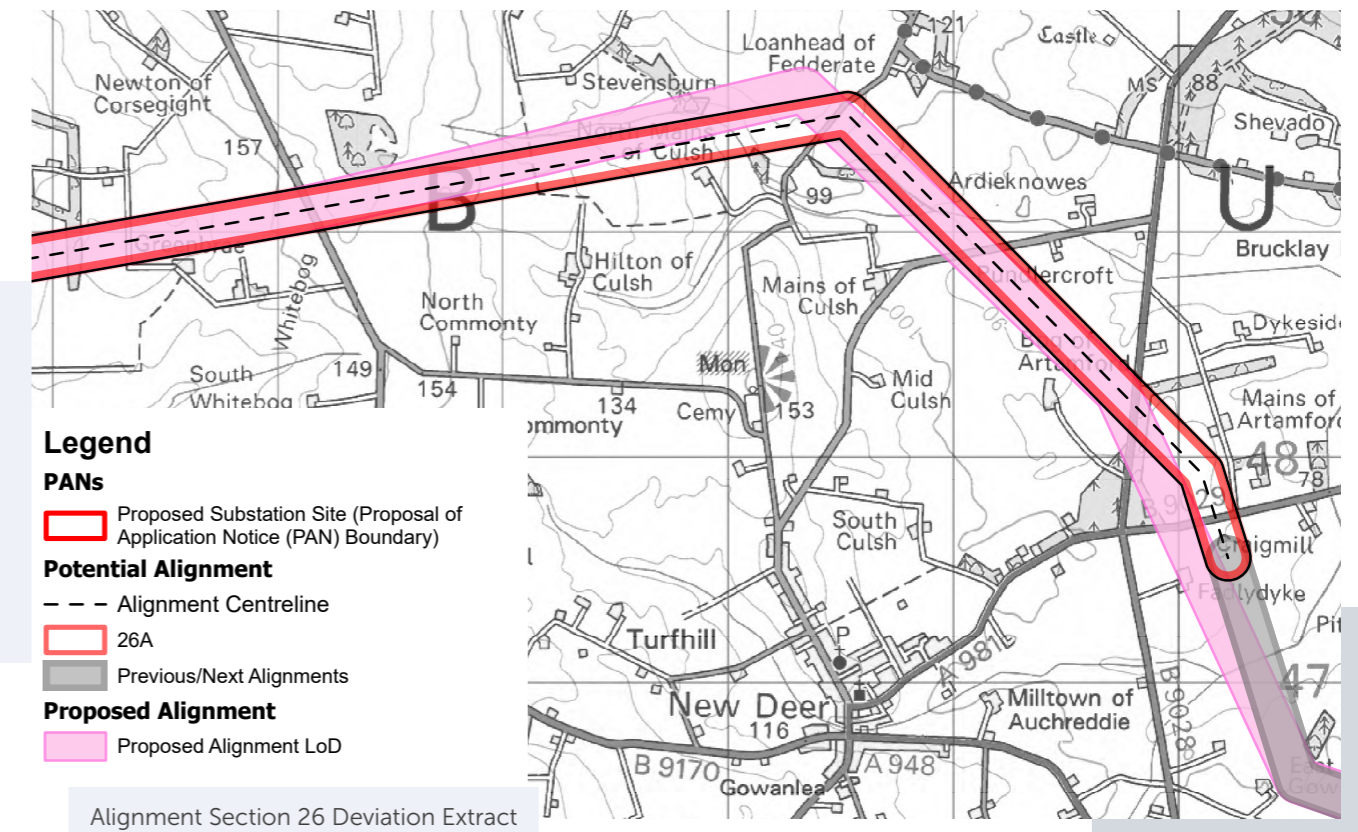


### Route Section 11 (Alignment Sections 26, 27, 28 and 29) – New Deer to Peterhead

Based on consultation feedback and further assessments, we have made some changes to the Potential Alignment in Sections 26, 27, 28 and 29, as described below.

In Section 26, we identified an alignment deviation (Alignment 26E) which accommodates a landowner request to move the alignment slightly further from their main property. It takes it closer to a second property, however it is one that they also own and is not occupied. This deviation extends into the western end of Section 27. Further assessment concluded that Alignment 26E is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 26A. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 26E will therefore be taken forward as the Proposed Alignment for EIA and detailed design.



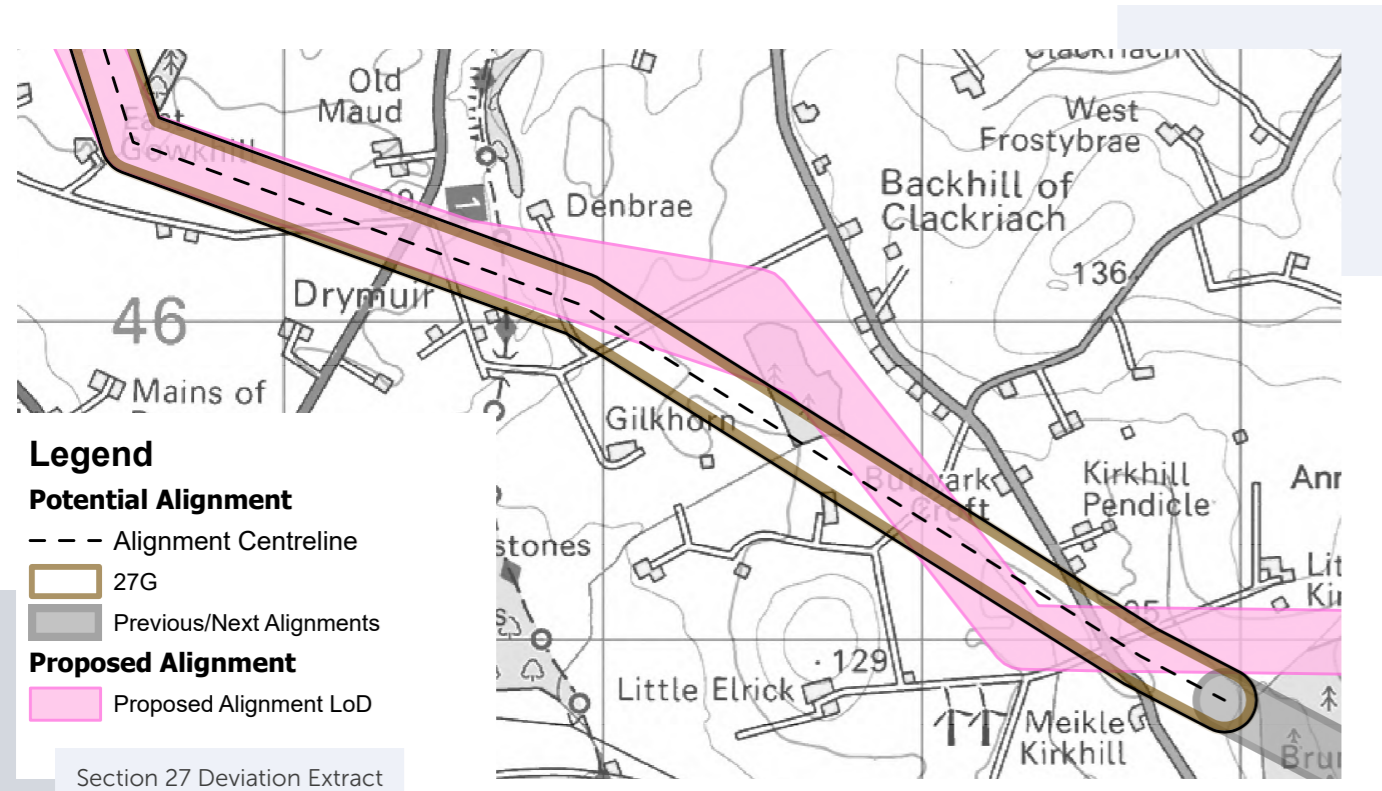


In Section 27 we identified an alignment deviation (Alignment 27H) that deviates from the Potential Alignment 27G in order to avoid two residential property planning applications and to accommodate landowner feedback. Alignment 27H is also slightly widened in this area, to allow greater flexibility for tower positioning to avoid emergency telecommunications links and a private water supply identified through site surveys. Further assessment concluded that Alignment 27H is acceptable from an environmental, engineering and cost perspective in

comparison to the Potential Alignment 27G. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 27H will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

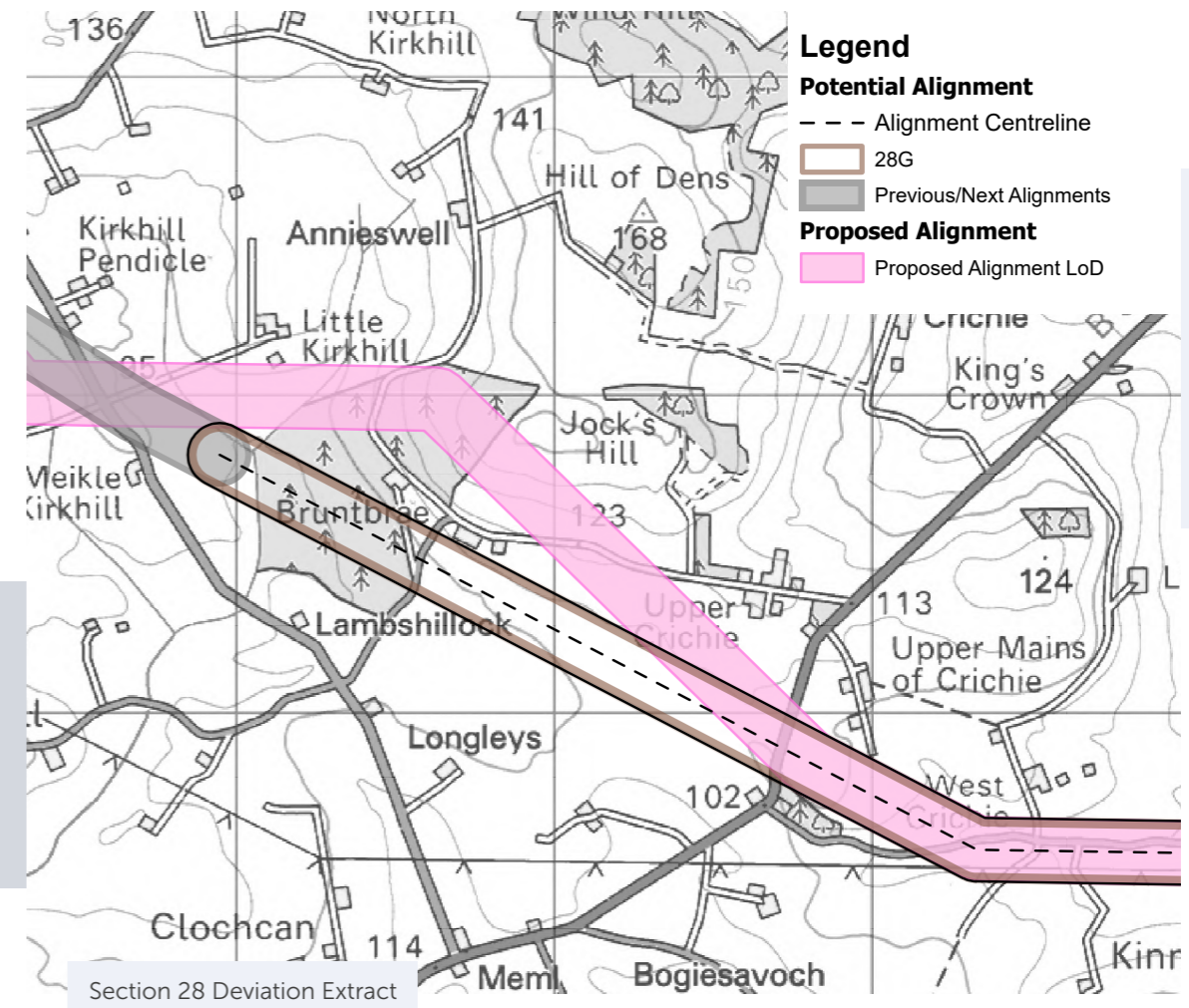
The final tower positions within the widened section will be confirmed at the next round of consultation events.



As a result of the changes made to the Proposed Alignment in Section 27, we identified an alignment deviation in Section 28 (Alignment 28H), as the approach to Section 28 from the west is different. Alignment 28H is similar to Alignment 28E (considered as an alignment option and presented at the alignment consultation events) which had similar outcomes to the Potential Alignment in the alignment studies, however it crosses Jock's Hill at a lower elevation than Alignment 28E. Alignment 28H also follows field margins more closely,

accommodating a landowner request in this area. Further assessment concluded that Alignment 28H is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 28G. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 28H will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

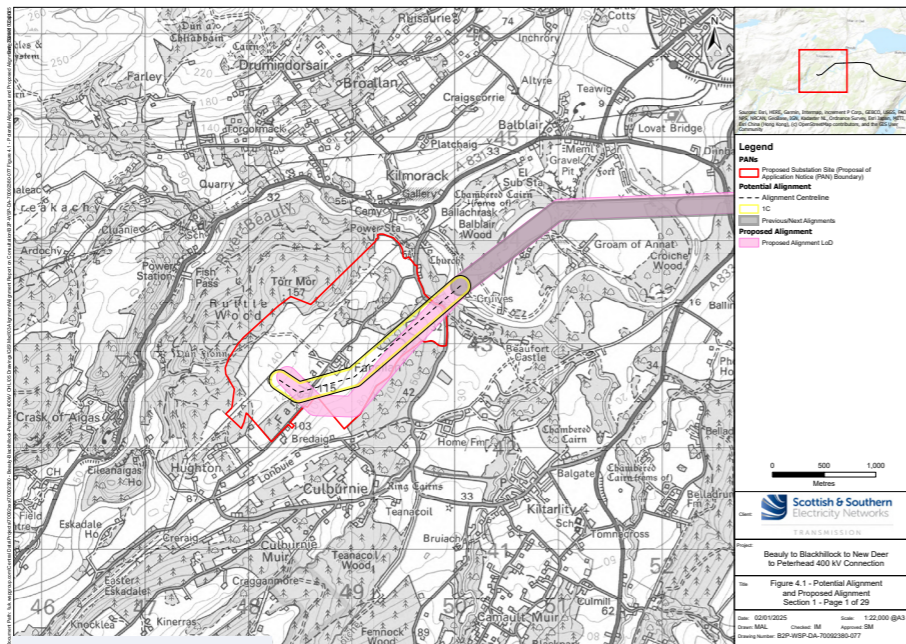


In Section 29, the Potential Alignment 29E has been refined slightly at its western end due to a change in angle tower position following engineering surveys.

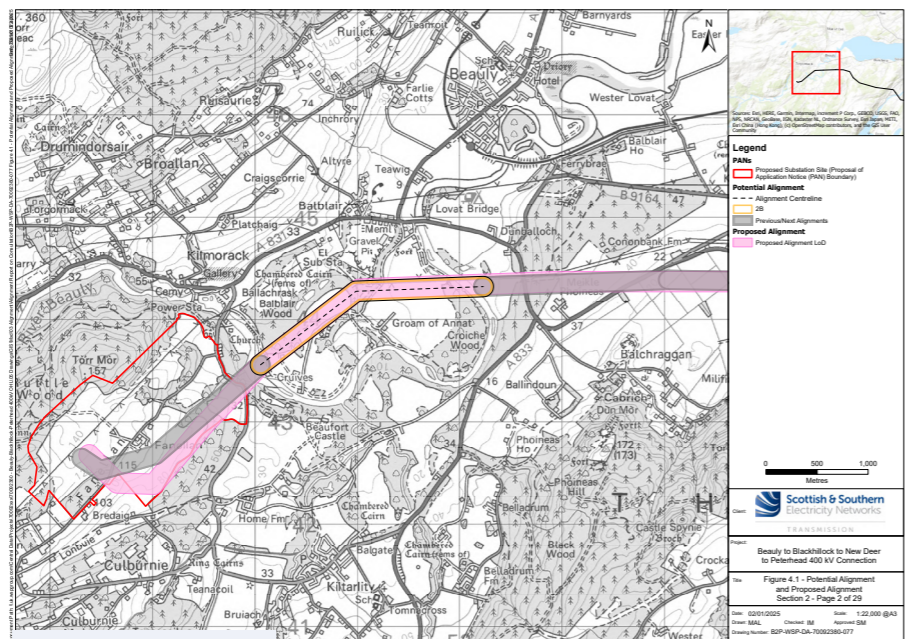
## Potential Alignment and Proposed Alignment

To make it easier to view and compare the changes from the Potential Alignments presented at the consultation events with the Proposed Alignment to be taken forward, **Figure 4.1. Potential Alignment and Proposed Alignment** shows both on the same map for comparison.

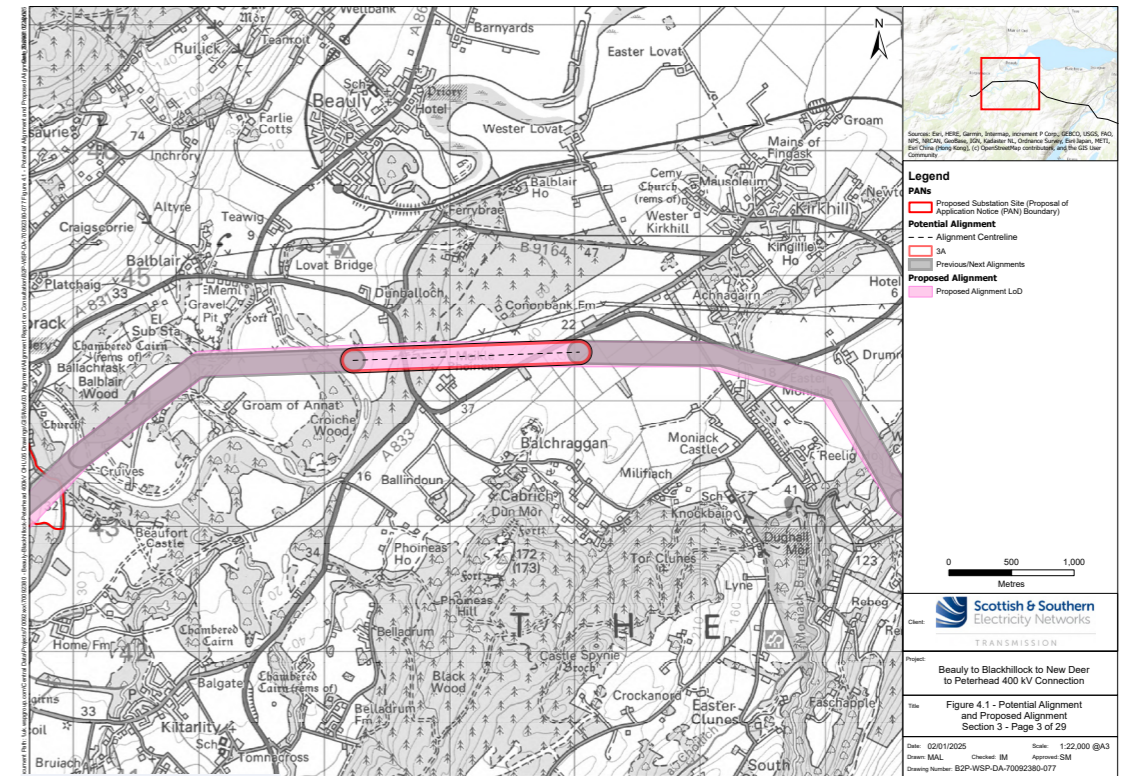
**Figure 4.1. Potential Alignment and Proposed Alignment**



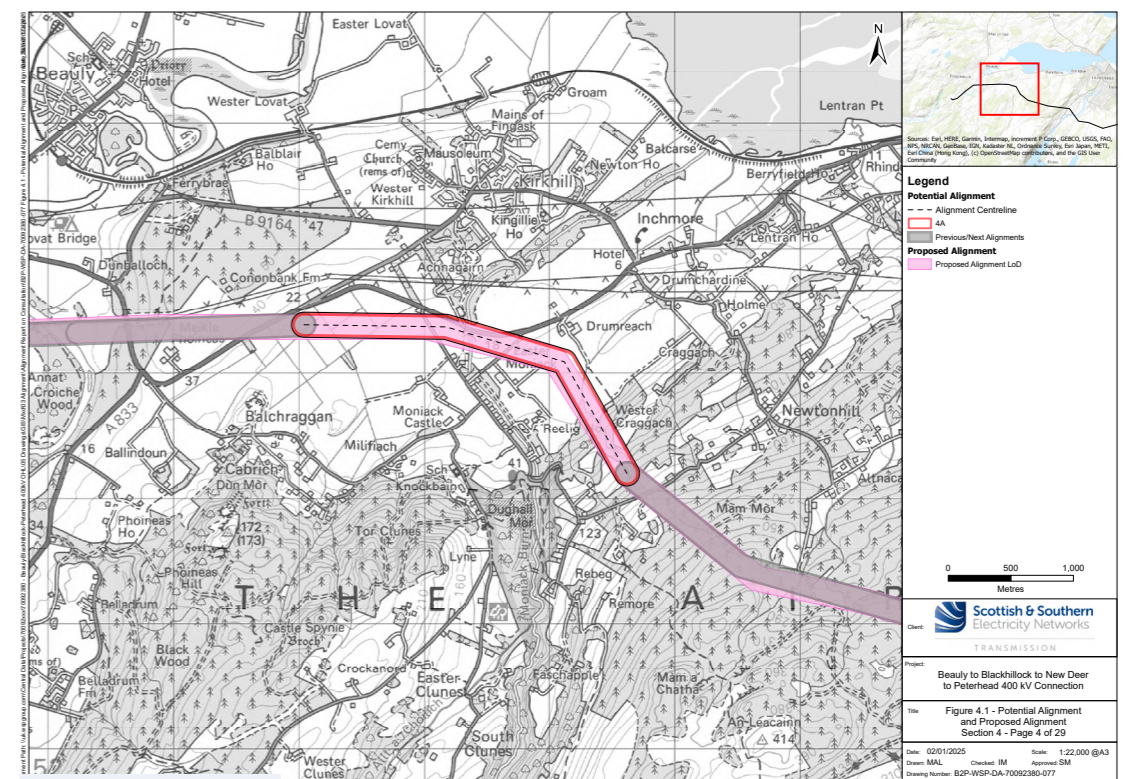
Alignment Section.1



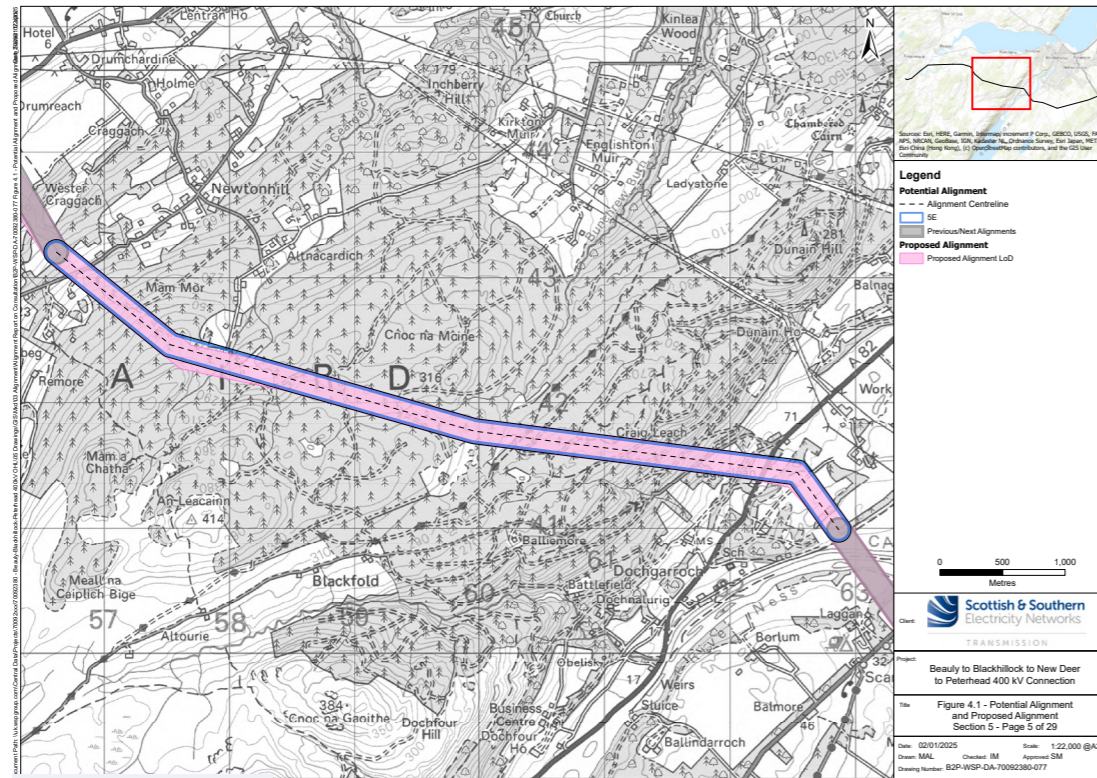
Alignment Section.2



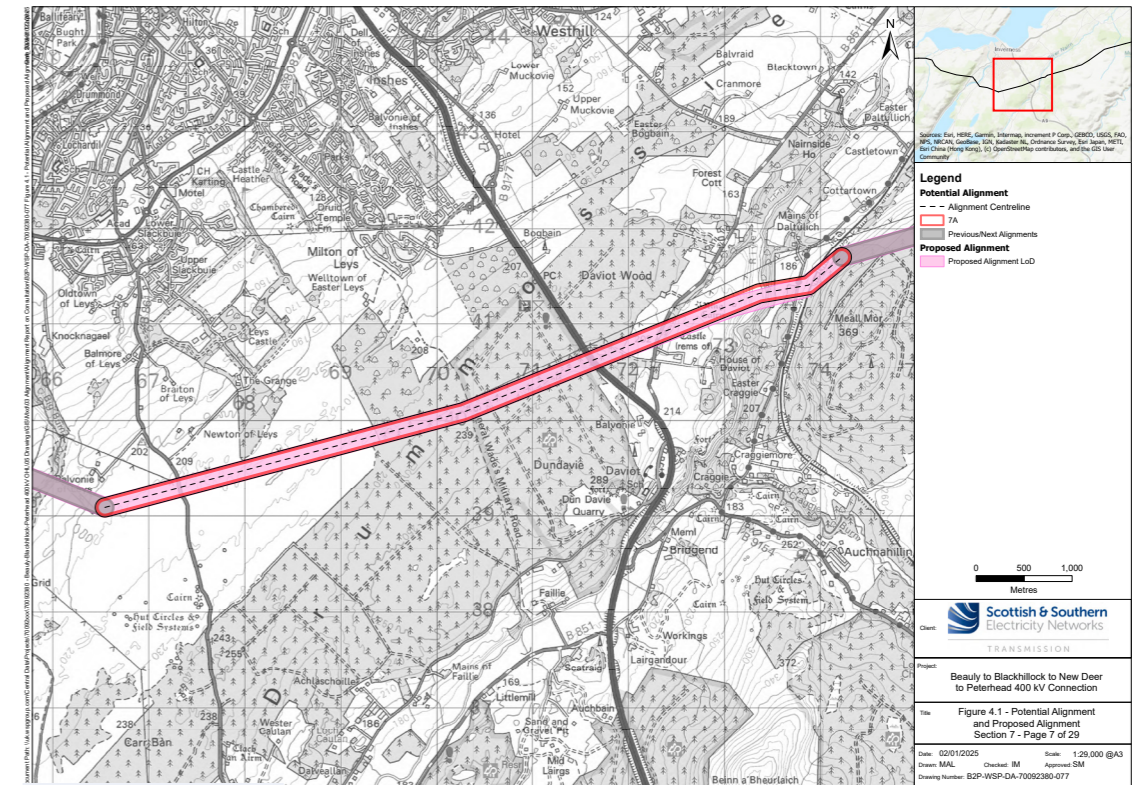
Alignment Section.3



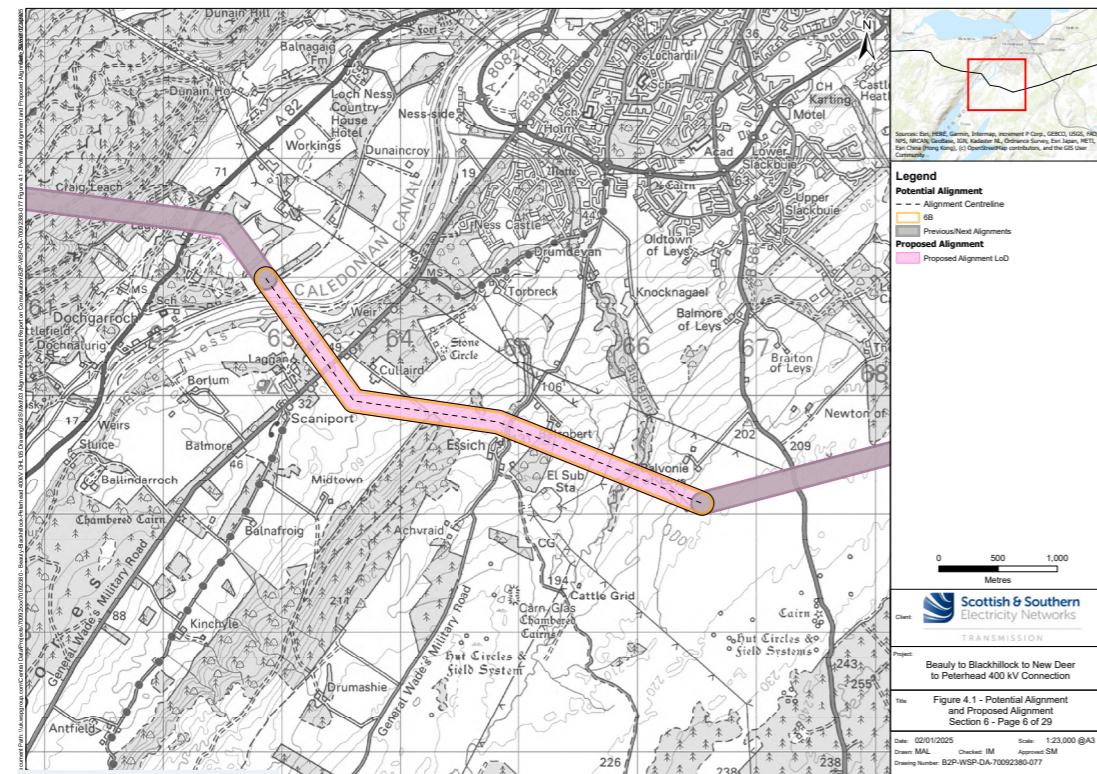
Alignment Section.4



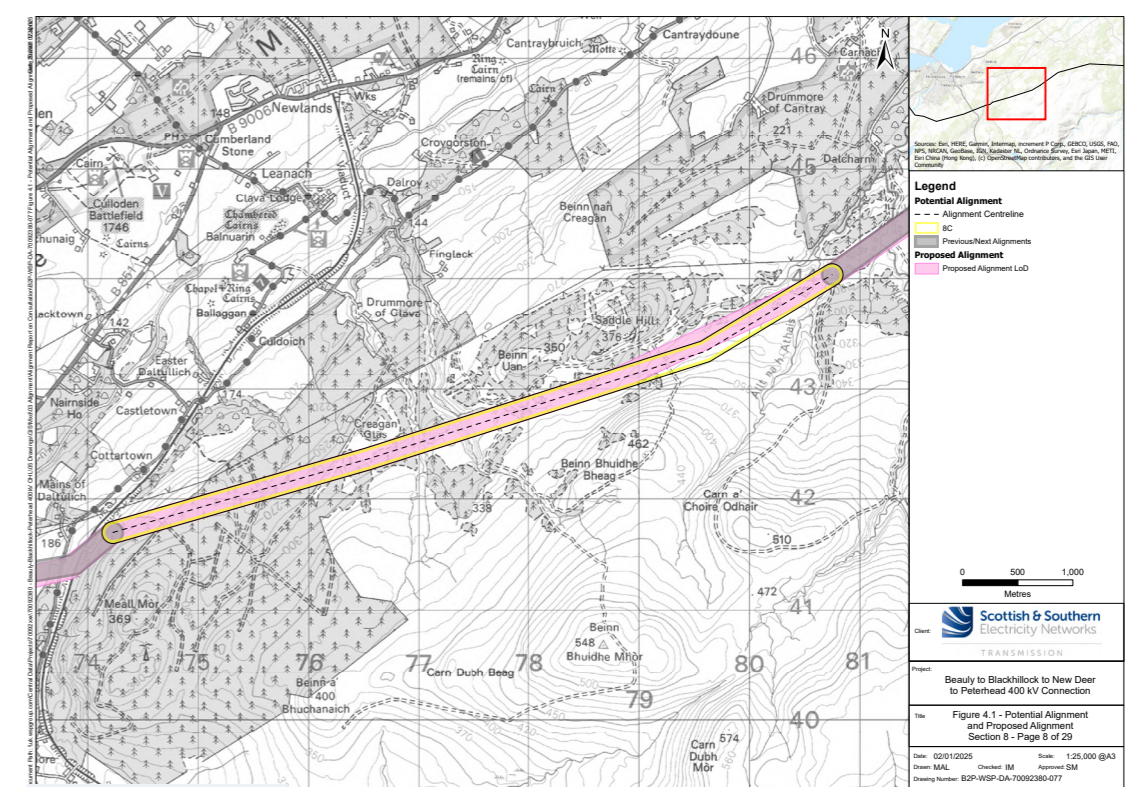
Alignment Section.5



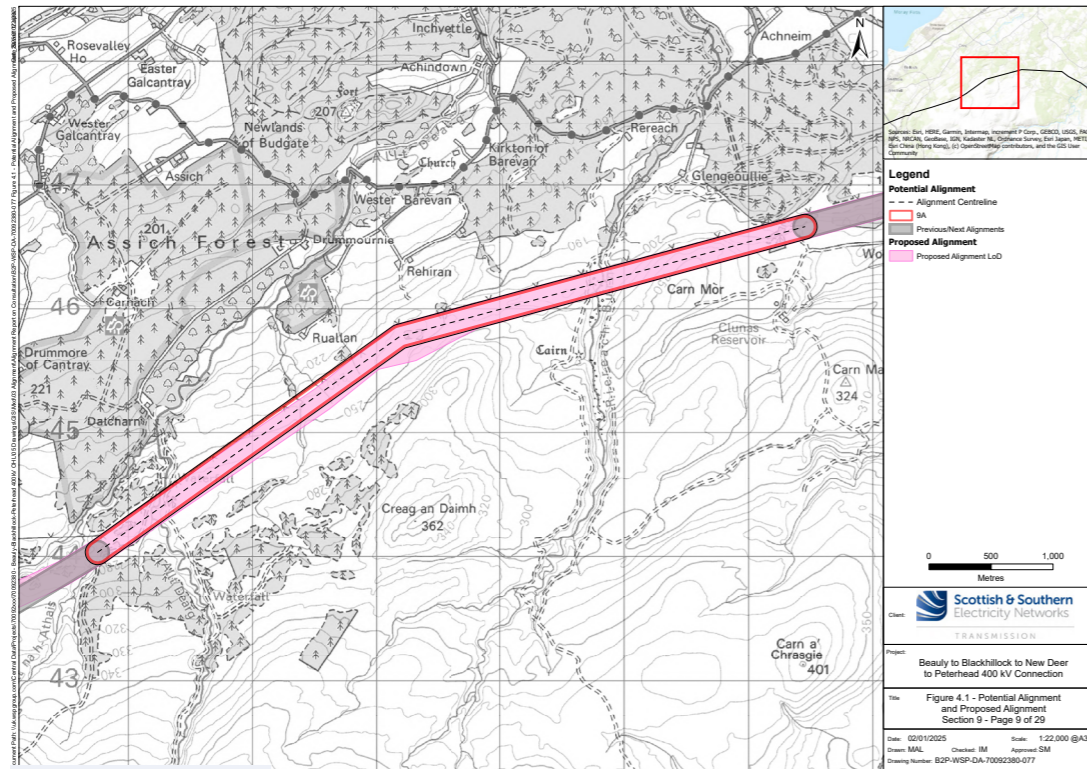
Alignment Section.7



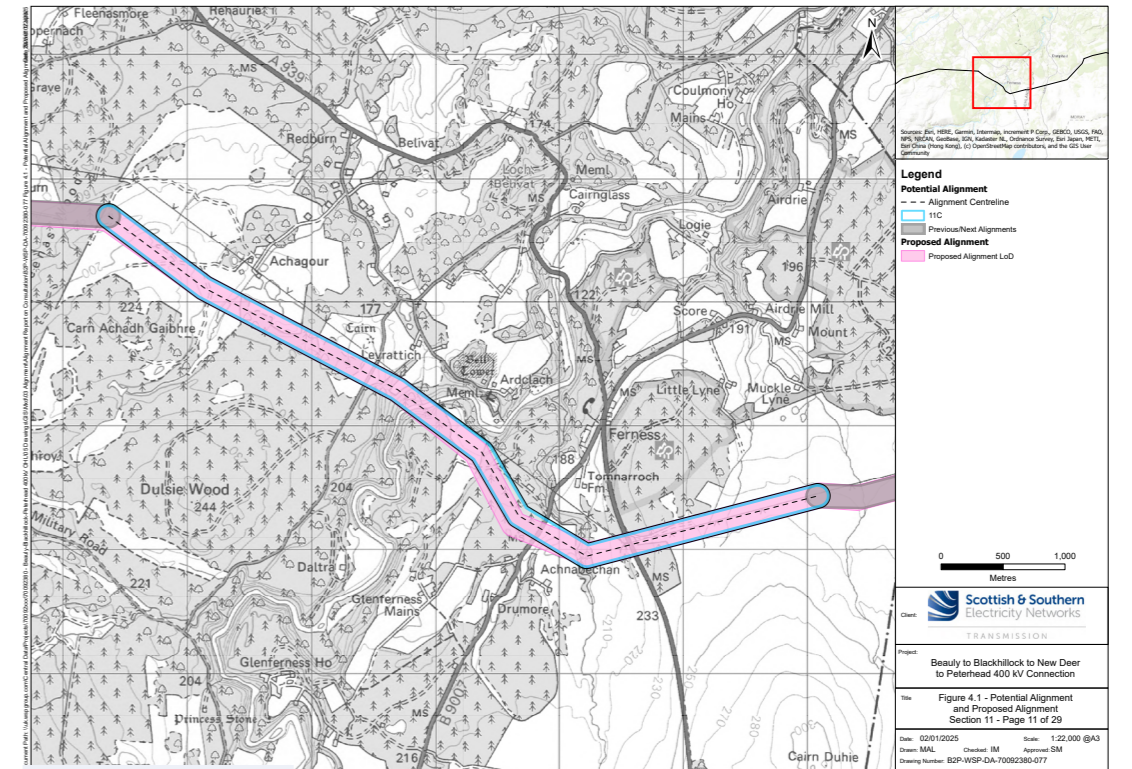
Alignment Section.6



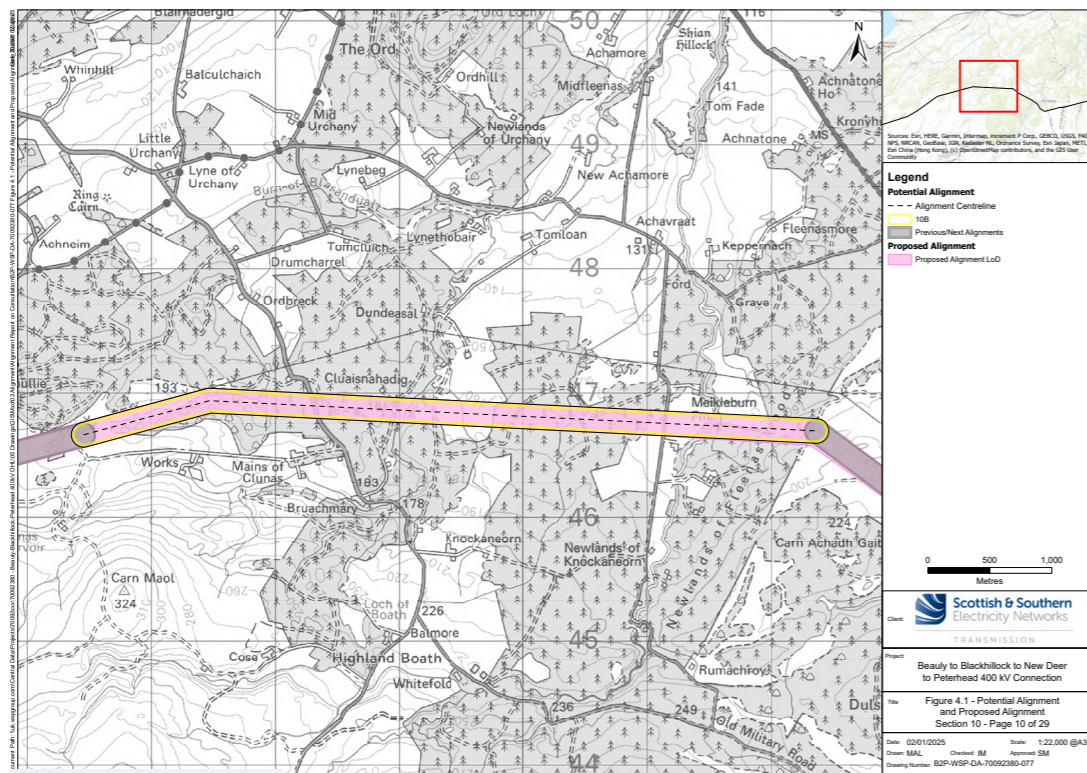
Alignment Section.8



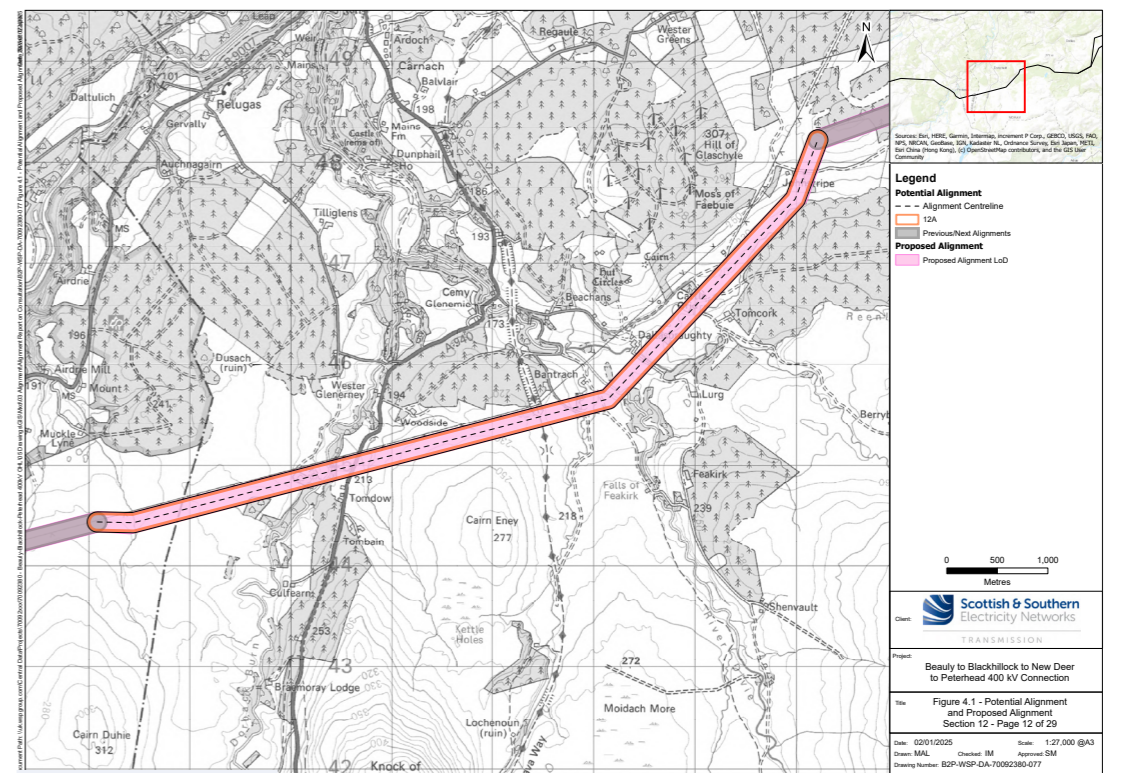
Alignment Section.9



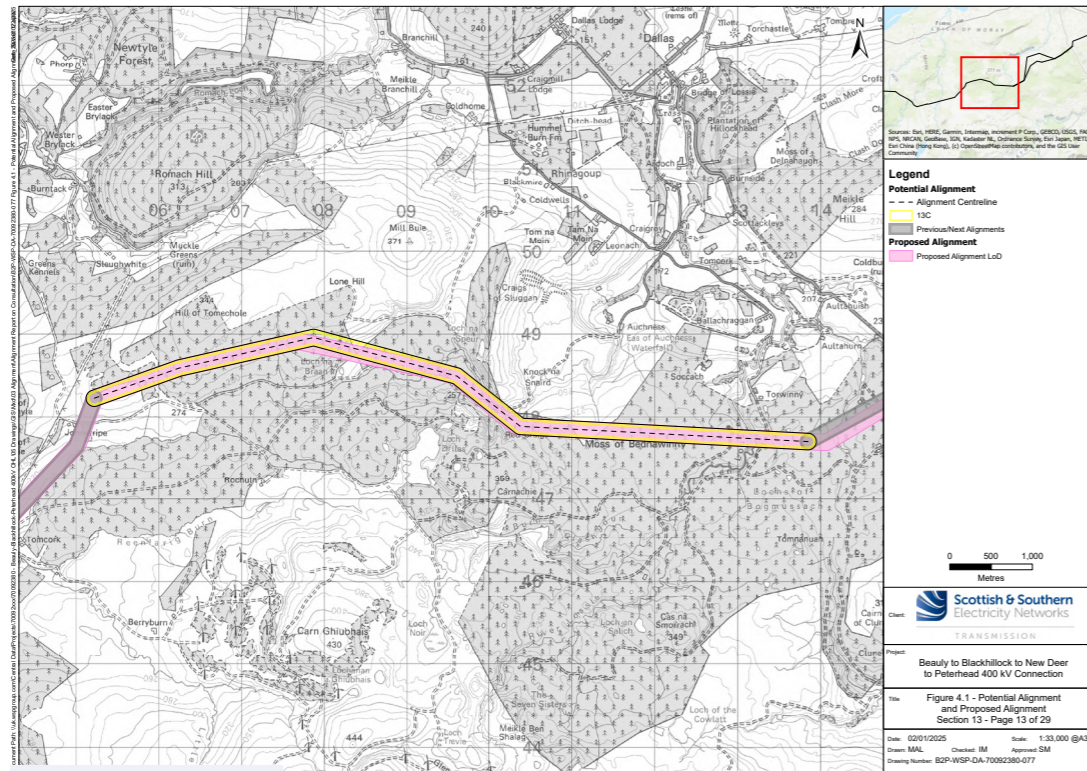
Alignment Section.11



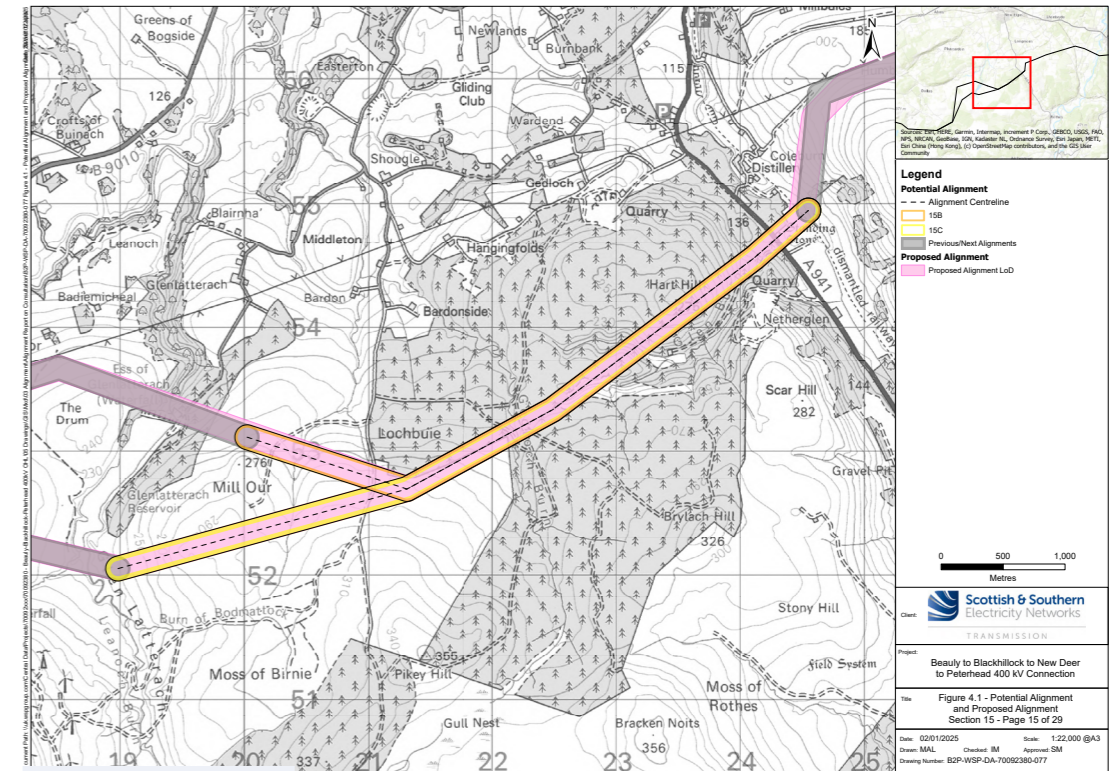
Alignment Section.10



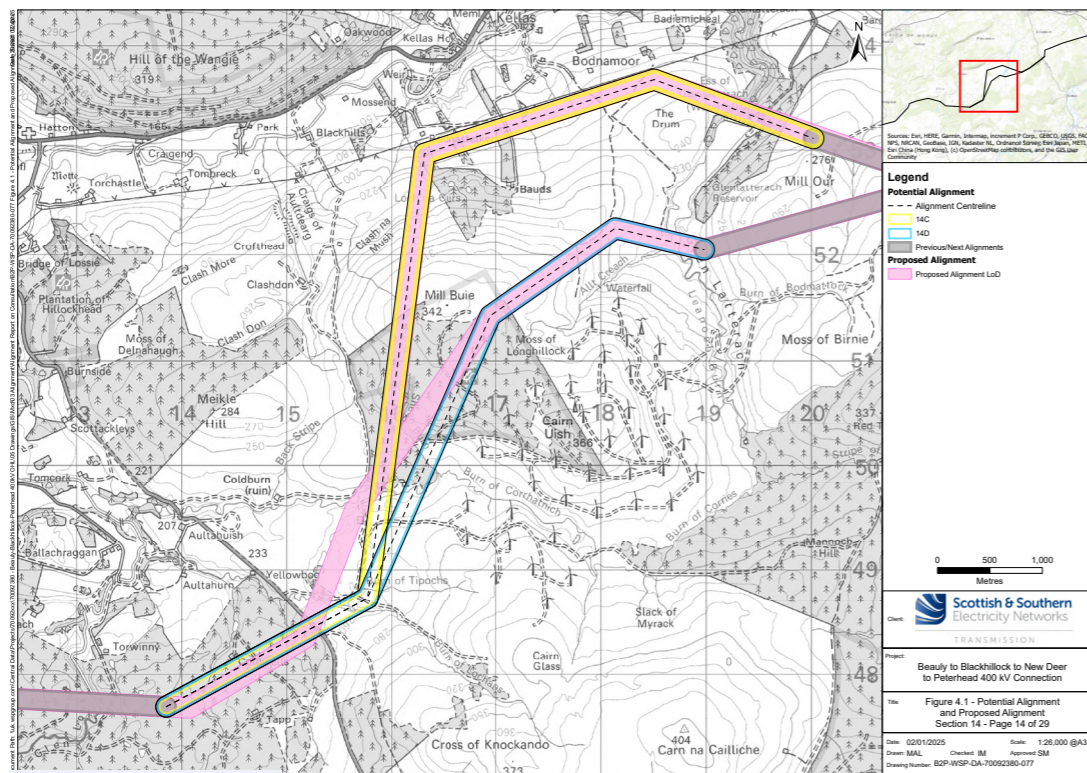
Alignment Section.12



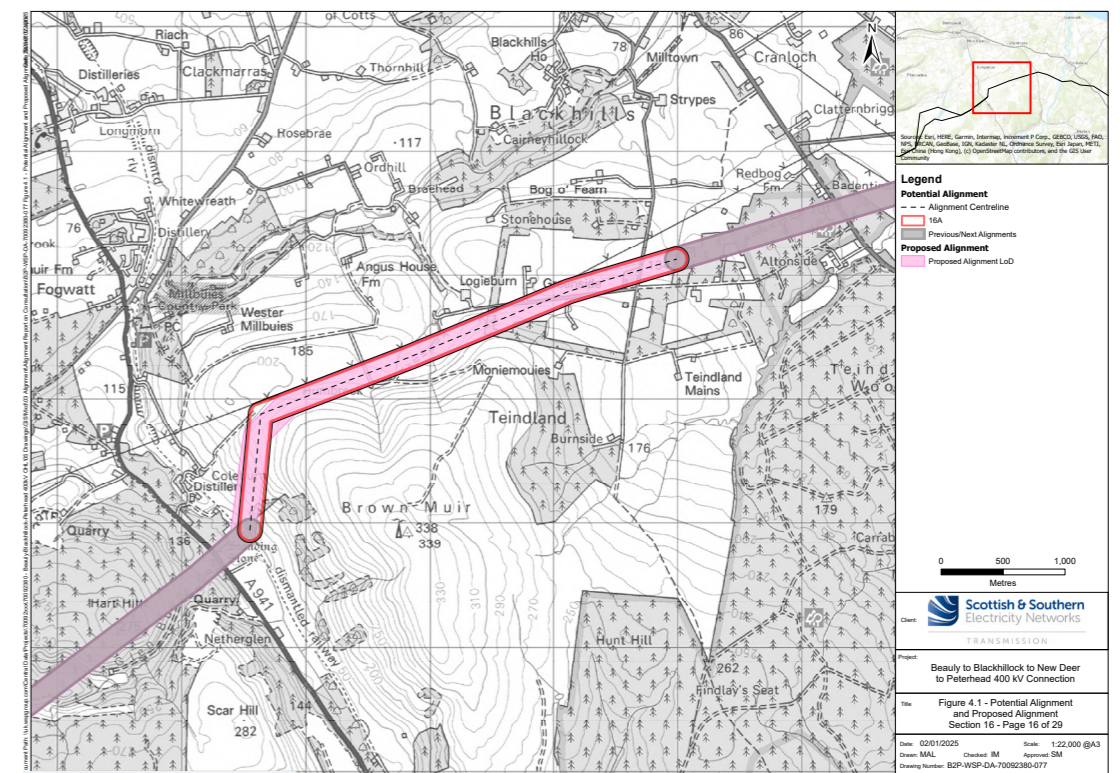
Alignment Section.13



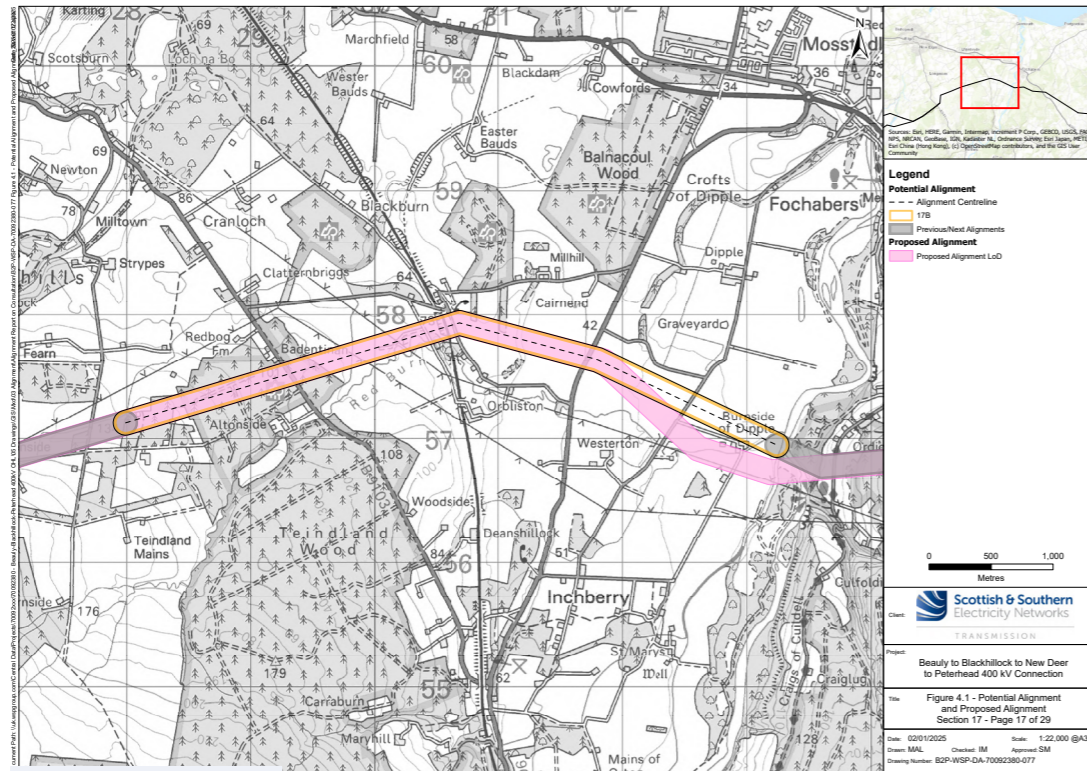
Alignment Section.15



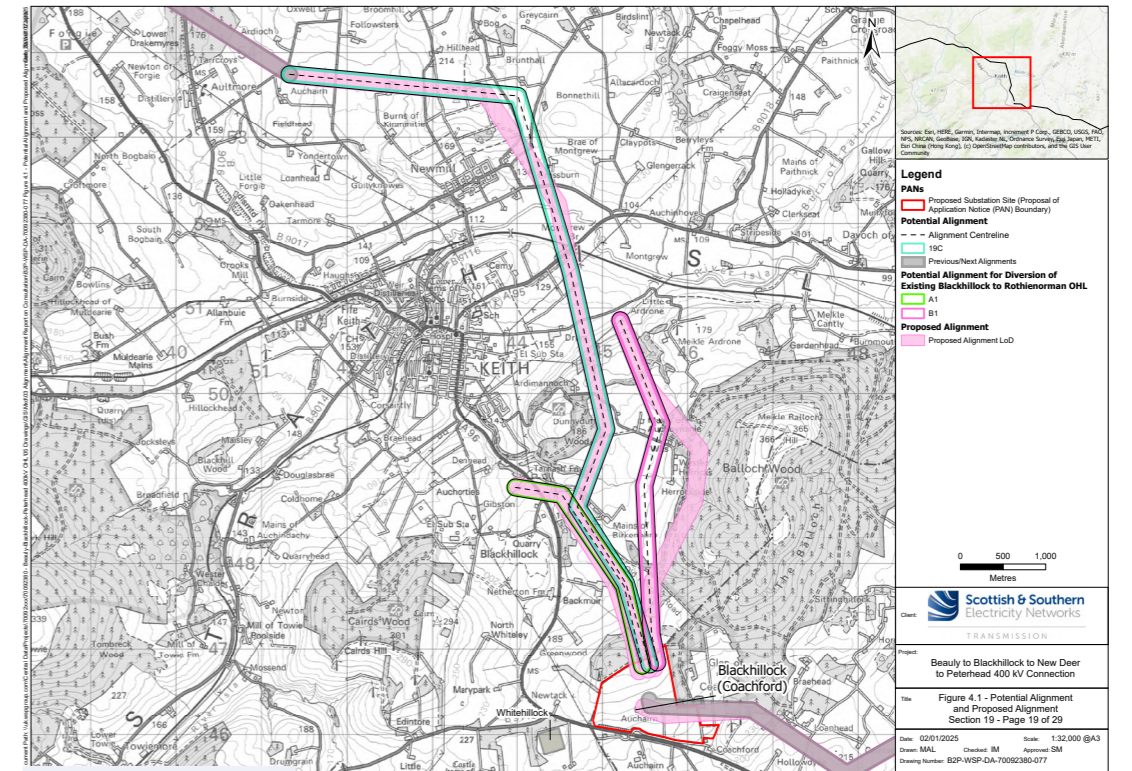
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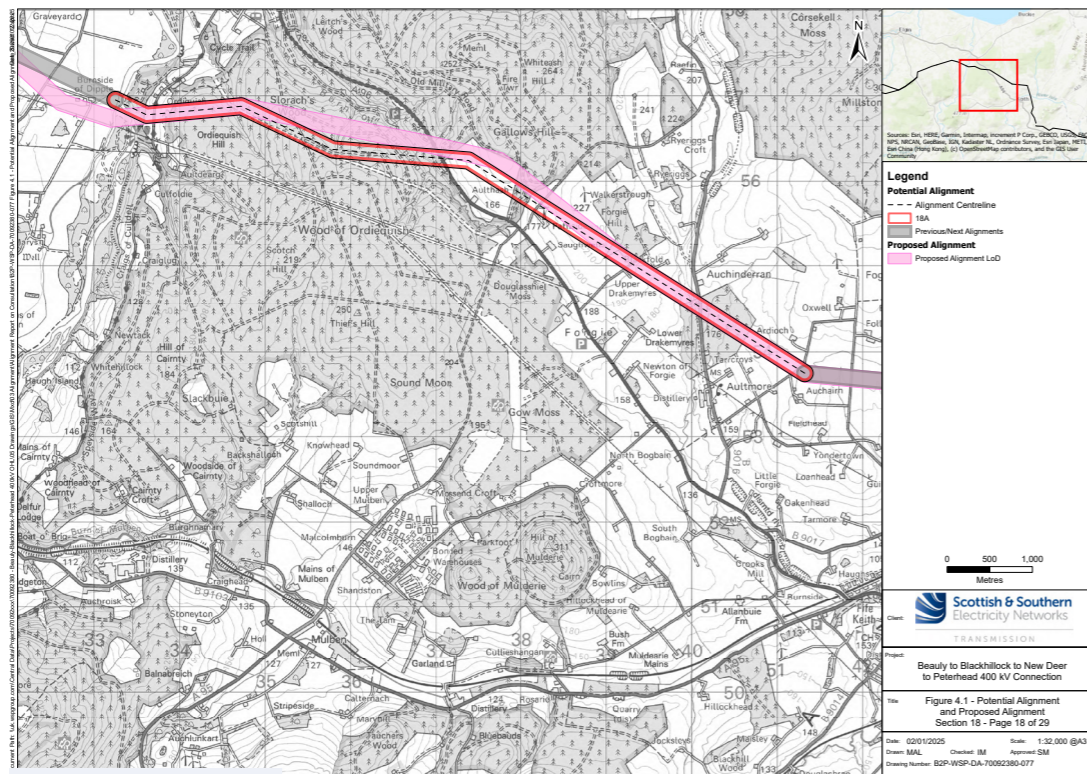
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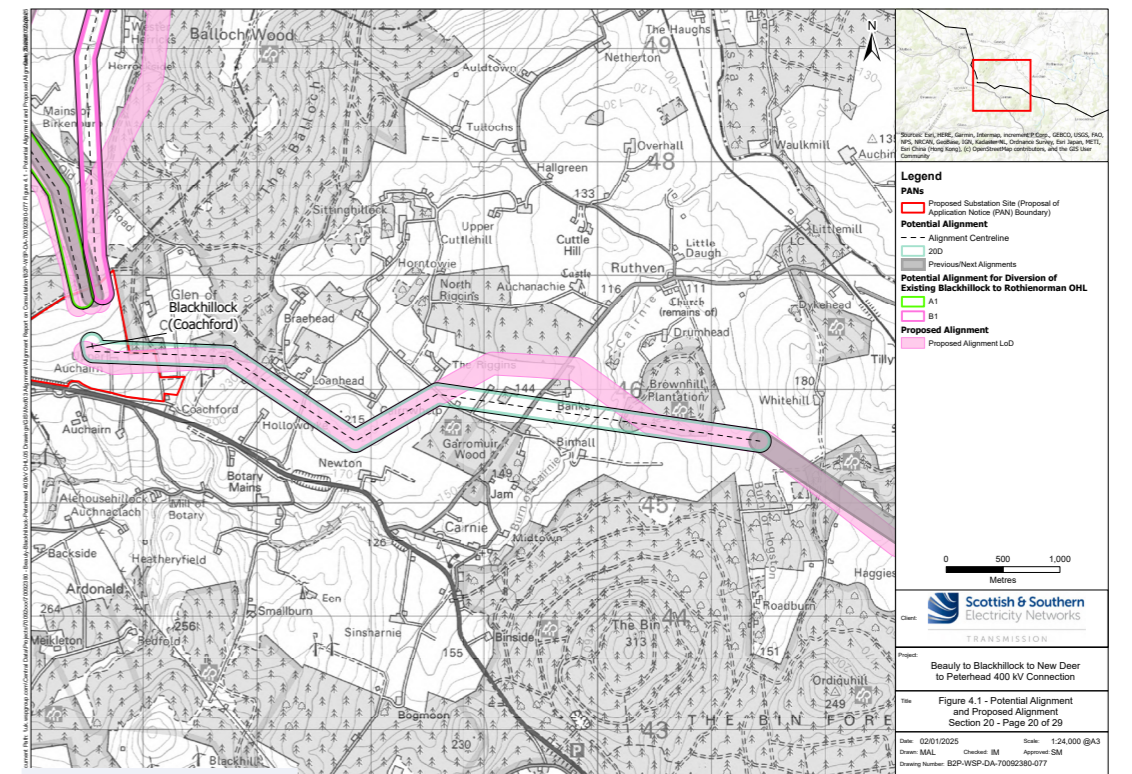
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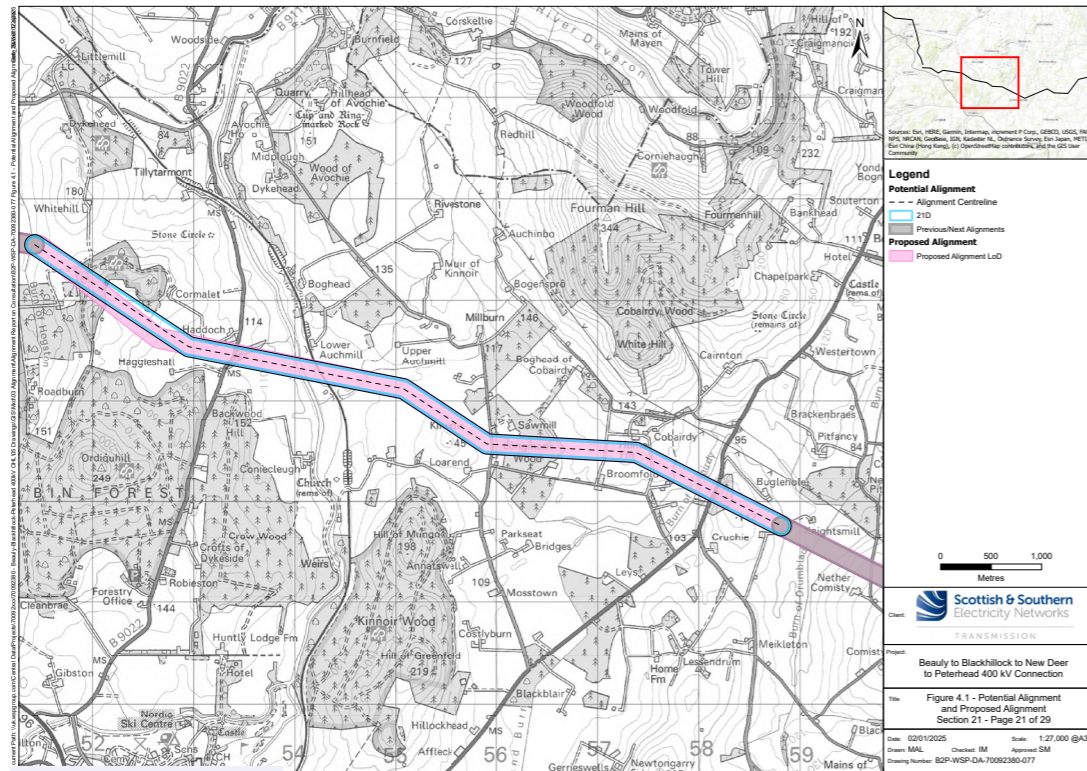
Alignment Section.19



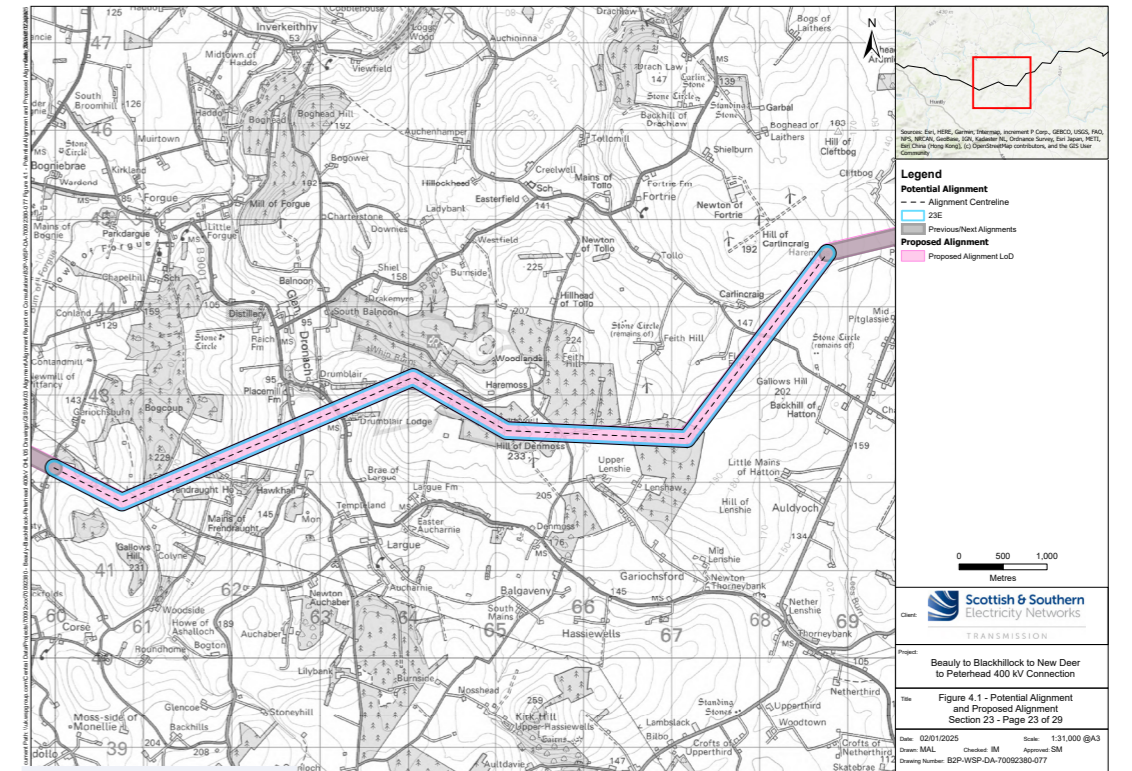
Alignment Section.18



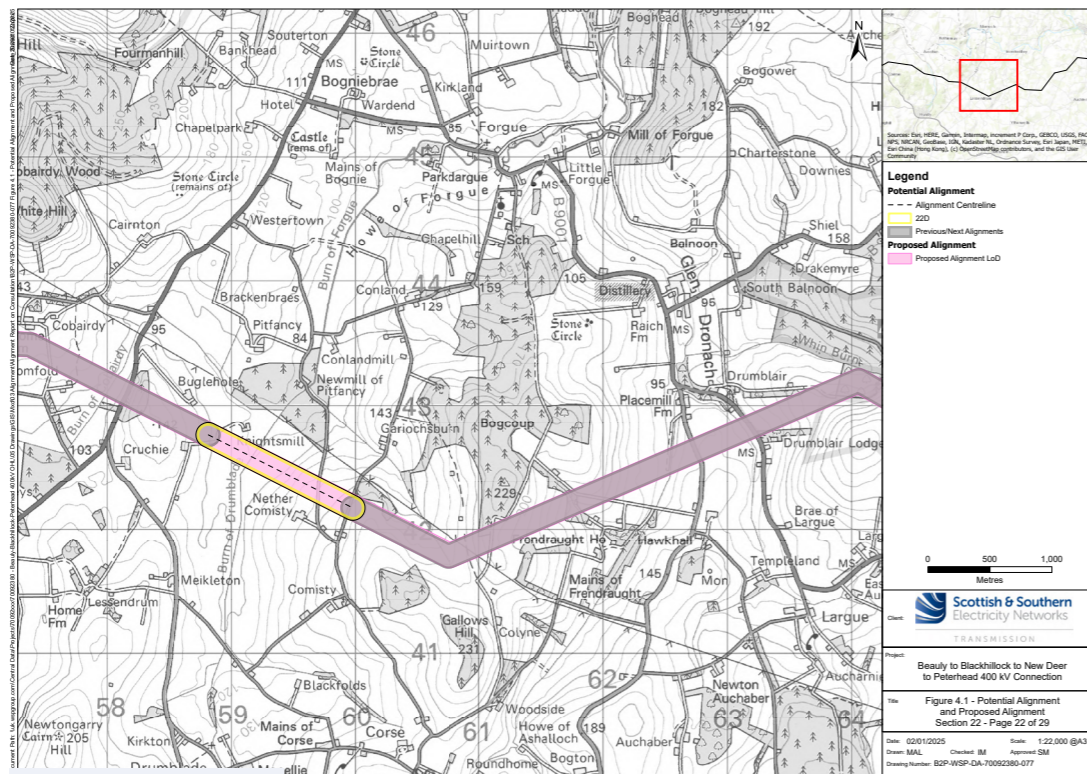
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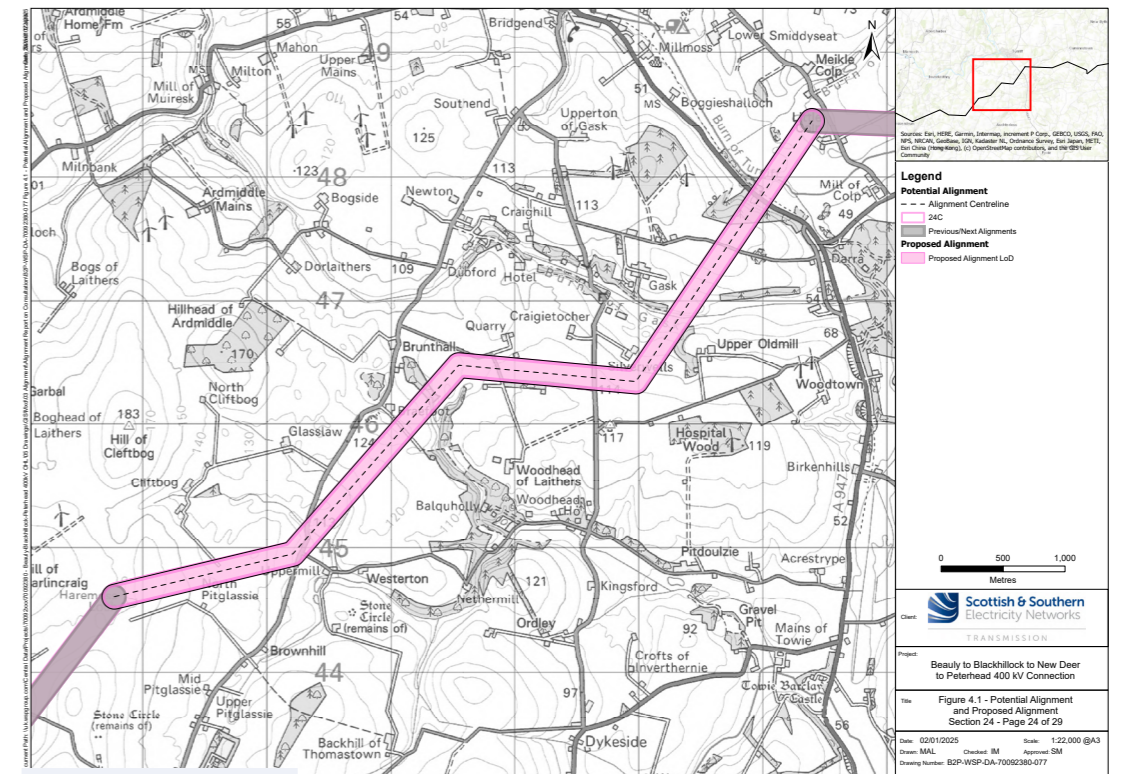
Alignment Section.21



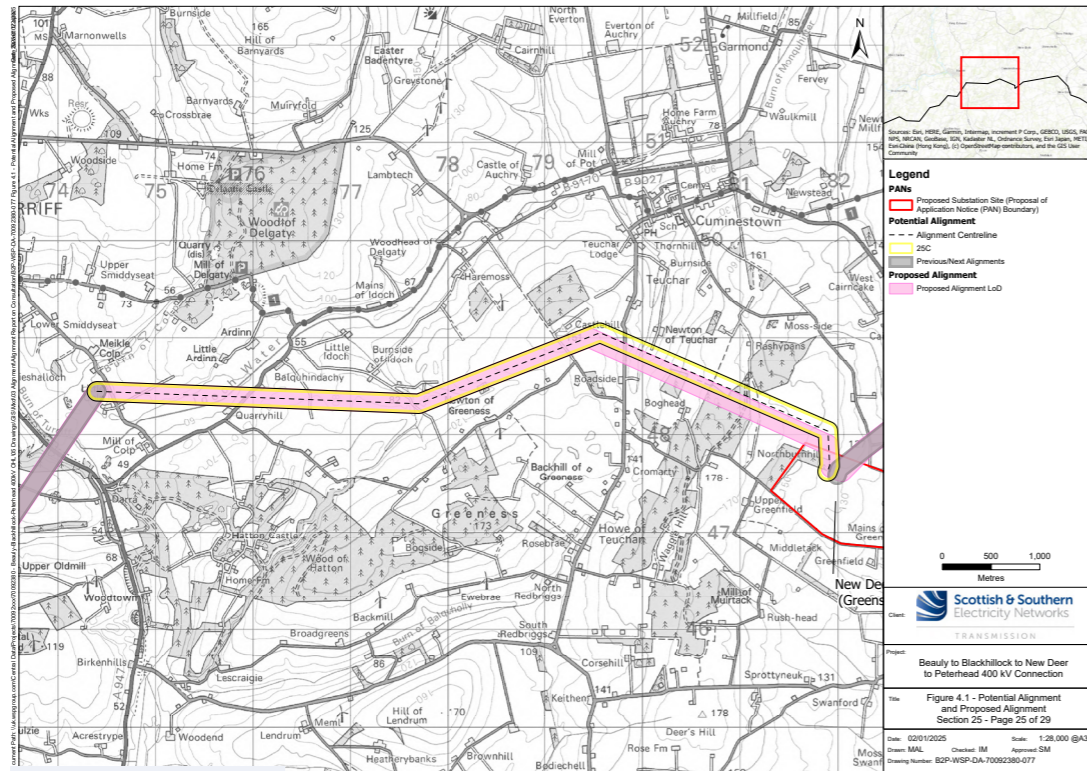
Alignment Section.23



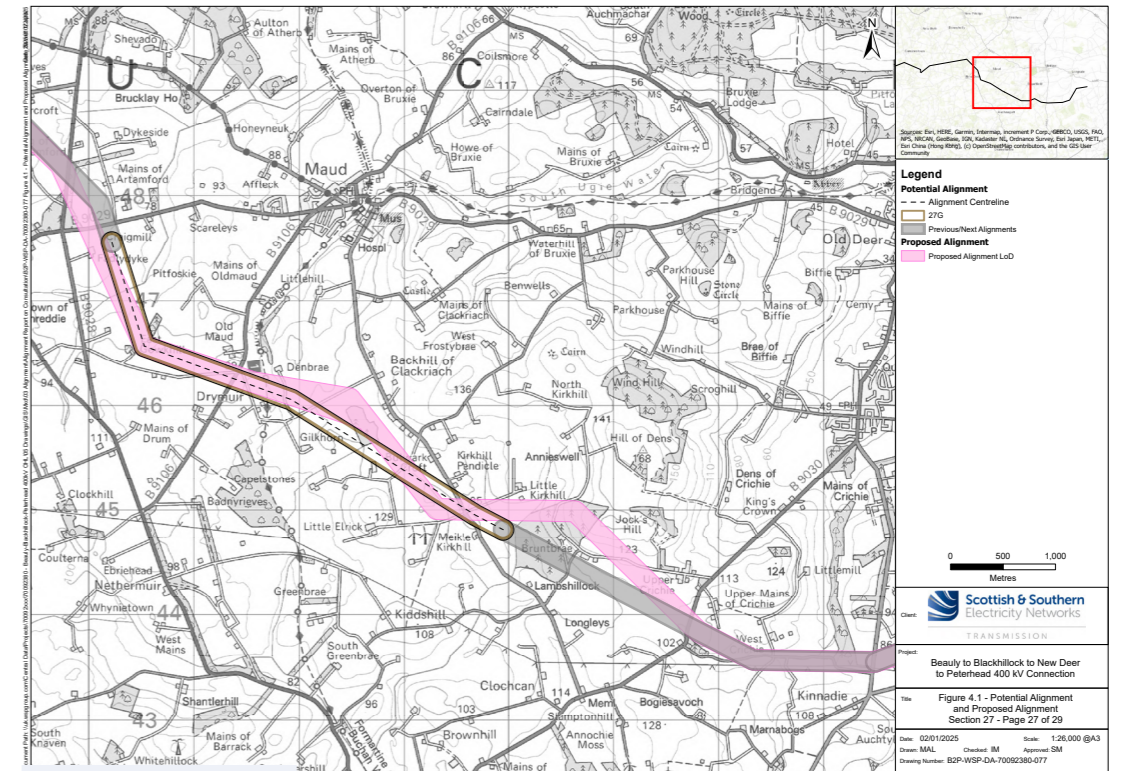
Alignment Section.22



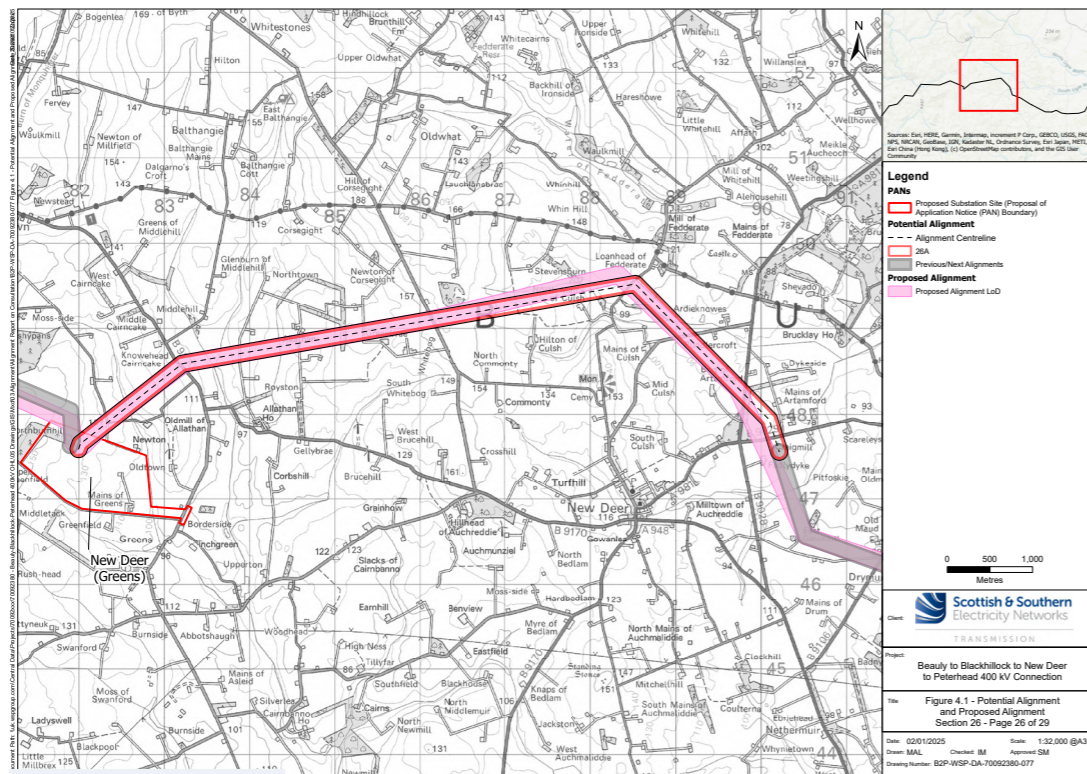
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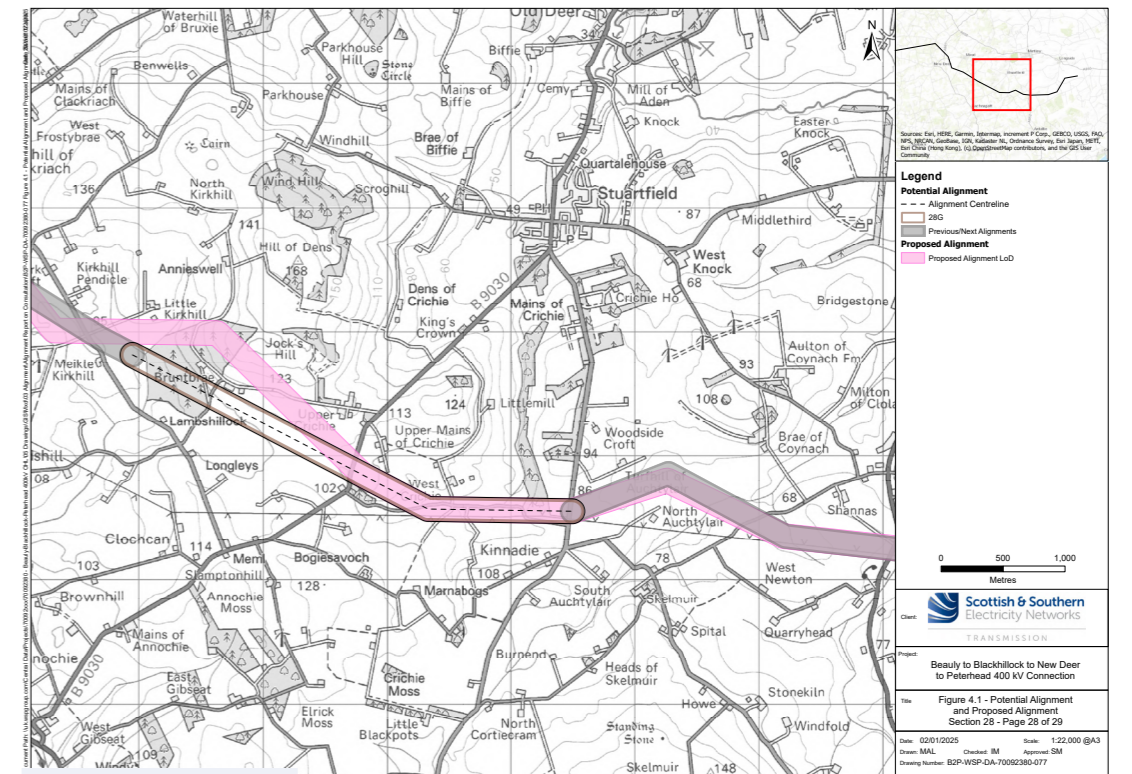
Alignment Section.25



Alignment Section.27



Alignment Section.26



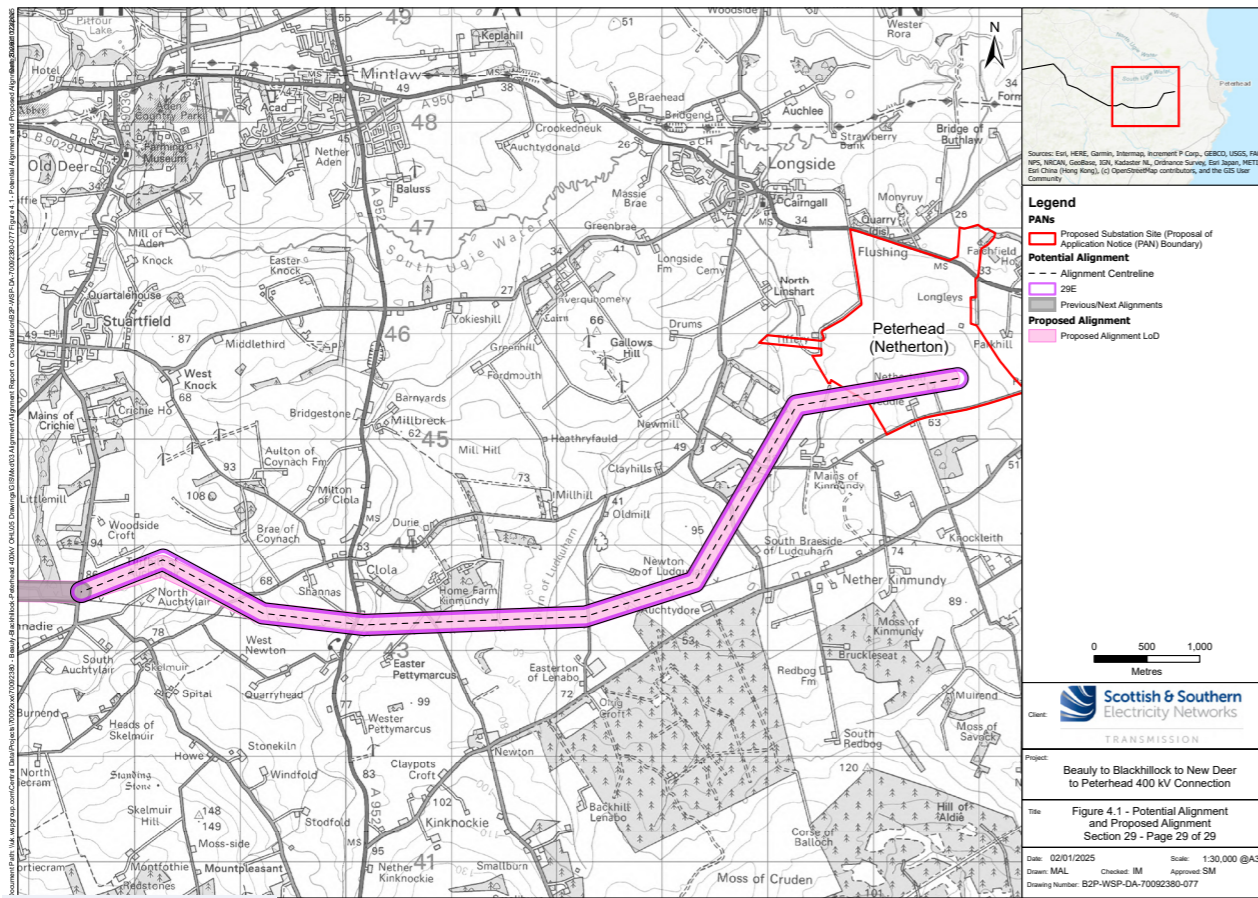
Alignment Section.28



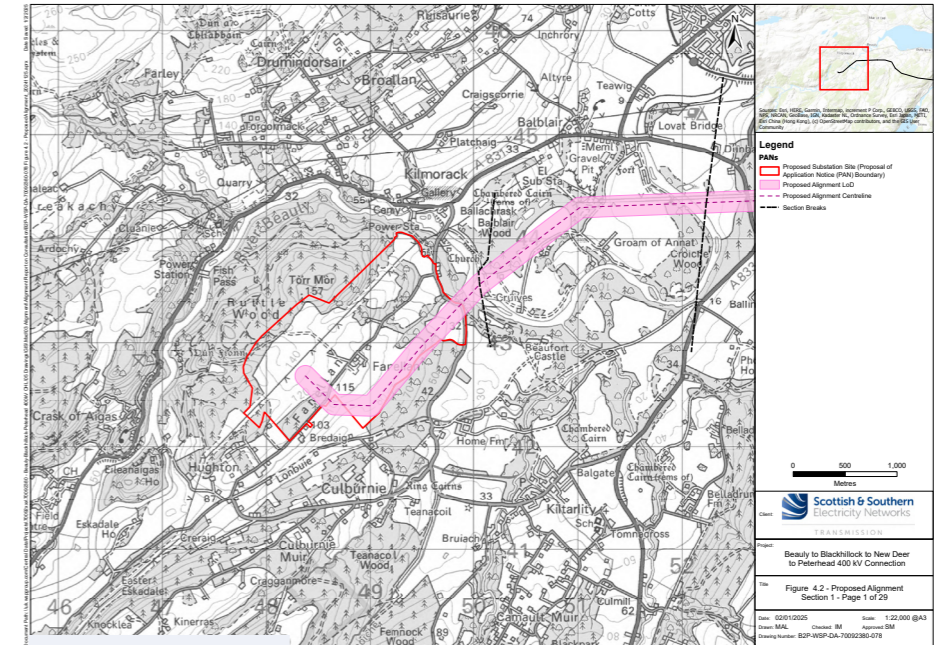
### Proposed Alignment

Following all the changes, the Proposed Alignment being taken forward to the next stage of the Proposed Development is shown in **Figure 4.2 Proposed Alignment** and can be accessed in further detail via the Proposed Development webpage.

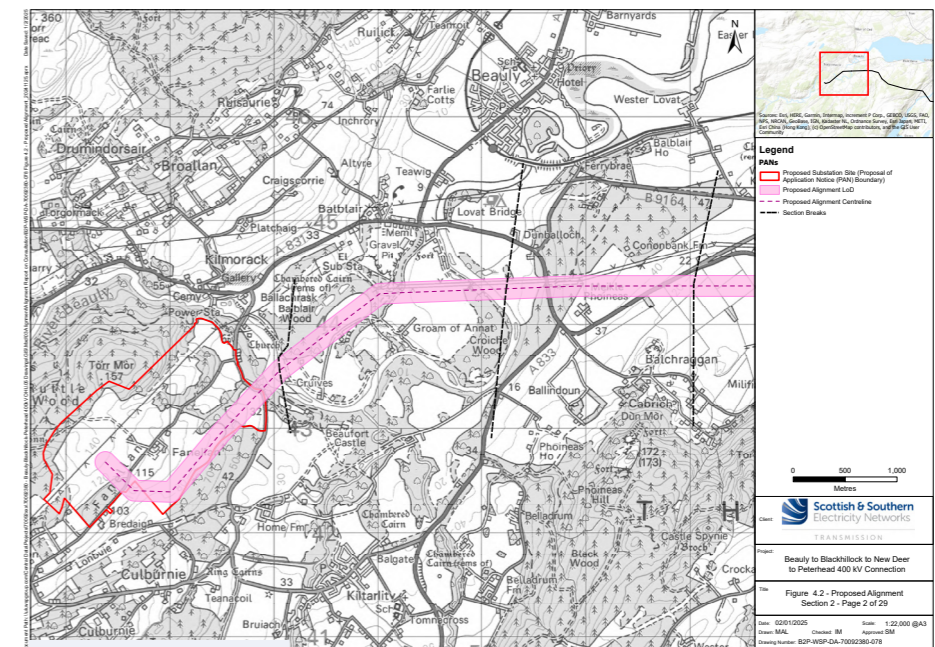
**Figure 4.2. Proposed Alignment**



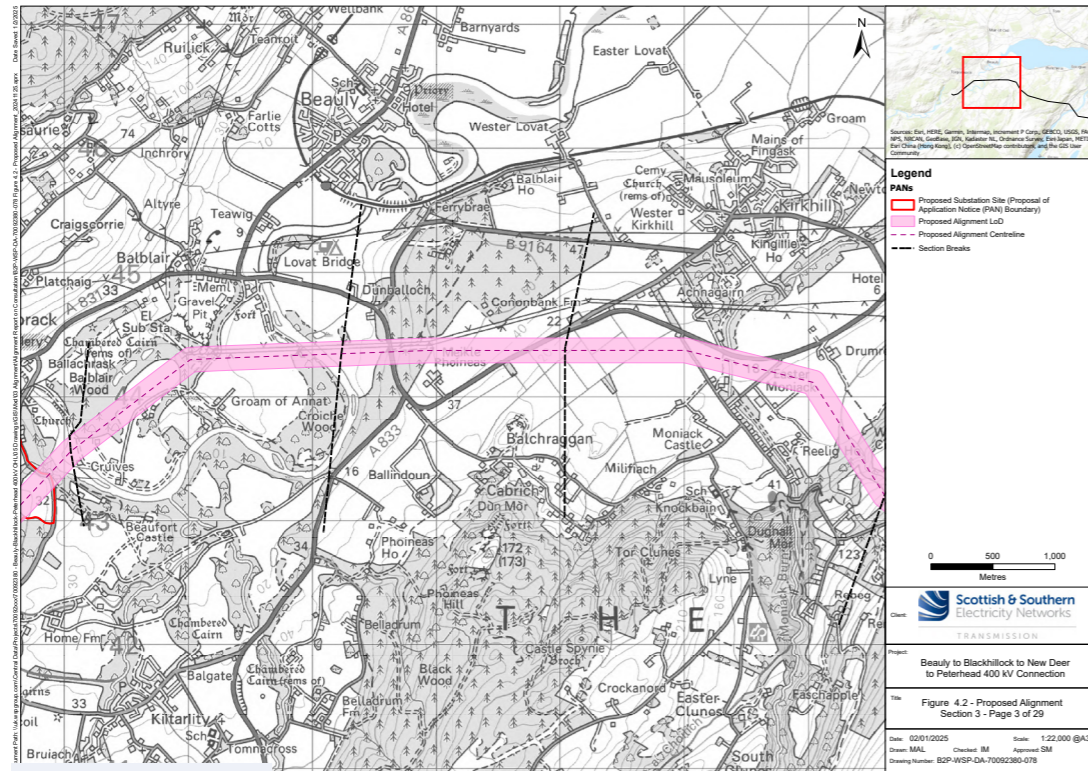
Alignment Section.29



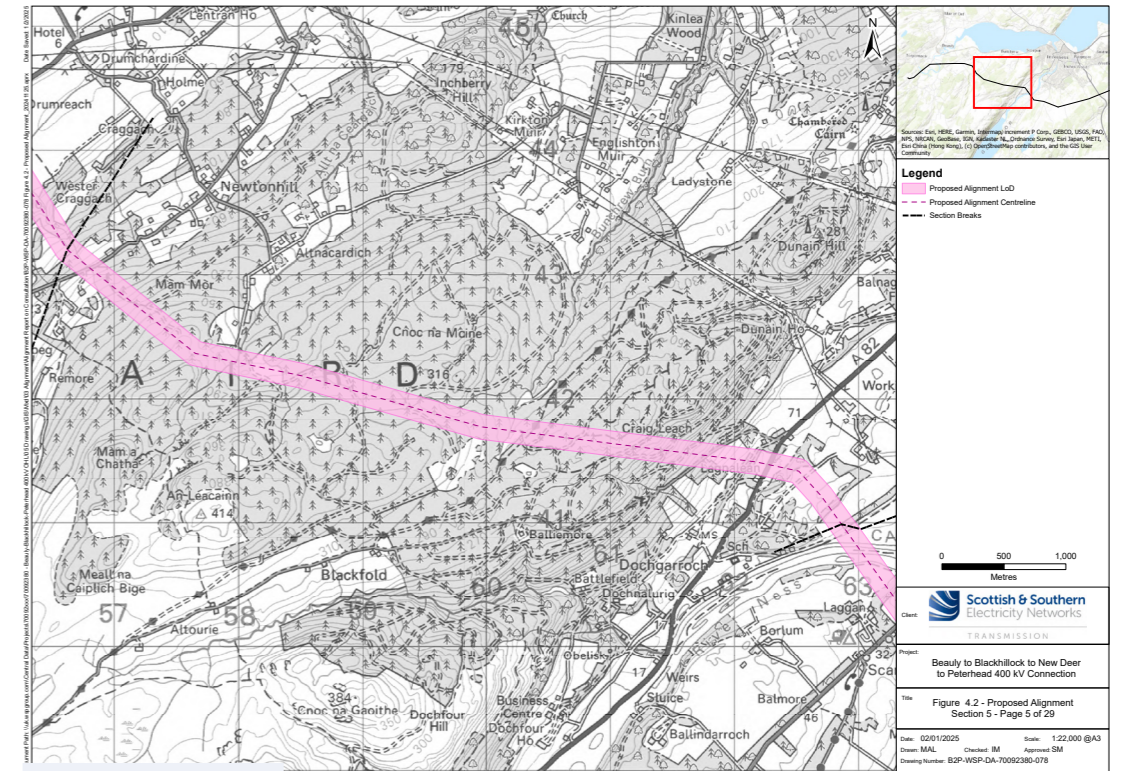
Alignment Section.1



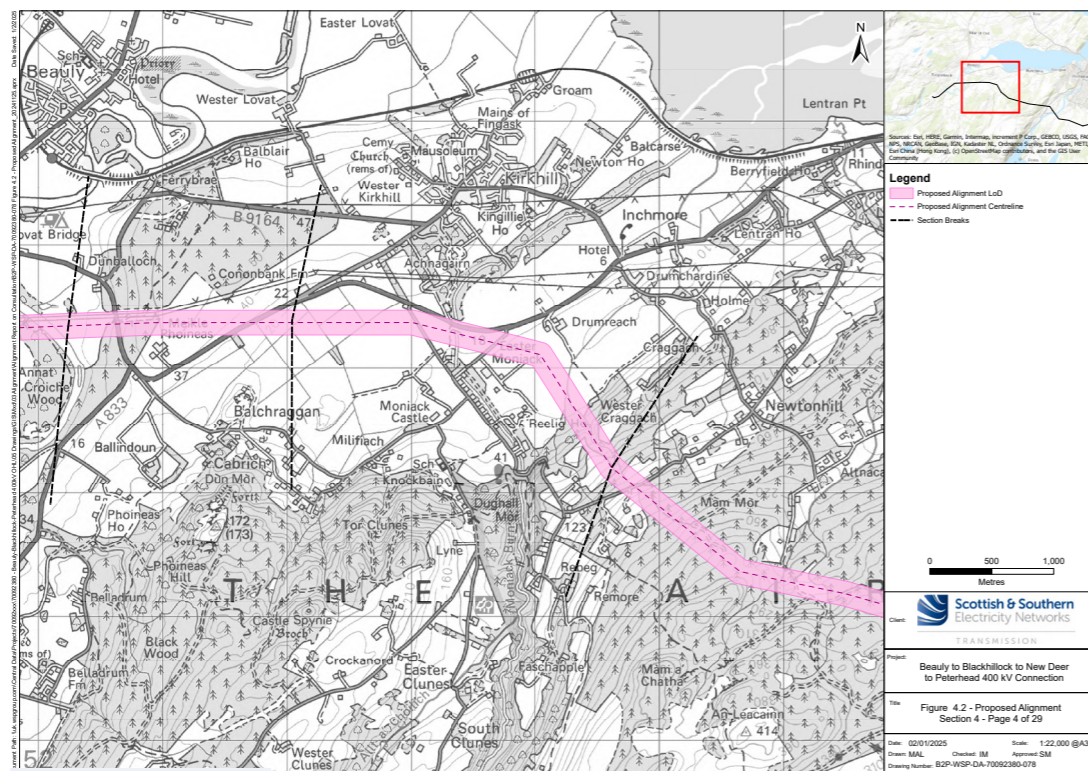
Alignment Section.2



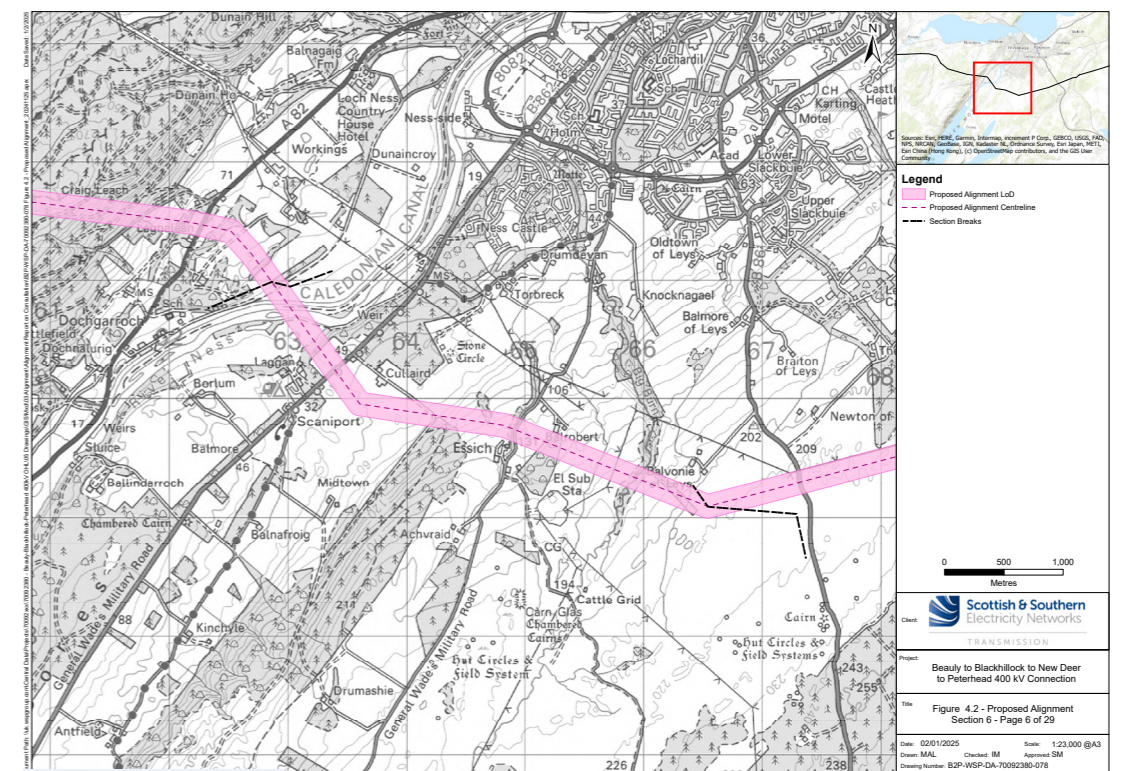
Alignment Section.3



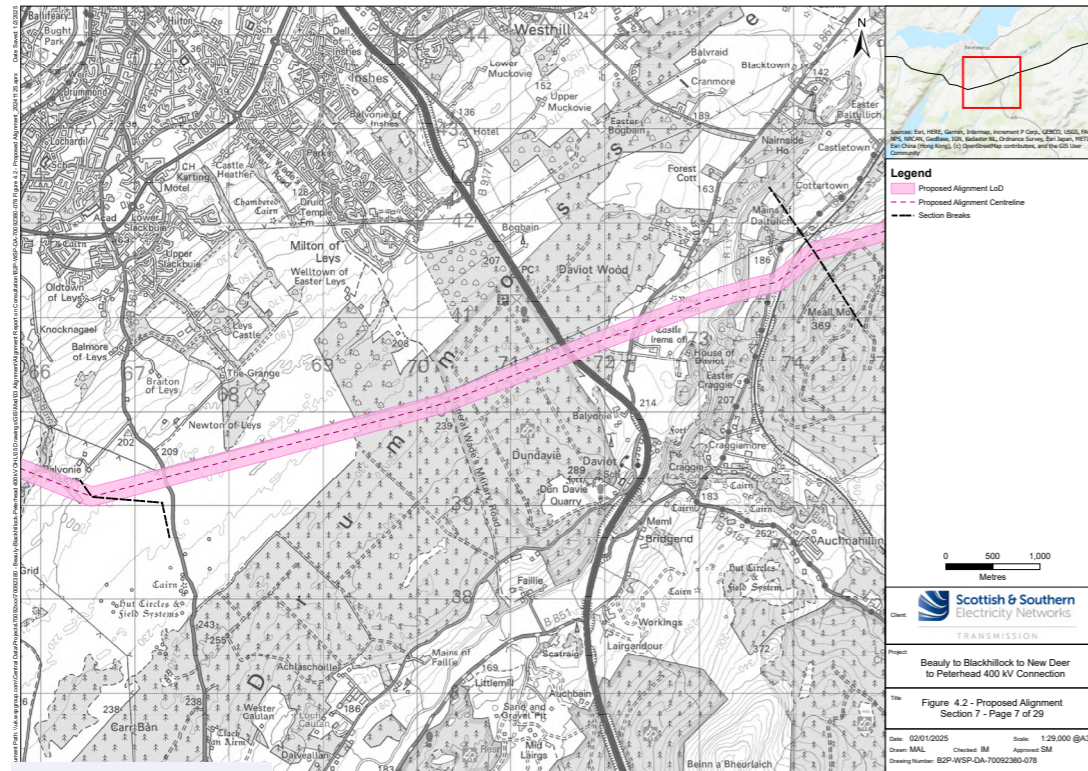
Alignment Section.5



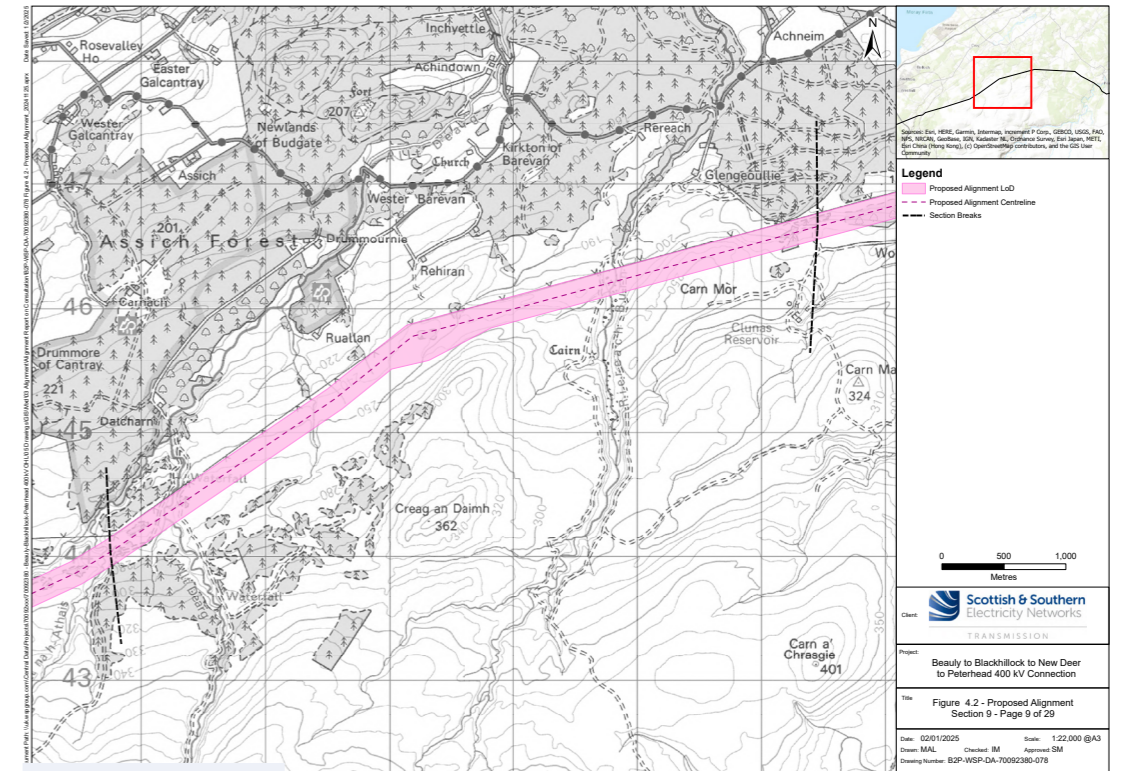
Alignment Section.4



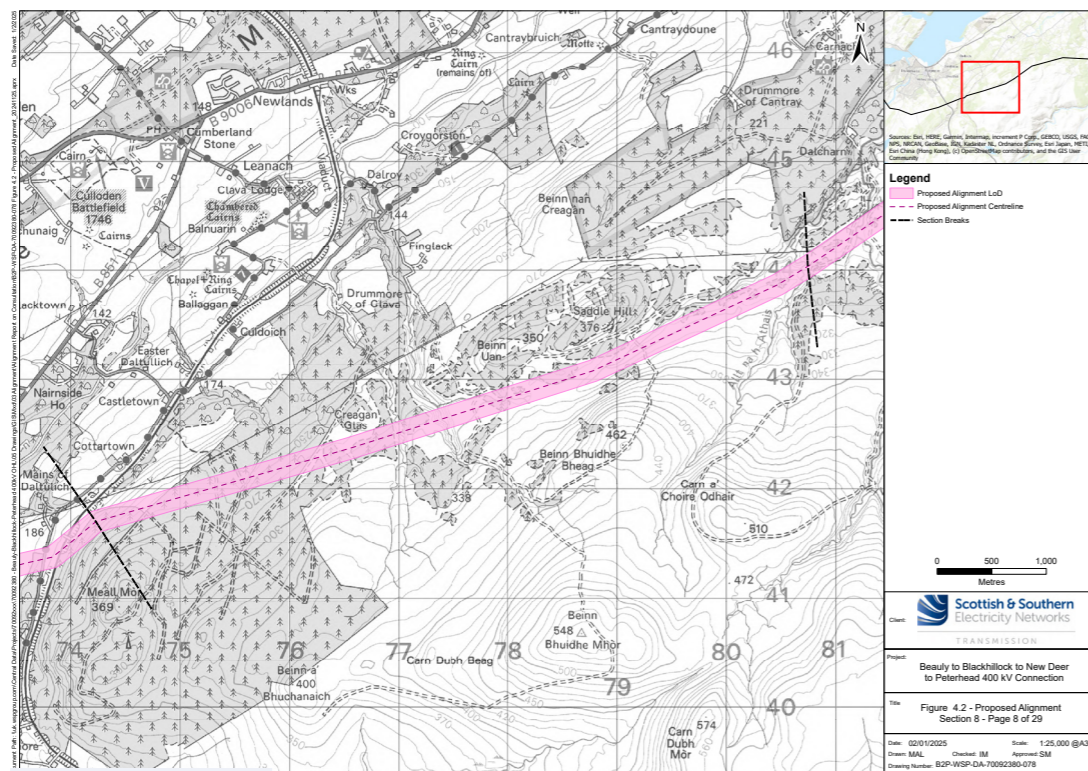
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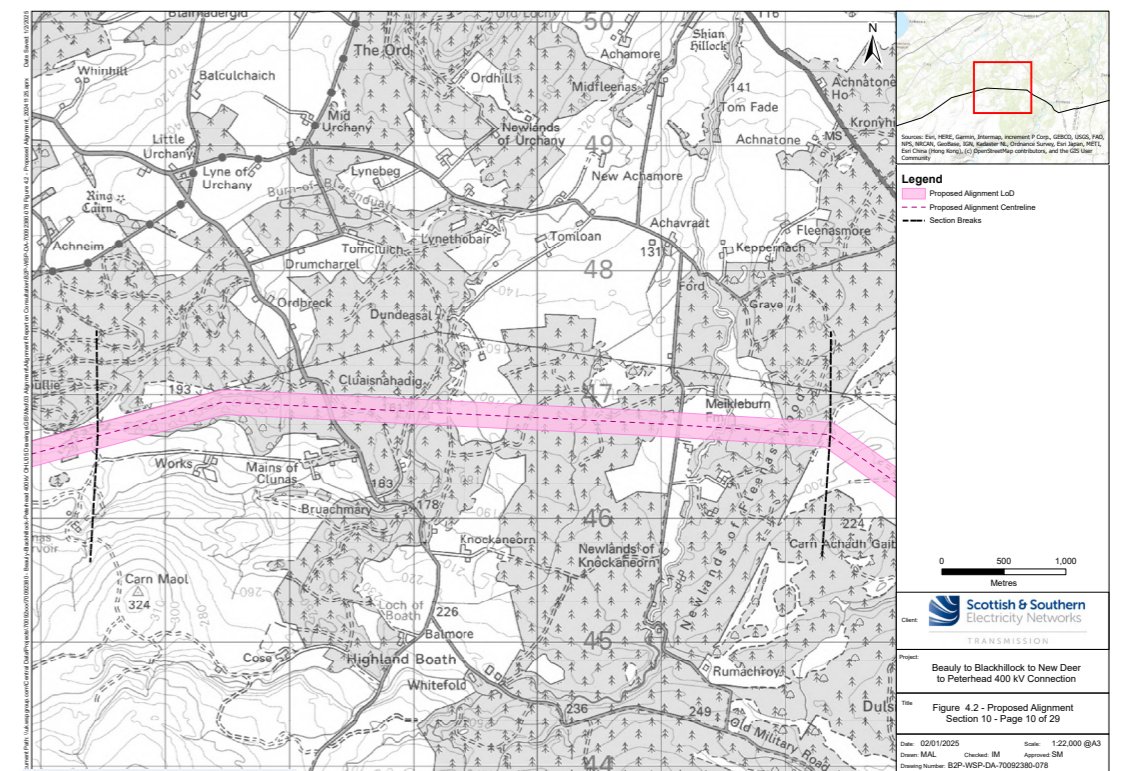
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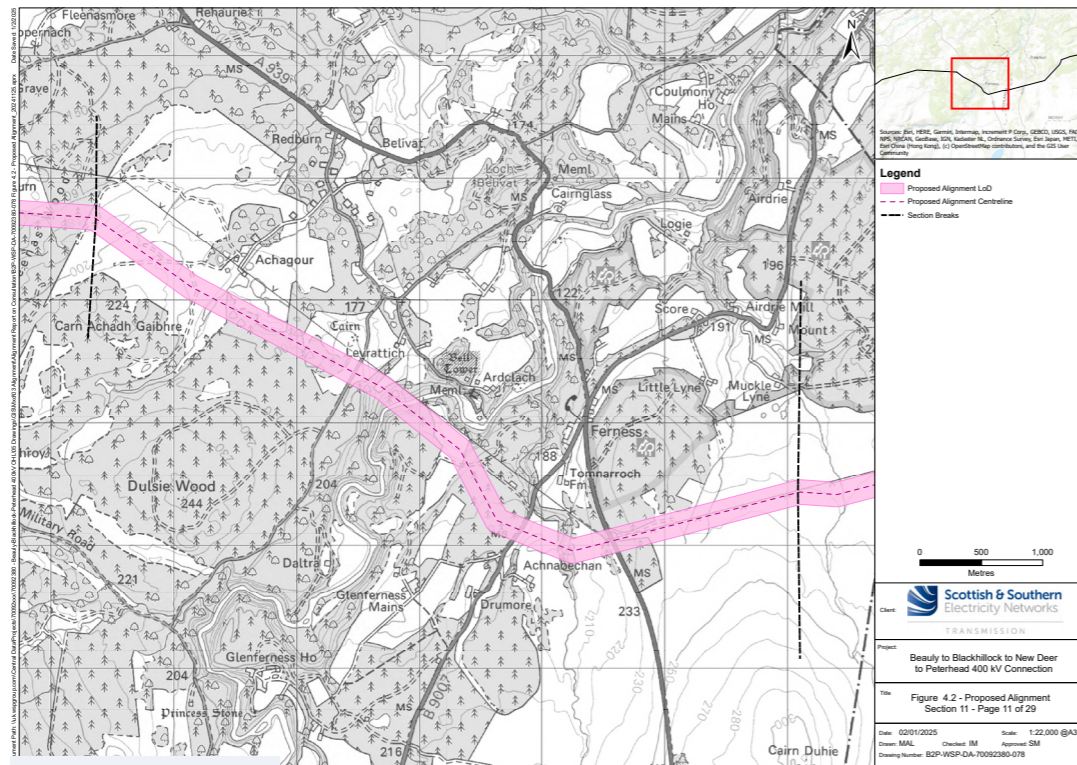
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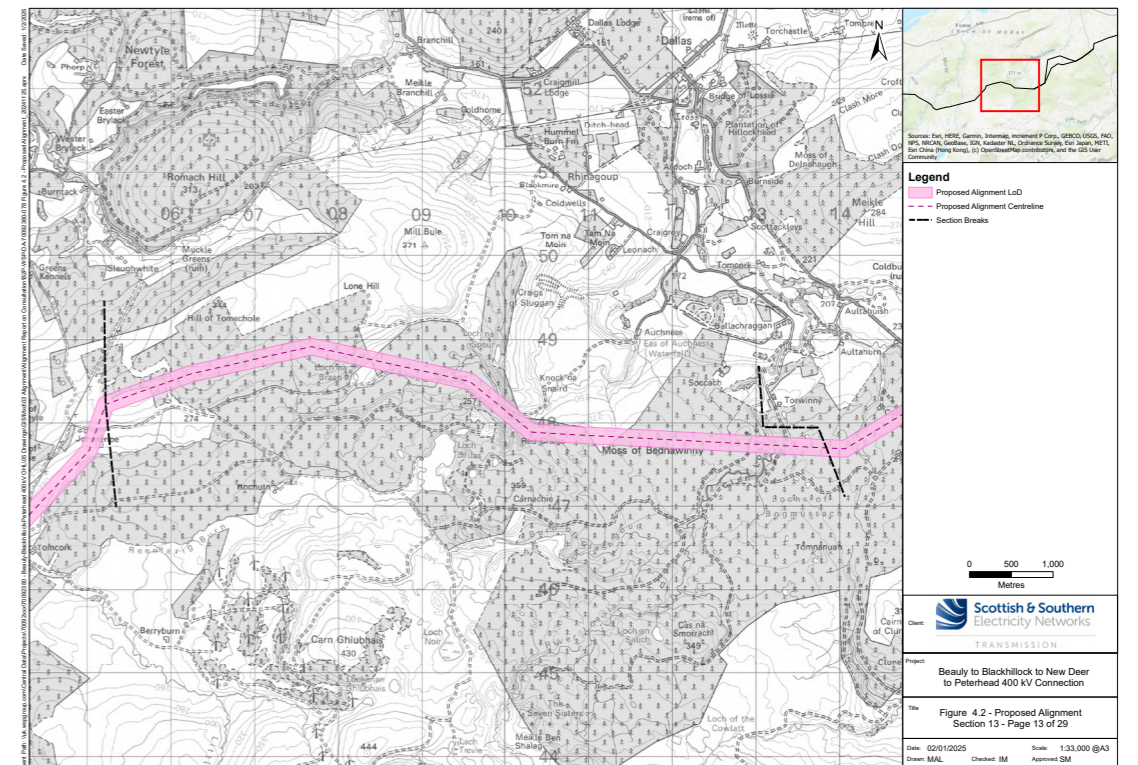
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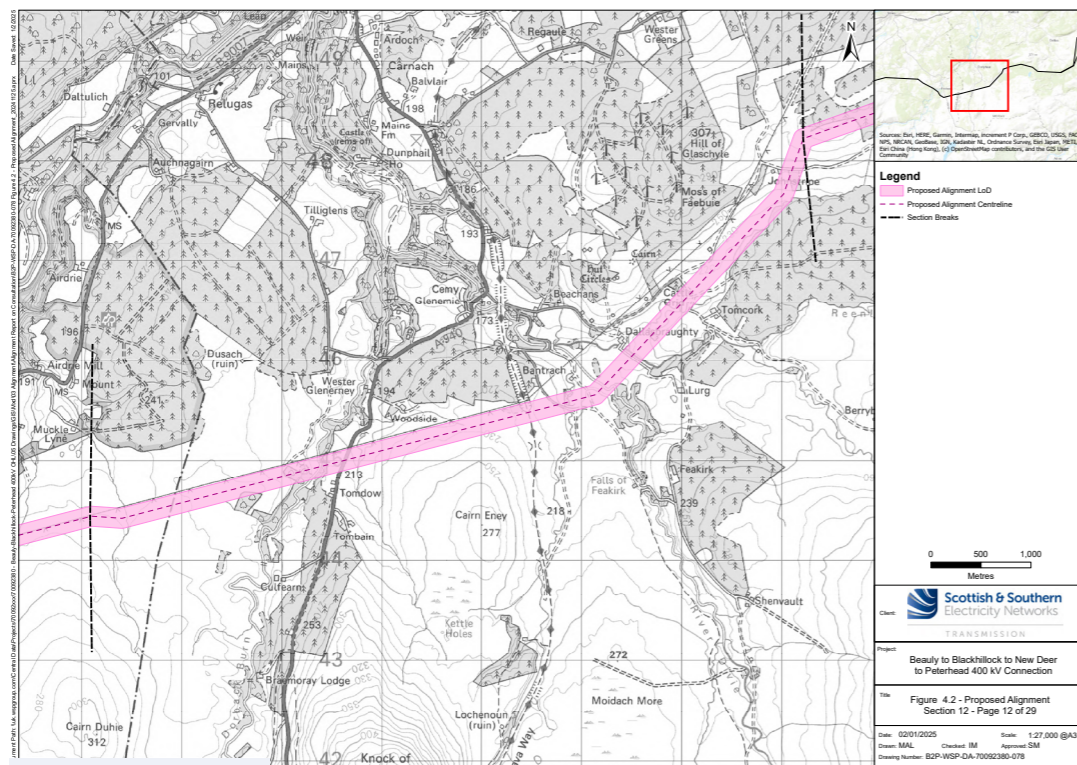
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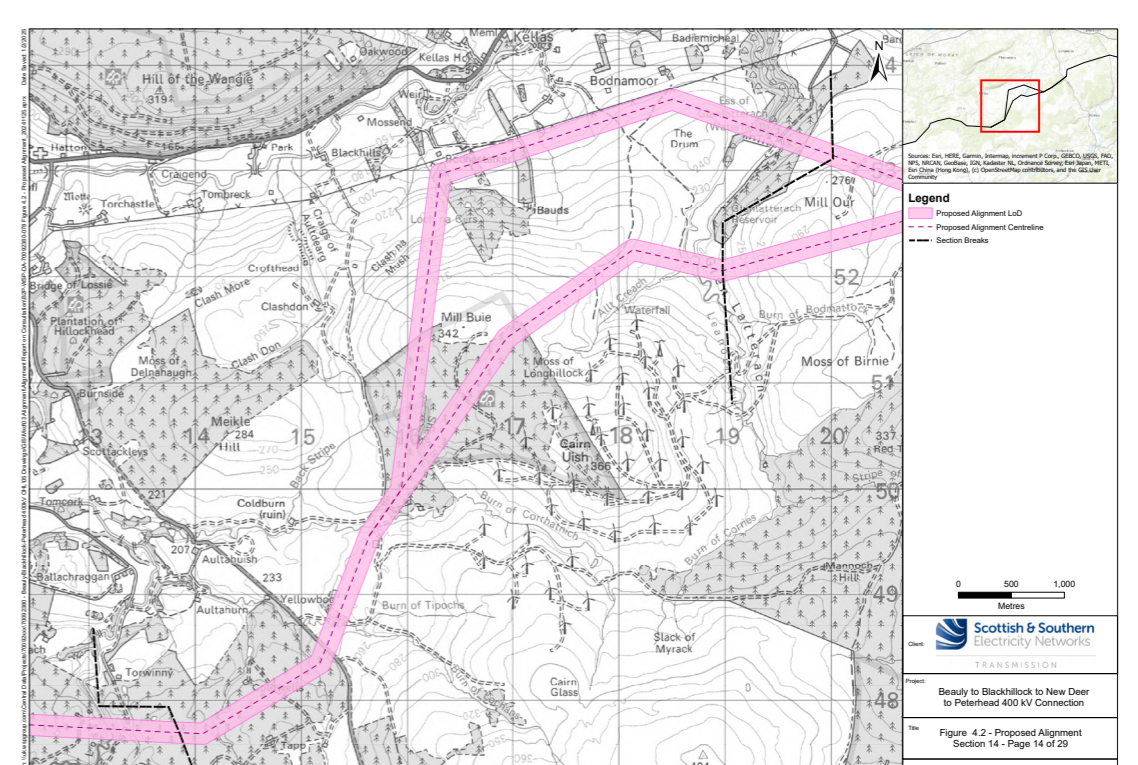
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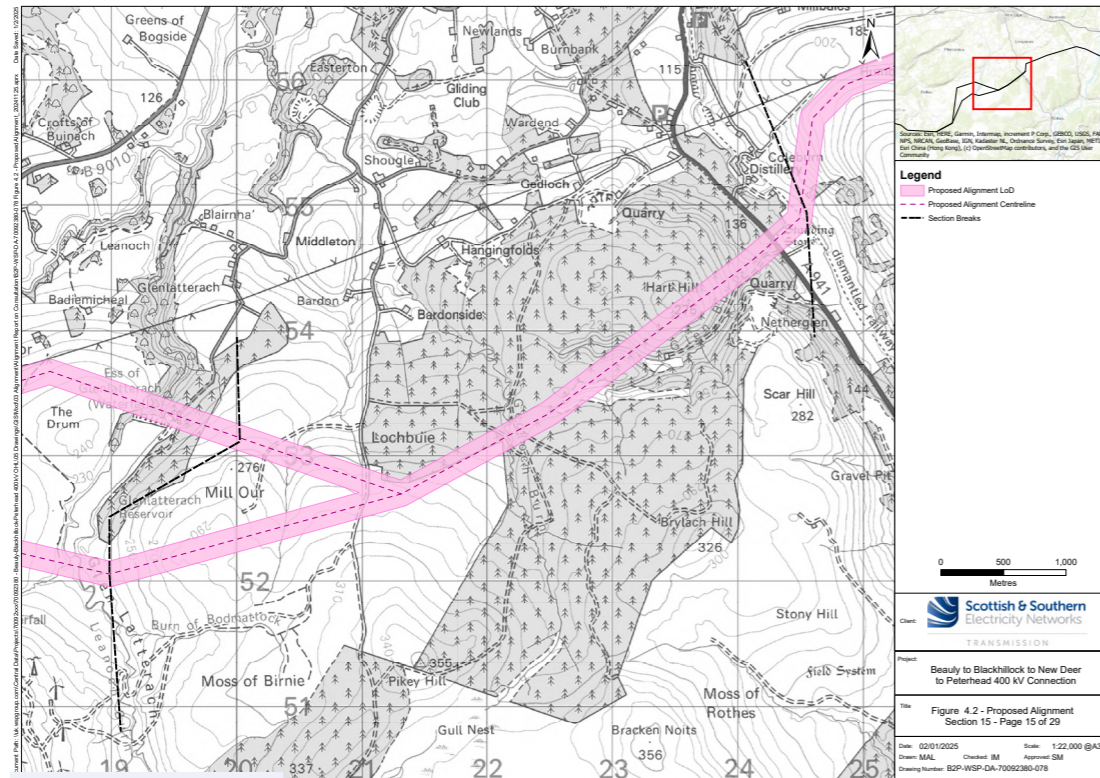
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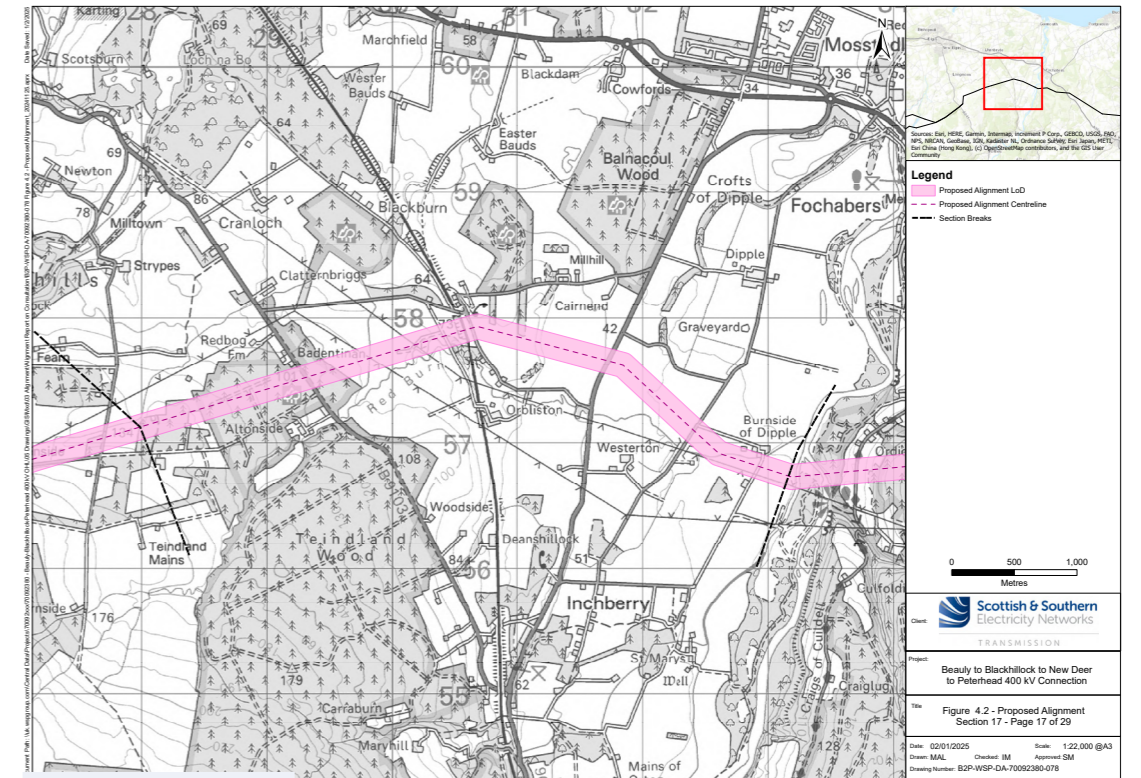
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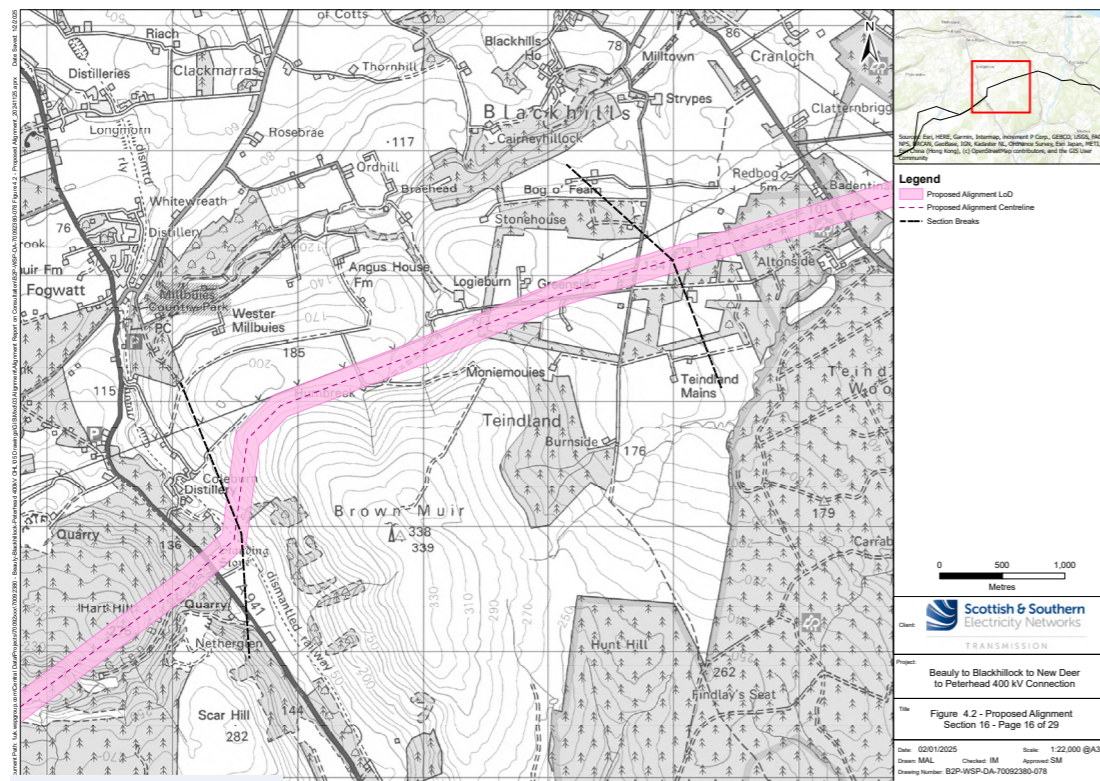
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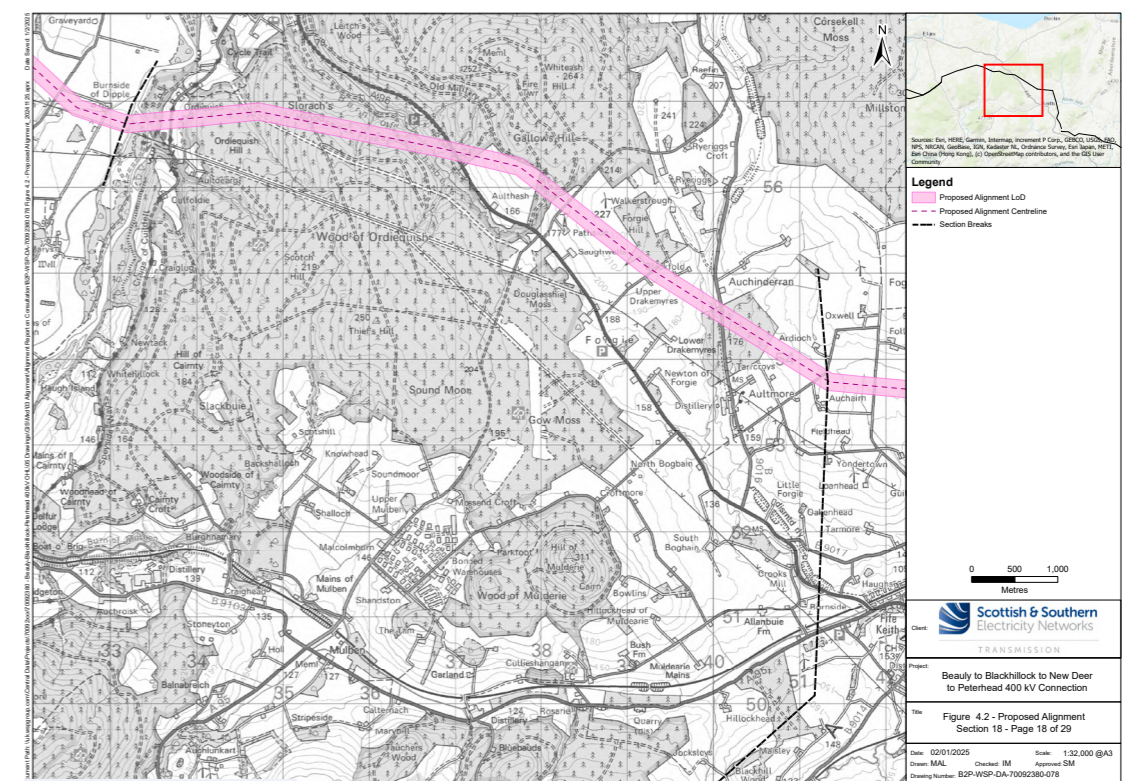
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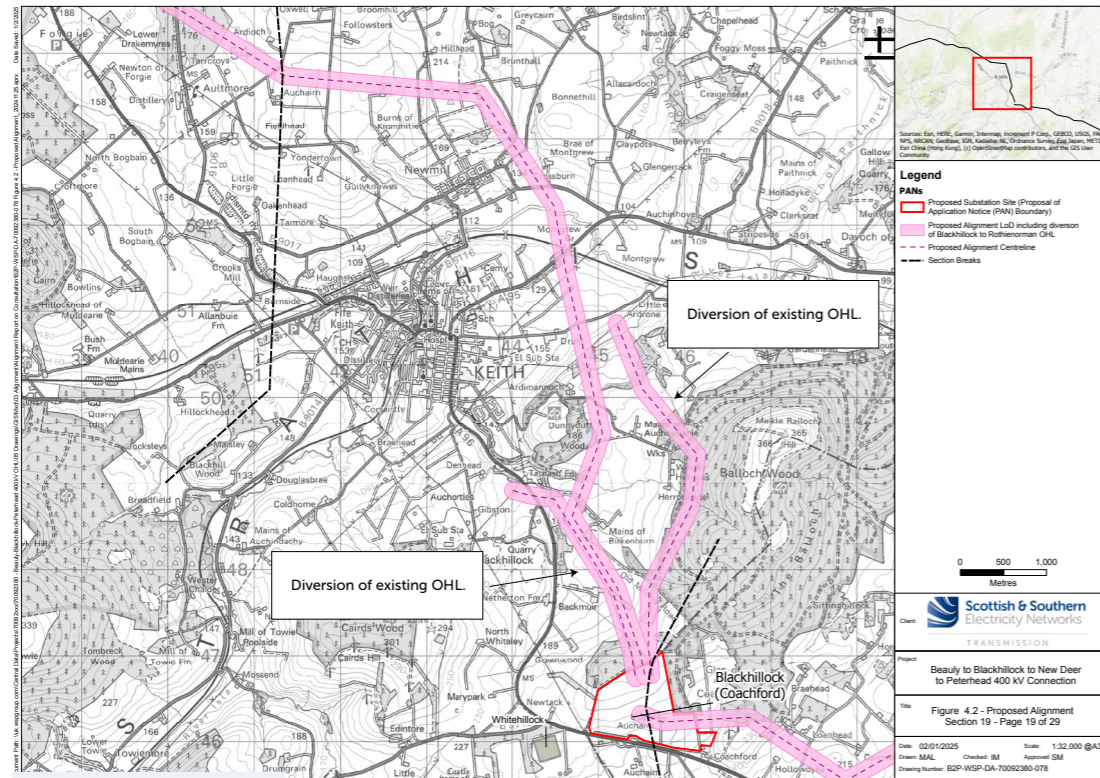
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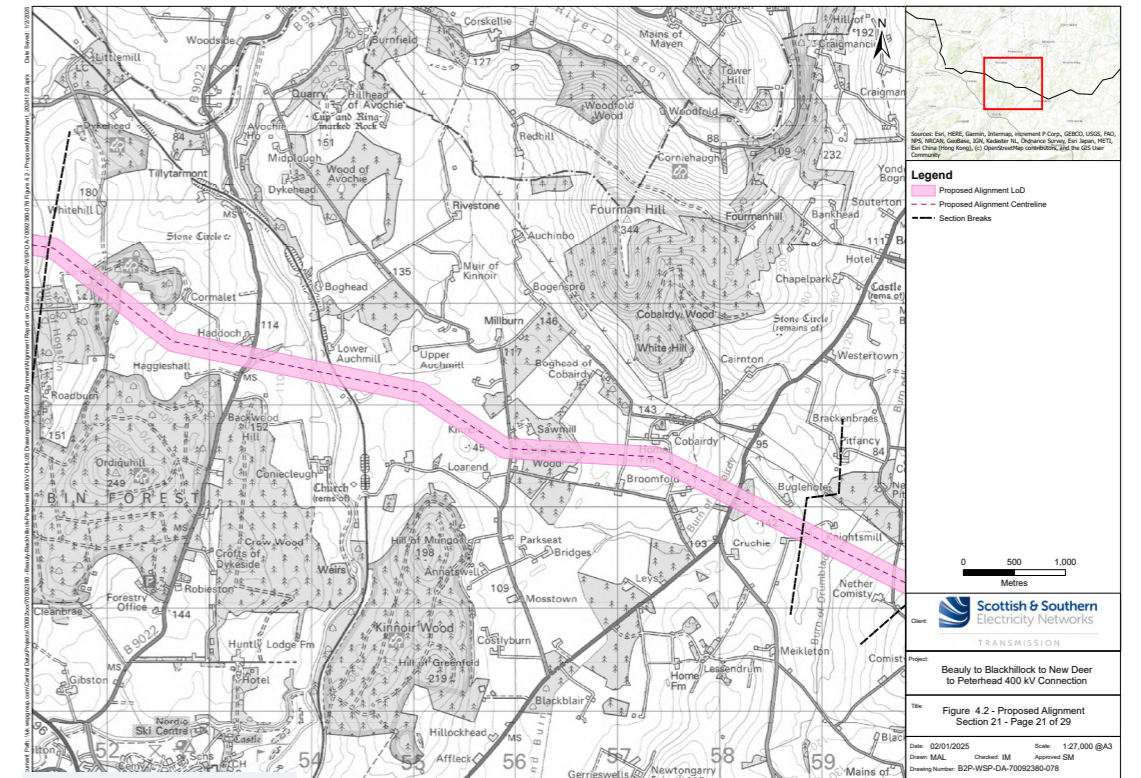
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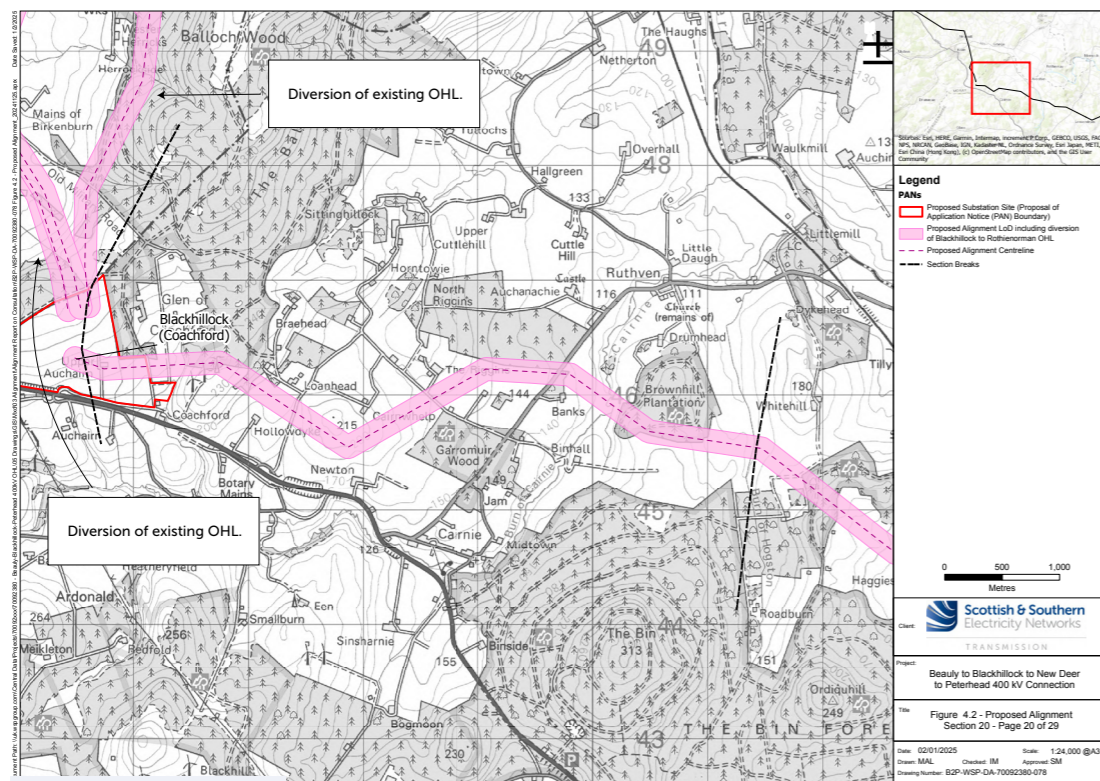
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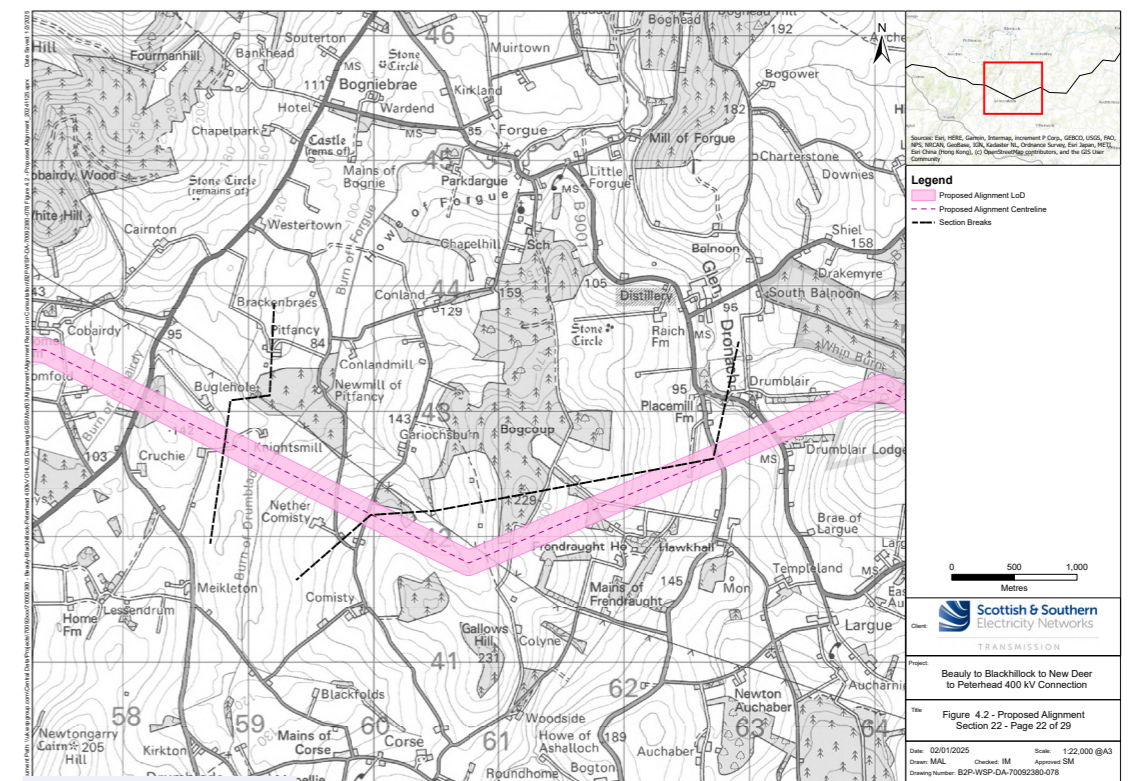
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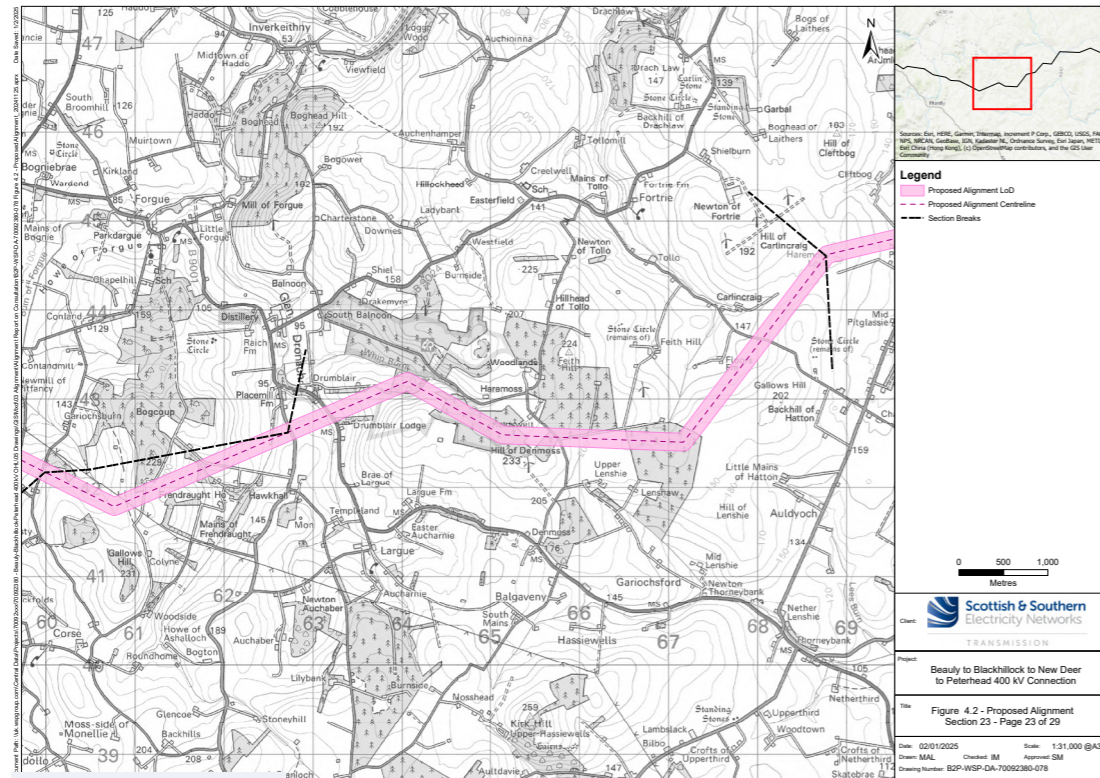
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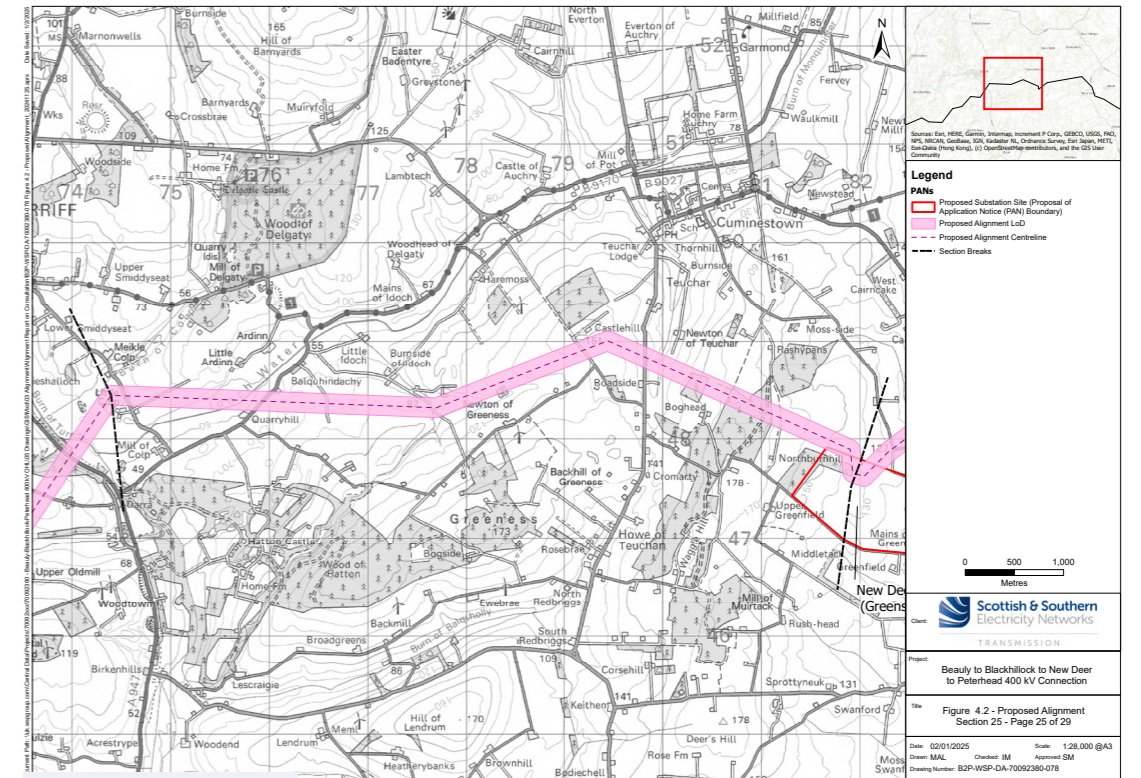
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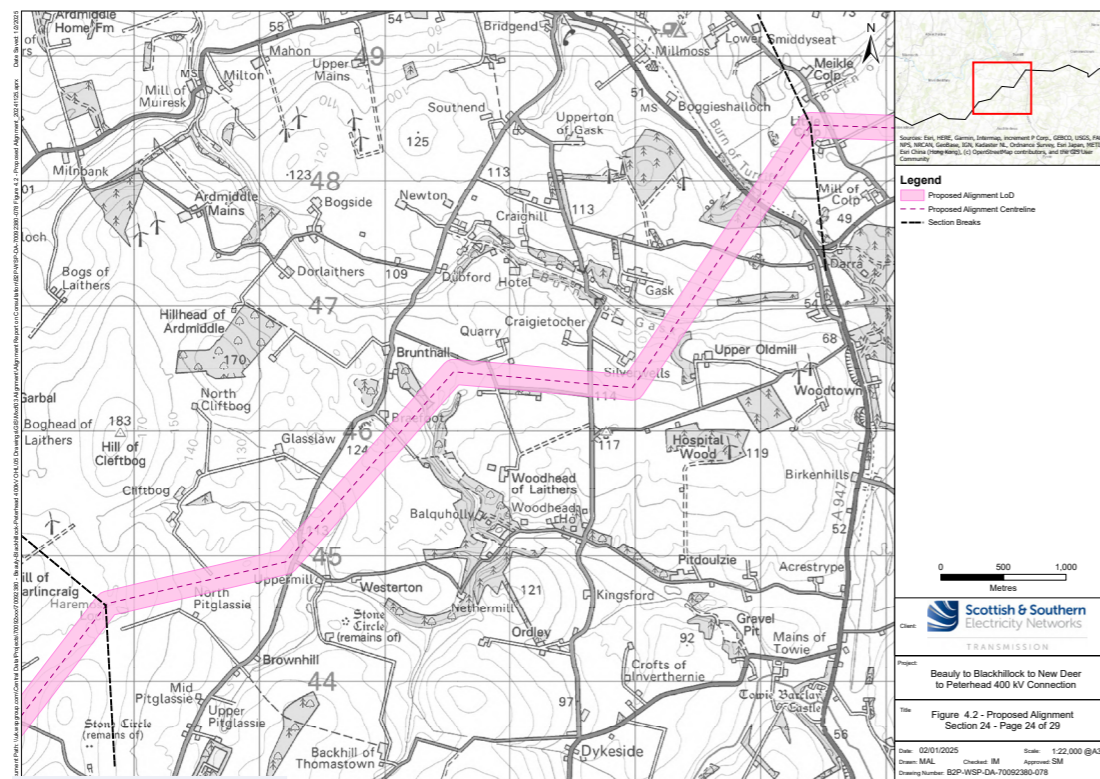
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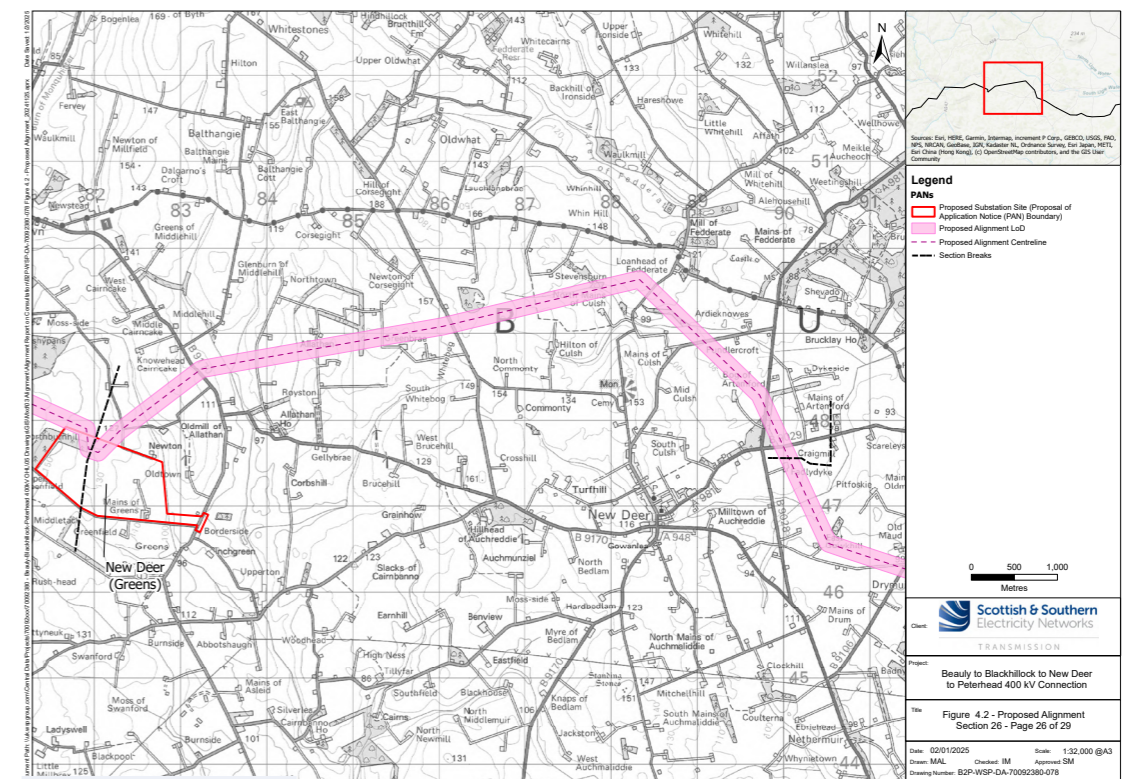
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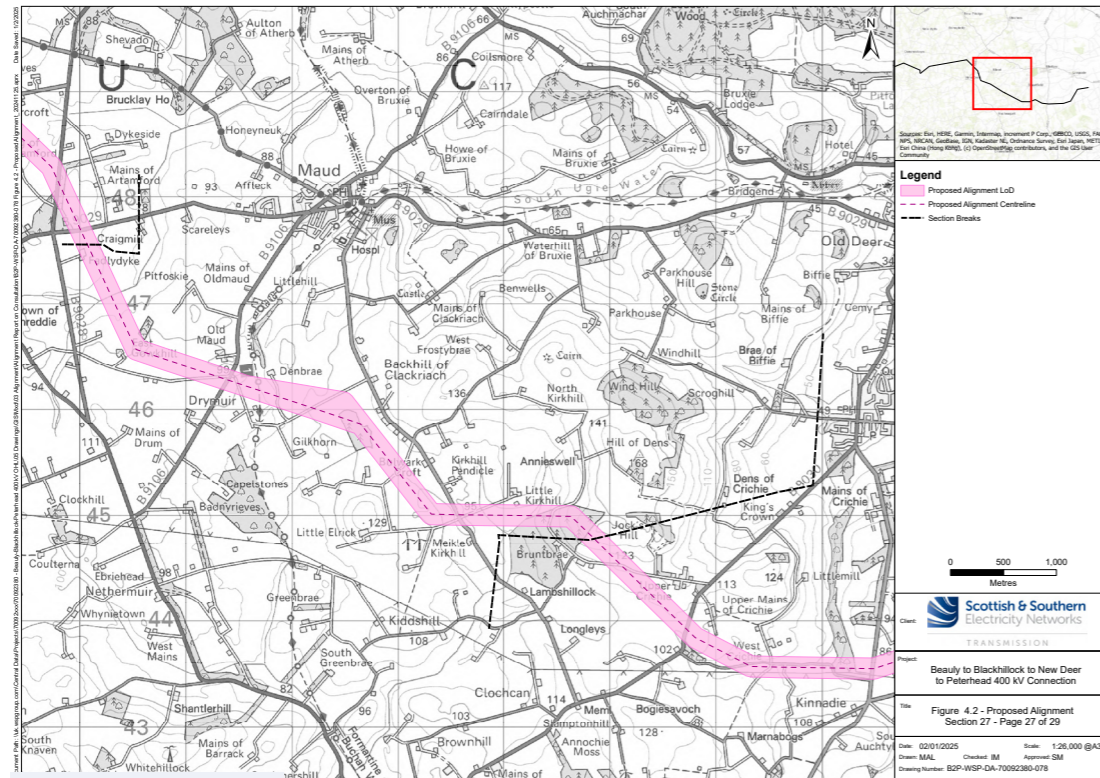
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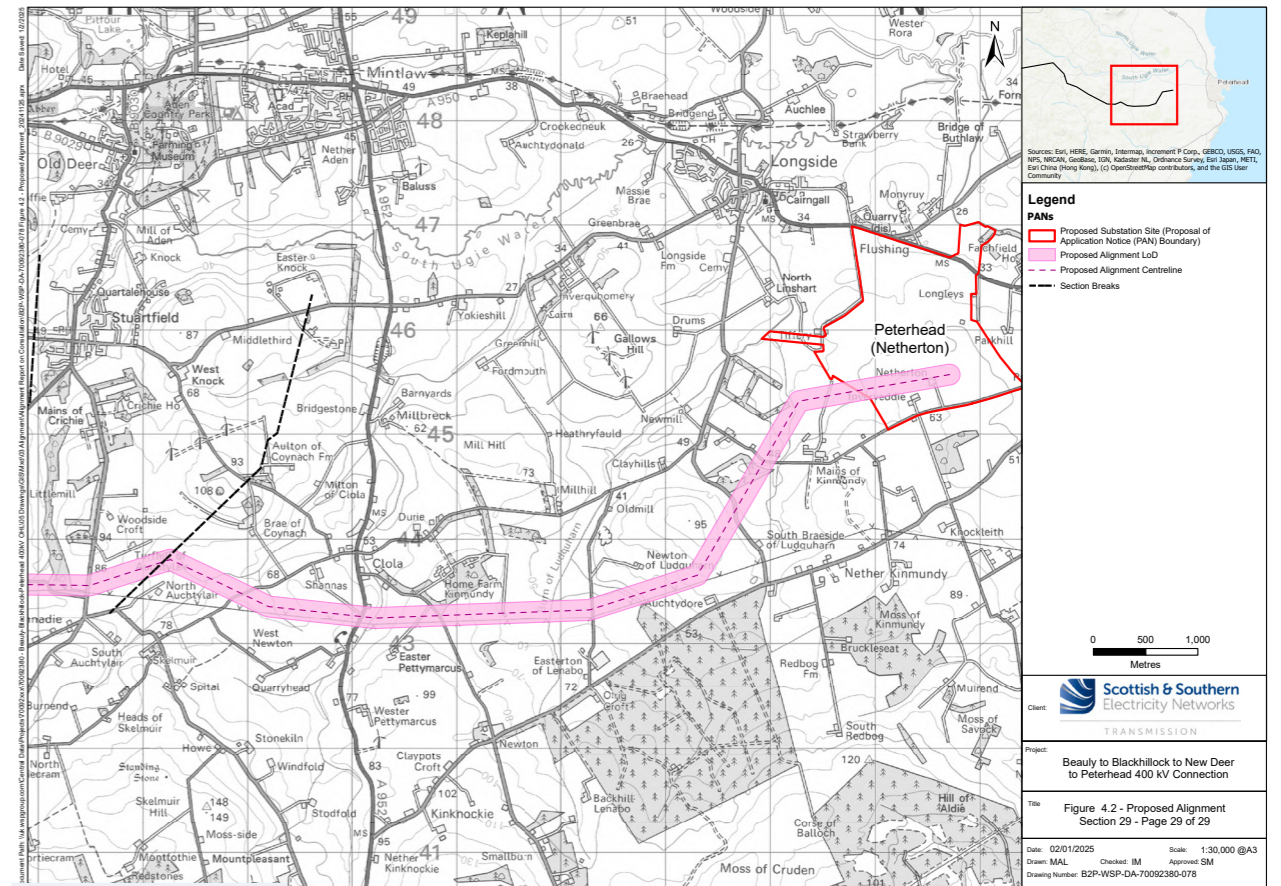
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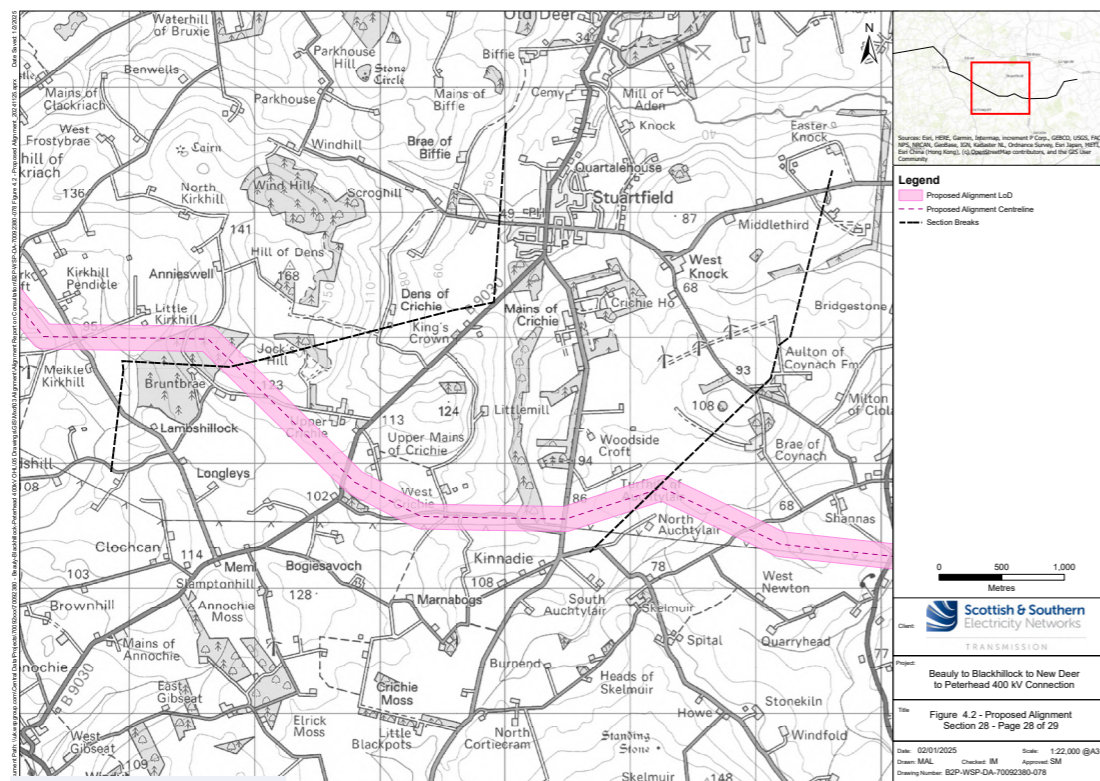
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Alignment Section.29



Alignment Section.28



# 5. Next Steps

## 5.1. Ongoing Engagement

The period of consultation described in this report is part of an ongoing engagement process that spans the full development cycle for the Proposed Development, where feedback is sought at different stages and engagement with stakeholders is continuous as we refine our proposals.

Early Engagement	Ongoing Detailed Engagement	Advanced Engagement	Ongoing Engagement
<ul style="list-style-type: none"> <li>Project webpage live</li> <li>Early meetings offered to elected members</li> <li>Early discussion with statutory consultees</li> <li>Initial Project Consultation</li> </ul>	<ul style="list-style-type: none"> <li>Analysis of feedback received from consultation</li> <li>Proactive and responsive stakeholder follow up meetings</li> <li>Engage community working groups</li> <li>Publish FAQs, project updates and next steps</li> <li>Publish a Report On Consultation</li> <li>Engage on the report on consultation e.g. Webinar</li> </ul>	<ul style="list-style-type: none"> <li>Pre-consultation engagement</li> <li>Further project consultation</li> <li>Analysis of feedback received from consultation</li> <li>Follow up meetings</li> <li>Publish FAQs, project updates and next steps</li> <li>Publish a Report On Consultation</li> <li>Engage on the report on consultation e.g. Webinar</li> </ul>	<ul style="list-style-type: none"> <li>Pre-submission information sharing event</li> <li>Targeted engagement with those most affected</li> <li>Working group meetings</li> <li>Ongoing project updates</li> <li>Post consent and construction</li> </ul>



**We are here**

Since the consultation events in June 2024, environmental surveys and Ground Investigation Works (GI Works) have commenced in some areas along the route of The Proposed Development. This helps us to better understand, for example, the ecology, habitats, peat depths, location of private water supplies and specifically for GI Works, it allows us to understand the ground conditions giving us greater certainty when finalising the design including tower positions. Further information on the GI Works can be found on our project website by clicking [here](#) then clicking on 'project updates'.

In July 2024, a request for an EIA scoping opinion<sup>3</sup> was made to The Scottish Government Energy Consents Unit (ECU), with an EIA Scoping Report provided to support this request. The ECU issued their scoping opinion in October 2024, confirming the required scope of the EIA Report. The EIA Scoping Report and the ECU's scoping opinion can be found [here](#).

Following the publication of the Report on Consultation, we, alongside our specialist consultants and contractors, will further develop the design to finalise the Proposed Alignment and tower positions. We will continue to consult with local communities and stakeholders in early 2025, where we will present the Proposed Alignment alongside indicative locations for access tracks which we plan to take forward to the Section 37 consent application that will be submitted to the ECU in 2025.


<sup>3</sup>The request for a Scoping Opinion is made to identify the scope of impacts to be addressed and the method of assessment to be applied in the Environmental Impact Assessment Report which is prepared and submitted with the Section 37 application for consent.

## 5.2. Feedback



If you have any further views at this stage, then please get in touch with the Community Liaison Manager at [BBNP@sse.com](mailto:BBNP@sse.com)

### Community Liaison Manager

 Scottish and Southern Electricity Networks, 200 Dunkeld Road, Perth, PH1 3GH

Further information about the project is also available on the project website [here](#).

## 6. Glossary

Term	Definition
<b>Alignment</b>	A centre line of an overhead line OHL, along with location of key angle structures.
<b>Amenity</b>	The natural environment, cultural heritage, landscape and visual quality. Also includes the impact of SHE Transmission’s works on communities, such as the effects of noise and disturbance from construction activities.
<b>Ancient Woodland</b>	Defined in National Planning Framework (NPF) 4 as “land that has maintained continuous woodland habitat since at least 1750”.
<b>Ancient Woodland Inventory (AWI)</b>	AWI is a provisional guide to the location of Ancient Woodland. It contains three main categories of woodland, all of which are likely to be of value for their biodiversity and cultural value. These include Ancient Woodland, Long-established woodlands of plantation origin (LEPO), and other woodlands.
<b>Area of Search (Study Area)</b>	A broad geographical area within which possible sites might be capable of identification within approximately 5km of the required connectivity point; usually determined by geographical features such as coastlines or hill/mountain ranges, or designation boundaries, such as National Park boundaries.
<b>BBNP</b>	Acronym used for Beauly to Blackhillock to New Deer to Peterhead 400kV Overhead Line transmission project.
<b>Biodiversity Net Gain (BNG)</b>	Biodiversity Net Gain (BNG) is an approach to development that aims to leave the natural environment in a measurably better state than it was pre-development. It focuses on the change in the biodiversity value of a site, comparing the pre and post construction biodiversity values to ensure a positive impact overall.
<b>Borrow Pit</b>	A pit used to extract material, such as sand or gravel, for use as fill at another location.
<b>Construction Environmental Management Plan (CEMP)</b>	A CEMP details how the Principal Contractor will manage construction in accordance with commitments and mitigation detailed in the EIA Report, statutory consents and authorisations, and industry best practice and guidance. Implementation of the CEMP will be managed on-site by a suitably qualified and experience Environmental Clerk of Works (EnvCoW), with support from other environmental professionals as required.

Term	Definition
<b>Conductor</b>	A metallic wire strung from support structure to support structure, to carry electric current.
<b>Consultation</b>	The dynamic process of dialogue between individuals or groups, based on a genuine exchange of views and, normally, with the objective of influencing decisions, policies or programmes of action.
<b>Corridor</b>	A linear area which allows a continuous connection between the defined connection points. The corridor may vary in width along its length; in unconstrained areas it may be many kilometres wide.
<b>Energy Consents Unit (ECU)</b>	In Scotland, applications for the installation of certain overhead electric lines and associated infrastructure in relation to energy infrastructure are made to the Scottish Ministers for determination.  These cases are administered by the Energy Consents Unit.
<b>Environmental Clerk of Works (EnvCoW)</b>	An independent environmental or construction professional with direct responsibility for monitoring and reporting on compliance with planning consents, environmental permits, legislation and mitigation.
<b>Environmental Impact Assessment (EIA)</b>	A formal process set down in The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 used to systematically identify, predict and assess the likely significant environmental impacts of a proposed project or development.
<b>Engagement</b>	The establishment of effective relationships with individuals or groups.
<b>Electricity System Operator (ESO)</b>	The ESO balances electricity supply and demand to ensure the electricity supply. From October 2024 the nationalised NESO National Energy System Operator replaced the ESO previously owned by National Grid Plc.
<b>Gardens and Designed Landscapes (GDLs)</b>	The Inventory of Gardens and Designed Landscapes lists those gardens or designed landscapes which are considered by a panel of experts to be of national importance.
<b>GB Electricity System Operator</b>	See ESO Electricity System Operator.
<b>Habitat</b>	Term most accurately meaning the place in which a species lives, but also used to describe plant communities or agglomerations of plant communities.

Term	Definition
<b>Habitat Regulations Assessment (HRA)</b>	A Habitats Regulations Appraisal (HRA) is required for all plans deemed likely to have an adverse effect on a protected 'European Site'. These include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) which are designated by government and have a high level of protection as they're designated for habitats and species of European importance.
<b>Holford Rules (as modified)</b>	Principles developed by the late Lord Holford in 1959 which continue to be employed as the basis for routeing high voltage overhead lines and include additional notes on the siting of substations.
<b>Kilovolt (kV)</b>	One thousand volts.
<b>Landscape Character Type (LCT)</b>	A distinct, recognisable and consistent pattern of elements in a landscape that differentiate the area from another.
<b>Limits of Deviation (LOD)</b>	The area either side of the proposed alignment within which micrositing of structures may take place in accordance with the conditions of the Section 37 consent.
<b>Listed Building</b>	Building included on the list of buildings of special architectural or historic interest and afforded statutory protection under the 'Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997' and other planning legislation. Classified categories A – C(s).
<b>MBNL</b>	Mobile Broadband Network Limited
<b>Micrositing</b>	The process of positioning individual structures to avoid localised environmental or technical constraints.
<b>Mitigation</b>	Term used to indicate avoidance, remediation or alleviation of adverse impacts.
<b>National Energy System Operator (NESO)</b>	The UK's 2023 Energy Act established an independent system planner and operator to help accelerate Great Britain's energy transition; creating the National Energy System Operator (NESO), replacing the Electricity System Operator (ESO).

Term	Definition
<b>Offshore Integrated Link</b>	Offshore cable connection between the onshore network and offshore network being developed as part of the Coordinated Offshore Network. This is being developed as a result of the Holistic Network Design (HND) publication in summer of 2022 produced by National Grid Electricity System Operator (NGESO) to facilitate greater co- ordination and efficiency for offshore windfarms. In the autumn of 2022 Ofgem published their Asset Classification findings which in turn meant SSENT were tasked with delivering large parts of the Coordinated Offshore Network.
<b>Ofgem</b>	The energy regulator for Great Britain.
<b>Overhead line (OHL)</b>	An electric line installed above ground, usually supported by lattice steel towers or wooden poles.
<b>Pathway to 2030</b>	Pathway to 2030 is a series of projects to increase capacity of the transmission network in northern Scotland. It is part of a national effort to upgrade power lines across Great Britain to connect and transport renewable electricity, especially from offshore wind farms.  These projects contribute towards meeting climate goals and renewable targets, ensuring energy security and supporting Scottish and UK Government targets for a just transition to a net zero future.
<b>Planning Application</b>	Used in this context to describe an application for consent under the Town and Country Planning (Scotland) Act 1997.
<b>Plantation Woodland</b>	Woodland of any age that obviously originated from intentional planting.
<b>Potential Alignment</b>	An alignment for the overhead line taken forward to stakeholder consultation following a comparative appraisal of alignment options.
<b>Principal Contractor</b>	A principal contractor is appointed by the client (in this case SSEN Transmission) to control the construction phase of any project involving more than one contractor.
<b>Proposed Alignment</b>	The Proposed Alignment is the alignment option which is taken forward to the consenting stage of the Proposed Development.
<b>Proposed Development</b>	The proposed Beaully to Blackhillock to New Deer to Peterhead 400kV overhead line (OHL) project.

Term	Definition
<b>Red Line Boundary (RLB)</b>	This area should include all land necessary to carry out The Proposed Development.
<b>Refined Route</b>	Between the route selection and alignment selection stages, providing an update to stakeholders on progress.
<b>Report on Consultation (RoC)</b>	The Report on Consultation is a publicly available document and is produced following the consultation on the preferred corridor, route or alignment, as appropriate. Its purpose is to record the stakeholder feedback received during the consultation process; explain how SHE Transmission have responded and how, if appropriate, it has informed the selection of the proposed corridor, route, or alignment, and where it has not, why not. It may not always be the case that a particular comment or request can be incorporated into the option selection or design.
<b>Riparian Woodland</b>	Natural home for plants and animals occurring in a thin strip of land bordering a stream or river.
<b>Route</b>	A linear area of approximately 1 km width (although this may be narrower/wider in specific locations in response to identified pinch points/constraints), which provides a continuous connection between defined connection points.
<b>Routeing</b>	The work undertaken which leads to the selection of a proposed alignment, capable of being taken forward into the consenting process under Section 37 of the Electricity Act 1989.
<b>Scheduled Monument</b>	A monument which has been scheduled by the Scottish Ministers as being of national importance under the terms of the 'Ancient Monuments and Archaeological Areas Act 1979'.
<b>Section 37 Application</b>	An application for consent under Section 37 of the Electricity Act 1989 to develop an overhead electricity line.
<b>Semi-natural Woodland</b>	Woodland that does not obviously originate from planting. The distribution of species will generally reflect the variations in the site and the soil. Planted trees must account for less than 30% of the canopy composition.
<b>Site of Special Scientific Interest (SSSI)</b>	Designated area of national importance for natural heritage. The aim of the SSSI network is to maintain an adequate representation of all natural and semi-natural habitats and native species across Britain.

Term	Definition
<b>Span</b>	The section of overhead line between two structures.
<b>Special Area of Conservation (SAC)</b>	An area designated under the EC Habitats Directive to ensure that rare, endangered or vulnerable habitats or species of community interest are either maintained at or restored to a favourable conservation status.
<b>Special Landscape Area (SLA)</b>	Landscapes designated by The Highland Council which are considered to be of regional/local importance for their scenic qualities.
<b>Special Protection Area (SPA)</b>	An area designated under the Wild Birds Directive (Directive74/409/EEC) to protect important bird habitats. Implemented under the Wildlife and Countryside Act 1981.
<b>SSEN Transmission</b>	Scottish and Southern Energy Networks (SSEN) Transmission is the trading name for Scottish Hydro Electric Transmission and is responsible for the electricity transmission network in the north of Scotland, maintaining and investing in the high voltage 132kV, 220kV, 275kV and 400kV electricity transmission network.
<b>Stakeholders</b>	Organisations and individuals who can affect or are affected by SHE Transmission works.
<b>Study Area</b>	The area within which the corridor, route and alignment study takes place.
<b>Substation</b>	A node on the network to allow safe control of the electricity network. This could include convergence of multiple circuits, transformation of voltage or other functions to maintain and operate the electricity network.
<b>Substation Site Area</b>	Site area identified as necessary to deliver all the substation infrastructure requirements e.g. platform, access tracks, temporary construction area, drainage including SUDS, landscaping.
<b>Sustainable Urban Drainage Systems (SUDS)</b>	Drainage solutions that provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses.
<b>The National Grid</b>	The electricity transmission network in the Great Britain.

Term	Definition
<b>UK Biodiversity Action Plan (UK BAP)</b>	The UK BAP was published in 1994 after the Convention on Biological Diversity. It summarised the most threatened species and habitats in the UK and gave detailed plans for their recovery.
<b>Underground Cable (UGC)</b>	An electric wire installed underground.
<b>Volts</b>	The international unit of electric potential and electromotive force.
<b>Wayleave</b>	A voluntary agreement entered into between a landowner, upon whose land an overhead line is to be constructed, and SHE Transmission
<b>Wild Land Area (WLA)</b>	Those areas comprising the greatest and most extensive areas of wild characteristics within Scotland.
<b>Works</b>	Constructing new transmission infrastructure such as substations, overhead lines, underground cables; major refurbishment of these; the dismantling and removal of any parts of the system; and associated works, which may include formation of access tracks, bridge and road improvements, tree cutting, drainage etc.

## 7. Appendices

### 7.1. Appendix A – Statutory and non-Statutory Consultee Feedback

Summary of feedback	Contributing Stakeholder Group	Our Response
The application site occupies the statutory technical safeguarding zone surrounding RAF Buchan and falls within Low Flying Area (LFA 14), an area within which military aircraft may conduct low level flight training. The Proposed Development has the potential to introduce a physical obstruction to low flying aircraft. The MOD will require that a condition is added to any consent issues requiring that sufficient data is submitted to ensure that structures can be accurately charted to allow deconfliction.	Ministry of Defence (MOD)	Comments are noted and the MOD will be consulted again following submission of the section 37 application, with updated details of proposed tower positions and heights to be shared at that time.
HES believe it may be possible to accommodate the Proposed Development within the proposed route without significantly impacting nearby A-listed buildings or Inventory Garden and Designed Landscapes. However, this may require mitigation, and HES require a ZTV, an initial cultural heritage assessment, and wireframe drawings to be confident of the level of potential impacts and what mitigation might be appropriate.  It is possible, however, that the current alignment, particularly in sections 7, 23, & 24, could have significant adverse impacts on the settings of several Scheduled Monuments such that they might object.  HES highlight that direct/physical impacts on scheduled monuments must be avoided in line with policy.	Historic Environment Scotland (HES)	HES' preferred alignment options are noted, which are the same as the Potential Alignment.  The Potential Alignment has been chosen to minimise impacts on heritage assets.  Further assessment on the noted heritage designations and assets including accompanying ZTVs, wireframe drawings and other visualisations as appropriate will be provided as part of the cultural heritage assessment presented within the EIA Report.  We are aware of the scheduled monument referenced in paragraph

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Most works within the scheduled area of a monument require scheduled monument consent, obtained in advance through Historic Environment Scotland. HES believe that it is unlikely that Scheduled Monument Consent would be granted for any works to scheduled monuments that might be directly affected by the Proposed Development.</p> <p>HES state that the line crosses close to Kiltarlity Old Parish Church (SM5570). They would prefer Alignment 1C as the Proposed Development will be placed furthest from the monument in order to have least impacts. An existing OHL is routed to the north of the monument, so Alignment 1A would carry the risk of surrounding the monument with dominant industrial features. Whilst an OHL within Alignment 1C would be visible from the monument, this route corridor would result in the least significant impacts of all the options. Moving it closer to the monument would result in more severe impacts. Further assessment of this initial view, based on the limited information currently available, will need to be informed by photomontages.</p> <p>Beaufort Castle (GDL00052). HES advise that mitigation options (e.g. careful tower siting) are explored. The Proposed Development would be likely to have visual impacts, and it will be important to establish how significant the northwest woodlands are within the designed landscape and if they form part of any key views - this should be illustrated using visualisations.</p> <p>Beaufort Castle (LB8068). Any important views from the north-facing elevation, for example,</p>		<p>5.7.1 of the Consultation Document and note HES' preference of alignment option 6B over 6A.</p> <p>In the vicinity of the ring cairn and stone circle in Section 7 the alignment has been moved slightly south to avoid the need to fell a small copse of trees to the east of the asset, and thus maintain an element of screening/ break up the views at this location. Mitigation in the form of undergrounding the existing 275kV overhead line (to lessen cumulative impact) is being considered by the design team to reduce the impact on the Daviot Cottage, Mains of Daviot Farm, ring cairn and stone circle.</p> <p>At Keith the Proposed Alignment, following this consultation, is to the east of Keith and therefore an assessment of Mill of Towie assessment would not be required.</p> <p>We will continue to engage with HES throughout the EIA design evolution process.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>from principal rooms, should be established and assessed for potential impacts. This assessment may also require visualisations if the potential impacts are significant.</p> <p>Corff House, fort SW of (SM 3195) is located to the north of all three route corridors. Existing powerlines are located between the proposed line and the monument, and therefore the impact on setting would not be likely to result in significantly higher impacts. Further assessment of this initial view will need to be informed by photomontages.</p> <p>Dun Mor, fort (SM2423) and Phionas Hill, enclosure (SM4729). The topographical separation as well as the presence of an existing powerline adjacent to the 3A alignment means that the impact on setting would not likely be significant. Further assessment of this initial view will need to be informed by photomontages.</p> <p>Belladrum GDL (Potential Designation). This potential GDL does not currently have a defined boundary. The preferred alignment north of the Belladrum area is 3A, the furthest option from the possible designation.</p> <p>Reelig House GDL (Potential Designation). This potential GDL does not currently have a defined boundary. Both alignment options in Section 4 near Reelig pass close to an area north and east of Reelig House. Preferred Alignment 4A is slightly further east than 4B, so HES consider 4A likely to be the preferable alignment for this possible designation.</p> <p>HES state that the Proposed Development is in close vicinity to Caledonian Canal, Dochgarroch</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Lock – Muirton Locks (SM6499). There is a high potential for the OHL to have an adverse impact on the setting of the canal at the point where it crosses the canal; especially if towers are positioned immediately adjacent to the canal where they could interrupt and detract from views along the canal. Mitigation could involve positioning towers so that they are set back from the canal. In any future EIA Report we would expect to see photomontages showing the pylons when viewed along the canal from both directions.</p> <p>HES note that paragraph 5.7.1 of the Alignment Consultation Report causes some confusion. The paragraph states ‘from a cultural heritage assets perspective, Alignment 6A is favoured because it is the furthest away from listed buildings within 1km’. HES states that this fails to pick up that Alignment 6A would be within 250m of a scheduled monument with a sensitive setting.</p> <p>HES state that Daviot Cottage, Mains of Daviot Farm, ring cairn and stone circle (SM3085) will be contained within two overhead lines, 60-100m on either side. This monument has a very sensitive setting referencing its surroundings, including the Nairn Valley, as well as a proximal relationship to the Nairn Valley. As such, routing of the 400kV overhead line through Alignment 7A would have a significant adverse impact on the integrity of the monument’s setting; this may result in an objection. Mitigation in the form of significant rerouting and/ or undergrounding of either the proposed 400kV overhead line or potentially the existing 275kV overhead line (to lessen cumulative impact) would be the minimum required in order to lessen the prospect of an objection. In any</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>future EIA Report HES would expect to see photomontages showing both the existing 275kV line and proposed 400kV pylons in outward views from the monument to the surrounding skylines, as well as in inward views that demonstrate the monument’s deliberate positioning in its surroundings such as inward views from the west-south-west.</p> <p>The adverse impacts on the setting of adjacent Daviot Castle (SM5486) are likely to be less severe than those facing the ring cairn and stone circle, but are nevertheless significant, especially where pylons would be seen crossing the Nairn in outward views from the castle looking north-east down the valley. Mitigation that is likely to benefit the setting of Daviot Cottage, Mains of Daviot Farm, ring cairn and stone circle (SM3085) should not be at the detriment of increased impacts on the setting of Daviot Castle (SM5486). In any future EIA Report HES would expect to see photomontages showing the pylons when viewed from the castle.</p> <p>Leys Castle and Garden Terraces (LB8053) &amp; Leys Castle (GDL00264). If the proposed OHL has the potential for significant impacts, this should be illustrated using visualisations.</p> <p>Clava Cairns (SM90074). The route corridor is located around 1.9km to the south of the monument on elevated ground above the monument. Whilst the proposed overhead line would mostly be viewed against a backdrop of higher ground in outward views from the monument, any impact on the setting of the monument will need to be carefully assessed and impacts mitigated. In any future EIA Report we would expect to see photomontages showing the pylons</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>when viewed from the cairns and their surroundings.</p> <p>Inventory Battle of Culloden (BTL6). The line and pylons would be especially prominent where they climb up the slopes from the west, cross the skyline and head east on the hillslopes facing the battlefield towards Saddle Hill. The preferred alignment, 8C, passes to the south of Saddle Hill, where the topography should help absorb the visual impact of some of the line. The other alignments are more prominently positioned to the north of Saddle Hill. Alignment 8C nevertheless has the potential for adverse impacts on the character of the battlefield landscape, especially to the west, where it crosses the skyline and passes close to Culloden on the hillslopes facing towards it. These impacts could result in an objection from HES. These impacts on the character of the battlefield landscape will need to be carefully assessed and impacts mitigated. Use of reflective-proof insulators may assist in this, as well as lowering pylon heights and using the local topography to reduce their prominence. HES would expect to see photomontages showing the pylons when viewed from key parts of the battlefield, such as from the southern edge of the battlefield, the core of the fighting, the roof of the visitor centre and from the Graves of the Clans.</p> <p>Easter Rattich, depopulated settlement 575m SSW of Ruallan (SM11876). The presence of the existing powerline so close to the monument means that the extent of change to the setting of the monument is not likely to be significant.</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Mill of Towie (LB2303). The proposed route for this section splits in two possible directions, east and west of Keith. The Mill of Towie is approximately 2km south of the western proposed route. HES recommend including this asset for assessment if a more western alignment is selected.</p> <p>Frendraught House (LB9449). HES consider that the southeast routes have the highest potential to impact the setting of Frendraught House. HES advise assessing the potential impacts of the alignments with consideration of important views to and from the house.</p> <p>Old Parish Church of Longside (LB9410) and Churchyard Gateway, Longside Parish Church (LB9412): Significant effects are unlikely.</p> <p>HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response:</p> <ul style="list-style-type: none"> <li>• Phionas Hill, enclosure (SM4729)</li> <li>• Dochfour (GDL00137)</li> <li>• Dochfour House (LB8028)</li> <li>• Aldourie Castle (GDL00011)</li> <li>• Aldourie Castle (LB535)</li> <li>• Torbreck, stone circle (SM3098)</li> <li>• Garn Glas, chambered cairn (SM2392)</li> <li>• Culloden Moor Viaduct (LB1709)</li> <li>• Rehiran Farm House, cairn (SM11797)</li> <li>• Cawdor Castle (GDL00099)</li> <li>• Ardclach Bell Tower (LB551)</li> <li>• Glenferness House (LB560)</li> <li>• Dulsie Bridge (LB557)</li> <li>• Relugas (GDL00325)</li> <li>• Dunphail House (LB2171)</li> <li>• Edinkillie House (LB2188)</li> <li>• Lochindorb Castle (SM1231)</li> <li>• Kellas House (LB2345)</li> </ul>		



Summary of feedback	Contributing Stakeholder Group	Our Response
<ul style="list-style-type: none"> <li>• Upper Manbeen, Butter Well (SM5909)</li> <li>• Upper Manbeen, symbol stone (SM1224)</li> <li>• Blackhills House (GDL00409)</li> <li>• Bogton, stone circle 250m NW of (SM1215)</li> <li>• Pittensair (LB15803)</li> <li>• Gordon Castle (GDL00198)</li> <li>• Arn Hill Stone Circle, Rothiemay Station (SM4).</li> <li>• Kinnoir Old Church, church 550m WSW of Corse of Kinnoir (SM5619).</li> <li>• Cairnton, Stone Circle 480m NE of (SM11).</li> <li>• Conzie Castle and Doocot, (SM5899).</li> <li>• Hare Stone, stone circle 480m NW of Feith Hill (SM338).</li> <li>• North Pitglassie, stone circle 1320m SW of (SM38).</li> <li>• West Outbuilding at Corse Croft, Kinnoir, Huntly (LB43681)</li> <li>• Stone circle, 365m WSW of Raich Farm (SM42)</li> <li>• Fren draught House (LB9449)</li> <li>• Milton Tower, Keith (SM5533)</li> <li>• Auchanachie Castle (LB3016)</li> <li>• West Outbuilding at Corse Croft, Kinnoir, Huntly (LB43681)</li> <li>• Fren draught House, (LB9449)</li> <li>• Cairnton, stone circle 480m NE of (SM11)</li> <li>• Yonder Bognie stone circle, 215m NNE of Wardend (SM56)</li> <li>• Bogcoup Woods recumbent stone circle (proposed scheduled monument)</li> <li>• Stone circle, 660m NW of Hillhead of Fren draught (SM13790)</li> <li>• Mains of Hatton, stone circle 575m NNW of (SM30)</li> <li>• Corrydown, stone circle 150m NE of (SM16)</li> <li>• Stone circle, 660m NW of Hillhead of Fren draught (SM13790)</li> <li>• Forglen (GDL00398)</li> <li>• Old Parish Church of St Congan (LB42163)</li> </ul>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<ul style="list-style-type: none"> <li>• Towie Barclay Castle (LB16405)</li> <li>• Hatton Castle (GDL00399)</li> <li>• Hatton Castle (LB16431)</li> <li>• Delgatie Castle (LB16421)</li> <li>• Fedderate Castle (SM5951)</li> <li>• Clackriach Castle (SM5534)</li> <li>• Parkhouse Hill stone circle (Aikey Brae) (SM2)</li> <li>• Deer Abbey (SM90093)</li> </ul>		
<p>NatureScot provided feedback including the following: Both alignment routes (5E and the combined alignment of 5A-D &amp; 5F-G) cross an area of the Torvean Landform SSSI characterised by smaller eskers, kames, kettle holes, and other fluvio-glacial outwash terraces. Any earthworks in a site such as Torvean will be damaging. It is damage that cannot be restored, and once intricate features are disturbed, they are damaged/lost permanently.</p> <p>Things that will need to be considered in regard to Torvean Landforms SSSI:</p> <ul style="list-style-type: none"> <li>• Extent and depth of earthworks required to put the tower bases and track upgrades in and whether any changes could be made to make this less damaging.</li> <li>• Does the 50 x 50 m area have to be cleared of topsoil, could the 6 x 6 m foundations at the corners not just be put in? Why such a large area?</li> <li>• How much of the footprint is laid to hardstanding (seals off sediments, creates unnatural smooth flat surfaces amongst a landscape of low-lying, yet intricate kames and kettle holes)</li> <li>• What happens with spoil? Including for access track/ construction footprint.</li> </ul>	<p>NatureScot</p>	<p>It is not possible to entirely avoid the Torvean Landforms SSSI due to the presence of other sensitive receptors in the area, however we are working closely with NatureScot to site towers in locations with the least impact on the features of the SSSI. Access to these towers would also use methods of least disturbance to ground conditions.</p> <p>We will continue to engage with NatureScot throughout the EIA design evolution process to mitigate impacts on Capercaillie.</p> <p>An assessment on the potential effects of the Proposed Development on populations of Capercaillie will be considered further within in the EIA Report.</p> <p>The compensatory planting suggestions to benefit Capercaillie have been noted.</p> <p>Potential impacts to Coleburn Pasture SSSI will be assessed within the EIA Report and mitigation put in place to prevent</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<ul style="list-style-type: none"> <li>Borrow pits for track upgrades?</li> <li>The potential visual /spatial disconnection of landforms.</li> </ul> <p>It is NatureScot's preference to explore routes that go around the Torvean Landforms SSSI given the possible level of irreversible damage on it.</p> <p>Some aspects may be able to be mitigated to reduce the extent and severity of the damage - e.g. possibility of temporary access tracks overlaid on geotextile so that the landforms and sediments beneath are not disturbed.</p> <p>Until detail of the desk and survey results on breeding capercaillie become available, NatureScot are unable to provide a definite view at this stage.</p> <p>From the detail available, woodland habitat losses in Alignment 10 and 11 will have to be considered in terms of the potential to impact on the capercaillie population of Darnaway and Lethen Forest SPA. Whilst these woodlands are approximately 3 – 7 km from the SPA, birds using woodlands in proximity to the SPA would be considered to be part of the SPA meta population. The capercaillie feature of the SPA is in unfavourable condition and monitoring suggests very low numbers of birds within and adjacent to the SPA. Woodlands in the area are managed favourably for capercaillie.</p> <p>There are wind farms in the area, Cairn Duhie, Clash Gour and Berry Burn II whose EIA Reports may also offer survey data.</p> <p>NatureScot advise that any compensatory planting requirements</p>		<p>accident incursion into the SSSI or other potential adverse impact. Site-specific Environmental Management Plans will accompany the Construction Environment Management Plan (CEMP) to manage any potential risk.</p> <p>The information on threats to the SSSI are noted.</p> <p>NatureScot's assumption of the use of standard mitigation measures, with reference to GEMPs, SPPs and a CEMP is correct.</p> <p>Careful consideration will be given to tower placement and woodland removal, particularly in light of the unstable soils and friable rock mentioned. Geotechnical investigations will be carried out to ensure tower locations are appropriate.</p> <p>We note the risk from invasive non-native species. This will be considered in further detail within the Ecological Impact Assessment which will be presented in the EIA Report.</p> <p>Potential effects of the Proposed Development on designated sites and their qualifying features will be assessed in detail in the EIA Report and also in the shadow Habitats Regulations Appraisal</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>should consider species appropriate to support capercaillie, like Scot's pine, larch and even willow in suitable locations. Where new wayleaves are to be established and maintained, planting low scrub species may help to maintain connections between woodland by offering safe movement corridors. Where additional tree felling is required to take back to a wind firm edge, again planning the restock to be of benefit for capercaillie both in terms of species and planting layout could help.</p> <p>Potential Alignment 14C crosses the southern end of Buinach and Glenlatterach SSSI over the Glenlatterach Reservoir dam. Spanning the SSSI at this location will be possible and given the topography, tree removal to establish and maintain a wayleave may not be necessary or could be minimal. The existing OHL, which crosses the SSSI further to the north is managed without impacting the woodland integrity.</p> <p>Glenlatterach SSSI has a very steep-sided gorge, and the soils can be unstable, with landslips in the recent past. Siting the towers and other works will need to consider potentially unstable soils in areas of steep slopes, to include affecting/ changing surface water flows.</p> <p>Lowland dry heath is unlikely to be affected by current alignment options.</p> <p>The alignment options avoid crossing Coleburn Pasture SSSI but are immediately adjacent. The SSSI is not easily discernible on-the-ground, so a plan needs to be in place to avoid accidental incursion onto the SSSI to avoid disturbing the habitats within it.</p>		<p>which will accompany the application.</p> <p>The alignment is outwith the boundary of the Mill Wood SSSI. It is anticipated at this stage that felling for the alignment would not be required as the woodland in this area would be spanned by the OHL due to the local topography.</p> <p>For all the noted designated sites, access tracks and tower positions will be designed to minimise the potential for impacts upon them.</p> <p>Impacts to the noted natural heritage designated sites have informed the optioneering process to date and will subsequently inform the EIA Report and Habitat Regulations Assessment (HRA) processes.</p> <p>Based on studies to date, the areas which fall within and immediately surrounding the alignment are not understood to represent core foraging areas for geese associated with either Loch of Strathbeg or Ythan Estuary and Meikle Loch SPA/Ramsar.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Gorse encroachment is one of the main ongoing threats to the lowland acid grassland, along with achieving optimal grazing levels.</p> <p>Atlantic salmon, freshwater pearl mussel, sea lamprey and otter are all present in the River Spey SAC/SSSI in this section. It is envisaged that standard mitigation measures will be implemented during the construction work, including compliance with both project wide and site-specific environmental management procedures, with reference to SSEN Transmission General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs) and a Construction Environment Management Plan (CEMP) will be developed for the Proposed Development and adopted by the Principal Contractor during the construction phase. These measures should ensure that the aquatic environment is protected against pollution, excessive sediment run off and accidents.</p> <p>The two existing OHLs manage to span the river and SSSI/ SAC boundary, enabled by the topography. It is assumed that the 400 kV will be able to span the SSSI/SAC regardless of alignment option taken. There should therefore be no direct effects on the four species mentioned, and indirect effects avoided through the above measures.</p> <p>The steep east side of the river has very unstable soils and friable rock. Siting infrastructure away from the steep slopes is advisable. Wayleave felling on this slope could disturb the ground integrity leading to a greater risk of slope failures. NatureScot would recommend only carrying out essential clearance and managing tree growth as opposed to removal</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>of whole trees. Tree roots will be helping to bind the soils.</p> <p>On the western side, there is risk of encountering terrestrial invasive non-native species.</p> <p>The OHL diversion alignment options indicate possible overlap with Mill Wood SSSI. The upland birch woodland is located within small valleys and could be easily spannable. The topography is also such that it may negate the need for wayleave felling, however, if this is not the case and felling is necessary within the SSSI, NatureScot can revisit their advice.</p> <p>NatureScot highlight Bin Hill Local Nature Conservation Site, west of Huntly.</p> <p>The Potential Alignment is located to the north of Mortlach Moss SSSI/SAC but does cross small watercourses, that in part, originate from the SSSI/ SAC. Careful design would need to avoid impacts that could alter drainage rates from the site.</p> <p>Alignment options in sections 20 and 21 are located south of Whitehill SSSI and cross the small watercourse that feeds into the SSSI, the Burn of Hogston. This burn supports the grassland and fen habitats with the SSSI, especially those in the valley bottom that are naturally damper (fen meadow and valley fen features). Careful siting of infrastructure would be needed to avoid an impact on the watercourse and drainage patterns upstream of the SSSI.</p> <p>It is envisaged that standard mitigation measures will be implemented during the construction work, including compliance with both project wide and site-specific environmental management procedures, with</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>reference to SSEN Transmission General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs) and a Construction Environment Management Plan (CEMP) will be developed for the Proposed Development and adopted by the Principal Contractor during the construction phase. These measures should ensure that local drainage patterns are unaffected.</p> <p>Alignment 20 and 21 cross the northern boundary of Strathbogie Wildcat Priority Area. Protected species survey work will inform whether there is likely to be any impact on this species. NatureScot do not anticipate any significant adverse effects on wildcat.</p> <p>This section is within 20 km of Special Protection Areas designated for wintering species of geese.</p> <ul style="list-style-type: none"> <li>Loch of Strathbeg SPA – ornithological interests include non-breeding greylag geese, pink-footed geese and Svalbard barnacle geese.</li> <li>Ythan Estuary, Sands of Forvie and Meikle Loch SPA – ornithological interests include non-breeding pink-footed geese.</li> </ul> <p>NatureScot advise that the foraging range from their roosting sites within the SPAs is between 15 –20 km (possibly up to 25 km for barnacle geese). Although within the potential connectivity distances of these SPAs, the alignments are at the upper end of these distances.</p>		
<p>Concerns were raised by NTS that the section around Culloden could disturb sensitive archaeological remains (including human remains) and also irreversibly degrade</p>	<p>National Trust for Scotland (NTS)</p>	<p>We welcomed the opportunity to hold one of the consultation events from the visitor centre at Culloden and, as could be</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>one of the most intact battlefield landscapes in Great Britain. There are concerns that the proposed pylons will break the skyline and create an industrial landscape.</p> <p>NTS state that the developer has not shown how the corridor will impact on cultural heritage sites and their sense of place in this area. NTS claim that there is no mention of a visual impact assessment or impact analysis that addresses how the construction and installation of the Proposed Development will impact on the conservation area or the archaeology.</p> <p>As it stands, NTS object to the proposed route and ask that an alternative route is pursued.</p> <p>NTS would like to see a Landscape and Visual Impact Assessment (LVIA) that provides a comprehensive account of the effect the Proposed Development will have on Culloden Muir Conservation and Battlefields Inventory Area. The LVIA is suggested to include routing or underground sections of the line to avoid detrimental impact to the battlefield landscape. NTS note that Ofgem has been promoting the undergrounding of power lines.</p>		<p>seen during the event, the location of the Potential Alignment has been designed to entirely avoid the designated sites associated with the Culloden battlefield.</p> <p>The Potential Alignment would run parallel and behind an existing OHL to the south and towers would be paired to minimise visual impact. We are also currently investigating other potential mitigation measures to further reduce the visibility of the line where feasible.</p> <p>The EIA Report will include a Landscape and Visual Impact Assessment, as well as a detailed Cultural Heritage assessment, that will identify potential effects and their impact on heritage sites and assets across the scheme, including around Culloden. Both construction and operational scenarios will be assessed, and these will be supported by photomontages and visualisations.</p> <p>More information relating to Mitigating Visual Impacts, which includes reference to undergrounding of cables, can be found in Section 3.1 Common Themes of this report.</p>
<p>Glenlatterach supplies Glenlatterach Water Treatment Works (WTW), and</p>	<p>Scottish Water</p>	<p>Scottish Water’s preference is noted.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>it is also a sensitive site where care will need to be taken. While the Proposed Development is unlikely to impact the long-term yield of the system, the proximity to the reservoir is of concern and we are currently limited with resilience options at this site.</p> <p>It would be Water Resources' preference to request the alternative route proposed in SSEN Alignment Maps and Considerations report of 15B and 14C. The route shapefile provided currently follows 14D and 15C, while the potential alternative marked in their reports of 15B and 14C would greatly reduce the risk to this source by remaining outside of the catchment SSEN acknowledged that this alternative route would be adopted if the proposed Kellas Drum Wind Farm obtains planning consent.</p> <p>The Spey Boreholes, Dipple and the Ordiequish Collecting Chambers supply the Spey Scheme (Badentinan) Water Treatment Works (WTW) and ground water will need to be protected. In the route option that has been retained by SSEN, the power line towers would be located up-flow of, and very close to, Scottish Water abstraction points and the Ordiequish Infiltration Gallery. The construction phase of site work would come at a risk to Scottish Water assets.</p> <p>Scottish Water believe there is another route option which may reduce the risk and is something that could be further considered.</p> <p>Burn Of Davidstone and Shenwell Spring supply Hericks Water Treatment Works (WTW) and this is a particularly sensitive area so great care will need to be taken. The route passes downstream, but within &lt;0.5km of the Birken Burn intake and</p>		<p>Should the southern alignment option be taken forwards (Alignment 14D/15C) this drinking water protected area will be taken into account for tower and access track design. Where necessary, additional mitigation will be agreed with Scottish Water to minimise potential impacts.</p> <p>We have since engaged directly with Scottish Water regarding the drinking water abstractions along the River Spey and at Ordiequish to discuss design mitigation options. An alternative alignment option (Alignment 17D) was identified which moves the Proposed Development further from the Scottish Water abstraction points than the Potential Alignment 17B. Alignment 17D has been assessed in comparison to the Potential Alignment and discussed in more detail with Scottish Water.</p> <p>On balance, Alignment 17D has been selected as the Proposed Alignment, as it will minimise the potential for impacts on the public water supply. Alignment 17B, although considered to be preferable in landscape and visual terms, has unacceptable potential impacts to the Scottish Water drinking water supplies at Dipple.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>&lt;1km from the Herricks Intake, both burns supplying Herricks WTW. This will be a low-risk development for water resources (quantity); however it is important that drainage is not directed out of the catchment and SW must be notified of any pollution incidents that could impact this catchment.</p>		<p>To mitigate the potential landscape and visual impacts in this section resulting from the need to prioritise the protection of the public water supply, options for undergrounding of one of the existing transmission OHLs in this area are being considered in more detail and will be presented as mitigation within the EIA Report.</p> <p>Changes to Section 18 were required as a direct consequence of the deviation of Section 17, to provide connection from the Section 17 into Section 18.</p> <p>More information is provided on this decision in the accompanying Alignment Deviations Appraisal in Appendix C.</p> <p>Noted. Drinking water protected areas and water supply abstractions are being considered and will be taken into account for tower and access track design. Where necessary, additional mitigation will be agreed with Scottish Water to minimise potential impacts.</p>
<p>Transport Scotland have confirmed that there are no new comments at Alignment Stage. Previous comments can be found in the Route Report on Consultation.</p>	<p>Transport Scotland</p>	<p>Noted</p>
<p>Woodland Trust has significant concerns regarding the proposed</p>	<p>Woodland Trust</p>	<p>The alignment selection process has considered</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>routes on account of loss and deterioration of the ecological condition of Ancient Woodland, LEPO Woodland and Veteran Trees. Woodland Trust recommend that non-ancient woodlands affected by the scheme are reviewed to ensure areas of potentially unmapped ancient woodland are accounted for as the scheme progresses. Surveys detailing their woodland flora and fauna alongside an assessment of historical mapping should be undertaken, to ensure impacts on all irreplaceable habitats are considered and mitigated for as part of the design process.</p> <p>Impact on Ancient/LEPO WoodlandA number of ancient woodlands are potentially impacted by the proposals. The following impacts are possible:</p> <ul style="list-style-type: none"> <li>• Direct loss of ancient/LEPO woodland, soils and habitat occurring within or adjacent to the new overhead line.</li> <li>• Encroachment on the root systems and rooting environment of trees within the ancient woodland adjacent to site boundary and associated works.</li> <li>• Where powerlines oversail ancient/LEPO woodlands, the creation of wayleaves typically results in loss or deterioration of woodland habitat below the powerlines.</li> <li>• Permanent fragmentation due to the removal of adjacent semi-natural habitats, to facilitate access to the transmission line for construction or maintenance.</li> <li>• Noise and dust pollution arising during construction work.</li> </ul>		<p>woodland and forestry with a view to minimising woodland removal and avoiding ancient woodland and veteran trees, where possible.</p> <p>A specific chapter on Forestry will be included within the EIA Report. Details on compensatory planting proposals will be provided.</p> <p>If required, a LTFP amendment and woodland creation proposal will be completed.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<ul style="list-style-type: none"> <li>• Compaction or trampling of sensitive ancient woodland flora and soils.</li> </ul> <p>Impacts on Veteran Trees Three veteran trees, recorded in the Ancient Tree Inventory, have been identified close to the Proposed Development. The following impacts are possible:</p> <ul style="list-style-type: none"> <li>• Loss of veteran trees.</li> <li>• Deterioration of veteran trees as a result of new infrastructure encroaching on root protection areas.</li> <li>• Deterioration of veteran trees resulting from long-term tree management needs where they are oversailed by new lines.</li> </ul> <p>It is important that an arboricultural impact assessment is undertaken early within the design process to ensure that ancient and veteran trees are identified and accounted for as the proposals are refined. Also recommend a review of the Ancient Tree Inventory is undertaken to identify newly registered ancient, veteran and notable trees which may pose a constraint to the scheme.</p> <p>Mitigation for Ancient Woodland and Veteran Trees Potential mitigation approaches for the protection of Ancient Woodland and Veteran Trees are outlined in the Woodland Trust's Planners' Manual. Woodland Trust states that the Proposed Development should allow for buffer zones of at least 15 metres to prevent adverse impacts such as pollution and disturbance and ensure avoidance of root damage. Buffer zones should be kept free from development and should be planted prior to construction to create a phased habitat adjacent to the ancient/</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
LEPO woodlands that absorbs the indirect impacts occurring during the construction and operational phases. Root systems, stems and canopies, all need allowance for future movement and growth, and should be taken into account in all proposed works. The Woodland Trust advocates for a root protection area of 15 times the stem diameter, or five metres beyond the crown (whichever is greater).		
This environmental charity would have identified a number of environmental community benefit opportunities within the Deveron River catchment including river restoration, flood prevention and climate resilience projects on the River Isla, Crooksmill and Turriff burn.	The Deveron, Bogie & Isla Rivers Charitable Trust & River Deveron District Salmon Fishery Board	We are continuing to engage with organisations, trusts and community groups both regionally and in localities closest to the alignment to explore potential environmental and community benefit opportunities.
Network Rail have stated that any works over or adjacent to railway infrastructure will be subject to further discussion and agreement with Network Rail.  Network Rail advise that a Traffic Assessment is carried out to assess the effects of construction traffic on existing traffic flows and the public road network. Preferred construction traffic routes should be identified to enable Network Rail to assess the possible impacts where/if the traffic crosses over/ under their infrastructure and the suitability of these crossings.	Network Rail	A Traffic Assessment will be carried out as part of the Traffic and Transport Chapter in the EIA Report, which will assess the potential effects of construction traffic on existing traffic flows and public road network. Preferred construction traffic routes will be identified within the Construction Traffic Management Plan, which will accompany the EIA Report.
Airwave Solutions have confirmed that none of the proposed towers will cause interferences to existing Airwave Microwave Radio Links or Tetra Radio Network Coverage after detailed discussions with SSEN.	Airwave Services Limited	Noted.

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Moray Council emphasise that the use of alternative measures to overhead lines (e.g. undergrounding portions of the line) must be considered in more sensitive landscapes such as Special Landscape Areas (SLA). Should these measures not be utilised, justification of their discounting must accompany any future application.</p> <p>Where this proposal has the potential to impact on private water supplies and drinking water protection areas (Glenlatterach, River Spey, Strathisla and Keith areas), Moray Council advises that any application should demonstrate there is no adverse impact on the water quality of these sources through regular monitoring and identify measures to be taken should works result in an adverse impact on the quality of any water source.</p> <p>Any impacts on peat and carbon rich soils need to be avoided where possible. Any application should be accompanied by suitable analysis of the impact of the proposal on peat, in line with NPF &amp; LDP policies.</p> <p>Moray Council emphasise that any application must demonstrate how the Proposed Development maximises net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities and, where appropriate, community ownership. This must include the submission of a Community Wealth Building Plan (CWBP).</p> <p>The corridor route passes close to the Blackhills House, the grounds of which is included on the Inventory of Gardens and Designed Landscapes. Under NPF Policy 7 and MLDP Policy EP11, development should ensure the character and reasons for the designation should</p>	Moray Council	<p>A Landscape and Visual Impact Assessment will be included within the EIA Report and where deemed essential, undergrounding of small sections of existing electricity network will be considered.</p> <p>A Private Water Supply Risk Assessment and assessment of drinking water supplies will be completed as part of the EIA Report.</p> <p>Throughout the routeing process, priority peatland has been a sensitive receptor that we have sought to avoid. Where this has not been possible the EIA Report will include a peat management plan and appropriate mitigation proposals.</p> <p>A socio-economic assessment will be produced to accompany the EIA Report. This will include information on how the Proposed Development will maximise net economic impact.</p> <p>A landscape and visual impact assessment and assessment of cultural heritage will be included in the EIA Report which will capture the GDL designation.</p> <p>Moray Council's comments have been noted and will be taken into account when positioning tower locations in Section 19.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>not be compromised by development.</p> <p>Moray Council note that Alignment 19B appears to intersect part of the Council's existing Flood Alleviation Scheme (FAS) to the East of Newmill. No structures should be constructed within 6 metres of any of the FAS boundaries.</p>		
<p>The Highland Council state that various consultees queried whether these route selection criteria were comprehensive enough at this stage and whether the avoidance of single houses was given too much weight when the landscape and visual impact of the line will be experienced by many more users on certain well used travel routes such as the Great Glen Way, the A82 and the A862.</p> <p>Firm, specific commitments in terms of existing overhead line removal and net biodiversity enhancement (including compensatory planting for commercial forestry lost) should all be defined and committed to as soon as possible so informed judgments can be made by consultees and other stakeholders.</p> <p>It is noted that the pattern of woodland and open space is quite distinctive in this local landscape of the Enclosed Farmland LCT, and that the Designed Landscape of Beaufort Castle would be touched on by the route. Effects on both of these should be mitigated by design to the fullest extent achievable. In alignment section 3, while Alignment 3A cutting across the fields and Phoinneas seems as though it may be more intrusive in the landscape than Alignment 3B, due to not aligning with the grain of the landform, it is appreciated that this route would have a lesser impact on</p>	<p>The Highland Council</p>	<p>A Landscape and Visual Impact Assessment will be included within the EIA Report and where deemed essential, undergrounding of small sections of existing electricity network will be considered. Biodiversity Net Gain and Compensatory planting proposals will be presented alongside the EIA Report with the s37 application.</p> <p>In relation to weighting, we do not feel that too much weight was given to individual properties. The proximity of the Proposed Development, as well as 'boxing in' of properties were considered, as well as impact on road users and impact on the character of the landscape. There are many considerations that influence consideration of alignment from an L&amp;V perspective including:</p> <ul style="list-style-type: none"> <li>• Minimising impact on setting of historic assets &amp; smaller areas of high amenity value (Holford Rule 2)</li> </ul>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>the ancient woodland areas.</p> <p>The current alignment includes two towers in very close proximity to the A862 at Easter Moniak – potential significant landscape and visual impacts for road users. SSEN to consider feasibility of alternative options in this section, including:</p> <ul style="list-style-type: none"> <li>• Moving towers slightly further away from road to maintain existing roadside screening, and enable planting of additional screening (as current alignment would likely require removal of existing roadside trees).</li> <li>• Consider feasibility of purchasing closest residential properties and yard area to south to enable a more substantial move away from roadside.</li> <li>• Undergrounding of a short section of the 400kV OHL. Feasibility study required including further details of 400kV sealing end compound design/scale to demonstrate the issues with this.</li> <li>• Review if there are any alternative feasible alignment options which would avoid this pinch point.</li> <li>• Consider whether there would be benefits of additional rationalisations of existing infrastructure to mitigate cumulative impacts/wirescape in this specific area.</li> </ul> <p>A82 and Caledonian Canal crossing sections:</p> <ul style="list-style-type: none"> <li>• The Highland Council are of the opinion that all of the options would require highly prominent crossing towers in close proximity canal. The canal itself is a well-used recreational and historic resource and lies close to the</li> </ul>		<ul style="list-style-type: none"> <li>• Avoiding loss of woodland and hedgerow (Holford Rule 5)</li> <li>• Containing infrastructure into a single corridor, but where divergence occurs, to maintain space between the OHLs for properties between (note on Holford Rule 6)</li> <li>• Minimising the number of angle towers (Holford rule 3).</li> </ul> <p>In relation to the A862, the alignment looks to minimise woodland loss by utilising the existing OHL corridor through Croiche Wood and Long Wood; maintaining straight lines whilst necessarily diverging away from existing OHL; maintaining setting around listed structures at Easter Moniak (Reelig Bridge &amp; Reelig Gate Lodge); maintaining 170m buffer from properties; and minimising number of crossings of the A862. Position of towers adjacent to the A862 are being considered. The Great Glen way, travelling north-south necessarily needs to be crossed. It is crossed in an area of woodland, to help break up visibility of the Proposed Development (Holford Rule 5). We are looking at replanting options to reduce the visual effect of the OHL as a straight line through woodland.</p>



Summary of feedback	Contributing Stakeholder Group	Our Response
<p>corridor also. This means that the towers here have a very high and concentrated pool of visual of a high sensitivity.</p> <ul style="list-style-type: none"> <li>General agreement that the current Potential Alignment (5E) is preferable over the alternative (5F), as this avoids the requirement for a large angle tower in close proximity to the canal which would be visible for long distances when travelling along the canal/towpath.</li> <li>At A82 crossing point, consider options to move the tower closest to the road further west (away from road). This aligns with changes to tower positions currently being made to avoid Torvean Landforms SSSI features in consultation with NatureScot.</li> <li>To help soften the visual approach to the tower next to the A82, consider planting within the field.</li> <li>Consider options to reduce the artificial nature of the OHL wayleave crossing The Aird, by 'softening' the edges. Also consider whether there are opportunities to retain trees within the wayleave e.g. by increasing tower height to maintain clearances, where topography allows.</li> </ul> <p>Further Zone of Theoretical Visibility (ZTV) modelling (both with and without the mapping of intervening managed woodland was also sought) for alignment sections 5 and 6 where the height of the proposed towers to cross the Caledonian Canal was of principal concern, with these towers likely to be highly prominent and none of the options presented appearing to adequately deal with this potential impact. Officers therefore query if the</p>		<p>The A82 – position of towers in relation to the A82 is being reviewed to move further from roadside. Existing vegetation helps considerably screen and break up views of the OHL until in close proximity.</p> <p>The Landscape and Visual Impact Assessment within the EIA Report will fully consider the impacts on this LCT and Designed Landscape and will include mitigation as appropriate to minimise effects.</p> <p>The position of the alignment at Easter Moniack has been considered further and has been moved slightly south and more distant from the A862 to somewhat alleviate these concerns. The Proposed Alignment presented in Figure 4.2 presents this revised alignment.</p> <p>At the crossing of the A82, the tower nearest the road has been moved slightly further away, however this is constrained by the sub-surface features of the Torvean Landforms geological Site of Special Scientific Interest (SSSI).</p> <p>Regarding forestry proposals at the Aird, our landscape architects will work closely with forestry specialists to ensure visual impacts are minimised as much as possible through the forested areas of the Aird.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>possibility of undergrounding, with the use of directional drilling, for this relatively short section of the overall line has been fully explored.</p> <p>The Highland Council are concerned about the placement of towers in the vicinity of the A9 corridor to limit skyline and undue visibility of large structures very close to the road. The presence of the microwave communications tower was also noted as a potential source of additional cumulative effects. Concerns were expressed about the effect of the Proposed Development on the characteristic pattern of mixed and broadleaved woodlands and small open space in the Rolling Farmland and Forest, Upland Moorland and Forest and the Narrow Wooded Valley LCTs.</p>		<p>The use of directional drilling under the Caledonian Canal is not an option due to the presence of the Torvean Landforms SSSI at this location, which would be adversely affected. These comments are noted and will be taken on board when reviewing the position of towers in the vicinity of the A9. Potential effects of the Proposed Development on the LCTs listed will be assessed in detail as part of the Landscape and Visual Impact Assessment in the EIA Report.</p>
<p>The Council's Landscape Consultant is in agreement that the preferred route identified generally offers the best option for the new transmission line in terms of landscape and visual considerations. Given the significant adverse effects likely to be associated with the proposed transmission line, it is considered that landscape mitigation and enhancement measures should form a key part of the proposals.</p>	<p>Aberdeenshire Council</p>	<p>A Landscape and Visual Impact assessment will be included within the EIA Report which will consider applicable mitigation and enhancement measures as appropriate.</p>
<p>SEPA's comments will be general at this stage until they have seen detailed plans of pylon and other infrastructure locations at the detailed consent stage through the ECU consultation pre-application stage. No alignment specific comments were provided however the following general routing comments were made:</p> <ul style="list-style-type: none"> <li>SEPA prefer any route that avoids large scale felling;</li> </ul>	<p>SEPA</p>	<p>SEPA's comments have been noted. With specific reference to the contamination mentioned, a Phase 1 desk study will be undertaken as part of the EIA and made available to SEPA.</p>

Summary of feedback	Contributing Stakeholder Group	Our Response
<ul style="list-style-type: none"> <li>• areas of peat should be avoided and the NPF4 mitigation hierarchy followed;</li> <li>• information on potentially contaminated land sites was provided;</li> <li>• a number of private water supplies lie within the corridor route;</li> <li>• the future flood extent associated several of the watercourses along the proposed alignment will need careful consideration in terms of infrastructure location and access if this route is taken forward;</li> <li>• recommended watercourse buffer zones were provided for protection and geomorphic risk; and</li> <li>• a number of wetlands on the Scottish Wetland Inventory lie within the alignment corridors. This should be further checked before finalising the alignment and infrastructure located outwith suitable buffer zones around these wetlands.</li> </ul> <p>SEPA also identified watercourses suitable for riparian planting.</p> <p>They provided specific feedback in Section 29 proposed route passes through the 1km search area for Radioactive substances (Radium-226) associated with the historical use of the Former airfield at Longside (NK 03000 47500). If this remains the case a Phase 1 desk study will be required to be submitted to identify the potential for radioactive contamination within the cable route boundaries and establish whether any further detailed assessment is required.</p>		

Summary of feedback	Contributing Stakeholder Group	Our Response
<p>Equestrian use should be included when planning and designing the Proposed Development. It is advised that steps are taken to manage access to off-road riding, ensure the safety and the welfare of the horses kept within the vicinity of the site. The owners of the horses need to have access to care for the horses both during construction and operation of the Proposed Development.</p>	<p>British Horse Society</p>	<p>The traffic and transport assessment within the EIA Report will consider use of the roads by horse riders during construction and operation. Maintenance of access along the path network will also be considered within the recreation and tourism assessment.</p>
<p>the Proposed Development is sufficiently distant from any Met Office radar and as such they have no comments on the proposal and do not need to be consulted further.</p>	<p>Met Office</p>	<p>Noted.</p>
<p>Ugie District Salmon Fisheries raised concern about impact on fishing activity in the area and had a number of queries:</p> <ul style="list-style-type: none"> <li>• What planning has been implemented to protect wild salmon and sea trout in the River Ugie and in the sea?</li> <li>• How will the operator ensure that the ecology and habitat will not be diminished during the construction and operational stages of the Proposed Development?</li> <li>• Are we proposing to do any electro fishing in the catchment before and after construction as part of standard mitigation?</li> </ul>	<p>Ugie District Salmon Fishery Board</p>	<p>Further assessment will be carried out to understand the potential for impacts on the aquatic and riparian habitats, and any mitigation required. Potential impacts during construction and operation will be assessed in detail as part of the Environmental Impact Assessment stage. Ecology (including aquatic ecology) will be protected through the application of a Construction Environmental Management Plan (CEMP), which will be prepared and implemented by the Principal Contractor once consent has been granted for the Proposed Development, although an outline CEMP will accompany the EIA. The CEMP will detail how the Principal Contractor will manage construction in accordance with</p>


Summary of feedback	Contributing Stakeholder Group	Our Response
		commitments and mitigation detailed in the EIA report, statutory consents and authorisations, and industry best practice and guidance. Implementation of the CEMP will be managed on-site by a suitably qualified and experience Environmental Clerk of Works (EnvCoW), with support from other environmental professionals as required. Once operational, in general an OHL requires very little maintenance, although regular inspections are undertaken of the line and towers to identify any deterioration of components so they may be replaced before potential failure.
BT provided information on radio communications links that could be impacted by the proposed OHL.	BT	We have noted all of the radio communications links locations and will ensure that towers are positioned to avoid impacting on these links.
MBNL requested a change to avoid interference with emergency telecoms masts. They have also advised that multiple emergency service network links are present within Section 5 and should be considered for tower placement.	MBNL	Adjustments have been made to accommodate emergency telecommunications links.
The Strathnairn Community Council have advised they will lodge an objection due to the adverse effect of the line on the Conservation Area of Culloden Battlefield and the SSSI area of Dalroy and Clava Landforms.	Strathnairn Community Council	Concerns received throughout the consultation period have been considered, we are aware of these concerns and will mitigate potential impacts where possible.

Summary of feedback	Contributing Stakeholder Group	Our Response
Comments go on to state that as area is already crossed by two pylon lines, one crossing the Conservation Area and the other further south, the addition of a third, higher and more visible line of pylons is considered to be unacceptable. A suggestion has been made that the OHL should be laid underground however, if this is not an option, they request that the pylons be masked to blend into the background by painting them.		<p>The Culloden Muir Conservation Area was identified as a cultural heritage constraint during the early stages of the route optioneering process, and at the Route Selection Stage the Proposed Route selected (Route 3B and 4B) avoided passing through the Conservation Area. At the Alignment Selection Stage, all alignment options considered were located outside the Conservation Area, and the Potential Alignment 8C is located approximately 1 km to the south of the Conservation Area at its closest point. The potential for impacts to Culloden Muir Conservation Area will be further assessed within the cultural heritage assessment, to be undertaken as part of the EIA Report to support the section 37 application to Scottish Ministers.</p> <p>Throughout the routeing process SSSIs have been avoided and in this case the potential alignment is located approximately 1km from the site and at a greater distance than other existing OHLs.</p> <p>More information relating to Mitigating Visual Impacts, which includes reference to undergrounding of cables, can be found in Section 3.1 Common Themes of this report.</p>

## 7.2. Appendix B - Postcard Invites

### Beauly to Blackhillock to New Deer to Peterhead 400kV OHL Project

Overhead line alignment consultation events



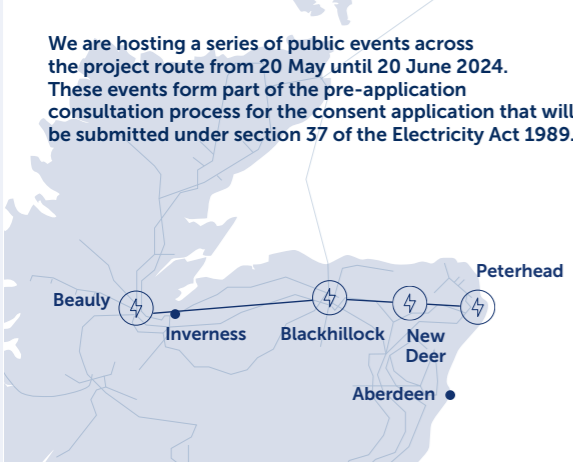
**We are hosting a series of public events across the project route from 20 May until 20 June 2024. These events form part of the pre-application consultation process for the consent application that will be submitted under section 37 of the Electricity Act 1989.**

To support the growth in renewable developments across the north of Scotland, investment in our network infrastructure is needed to connect this power and transport it to areas of demand. This includes a new 400kV overhead line between Fanellan near Beauly and Netherton near Peterhead connecting into new substations near Coachford near Blackhillock and Greens near New Deer.

We will be sharing our potential alignment for the overhead line, with alternative alignment options in some locations, presented through maps and visualisations.


Interested parties can attend our drop-in events to discuss our plans with the project team and share views. Feedback can be provided through printed forms available at the events, the online form available from the project webpage or in email to the Community Liaison Manager. The feedback period will be open until Friday 2 August 2024.

Any comments made to us as the Applicant are not representations to Scottish Ministers as the decision makers. There will be opportunity to make formal representations to Scottish Ministers via the Energy Consents Unit following the submission of the section 37 application.



**If you have any questions, please do not hesitate to contact the Community Liaison Manager:**


**Ryan Davidson**      Tel: +44 7901 133 919  
 1 Waterloo Street, Glasgow, G2 6AY      Email: ryan.davidson@sse.com



To find out more and register for project updates, visit the project website: [ssen-transmission.co.uk/BBNP](https://ssen-transmission.co.uk/BBNP)

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## 7.3. Appendix C – Deviations Appraisal



### Alignment Deviations Appraisal

#### Project: Beauly to Blackhillock to New Deer to Peterhead 400 kV Connection

#### November 2024

### REF: LT37 and LT359

Please refer to the documents section on the [project webpage](#) to access this document.

**The events will be held at the following locations:**

<p><b>Monday 20 May, 3–7pm</b> Maud Village Hall, Nethermuir Rd, Maud, Peterhead, AB42 4ND</p> <p><b>Tuesday 21 May, 2–7pm</b> Cuminestown Community Hall, Main St, Cuminestown, Turriff, AB53 5YJ</p> <p><b>Wednesday 22 May, 2–7pm</b> Longside Parish Church Hall, Inn Brae, Longside, AB42 4XN</p> <p><b>Thursday 23 May, 2–7pm</b> New Deer Public Hall, Fordyce Terrace, New Deer, Aberdeenshire, AB53 6WE</p> <p><b>Monday 27 May, 3–7pm</b> Baden Powell Centre, Baden Powell Road, Turriff, AB53 4FA</p> <p><b>Tuesday 28 May, 2–7pm</b> Cairnie Memorial Hall, Cairnie, AB54 4TQ</p>	<p><b>Wednesday 29 May, 2–7pm</b> Stewarts Hall, 15–17 Gordon St, Huntly, AB54 8AJ</p> <p><b>Thursday 30 May, 2–7pm</b> Longmore Hall, Banff Road, Keith, AB55 5ET</p> <p><b>Tuesday 4 June, 3–7pm</b> Fornightly Hall, Lethen Rd, Fornightly, Nairn, IV12 5JB</p> <p><b>Wednesday 5 June, 3–7pm</b> Dallas Houldsworth Institute (Dallas Village Hall) Dallas, Moray, IV36 2RA</p>
<p><b>Thursday 6 June, 3–7pm</b> Inchberry Hall, Fochabers, IV32 7QB</p> <p><b>Tuesday 18 June, 3–7pm</b> Kingsmill Hotel, Culcabock Rd, Inverness, IV2 3LP</p> <p><b>Wednesday 19 June, 2–7pm</b> Phipps Hall, Station Rd, Beauly, IV4 7EH</p>	<p><b>Thursday 20 June, 2–7pm</b> Kiltarlity Village Hall, Kiltarlity, Beauly, IV4 7HH</p> <p><b>Tuesday 18 June, 10–1pm</b> Culloden Visitor Centre, Culloden Battlefield, Inverness IV2 5EU</p>

### 7.4. Appendix D – Proposed Alignment

