Connagill Cluster Wind Farm Connections

Strathy South, Strathy Wood, Armadale, Melvich and Kirkton

November 2023

Visit the project website by scanning the QR code, or use the following URL:

www.ssen-transmission.co.uk/projects/project-map/Connagill-Cluster/

Scottish & Southern Electricity Networks

TRANSMISSION

Contents

Who we are

We are SSEN Transmission, the trading name for Scottish Hydro Electric Transmission. We are 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.

SSEN Transmission is part of SSE Group which also includes SSEN Distribution, SSE Renewables, SSE Thermal, SSE Energy Solutions, SSE Airtricity (Northern Ireland), and SSE Pacifico (Japan).

Find out more at **sse.com/what-we-do**

Our network consists of underground and subsea cables, overhead lines on wooden poles or steel towers, and electricity substations. It extends over a quarter of the UK's land mass, crossing some of its most challenging terrain.

Our first priority is to provide a safe and reliable supply of electricity to our communities. We do this by taking the electricity from generators and transporting it at high voltages over long distances through our transmission network for onwards distribution to homes and businesses in villages, towns and cities.

Our operating area is home to vast renewable energy resources and this is being harnessed by wind, hydro and marine generation. Working closely with National Grid, the GB transmission System Operator, we also enable these electricity generators to connect to the transmission system by providing their connections and allowing the electricity generated by them to be transported to areas of demand across the country.

Scotland's transmission network has a strategic role to play in supporting delivery of the UK and Scotland's Net Zero targets.

We're already a mass exporter of renewable energy, with around two thirds of power generated in our network area exported to demand centres further south. By 2050, the north of Scotland is expected to need 40GW of low carbon energy capacity to support net zero delivery. For context, we currently have around 8GW of renewable generation connected in the north of Scotland.

As a natural monopoly, we are closely regulated by the GB energy regulator, Ofgem, who determines how much revenue we are allowed to earn for constructing, maintaining and renovating our transmission network in the north of Scotland. These costs are shared between all those using the transmission system, including generation developers and electricity consumers. Following a minority stake sale which completed in November 2022, we are now owned 75% by SSE plc and 25% by Ontario Teachers' Pension Plan Board.

As a stakeholder-led business, SSEN Transmission is committed to inclusive stakeholder engagement, and we conduct this at an 'Advanced' level as assessed by AccountAbility, the international consulting and standards firm.

Cluster Overview

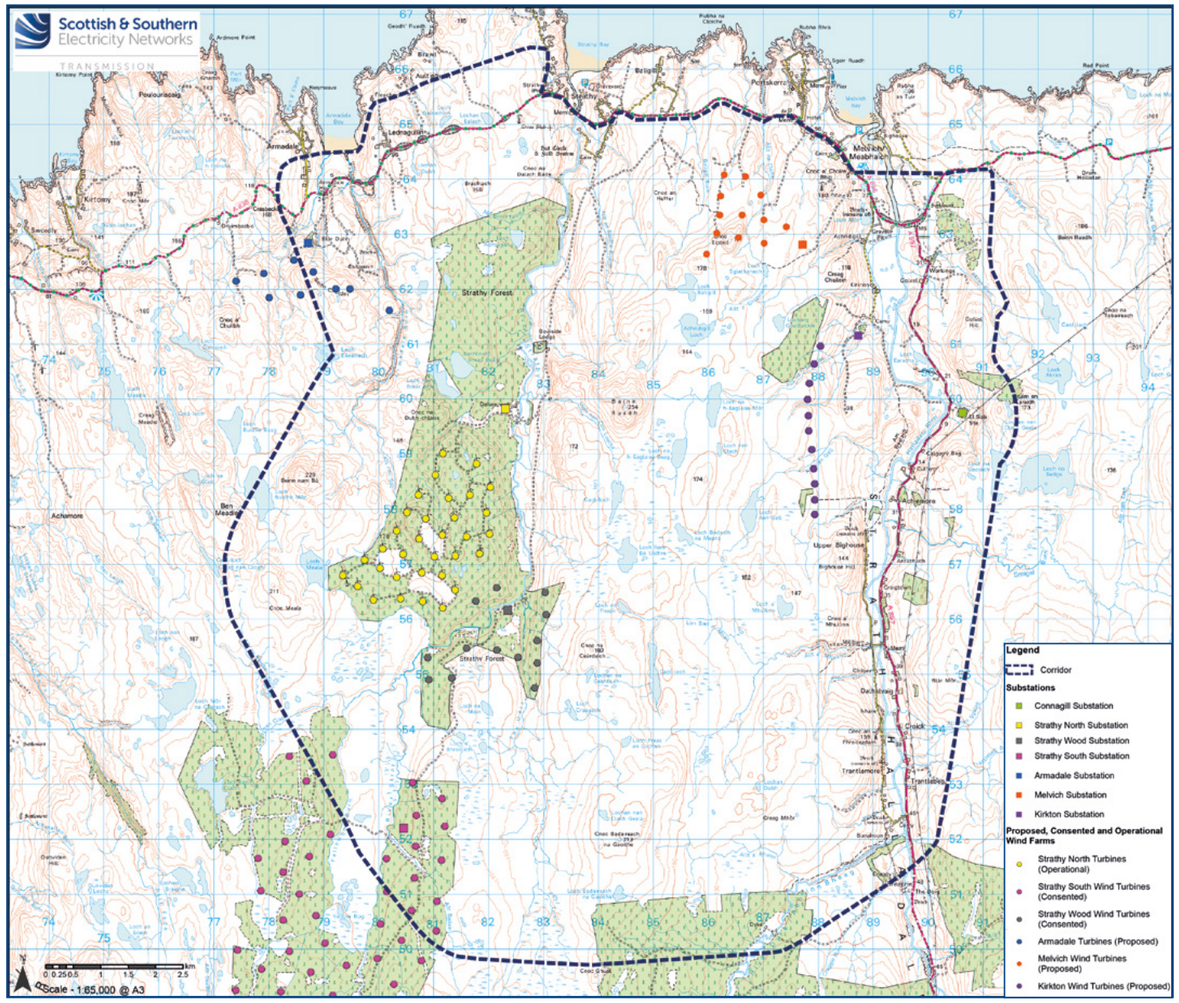
Need for the Project

SSEN Transmission are required to provide connections for five proposed wind farms in the Strathy area and together these projects are known as The Connagill Cluster.

The Connagill Cluster comprises the recently consented Strathy Wood (65 Megawatts (MW)) and Strathy South (208MW) wind farms and the proposed Armadale (58MW), Melvich (58 MW) and Kirkton (53 MW) wind farms.

Under our Network Operators Licence we are required to deliver these connections in a technically efficient, co-ordinated and economic manner, whilst having the least practicable impact on people and the environment. All connections are to be provided at 132 Kilovolts (kV) (132,000 volts) and are proposed to be accommodated on both wood pole and steel lattice overhead lines (OHL).

The average height of the wood poles is between 13 and 16 metres (m), up to 18m, with an average span of between 70 and 100m. The average height of the 132kV lattice towers is between 27 and 33m, up to 40m and with an average span of 250m. The average height of the 275kV lattice towers is between 44 and 50m, up to 60m and with an average span of 300m.



Overview of the Projects

Construction of the existing trident wood pole which connects Strathy North wind farm to Connagill substation was completed in 2015.

Optioneering studies have been ongoing since 2021 to connect the consented Strathy South, Strathy Wood and proposed Armadale wind farms to the transmission network.

The initial optimal technology solution for each connection was via overhead line (OHL) supported by 'trident H' wood pole and this was presented to Statutory Consultees in 2022 during an informal project update. Since then, two further connections have since been agreed for the proposed Melvich and Kirkton wind farms and it is no longer the optimal solution from a technical, operational or environmental perspective to have numerous separate wood pole OHL's running in parallel for long distances for each connection.

Extensive further review has, therefore, been carried out to identify a rationalised approach to facilitate all of the connections. This rationalised approach is outlined in the table below.

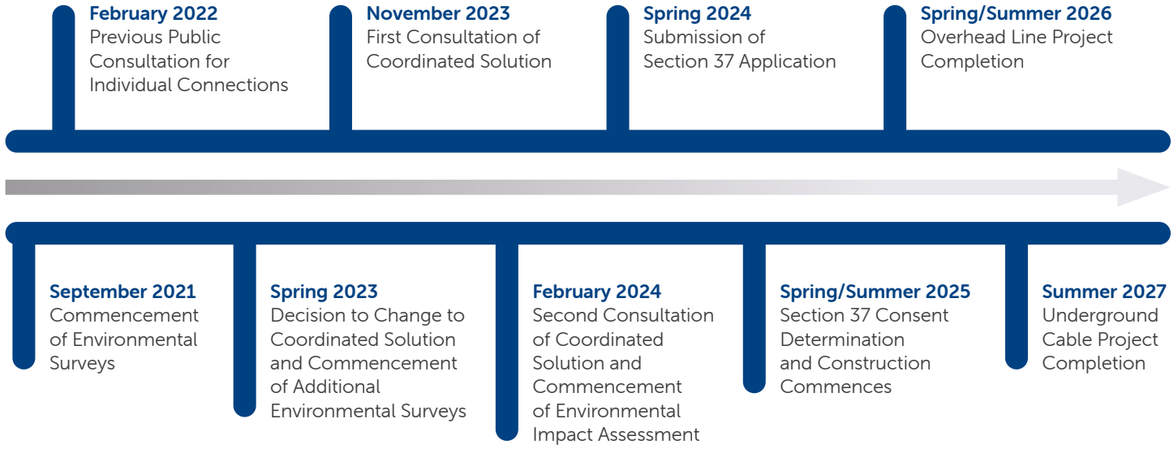
All connections are shown on the large printed banners displayed in the public exhibition.

Project	Technology Solution	Description
Strathy South and Strathy Wood	132 kV underground cable connection	From Strathy South wind farm substation to a point in the vicinity of Strathy Wood wind farm substation.
	132 kV OHL supported by steel structure	From Strathy Wood substation, a new double circuit 132 kV OHL supported by steel structures would be constructed to provide shared infrastructure to transport electricity generated by both Strathy Wood and Strathy South wind farm.
	275 kV OHL supported by steel structure	To allow for future proofing, a new 275 kV OHL supported by steel structures would continue the connection (from a point to be determined) to Connagill 275/132 kV substation. The OHL would be operated at 132 kV.
Armadale Wind Farm	132 kV trident wood pole OHL	The works would include a single circuit 132 kV trident wood pole OHL between Armadale wind farm substation to a 'T-in" connection onto the proposed double circuit 275 kV OHL. The proposed 275 kV OHL supported by steel structures would complete the connection into Connagill 275/132 kV substation.
Melvich and Kirkton Wind Farms	132 kV trident wood pole OHL	These works would include a short span of single circuit 132 kV trident wood pole OHL (<500 m) between each wind farm substation and a 'T-in' connection onto the existing Strathy North to Connagill trident H-wood pole OHL.

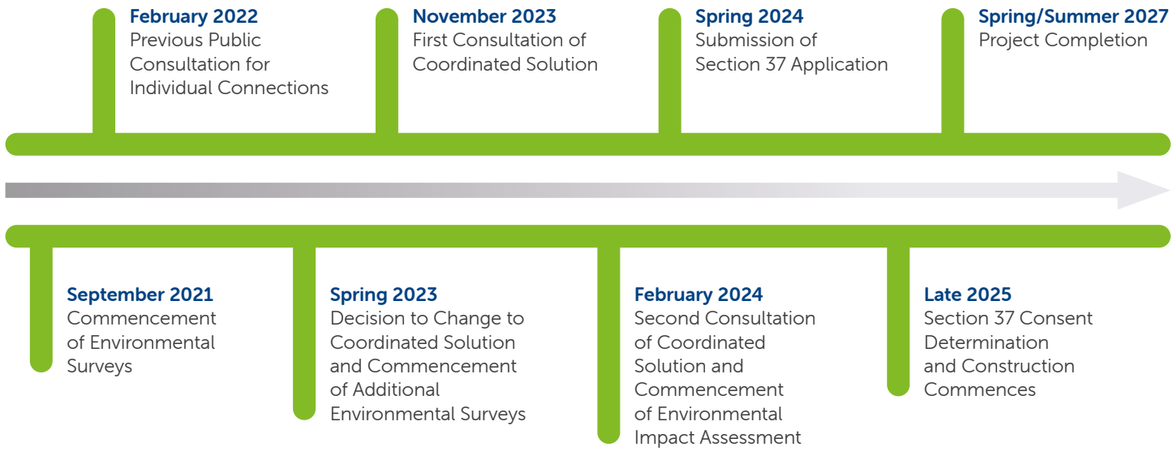
Project Timelines

Current forecasted programme subject to change

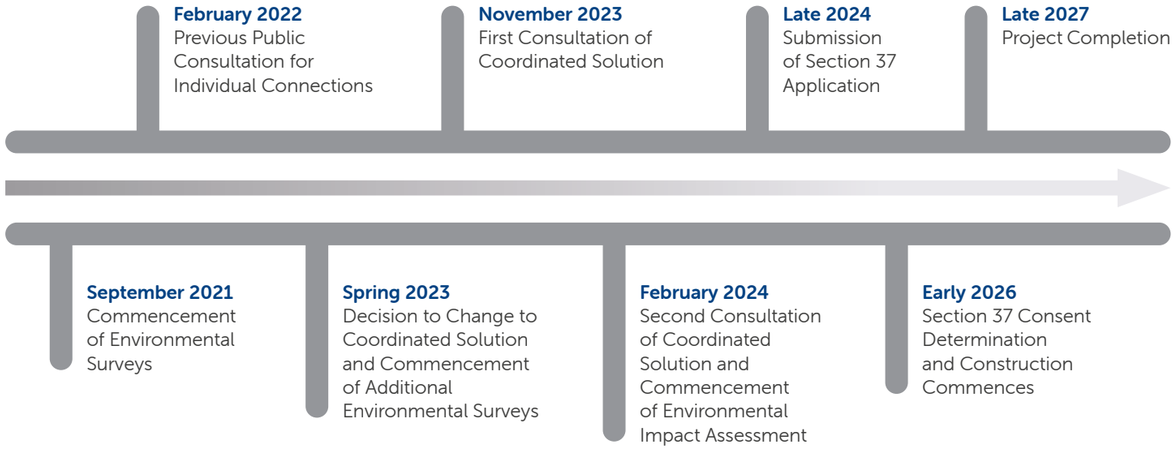
Strathy South to Strathy North



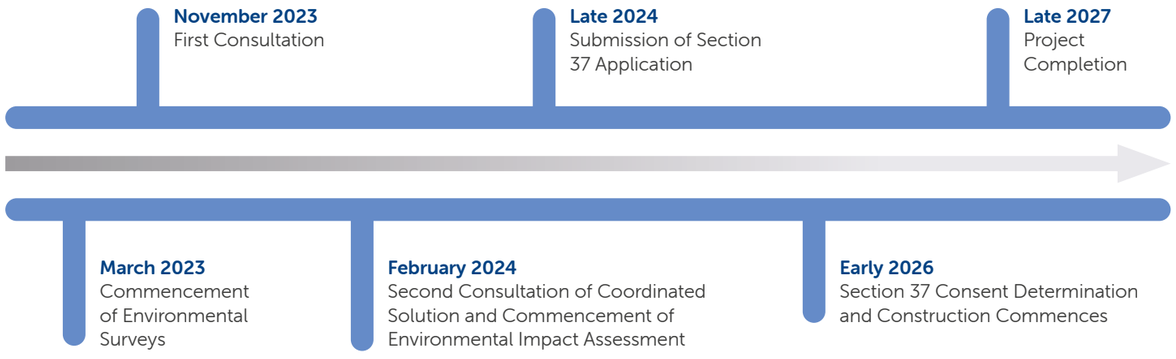
Strathy North to Connagill



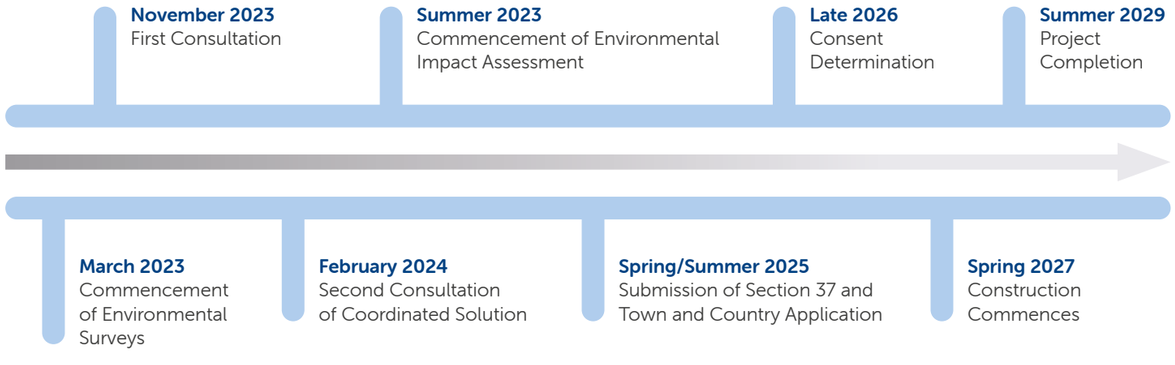
Armadale



Melvich and Kirkton



Switching Station



Meeting our obligations

Our Transmission Operators licence requires us to provide best value for customers and GB consumers. As a natural monopoly, SSEN Transmission are closely regulated by the GB energy regulator Office of Gas and Electricity Markets (OFGEM), who determine how much revenue we are allowed to earn for constructing, maintaining and renovating our transmission network. These costs are shared between all those using the transmission system, including generation developers and electricity consumers. We therefore work to strict price controls which means the following environmental, engineering and economic considerations form a key part of our routeing process:

Environmental Assessments

Desk-based assessments using available mapping and GIS (Geographic Information Systems) data, together with initial site walkovers by specialists, have been undertaken to gather baseline information. This is crucial to enable us to understand the key environmental constraints and sensitivities within the connection Corridor.

This work has been carried out during 2020-21 and has helped to identify key environmental issues including landscape and visual amenity, sensitive habitats, protected ecology and ornithology, forestry, hydrology, hydrogeology, recreation and cultural heritage.

Following confirmation of a optimal route and alignment for both connections, further detailed studies and assessment work will be undertaken to support the consenting process in 2022.

Consenting

Before a project progresses to consent application stage (under Section 37 of the Electricity Act 1989), a Screening Opinion is requested from the Scottish Ministers (through the Energy Consents Unit) to clarify whether the project falls within the thresholds of The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017. If the project meets or exceeds certain criteria, then it is deemed to be an EIA Development and any application for consent must be accompanied by a formal EIA Report. If it is not EIA Development, SSEN Transmission will provide equivalent environmental information through a voluntary Environmental Appraisal (EA) Report.

Strathy Wood has already been screened as an EIA Development, and a scope for the EIA Report has been agreed with Scottish Ministers. Strathy South and Armadale will be screened for EIA in Q1 2024.

Engineering and Economic Considerations

In addition to the suite of environmental assessments undertaken, the following engineering and economic considerations form a key part of our routeing process:

- Construction costs and buildability (largely affected by ground conditions, such as peat/rock/flooding/contaminated land, etc).
- Operations and maintenance requirements.
- Outage requirements and network constraints.
- Vicinity to other electrical OHL and underground structures.
- Vicinity to any other utility, overhead or underground.
- Proximity to wind turbines and wind farm infrastructure.
- Communications masts and infrastructure.
- Urban development.
- Forestry and biodiversity.
- Technology costs and design parameters.
- Site accessibility.
- Route length.

A summary of key environmental and engineering considerations for each route option on Strathy South and Armadale are presented in the Route Options Tables. Strathy Wood, being a shorter connection, had a simplified route options assessment undertaken previously (the project was then put on hold for a year).

Our Overhead Line Routeing and Design Process

SSEN Transmission has developed and implemented formal Guidance for the selection of routes and alignments for its new Overhead Lines (OHL).

The main aim of the Guidance is to provide a consistent approach to the selection of new OHL alignments and is underpinned by our statutory obligations to: 'Develop and maintain an efficient, coordinated and economical electricity transmission system in its licenced area' and in so doing, to 'have regard to the desirability of preserving the natural beauty, of conserving flora, fauna and geological and physiographical features of special interest and protecting sites, buildings and objects of architectural, historic or archaeological interest; and do what we reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites buildings or objects'.

These duties capture the principal objective of the routeing process which is to balance technical and cost considerations with environmental considerations, to select a proposed alignment 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.

Key Stages

For new OHL projects, the process follows four principal stages, each iterative and increasing in detail and resolution, bringing cost, technical and environmental considerations together in a way which seeks the best balance. This staged process leads to the identification of a proposed overhead line alignment which is capable of being granted consent by the Scottish Government under Section 37 of the Electricity Act 1989. The key stages are:

Stage 1:
Strategic Options Assessment/Routeing Strategy
The starting point in all OHL projects is to establish the need for the project and to select the optimal strategic option to deliver it. This process will be triggered by the preparation of a number of internal assessments and documents which identify the technology to be used and the point on the existing Transmission network where a connection can be made.

In the case of Strathy South, Strathy Wood and Armadale this point is at Connagill substation utilising both "Trident" wood pole and steel lattice OHL technology. The general strategy is to minimise the amount of new OHL within the Caithness & Sutherland Peatlands protected area. The Routeing Strategy also determines which of the following stages are required.

Stage 2:
Corridor Selection
Corridor Selection seeks to identify possible corridors which are as short as practicable, which are not constrained by altitude or topography and which would avoid, where possible, any interaction with man-made infrastructure and features of environmental sensitivity.

Corridors may be 1km wide or may extend over many kilometres in width, depending on the scale and length of the project. For the projects included in this consultation, and for wind farms in general, the Corridor stage is omitted as the location of the wind farm and point of connection on the network naturally define a Corridor of a few kilometres in width. Routing a new OHL any further afield than this would be too expensive and add unnecessary infrastructure to the landscape.

Stage 3:
Route Selection
Route Selection seeks to find a route within the corridor which avoids where possible physical, environmental and amenity constraints, is likely to be acceptable to stakeholders, and is economically viable, taking in to account factors such as altitude, slope, ground conditions and access. The dimensions of a route will depend on the context provided by the corridor.

A route may be several kilometres in length and may range from 200m to 1km in width, depending on the scale of the project, the nature and extent of constraints and the character of the area in question. A number of route options are usually identified and assessed, leading to a optimal route being selected.

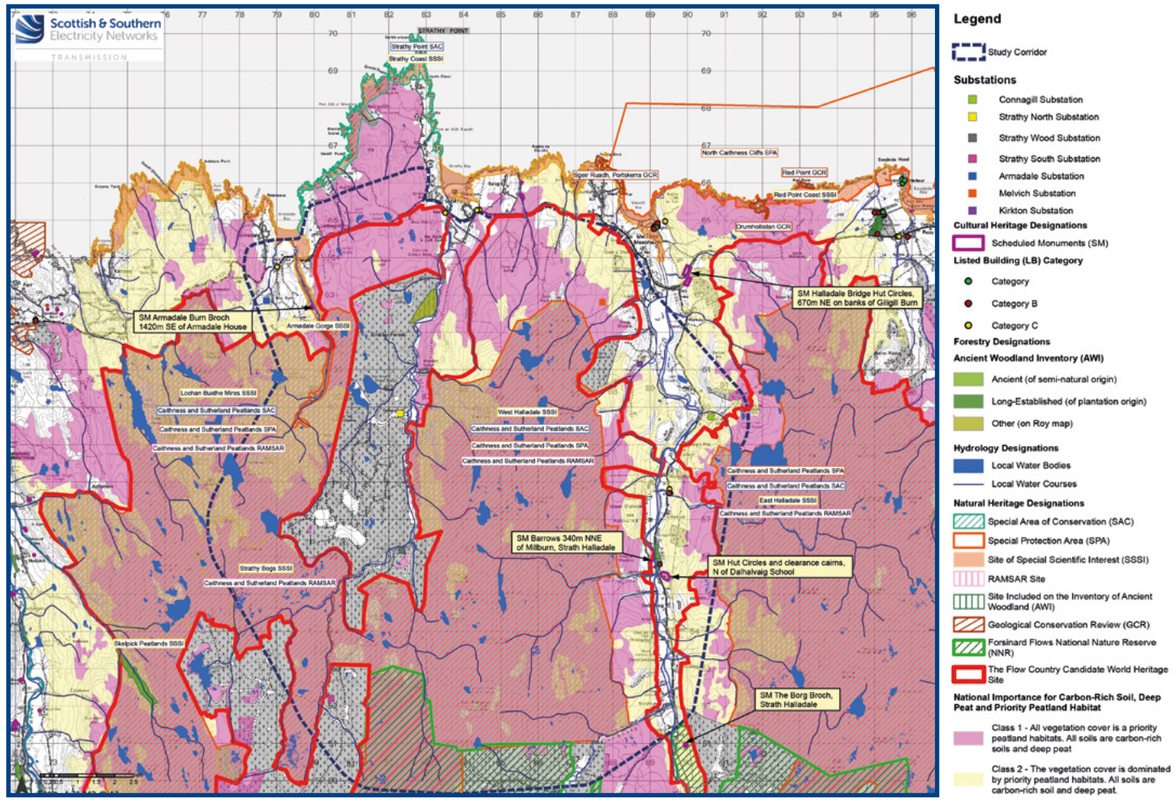
Stage 4:
Alignment Selection
Alignment Selection seeks to identify an alignment within the optimal route and to define the access strategy which will be adopted in terms of, for example, the nature and extent of temporary and/or permanent access tracks and possible road improvements. The alignment will be defined by, amongst other things, the location of terminal and angle support structures for OHLs and sealing end compounds for UGCs. It will be influenced by local constraints, such as individual properties, their aspect, and amenity; ground suitability; habitats; and cultural heritage features and setting. There may be more than one distinct alignment option through the optimal route. It is more likely however that variants to sections of an alignment may arise where there are different ways to avoid a constraint.

What happens next

The outcome of the OHL Routeing Process is to identify a Preferred Alignment, which following stakeholder engagement with the public, statutory bodies and landowners, is finalised as a Proposed Alignment to be taken forward for formal environmental assessment and consent application. A further pre-application consultation on our detailed proposals will be held in the spring of 2024.

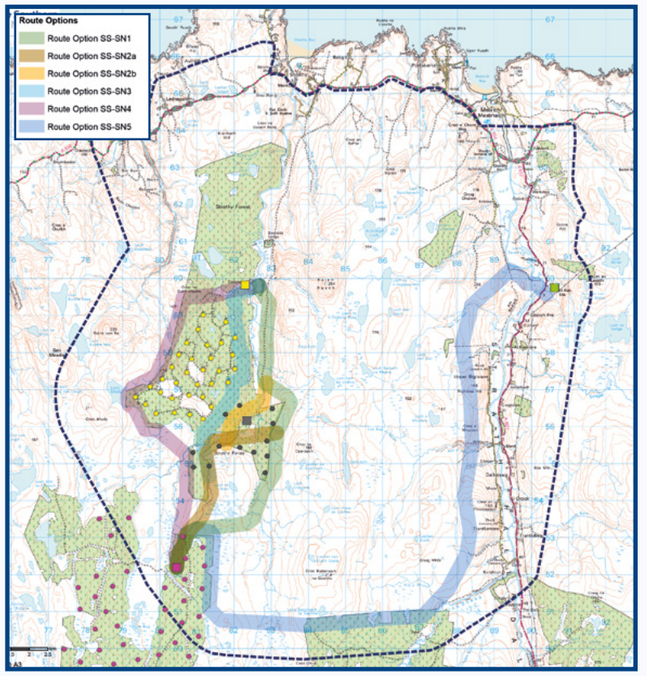
Routeing Stage Key Environmental Constraints

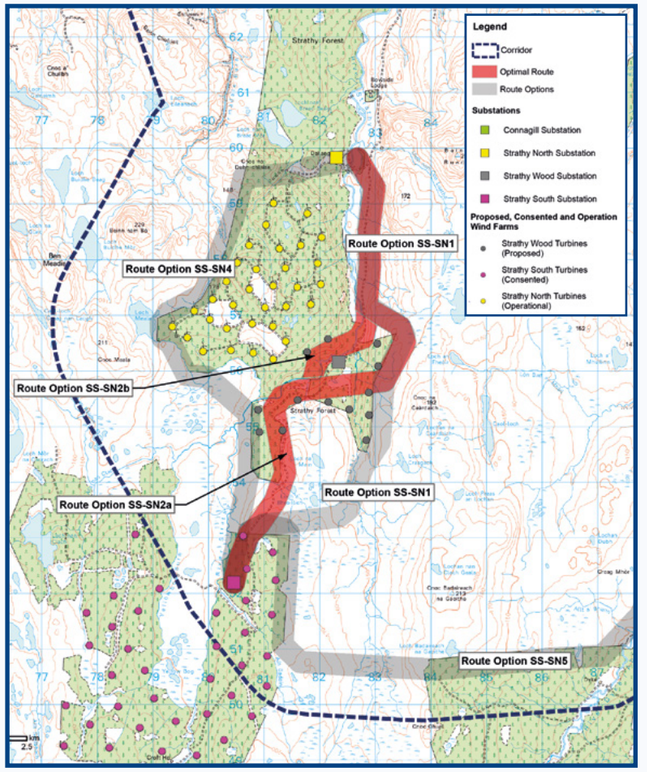
This figure shows some of the key environmental constraints within the Connagill Cluster which have been considered when assessing potential OHL routes.



The proposed Flow Country World Heritage Site straddles Caithness and Sutherland and elements of the Connagill Cluster are located within the proposed heritage site. When assessing potential overhead line (OHL) routes, consideration has been given to minimising potential impacts on all of the habitats which make up the Flow Country World Heritage Site including peatland vegetation, bog pools and bird and insect species.

Routeing Stage – Strathy South to Strathy North





Potential impacts on the Caithness and Sutherland Peatlands Special Protection Area (SPA), Special Area of Conversation (SAC), Ramsar, and associated Site of Special Scientific Interest (SSSI) designations by all route options.

Minimising impact on sensitive habitats including blanket bog by all route options is key. Route Options 2a, 2b and 3 are slightly less constrained by sensitive habitats, with much of their length through plantation or felled woodland habitat.

Route 5 has greater potential for indirect impacts on designated sites in Strath Halladale and Route Option 2b has potential for direct impact on Braerathy settlement.

There is potential for collision risk to bird species, notably divers, particularly in proximity to Route option 4.

For all route options, there are no major infrastructure crossings, minimal road crossings and all are situated away from known occupied dwellings.

There is difficult terrain to negotiate including slopes, waterbodies and bogs, particularly for Route Options 1, 2a, 2b and 5. Proximity to watercourses and traversing flood zones, particularly for Route Option 2b, 4 and 5.

The presence of wind turbines for Route Options 1, 2a, 2b, and 3 is a constraint due to the buffeting effect they have on OHL.

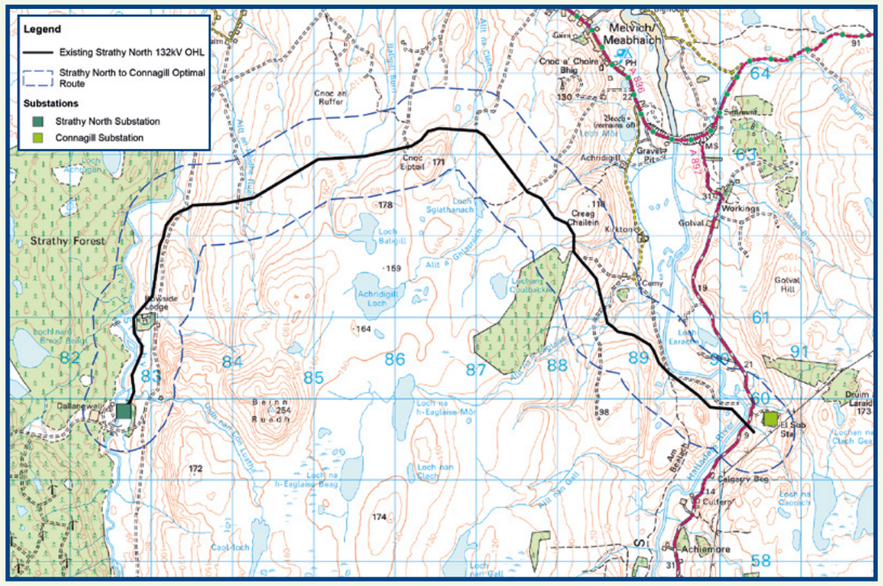
Looking at construction access, Route Option 3 and 4 have poor access opportunities, whereas Route Option 1, 2a and 2b are in proximity to an existing track.

The optimal route is considered to be Route 1 and incorporating either Route 2a or 2b so that it follows an existing access track closely and reduce the route's presence within the Caithness and Sutherland Peatlands SAC and SPA.

Although the route traverse's ecological designations, there are opportunities to avoid or minimise impacts on qualifying habitats and features of the designated sites at alignment stage.

The conclusions of the routeing study recommended that through the constrained section of the Optimal Route, as it passes within the Caithness and Sutherland Peatlands SPA between Strathy South substation and Strathy Wood substation, the connection should utilise underground cable technology to minimise impacts on nearby sensitive qualifying diver species.

Routeing Stage – Strathy North to Connagill

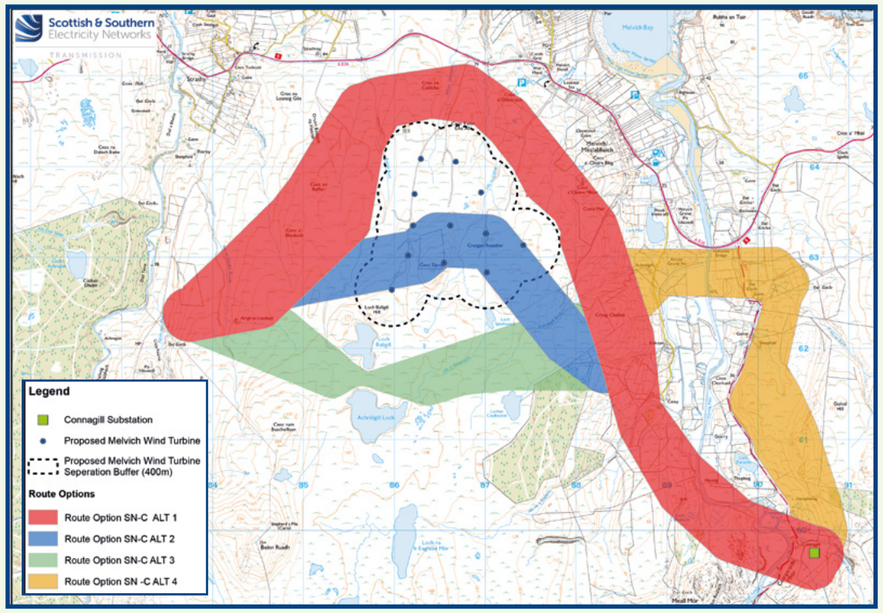


Optimal Route

A review of the 2014 consented Strathy South Wind Farm overhead line (OHL) concluded that the route remains the optimal route.

Further engineering studies, carried out to consider an OHL supported by steel structures as opposed to wood pole, confirmed it is suitable.

Once constructed, more than half of the existing Strathy North OHL would be dismantled and removed helping to reduce visual and landscape impacts.



Alternative Route

Should the proposed Melvich Wind Farm be granted consent (shown by blue dots), the required minimum separation distance between a proposed OHL and the wind turbines cannot be met within the current optimal route (as per the description above and shown in green on the adjacent figure).

In this instance, an alternative route or technology solution would need to be considered. An optioneering exercise is currently underway to consider an alternative route. Some of the key constraints being considered are:

Caithness and Sutherland Peatlands SAC, SPA, Ramsar and underlying SSSI designations.

Deep peat and Candidate World Heritage Site Status. Proximity to settlement and recreational receptors including the North Coast 500.

Routeing Stage - Armadale

Environmental constraints identified during the routeing stage include the potential impacts on the Armadale Gorge SSSI by all routes.

Route Option A3a crosses approximately 5km of the Caithness and Sutherland Peatlands SPA, SAC, Ramsar plus SSSI designations while Route Option 2 would bring development in closer proximity to the A836 and settlements and potentially impact on the perceived openness of the landscape visibility from outdoor and recreational tourist routes, this option is least optimal.

There is also potential for direct impact on an area of archaeological interest of regional significance along Route 2 and impacts on commercial conifer plantations and interaction with an area of Ancient Woodland along Route 3b.

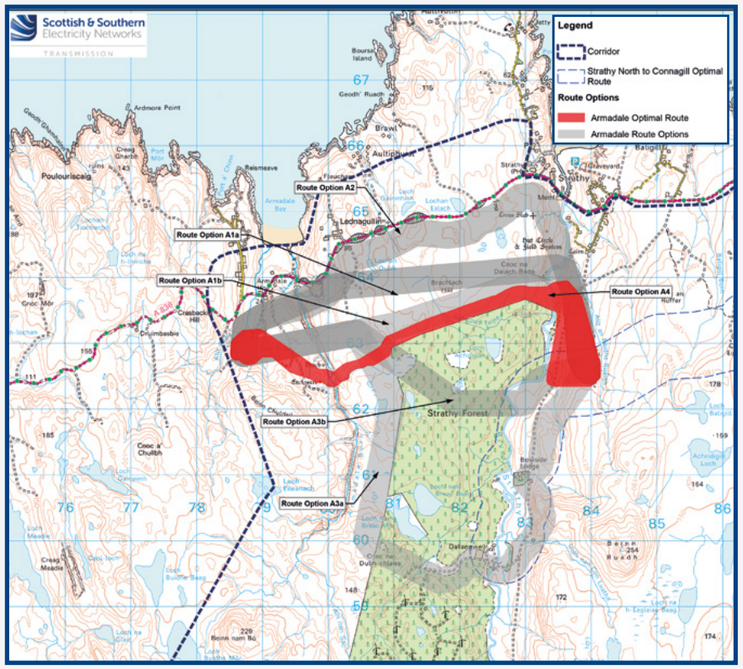
From an environmental perspective, the comparative analysis of route options has highlighted that Route Options A-1a, A-1b, A-2, A-3b and A-4 are broadly optimal given their reduced presence in natural heritage designations, despite all options crossing the Armadale Gorge SSSI.

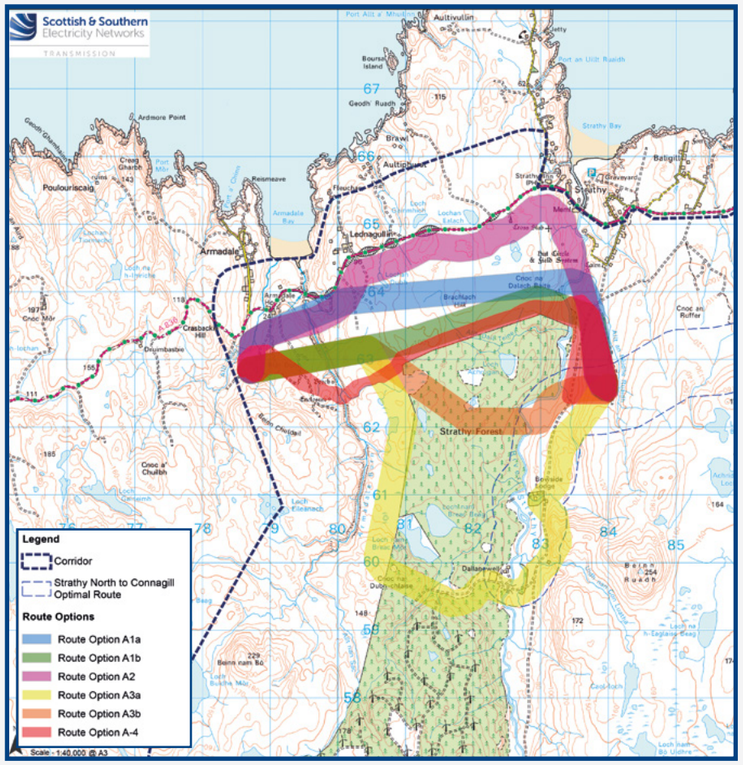
From an engineering perspective, there is more challenging terrain along Route Options 1a and 2 for constructability but there is the benefit of more existing access opportunities along this routes for use during construction.

Each route would cross the River Strathy however Route Option 2 would follow the length for a longer stretch which increases flooding risk. Route Option 2 also brings infrastructure in closer proximity to residential dwellings. Route Option 3a is a significantly longer route increasing construction timescales.

Taking the various constraints and route preferences into account, on balance it is considered unanimously from an environmental, engineering and cost preference, that Route Option A-4 is the optimal option.

Route Option A-4 would set the development back from the A836 and settlements to the north, with views being backclothed by the forestry beyond and would avoid development being within the key vista of the Armadale Gorge broch scheduled monument.





Other Infrastructure Works

Melvich and Kirkton Wind Farm Network Connections

SSEN Transmission have agreed to provide two further connections in the area; for the proposed Melvich and Kirkton Wind Farm projects.

It is currently anticipated that both will connect into Connagill substation by repurposing the existing Strathy North 132kV trident wood pole line.

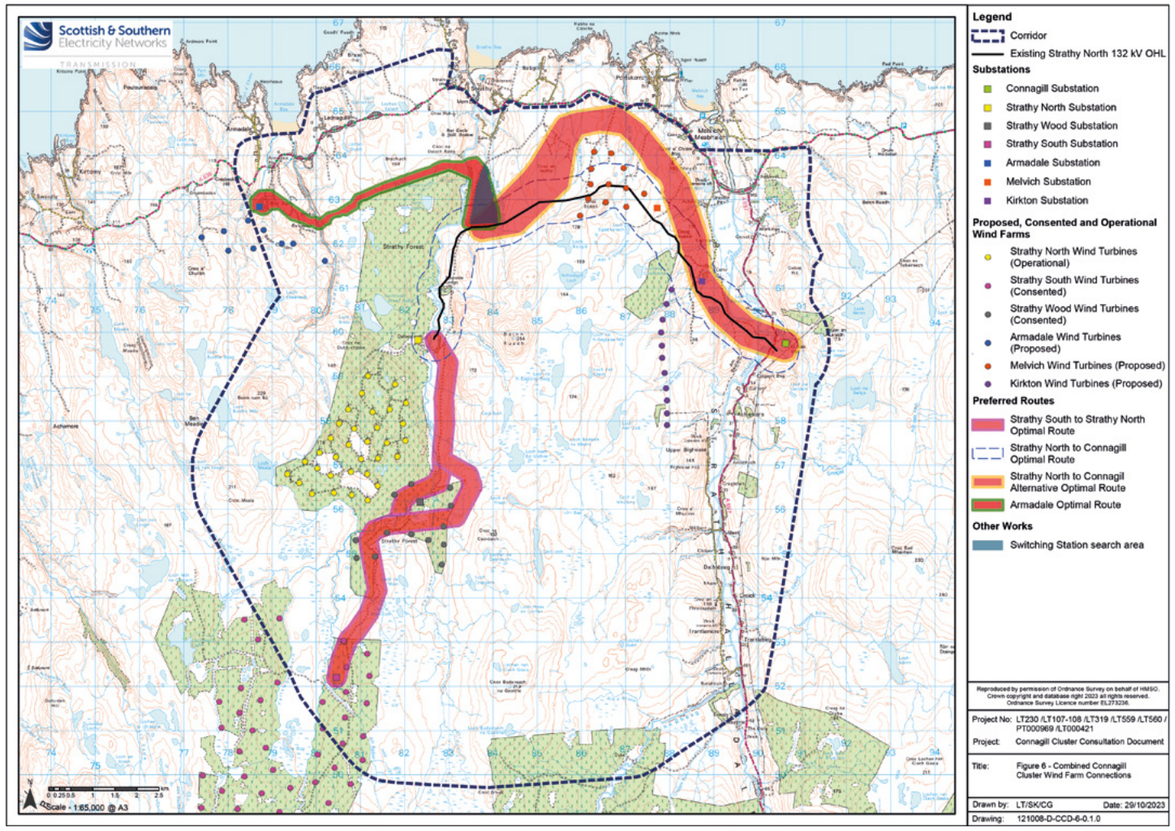
To connect to this existing wood pole line, a short section of 132kV wood pole OHL (less than 1km in length) would be required for each connection.

Switching Station

To facilitate the numerous connections comprising the cluster, a new switching station will be required to collect all incoming circuits onto a double busbar before taking these through the steel structure 275kV OHL.

A wide search area has been assessed and refined to the location below which was selected in proximity to the Strathy North to Connagill optimal route and an optioneering exercise will be carried out to identify an optimal site within this location.

The switching station is anticipated to have a footprint of approximately 250 by 160m.



Connagill Cluster - Next Steps

Alignment Selection

For the overhead lines (OHL), following the identification of the optimal route for each connection, as outlined in this exhibition, the projects move into the Alignment Selection phase. There may be more than one distinct alignment option through the optimal route but it is more likely that variants to sections of an alignment may arise where there are different ways to avoid a constraint, e.g. navigating an archaeological feature.

In the coming months there will also be activity on site as our subcontractors undertake activities including protected species surveys, peat-probing and ground investigation works. These are all part of the iterative design process which informs where we propose to locate the infrastructure.

Switching Station Site Selection

SSEN Transmission has developed and implemented formal Guidance for the selection of switching stations.
The main aim of the Guidance is to provide a consistent approach to the selection of new sites and is underpinned by our statutory obligations to:

'Develop and maintain an efficient, coordinated and economical electricity transmission system in its licenced area' and in so doing, to 'have regard to the desirability of preserving the natural beauty, of conserving flora, fauna and geological and physiographical features of special interest and protecting sites, buildings and objects of architectural, historic or archaeological interest; and do what we reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites buildings or objects'.

These duties capture the principal objective of the process which is to balance technical and cost considerations with environmental considerations, to select a proposed site 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.

For new site selection projects, the process follows four principal stages, as follows:

Stage 0: Pre-Site Selection Activities – Strategic Connections Options Appraisal
Stage 1: Initial Site Screening
Stage 2: Detailed Site Selection
Post Site Selection Activities – Consenting Process

For the Connagill Cluster switching station we are currently at Stage 1.

Further Consultation

As designs progress for all aspects of the Connagill Cluster we will undertake further consultation and public exhibition in 2024 and we are currently targeting a second event in February. At this next event we hope to share preferred alignments for OHL's and the preferred location for the switching station. This will also provide an opportunity for us to present the results of any feedback from this first event that we have been able to accommodate into our designs. Alignments for Melvich and Kirkton wind farm connections will also be presented at the next event with an opportunity to provide feedback on these proposals.

Construction of an overhead wood pole line

A typical "H" wood pole installation requires foundations of approximately 2.5m by 3m across and to a depth of around 2 metres. To minimise construction impact and the requirement for access tracks, helicopters are used wherever possible to help deliver the materials to the site.

The picture below shows a typical helicopter delivery of the steel work used on the top of a pole and the baulk timbers used in the foundation at the base of each structure. Helicopters are also used to assist with the stringing of the conductors.

Above is a typical example of an angle wood pole which requires additional stays. Note that stays are not usually required on non-angle poles unless ground or weather conditions dictate.

Construction of access tracks

Access tracks will only be constructed where access by all-terrain vehicles or the use of trackway is not feasible.

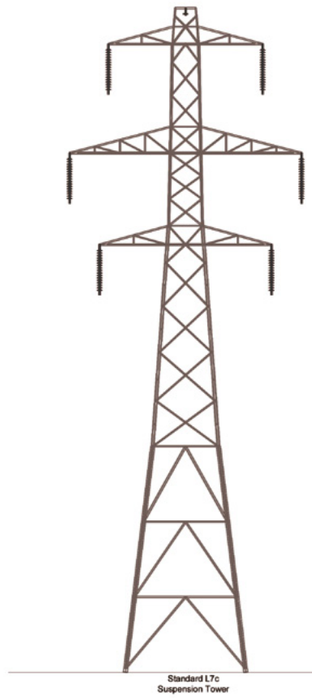
Access tracks will be constructed with imported and/or locally sourced material.

Access tracks are not usually retained after construction of the overhead line. Permanent access may be required to terminal structures where an OHL meets a cable section.

Construction of a steel lattice tower

A steel lattice tower will have larger foundation requirements per structure (approximately 5x5m for 132kV, 7.5x7.5m for 275kV) than wood poles, however, they have a much longer span length between towers which provides opportunities to micro-site towers away from areas of sensitivity. Permanent access is typically required to facilitate safe operational and maintenance activities, particularly in more remote areas.

A picture of an operational steel lattice tower, similar to the technology being proposed for this project.



The above image shows the construction of a new steel lattice tower.

What happens now and how do I have my say?

We understand and recognise the value of the feedback provided by members of the public during all engagements and consultations. Without this valuable feedback, the project development team would be unable to progress projects and reach a balanced proposal.

We are keen to receive your views and comments in regards to the following questions:

- Have we adequately explained the need for these projects?
- Do you feel sufficient information has been provided to enable you to understand what is being proposed on, and why?
- Do you agree with the rationalised approach SSEN Transmission has proposed?
- Has the reasoning for the technology options being proposed by SSENT been adequately explained?
- Do you agree with the optimal routes we have identified?
- Are there any additional factors, or environmental features, that you consider are important and should be brought to the attention of the project team?
- Do you have any particular concerns or queries on the proposed connections?

Recite me

To support everyone online, we provide accessibility and language options on our website through 'Recite Me'. The accessibility and language support options provided by 'Recite Me' include text-to-speech functionality, fully customisable styling features, reading aids, and a translation tool with over 100 languages, including 35 text-to-speech.

Please select "Accessibility" on our website to try out our inclusive toolbar."

Comments

Your views and comments can be provided to the project team by completing a feedback form or by writing to, Community Liaison Manager. We will be seeking feedback from the members of the public and Statutory Bodies until **Friday 12th January 2024**.

All received feedback will be assessed and the proposed options adapted where necessary.

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IV1 1SN

Additional information

Information will also be made available via the project webpage and social media channels:

Project website:
ssen-transmission.co.uk/projects/project-map/Connagill-Cluster/

Follow us on Facebook:
@ssencommunity

Follow us on Twitter:
@SSETransmission

Your feedback
Strathy South to Strathy North

Thank you for taking the time to read this consultation booklet. In order to record your views and improve the effectiveness of our consultation, please complete this short feedback form.

Please complete in BLOCK CAPITALS. (Please tick one box per question only)

Q1 Have we adequately explained the need for the Strathy South to Strathy North section of the cluster?

☐ Yes ☐ No ☐ Unsure

Comments:

Q2 Do you feel sufficient information has been provided to enable you to understand what is being proposed and why?

☐ Yes ☐ No ☐ Unsure

Comments:

Q3 Do you agree with the rationalised approach that SSEN Transmission has proposed?

☐ Yes ☐ No ☐ Unsure

Comments:

Q4 Has the reasoning for the technology options being proposed been adequately explained?

☐ Yes ☐ No ☐ Unsure

Comments:

Q5 Do you agree with our identified optimal route connecting Strathy South to Strathy North?

☐ Yes ☐ No ☐ Unsure

Comments:

Q6 Are there any factors, or environmental features, that you consider may have been overlooked during the optimal route selection processes?

Q7 Do you have any particular concerns or queries on the proposed connection from Strathy South to Strathy North?

☐ Yes ☐ No ☐ Unsure

Comments:

Full name

Address

Telephone

Email

If you would like your comments to remain anonymous please tick this box. ☐

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For information on how we collect and process your data please see our privacy notice available at today's event. This can also be obtained online at **www.ssen.co.uk/privacynotice**

If you would like to be kept informed of progress on the project please tick this box. ☐

Thank you for taking the time to complete this feedback form. Please submit your completed form by one of the methods below:

Post: Scottish and Southern Electricity Networks, 10 Henderson Road, Inverness, IV1 1SN
Email: lisa.marchi@sse.com
Online: ssen-transmission.co.uk/projects/project-map/Connagill-Cluster/
Download: Comments forms and all the information from today's event will also be available to download from the project website. The feedback form and all information provided in this booklet can also be downloaded from the project websites

Any information given on the feedback form can be used and published anonymously as part of Scottish and Southern Electricity Networks consultation report. By completing this feedback form you consent to Scottish and Southern Electricity Networks using feedback for this purpose.

Your feedback
Strathy North to Connagill substation

Thank you for taking the time to read this consultation booklet. In order to record your views and improve the effectiveness of our consultation, please complete this short feedback form.

Please complete in BLOCK CAPITALS. (Please tick one box per question only)

Q1 Have we adequately explained the need for the Strathy North to Connagill substation connection project?

☐ Yes ☐ No ☐ Unsure

Comments:

Q2 Do you feel sufficient information has been provided to enable you to understand what is being proposed and why?

☐ Yes ☐ No ☐ Unsure

Comments:

Q3 Do you agree with the rationalised approach that SSEN Transmission has proposed?

☐ Yes ☐ No ☐ Unsure

Comments:

Q4 Has the reasoning for the technology options being proposed been adequately explained?

☐ Yes ☐ No ☐ Unsure

Comments:

Q5 Do you agree with our identified optimal route connecting Strathy North to Connagill substation?

☐ Yes ☐ No ☐ Unsure

Comments:

Q6 Are there any factors, or environmental features, that you consider may have been overlooked during the optimal route selection process?

Q7 Do you have any particular concerns or queries on the proposed connection from Strathy North to Connagill substation?

☐ Yes ☐ No ☐ Unsure

Comments:

Full name

Address

Telephone

Email

If you would like your comments to remain anonymous please tick this box. ☐

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Email: lisa.marchi@sse.com
Online: ssen-transmission.co.uk/projects/project-map/Connagill-Cluster/
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Your feedback
Armadale Wind Farm Connection

Thank you for taking the time to read this consultation booklet. In order to record your views and improve the effectiveness of our consultation, please complete this short feedback form.

Please complete in BLOCK CAPITALS. (Please tick one box per question only)

Q1 Have we adequately explained the need for the Armadale Wind Farm connection project?

☐ Yes ☐ No ☐ Unsure

Comments:

Q2 Do you feel sufficient information has been provided to enable you to understand what is being proposed and why?

☐ Yes ☐ No ☐ Unsure

Comments:

Q3 Do you agree with the rationalised approach that SSEN Transmission has proposed?

☐ Yes ☐ No ☐ Unsure

Comments:

Q4 Has the reasoning for the technology options being proposed been adequately explained?

☐ Yes ☐ No ☐ Unsure

Comments:

Q5 Do you agree with our identified optimal route connecting Armadale Wind Farm?

☐ Yes ☐ No ☐ Unsure

Comments:

Q6 Are there any factors, or environmental features, that you consider may have been overlooked during the optimal route selection process?

Q7 Do you have any particular concerns or queries on the proposed connection for Armadale Wind Farm?

☐ Yes ☐ No ☐ Unsure

Comments:

Full name

Address

Telephone

Email

If you would like your comments to remain anonymous please tick this box. ☐

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