Scottish & Southern Electricity Networks

TRANSMISSION

Report on Consultation

Creag Dhubh to Inveraray 275 kV Overhead Line

Reference: LT000194

September 2021

Scottish & Southern Electricity Networks

TRANSMISSION

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GLOSSARY

Term	Definition
275 kV	275 kilo-volt capacity electricity power line
ABC	Argyll & Bute Council
Alignment	A centre line of an overhead line OHL, along with location of key angle structures.
Amenity	The natural environment, cultural heritage, landscape and visual quality. Also includes the impact of SSEN Transmission's works on communities, such as the effects of noise and disturbance from construction activities.
Conductor	A metallic wire strung from structure to structure, to carry electric current.
Consultation	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.
Corridor	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.
Environmental Impact Assessment (EIA)	A formal process set down in The Electricity Works (EIA) (Scotland) Regulations 2017 used to systematically identify, predict and assess the likely significant environmental impacts of a proposed project or development.
Gardens and Designed Landscapes (GDLs)	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.
ha	Hectares
Habitat	Term most accurately meaning the place in which a species lives, but also used to describe plant communities or agglomerations of plant communities.
HER	Historic Environment Record
Listed Building	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).
Micrositing	The process of positioning individual structures to avoid localised environmental or technical constraints.
Mitigation	Term used to indicate avoidance, remediation or alleviation of adverse impacts.
NatureScot	Formerly known as Scottish Natural Heritage, is the public body responsible for Scotland's natural heritage, especially its natural, genetic and scenic diversity. It advises the Scottish Government and acts as a government agent in the delivery of conservation designations, i.e. national nature reserves, local nature reserves, national parks, Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation, Special Protection Areas and National Scenic Areas.

Overhead line (OHL)	An electric line installed above ground, usually supported by lattice steel towers or poles.
Plantation Woodland	Woodland of any age that obviously originated from planting.
Riparian Woodland	Natural home for plants and animals occurring in a thin strip of land bordering a stream or river.
Route	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.
Scheduled Monument	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'.
Semi-natural Woodland	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
SEPA	Scottish Environment Protection Agency
Span	The section of overhead line between two structures.
Special Landscape Area (SLA)	Landscapes designated by Argyll and Bute Council which are considered to be of regional/local importance for their scenic qualities.
Special Protection Area (SPA)	An area designated under the Wild Birds Directive (Directive74/409/EEC) to protect important bird habitats. Implemented under the Wildlife and Countryside Act 1981.
Stakeholders	Organisations and individuals who can affect or are affected by SSEN Transmission works.
Study Area	The area within which the corridor, route and alignment study takes place.

EXECUTIVE SUMMARY

In order to meet licence obligations[1] and ensure security of supply, SSEN Transmission need to provide a new 275 kV OHL transmission connection, between the existing Inveraray-Crossaig circuit and the proposed Creag Dhubh substation. The main drivers for the Proposed Development are the forecast growth in renewable electricity generation across Argyll and the need to reinforce the electricity transmission network to transport that electricity to areas of demand, supporting the transition to net zero emissions.

SSEN Transmission identified six alternative Route Options in the Inveraray area and invited members of the public, statutory consultees and other key stakeholders, to participate in a consultation process on the Route Options running four weeks from June-July 2021.

The consultation process included the publication of a Consultation Document (7th June 2021) to describe the evaluation of the different Route Options and invite interested parties to provide their views. In addition, SSEN Transmission published a Consultation Brochure (Appendix 2) and Poster (Appendix 3), and held a Virtual Consultation Event along with live chat sessions. Through the consultation, comments were sought from members of the public, statutory consultees and other key stakeholders on the Preferred Route (Route Option DE). This report presents a summary of the consultation undertaken, the feedback received from statutory and non-statutory consultees and SSEN Transmission's responses to the issues raised.

Key issues emerging from statutory and non-statutory consultee responses include:

- potential impacts on Inveraray Castle inventory GDL;
- potential impacts on Glen Etive and Glen Fyne SPA;
- potential impacts on ornithology and ecology, including aquatic ecology;
- potential impacts on landscape and visual amenity;
- potential impacts on hydrology and the water environment; and
- potential impacts on the surrounding road network.

Following analysis of the consultation feedback and a review of SSEN Transmission's comparative analysis of engineering, environmental and economic criteria for each of the Route Options, Route Option DE was adopted as the Proposed Route Option.

The Proposed Route Option will be developed further, through analysis of engineering, environmental and economic criteria, to select a Preferred Alignment between Creag Dhubh and Inveraray.

[1] As the transmission license holder for the north of Scotland, SSEN Transmission has 'licence obligations' under the Electricity Act 1989

1. INTRODUCTION

1.1 Purpose of Document

SSEN Transmission is proposing to construct and operate a new 275 kV overhead line (OHL) between a proposed new substation at Creag Dhubh, and a connection point on the recently constructed Inveraray to Crossaig OHL, north Argyll, Scotland. This Report on Consultation documents the consultation on the alternative connection options under consideration by SSEN Transmission, which was undertaken in June-July 2021.

The programme of consultation is designed to engage with key stakeholders including: statutory and non-statutory consultees; local communities and their elected representatives; landowners, and individual residents; to invite feedback on the rationale for and approach to, the selection of the Preferred Route.

The Report on Consultation describes the key feedback received from statutory and non-statutory consultees and details SSEN Transmission's responses to the issues raised.

1.2 Document Structure

This report is comprised of six sections as follows:

1. Introduction – sets out the purpose of the Report on Consultation;
2. The Proposals – outlines the background to the Proposed Development and provides a description of the key elements;
3. The Consultation Process – describes the framework for consultation and methods which have been employed;
4. Statutory and Non-Statutory Consultation Responses and Key Issues – summarises the range of responses, key comments and issues arising from statutory and non-statutory consultees;
5. Project Response to Consultation Responses – describes how the comments and issues raised by statutory and non-statutory consultees will be addressed; and,
6. Next Steps – provides a summary of the conclusions reached and actions going forward.
7. The main body of this document is supported by a series of figures and appendices.

2. THE PROPOSALS

2.1 Project Background

There is a requirement for SSEN Transmission to increase its network capability in the Argyll and Kintyre, beyond that already under current construction and public development, to enable the connection of further renewables generation and to export the wider GB network. Collectively this group of works, designed to deliver the required increase in network capacity, has been named the 'Argyll and Kintyre275 kV Strategy'.

The Proposed Development forms part of this strategy and aims to reinforce the existing transmission network connections in the Argyll region, to enable renewable energy projects to connect to the GB transmission network and to ensure security of supply.

2.2 Project Description

The Proposed Development would comprise the construction of between 8 and 12 km of new 275 kV double circuit OHL supported by steel lattice towers, between a proposed new substation at Creag Dhubh, and a connection point on the recently constructed Inveraray – Crossaig circuit; this study area is shown on Figure 1 (Appendix 1). It will initially be operated at 132 kV, but will be capable of 275 kV operation, once the associated transmission network connected substations to the south have been upgraded to 275 kV capability.

It has been assumed that the Route Options would accommodate an OHL with self-supporting fabricated galvanised steel lattice towers. Each tower would carry two circuits, with three horizontal cross arms on each side of the tower, each carrying an insulator string and two conductors. An earth wire, containing an optical fibre ground wire (OPGW), would be strung between the tower peaks. The spacing between towers would vary depending on topography, altitude, and land use. An investigation of sub-surface and geotechnical conditions at proposed tower locations would be undertaken at a later stage. The typical span distance between towers would be between 300 m to 350 m. Permanent access tracks are likely to be required to any angle and terminal tower locations, with temporary access tracks used to access all other towers. At this stage, it has been assumed that towers would be a maximum of 60 m above ground level, with a typical average tower height of 50 m above ground level.

2.2.1 Route Options Appraisal

Six Route Options were considered and are presented below:

Route Option A

Overhead Line from Balantyre Wood to the Proposed Creag Dhubh Substation

Route Option A is approximately 11.9 km in length and comprises an overhead line connection as illustrated in Figure 2 (Appendix 1) between the Inveraray – Crossaig circuit near Balantyre Wood running west then north to the proposed Creag Dhubh substation.

Route Option B

Overhead Line from Balantyre Wood to the Proposed Creag Dhubh Substation

Route Option B is approximately 8.7 km in length and comprises an overhead line connection as illustrated in Figure 2 (Appendix 1) between the Inveraray – Crossaig circuit near Balantyre Wood running north adjacent to, and west of the A819 to the proposed Creag Dhubh substation.

Route Option C

Overhead Line from Inveraray Switching Station to the Proposed Creag Dhubh Substation

Route Option C is approximately 9.2 km in length and comprises an overhead line connection as illustrated in Figure 2 (Appendix 1) between the Inveraray – Crossaig circuit near Dubh Loch running northwest crossing the A819 and then north to the proposed Creag Dhubh substation to the west of the A819.

Route Option D

Overhead Line from Carloonan to the Proposed Creag Dhubh Substation

Route Option D is approximately 7.9 km in length and comprises an overhead line connection as illustrated in Figure 2 (Appendix 1) between the Inveraray – Crossaig circuit just north of Carloonan running north adjacent to, and east A819 to the proposed Creag Dhubh substation.

Route Option E

Overhead Line from Inveraray Switching Station to the Proposed Creag Dhubh Substation

Route Option E is approximately 8 km in length and comprises an overhead line connection as illustrated in Figure 2 (Appendix 1) between the Inveraray – Crossaig circuit near Dubh Loch running northwest to the proposed Creag Dhubh substation.

Route Option DE

Overhead Line from Carloonan to the Proposed Creag Dhubh Substation

Route Option DE is approximately 8 km in length and comprises an overhead line connection as illustrated in Figure 2 (Appendix 1) between the Inveraray – Crossaig circuit following Route Option D's path from just north of Carloonan running north adjacent to, and east A819 before intersecting Route Option E's path and heading northwest to the proposed Creag Dhubh substation.

2.2.2 Preferred Route

As illustrated on Figure 3 (Appendix 1) Route Option DE was considered to be the optimum solution in terms of environmental, engineering and cost constraints. and the Preferred Route taken forward into consultation.

3. THE CONSULTATION PROCESS

3.1 Consultation History

No prior consultation has taken place regarding the route selection of the Creag Dhubh - Inveraray 275 kV OHL.

3.2 Statutory and Non-Statutory Consultees

Comments were sought from a range of stakeholders both with statutory and non-statutory interest in the consenting process. The list of consultees invited to comment as part of the consultation on the Preferred Route is provided in Table 1.

Table 1: List of Statutory and Non-Statutory Consultees	
Statutory Consultees	
Argyll and Bute Council (ABC)	Scottish Forestry (SF)
Historic Environment Scotland (HES)	Scottish Government (Energy Consents Unit)
NatureScot	Scottish Water
Scottish Environment Protection Agency (SEPA)	Transport Scotland
Non-Statutory Consultees	
Argyll District Salmon Fishery Board (ADSFB)	ScotWays
Royal Society for the Protection of Birds (RSPB)	Argyll Fisheries Trust

3.3 Methods of Consultation

3.3.1 Consultation Document

SSEN Transmission published a Consultation Document (7th June 2021) which evaluated the different Route Options and invited the consultees listed in Table 1 to provide their comments by 9th July 2021.

3.3.2 Brochure and Posters

In addition, SSEN Transmission published a Consultation Brochure and poster (30th June 2021), both of which provided an overview of the Proposed Development and consultation process, along with providing details of the virtual public consultation and live web-based chat sessions (see below).

3.3.3 Virtual Public Consultation

Due to the restrictions in place around social gatherings because of Covid-19, the public consultation was held virtually. SSEN Transmission developed a bespoke platform which allowed stakeholders to visit a virtual consultation room and view the project information at their leisure. The virtual platform enabled stakeholders to experience the full exhibition from home on a computer, tablet or mobile device. It was designed to look and feel like a face-to-face consultation in a community hall, with exhibition boards, maps, interactive videos and the opportunity to share views on the Proposed Development. As an alternative to face-to-face events which SSEN Transmission would normally hold, a live chat function was available at advertised times to allow attendees to ask questions and get responses from the project team.

The virtual platforms could be accessed from the project website. The consultation document and brochure were also available to view for those who preferred this format or struggled with bandwiths to access the virtual room.

The Virtual Consultation Exhibition launched on 14th July 2021 and closed on 29th July 2021. Live chat sessions were held at the following times:

- Wednesday 14th July 2021, 10am – 1pm & 5pm – 7pm;
- Thursday 15th July 2021, 10am – 1pm & 5pm – 7pm; and
- Thursday 29th July 2021, 10am – 1pm & 5pm – 7pm.

Participants were encouraged to complete a feedback form (via the project website). Phone and emails contact details were provided for the Community Liaison Manager for any additional questions or feedback.

3.3.4 Promotion of the Virtual Public Consultation

The virtual consultation was advertised using several methods, as summarised in Table 2.

Table 2: Promotion of Virtual Consultation

Method	**Details**
Mail drop: Leaflets	Leaflets were sent out to over 5,000 properties in proximity of the proposals.
Dedicated SSEN Transmission Project Website	https://www.ssen-transmission.co.uk/projects/creag-dhubh-inveraray-275kv-overhead-line
Consultation Brochure	Shared via Dedicated Project Website (above)
Email to stakeholders to advise of consultation	MSP, MP, Councillors, Community Councils
Press advert	Circulation Argyllshire Advertiser and The Oban Times.
Social media campaign	Promoted through SSEN Transmission LinkedIn page.

3.4 Consultation Questions

SSEN Transmission asked participants in the consultation to consider the following six questions:

1. Has the requirement for the Creag Dhubh to Inveraray 275 kV Overhead Line been clearly explained?
2. Do you agree with our Preferred Route (DE)?
3. If you do not agree with our Preferred Route, which Route do you prefer?
4. Has the rationale on the preferred technology been clearly explained (Steel Lattice Tower)?
5. Do you have any comments regarding the preferred technology?
6. Are there any factors, or environmental features, that you consider may have been overlooked during the Preferred Route selection process?

4. STATUTORY AND NON-STATUTORY STAKEHOLDER FEEDBACK AND PROJECT RESPONSES

In developing the Inveraray to Creag Dhubh 275 kV Connection Project, technical, environmental, and economic constraints on the design and safe operation of assets have been considered, along with views expressed by stakeholders. Gathering views from a variety of stakeholders is vital to developing and shaping a balanced solution. To ensure transparency throughout the consultation process it is vital to provide the opportunity to share the feedback received from stakeholders.

4.1 Overview: Responses to the Consultation Document

A total of ten (10) written consultation responses to the Consultation Document were received from statutory and non-statutory consultees during the consultation period from June to July 2021.

Table 3 provides a summary of the responses to the Consultation Document, along with a reply from SSEN Transmission regarding how comments will be taken into account as the Proposed Development moves forward into the next phase of development.

Table 3: Statutory and Non-Statutory Responses to Consultation Document		
Organisation	**Comment**	**SSEN Transmission Response**
Statutory Consultees		
Argyll and Bute Council (ABC)	The objective should be to utilise existing topography and other features of the landscape to mitigate to the maximum any impacts of towers. In this respect the RAG analysis table indicates that the favoured route D/E is amongst the most suitable routing to address landscape integration, notwithstanding the greater potential removal of higher quality woodland than some other options. In respect of longer range views from Ben Cuachan and the range of higher ridges and peaks to its west, Officers consider that the generally perpendicular routing of the towers from the range of high peaks/points to the north will reduce any perceived impact on the landscape and the north -south and linear nature of the proposed route will reflect that of the general topography of the valley and road in general terms and follow a relatively low point in the landscape further minimising its wider impact. The fact that the proposed line traverses so much woodland may emphasises the upper sections of the towers against the green backdrop of woodland areas from these views whereas the grey/steel appearance generally blends into and more readily assimilated against the bare hill landscape which is generally of a lighter/varied colour/ hue and varied texture. It is noted that the containment of short and medium impacts of towers are potentially mitigated by existing stands of commercial timber and other woodland along parts of the route. However information will require to be provided on any felling schedules related to standing commercial timber to ensure that any screening afforded by such woodland does not get removed on an un-phased and clear-fell basis, thereby negating this stated screening advantage of the proposed route. Any proposals should ensure that appropriate localised tree planting to mitigate views from the surrounding area and from important	Further consultation with the ABC will be undertaken following the alignment selection and EIA scoping stages of the Proposed Development. ABC's comments regarding landscape and visual impacts and the need for careful mitigation, specifically where the route crosses the A819 and/or runs close to it is noted. In addition, ABC's comment regarding the greater loss of woodland, and potential consequences and mitigation in respect of protected species is noted.

	viewpoints are undertaken to minimise individual tower impacts at localised points. This will require to be considered further once tower locations have been established and potential individual impacts to short/medium range views can be more accurately assessed. Particular care is required where the route crosses the A819 and/or runs close to it. More localised landscaping strategies and tree planting may be required at these points. Having considered the various route options and the preferred route option proposed, the Planning Authority is in general agreement that the proposed option D/E would appear to minimise visual impact upon the landscape whilst addressing other restrictions as set out in the RAG analysis matrix. The greater loss of woodland is unfortunate, and potential consequences and mitigation in respect of protected species will have to be carefully addressed. However, it is accepted that replanting strategies can be brought forward to mitigate this as has been the case in other recent S37 proposals. However, the above comments are subject to further LVIA analysis and visualisations coming forward with the EIA, or earlier, to allow more detailed consideration of the proposals within its landscape context. Officers are of the view that in considering the best option for the proposed route, there will inevitably require to be a balanced judgement on competing interests which must be reached. This will not be a matter for the Planning Authority to determine, but a matter for the Scottish Ministers under the Electricity Act 1989, having regard to Schedule 9 requirements. That this infrastructure investment is generally supported by NPF3, SPP, LDP, LDP 2 and other policies of the Council, does not detract from the need to ensure that significant environmental and landscape impacts are minimised, and also that any potential impacts on sensitive receptors are carefully considered in determining what route and options will ultimately be proposed by formal S37 application under the Electricity Act and that appropriate mitigation of any impacts is proposed.	

	The Council considers that the overarching objective of ensuring the "right development in the right place" should be the default approach of all parties and will of course be willing to engage further with SSEN when more detailed proposals are brought forward.	
Historic Environment Scotland (HES)	Historic Environment Scotland (HES) notes that Route DE is preferred; however, an assessment of impacts on the historic environment did not seem to have been included within the report, although it does appear to have been taken into account. For example, table 4.1 includes cultural heritage and gives an amber (moderate potential for constraint) rating for designated cultural heritage but no further analysis of this is provided. It would have been helpful to have had an understanding of the potential impacts that have been considered as part of this assessment. This is particularly important because we note that the proposed route of the overhead line starts within the nationally important Inveraray Castle inventory GDL. Based on the information provided, we are broadly content that the preferred route is unlikely to raise issues in the national interest for our scheduled monument interests. However, future consultations should address the potential impact of the proposed development on the Inveraray GDL. We require further assessment in order to understand the impact the proposal may have to the carefully orchestrated relationship of landscape and built forms within the northern area of the GDL. Of particular significance is the landmark A-listed Dovecot at Carloon as seen from Oak Walk and the open parkland to the north of the GDL. It will be important to demonstrate that the integrity of the woodland edge which frames the Dovecot will be maintained, particularly regarding any oversailing or backdropping. An evaluation of potential impacts to the Sron Gharbh Plantation, an important component of the GDL, is needed. We understand that the standard route corridor width is 200m, however it is possible for this to be greatly reduced in areas of high sensitivity, such as the GDL, to the minimum necessary. We would therefore expect the route corridor to be the minimum necessary width in this sensitive woodland area. Your assessment should be supported by	The requirement for the Proposed Development in the Inveraray Castle inventory GDL cannot be avoided, however it will be addressed as far as possible through detailed analysis at the alignment stage. Detailed landscape and cultural heritage surveys and assessment will be undertaken as part of the alignment selection and subsequent EIA process, prior to a consent application being submitted. Further consultation with statutory authorities will be undertaken throughout the alignment selection and EIA stage of the Proposed Development, to ensure that potential impacts on cultural heritage are fully taken into consideration. This will include a detailed assessment of the potential for direct and indirect (setting) effects on heritage assets, including the Inveraray Castle inventory GDL, supported by visualisations.

	visualisations looking north from the east side of the bridge adjacent to 6 Castle Gardens.	
Nature Scot	**Glen Etive and Glen Fyne SPA** Approximately 1.5 km of the power line route is located within Glen Etive and Glen Fyne Special Protection Area (SPA) for golden eagles. As such the Habitat Regulations will need to be considered before any application can be determined. As part of the EIA process, an assessment of the impacts of the construction and operation of the proposal on the SPA conservation objectives will need to be undertaken. We suggest this assessment should be based on the results of the VP activity surveys and the available satellite tag data for golden eagle individual 582. In the past, it was considered that golden eagles did not significantly use forested areas, however the data from sat tagged eagles in this area of Argyll does not support this theory. When assessing the ornithological impacts it is important that the following guidance is used https://www.nature.scot/guidance-assessment-and-mitigation-impacts-power-lines-and-guyed-meteorological-masts-birds. **Peat and Priority Peatland Habitat** The proposal includes areas of class 2 peatland (Scot Gov 2016 peatland map). As such, there may be priority peatland habitat present which will need to be identified and best practice taken into account when micro-siting or identifying mitigation for this proposal. **Landscape and Visual** Whilst the proposal is not located within any nationally designated landscapes for which NatureScot is a statutory consultee, there could be potentially significant landscape and visual effects on regionally important landscapes e.g. Inveraray Castle Gardens and Designed Landscapes, particularly elevated parts of the landscape including Dun na Cuaiche.	Further ornithology and ecology, peat and landscape and visual surveys and assessment will be undertaken as part of the alignment selection and subsequent EIA process, with a view to avoiding (where possible) and reducing the effects on the SPA, peatland habitats and landscape and visual amenity. Further consultation with NatureScot will also be undertaken throughout the alignment selection and EIA stage of the Proposed Development, to ensure that potential impacts on ornithology, ecological habitats and landscape and visual amenity are fully taken into consideration.
Scottish Environment Protection Agency (SEPA)	SEPA have no detailed comments to make at this stage.	Further consultation with SEPA will be undertaken during the alignment selection process.

Scottish Forestry	Scottish Forestry (SF) is concerned that the loss of irreplaceable ancient woodland habitat is not given sufficient weight in the analysis, especially given the cumulative impacts of the SSE projects now on stream. We advise that within the *Scottish Government's Control of Woodland Removal Policy,* there is a strong presumption against woodland removal applied to the following: Woodland types listed in the EC Habitats Directive; UK BAP priority woodland types in areas mainly composed of ancient, semi-natural woodland (ASNW), ancient woodlands planted with native species, long-established woodlands of plantation origin (LEPO) with significant biodiversity interest, or well established semi-natural priority woodland types. The majority of the ancient woodland and LEPO associated with the Preferred Route option is to the south. It would seem that the majority of this could be avoided if the southern section of route C was used.	The Route Options that avoided ancient woodland were deemed unviable due to technical constraints, therefore some level of impact on ancient woodland is unavoidable. The focus of the alignment selection stage will be to minimise the effect on ancient woodland where possible. Further consultation with SF will be undertaken throughout the alignment selection and EIA stage of the Proposed Development, to ensure that potential impacts on forestry and woodland are fully taken into consideration, including a detailed assessment of any areas of woodland removal required to create access tracks, an operational corridor and development platforms for the proposed development. Where possible, woodland removal or fragmentation will be avoided through the alignment selection process.
Scottish Government (Energy Consents Unit)	The Energy Consent Unit (ECU) does not usually have any engagement with individual applications until a statutory process (EIA Screening, Scoping, or gatecheck / Application) is engaged. However, the ECU notes the following points which do not always fall squarely within the remit of consultees. Scottish Ministers consider that, where there is a demonstrable requirement for peat landslide hazard and risk assessment (PLHRA), the assessment should be undertaken as part of the EIA process to provide Ministers with a clear understanding of whether the risks are acceptable and capable of being controlled by mitigation measures. The Peat Landslide Hazard and Risk Assessments: Best Practice Guide for Proposed Electricity Generation Developments (Second Edition), published at http://www.gov.scot/Publications/2017/04/8868, should be followed in the preparation of the EIA report, which should contain such an assessment and details of mitigation measures. It should be noted that the Scottish Government does consider that this	Further consultation with the ECU will be undertaken following the alignment selection and EIA scoping stages of the Proposed Development, to agree the scope of environmental information to be provided with the application for consent. The ECU's comments regarding PHLRA and PWS are noted.

	guidance applies to overhead line infrastructure and ancillary development on peat, it is not just for wind farms. Scottish Ministers request that the Company investigates the presence of any private water supplies which may be impacted by the development. The EIA report should include details of any supplies identified by this investigation and, if any supplies are identified, the Company should provide an assessment of the potential impacts, risks, and any mitigation which would be provided. The ECU notes that it is important to carry out a thorough investigation to identify private water supplies which could potentially be affected by transmission line construction, operation and maintenance activities.	
Scottish Water	A review of our records indicates that the proposed activity falls partly within a drinking water catchment where a Scottish Water abstraction is located. Scottish Water abstractions are designated as Drinking Water Protected Areas (DWPA) under Article 7 of the Water Framework Directive. The Cladich Intake catchment supplies Cladich Water Treatment Works (WTW) and it is essential that water quality and water quantity in the area are protected. The chosen route will run through the Cladich Intake therefore the risk to drinking water quality and quantity is high. There are also a number of Scottish Water assets along the route. There is a 4" asbestos cement (AC) and a 125mm medium-density polyethylene (MDPE) water distribution main near the northeast end of the route. These pipes appear to be in the road verge running past the substation. A separate 4" AC water distribution main follows the route of the B8077 and there is also a 3" AC raw water main near Cladich running northeast from the raw water intake (RWI), which was confirmed in our response regarding the route options. We would request further involvement at the more detailed design stages, to determine the most appropriate proposals and mitigation within the catchment to protect water quality and quantity. In particular we need to better understand your planned access routes and if any water crossing points will be required within the Cladich Intake catchment.	Detailed hydrology surveys and assessment will be undertaken as part of the alignment selection and subsequent EIA process, prior to a consent application being submitted. Further consultation with statutory authorities will be undertaken throughout the alignment selection and EIA stage of the Proposed Development, to ensure that potential impacts on the water environment are fully taken into consideration. This will include a detailed assessment of the potential for effects on Scottish Water assets in proximity to the Proposed Development.

Transport Scotland	Transport Scotland is satisfied that there would be no direct impacts on the trunk road network and, as such, would have no objection to any of the routes selected. The project to construct the line will generate traffic that has the potential to give rise to environmental impacts and such effects should be assessed as part of any application process. Transport Scotland would provide detailed comments on this aspect through the normal Scoping Process. **Abnormal Loads Assessment** In the event that abnormal loads are required to transport components via the trunk road network, Transport Scotland will require to be satisfied that these can negotiate the selected route and that their transportation will not have any detrimental effect on structures within the trunk road route path. If abnormal loads are required, then a full Abnormal Loads Assessment report should be provided with any planning application which identifies key pinch points on the trunk road network. Swept path analysis should be undertaken and details provided with regard to any required changes to street furniture or structures along the route.	Consideration will be given to traffic and transport as part of the alignment selection and subsequent EIA process, prior to a consent application being submitted. Further consultation with Transport Scotland will be undertaken throughout the alignment selection and EIA stage of the Proposed Development, to ensure that potential impacts on the trunk road network are fully taken into consideration.
Non- Statutory Consultees		
Argyll District Salmon Fishery Board (ADSFB)	There are habitats that are actively used by Atlantic salmon and sea (brown) trout in the River Aray and the River Shra and its tributaries. We are therefore concerned that routes B, C and D are likely to impact on this habitat. The habitat requires that riparian woodland is maintained and increased in the future to provide shading of the stream channel that mitigate the effects of climate change on cold water fish. We note that the erection and management of pylons and the construction of the road infrastructure may result in disturbance or loss of existing riparian woodland and prevent the extension of this woodland in the future. We also have concerns that new access roads will require stream crossings which can cause problems with access to and from habitats used by migratory fish. In summary, it is our opinion that the route should be constructed away from the River Aray onto route options A or E to minimise any impact on migratory fish and their habitats.	Further ecology surveys and assessment will be undertaken as part of the alignment selection and subsequent EIA process, prior to a consent application being submitted. Further consultation with ADSFB will also be undertaken throughout the alignment selection and EIA stage, to ensure that potential impacts on aquatic ecology and habitat are fully taken into consideration.

Royal Society for the Protection of Birds (RSPB)	RSPB have concerns with the preferred D-E route in its current layout due to the potential impact on the SPA. We advise that a C option would be best from our standpoint and failing that a C-D route. RSPB ask that such OHL consideration should form part of windfarm EIAs so that a total overview of impacts of a proposal are available. It's unclear as to the degree of assessment/importance attached to the SPA which may make the route option decision/s invalid. There appears to be no information regarding eagle flights observed within the documents or if these are thought to relate to SPA or non-SPA birds or adult or sub-adults. The lack of priority given at this stage to designated sites is disappointing. The document contains no alternative combination assessments i.e. routes C-D. The approach taken appears to be simplistic and may over emphasis cost and engineering concerns. RSPB advise that option C would be their preferred option since it minimises issues which are of prime importance to them – impacts on key features of environmental importance. RSPB would question whether an option that combines C in the north and D in the south wouldn't be a better rote than E-D that is chosen given costs and engineering ratings should merit reduced priority / consideration than environmental concerns. In regard to impacts on Ancient woodland RSPB would advise that compensatory planting is required. RSPB advise that this should compromise establishment of Scottish rainforest Alliance for Scotland's Rainforest (savingscotlandsrainforest.org.uk) within suitable areas within Argyll and that Nature Scot and Argyll coast and Countryside Trust should be contacted to further inform suitable areas. RSBP would be happy to be involved in this process.	Further ornithology surveys and assessment will be undertaken as part of the alignment selection and subsequent EIA process, with a view to avoiding (where possible) and reducing the effects on the SPA. Further consultation with RSPB will also be undertaken throughout the alignment selection and EIA stage, to ensure that potential impacts on avian ecology and habitat are fully taken into consideration.
ScotWays	No response received to date	No response required

4.2 Overview: Public Consultation Responses

4.2.1 Snapshot of the Virtual engagement

The consultation period opened on Monday 12th July 2021 and closed on Friday 13th August 2021 all responses received during this time were considered by the project team and included within this report. Any responses received outside of this time frame will be considered by the team however, they will not be included within this report. Stakeholders were able to view information about the project on the SSEN website, access to the virtual consultation room and complete the feedback form.

During the 5 week consultation period the Argyll and Kintyre 275 kV Strategy web page was viewed 591 times. The project specific webpage for the Craeg Dhubh to Inveraray project was viewed 30 times during this period.

Table 4: Visits to the virtual consultation portal stats from period 12th July - 13th August 2021:

Page views	384
Unique page views	350
Average time on page	4 minutes 35 seconds

Table 5: Conversations taking place in the Consultations

14th July	8 conversations
15th July	1 conversation
29th July	6 conversations

Most of these conversations appear to be general enquiries about all of the 275 kV Strategy projects with no project specific enquires for the Craeg Dhubh to Inveraray project, a further breakdown is shown in Table 6 below:

Table 6: Breakdown of Conversations from Consultations

General enquiries	6
Creag Dhubh to Dalmally 275kv Connection	5
Argyll and Kintyre 275 kV Substations	2
Misc/Not specified	2

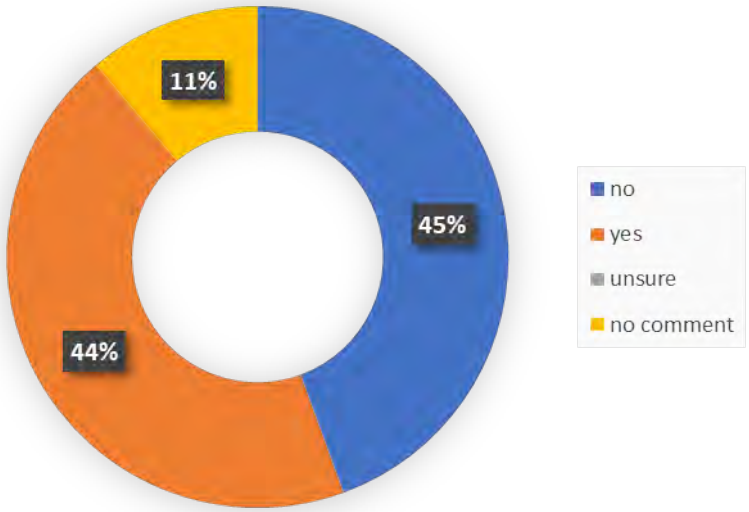
4.2.2 Consultation feedback

SSEN Transmission received nine completed feedback forms from stakeholders and four written responses, these have been included in the feedback analysis. Where sections of their feedback had questions, these will be answered in the FAQ section on the project website https://www.ssen-

transmission.co.uk/projects/creag-dhubh-inveraray-275kv-overhead-line. The following collates the information from the online feedback forms received.

Q1 Has the requirement for the Creag Dhubh to Inveraray 275 kV Overhead Line been clearly explained?

Out of the nine participants – 45% (4) choose yes, 44% (4)r choose no and 11% (1) choose not to comment.



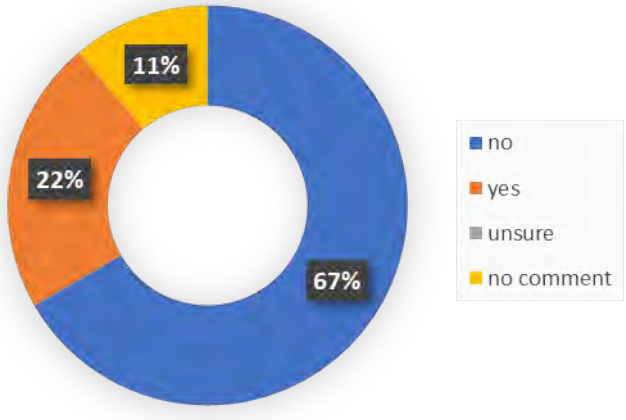
If no, please provide information:

From the written comments the key points that people stated were:

- Unnecessary spend.
- The consultation process has been complicated especially as it was online.
- Not properly justified.

Q2 Do you agree with our Preferred Route (DE)?

67% of people (6) choose no, 22% (2) choose yes, and 11% (1) left this section blank.



Q3 If you do not agree with our Preferred Route, which Route do you prefer?

Five people stated this was not applicable with four people leaving this section blank.

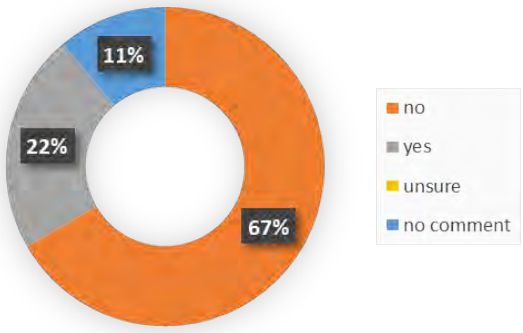
Have you any comments regarding your preferred alternative Route?

People used this section to expand on their chosen responses, these were the following:

- Preference for an underground route.
- Too many pylons already.
- Any route would be devastating.
- None of the suggested routes.
- Dissecting a community and causing danger.

Q4 Has the rationale on the preferred technology been clearly explained (Steel Lattice Tower)?

67% (6) of people said yes, 11% (1) said no and 22% (2) choose not to answer



If no, why not?

One person referred by to their answer of no in Question 1. Another participant that has chosen yes in Question 4 stated that more strategic parts should be undergrounded.

Q5 Do you have any comments regarding the preferred technology?

- Preferred underground.
- More development needed over less intrusive methods and further research into health implications.
- Valuable showing the planned route and position of the pylons to the people who live in the scenic area.
- Ruining the scenery and natural beauty.

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

- One written response we received stated that they supported this overhead line.
- Options for underground doesn't seem to be fully explored.
- Wishes of local people and their livelihoods have been disregarded.
- Ecology risk is too high.
- No consultation done on why it is needed.
- SSEN have considered the environmental impact and have addressed people's concerns.
- Not enough visuals, models or in-depth environmental analysis.
- The feelings and effect it would have on the local people and the wildlife.
- This hasn't been properly consulted on why this is needed.

5. CONCLUSIONS AND NEXT STEPS

This document sets out the statutory and non-statutory responses received during the stakeholder consultation process on the Preferred Route.

Key issues emerging from consultation responses include:

- potential impacts on Inveraray Castle inventory GDL;
- potential impacts on Glen Etive and Glen Fyne SPA;
- potential impacts on ornithology and ecology, including aquatic ecology;
- loss of ancient woodland;
- potential impacts on landscape and visual amenity;
- potential impacts on hydrology and the water environment;
- potential impacts on the surrounding road network; and
- potential impacts on the current Land Use.

Based on the responses received during statutory and non-statutory consultation there have been no issues raised that would require SSEN Transmission to revisit the Preferred Route (Route Option DE). Specific issues raised within the statutory and non-statutory responses will be addressed through the Alignment Selection phase and consenting process. As such the Preferred Route (Route Option DE) is now adopted as the Proposed Route and taken forward into the Alignment Selection phase.

The next stages of the Proposed Development are as follows:

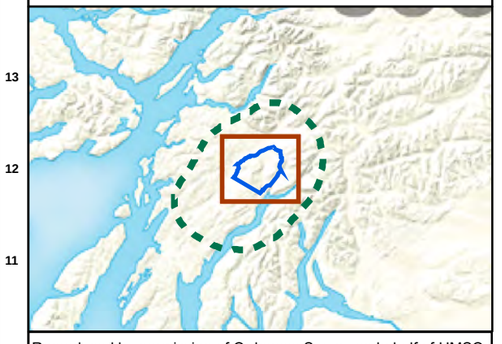
1. Alignment Selection – Following the identification of the Proposed Route, SSEN Transmission will carry out assessments and design work to identify a Preferred Alignment for the transmission line. The next round of consultation will provide an opportunity to present and comment upon the Preferred Alignment, with particular regard to sensitive locations and the need for any mitigation. This consultation is anticipated to take place in late 2021.
2. Proposed Alignment – Having regard to consultation undertaken on the Preferred Alignment, SSEN Transmission will identify its Proposed Alignment. SSEN Transmission will continue to undertake further surveys, and detailed Environmental Impact Assessments will be carried out as the project progresses. Further consultation with statutory and other stakeholders is anticipated to take place in 2022, which will be the final phase of pre-application consultation prior to the application being submitted for development consent.
3. Application – Following the formal consultation stage, SSEN Transmission will consider the final details of its proposals before submitting an application for consent under Section 37 of the Electricity Act 1989. There will be a further opportunity for comments to be submitted in relation to the application and accompanying EIAR to the Scottish Government ECU.
4. Further Information – Further information will also be posted on the project website, including the summary of the feedback/ questions and SSEN Transmission's responses from the Virtual Consultation events at: https://www.ssen-transmission.co.uk/projects/creag-dhubh-inveraray-275kv-overhead-line/

Stakeholders will have the opportunity to comment on the applications for consent either directly to the Scottish Government or through Argyll & Bute Council. Full instructions on how to comment and the timescales for doing so will be advertised in the local press when the application is submitted.

APPENDIX 1: FIGURES

Legend

- Proposed Creag Dhubh Substation
- Routeing Study Area
- 10 km Buffer
- Figure Extent
- 132 kV OHL from Inveraray to Taynuilt
- Inveraray – Crossaig OHL
- Inveraray – Crossaig Towers



Project No:	LT000194
Project:	1620011091
Title:	LT194 Inveraray to Creag Dhubh 275 kV Overhead Line
	Figure 1: Study Area
Drawn by:	BM
Date:	12/08/2021
Drawing:	R162_11091_Fig1_StudyArea_A

Scale @ A3: 1:66,955

0 0.425 0.85 1.7 2.55 3.4 4.25 km

198000m E

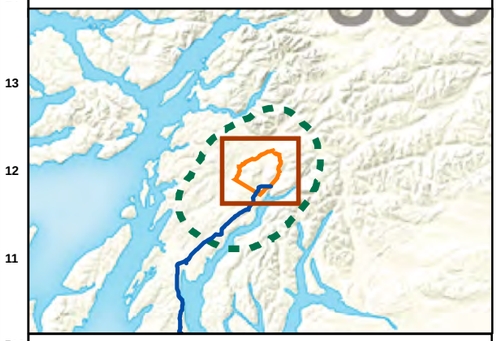
708000m N

Legend

- Proposed Creag Dhubh Substation
- Inveraray – Crossaig Towers
- Inveraray – Crossaig OHL
- 132 kV OHL from Inveraray to
- Taynuilt Routeing Study Area
- 10 km Buffer
- Figure Extent

Route Option Buffer (500 m)

- A
- B
- C
- D
- E
- DE



Project No:	LT000194
Project:	1620011091
Title:	LT194 Inveraray to Creag Dhubh 275 kV Overhead Line Figure 2: Route Options
Drawn by:	BM
Date:	07/06/2021
Drawing:	R162_11091_Fig2_RouteOptions_B

Scale @ A3: 1:70,000

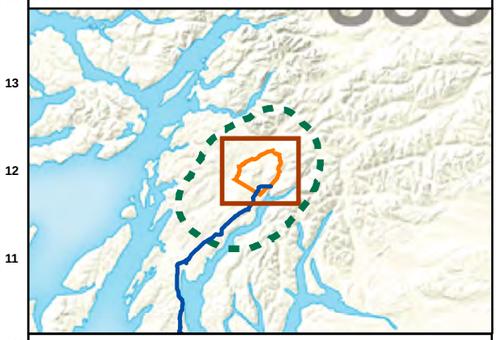
0 0.425 0.85 1.7 2.55 3.4 4.25 km

198000m E

707000m N

Legend

- Proposed Creag Dhubh Substation
- Inveraray – Crossaig Towers
- Inveraray – Crossaig OHL
- 132 kV OHL from Inveraray to
- Taynuilt Routeing Study Area
- 10 km Buffer
- Figure Extent
- Preferred Route Option



Project No: LT000194

Project: 1620011091

Title: LT194 Inveraray to Creag Dhubh 275 kV Overhead Line

Figure 3: Preferred Route Option

Drawn by: BM Date: 13/08/2021

Drawing: R162_11091_Fig3_ProposedRoute_A

Scale @ A3: 1:70,000

0 0.425 0.85 1.7 2.55 3.4 4.25 km

198000m E

707000m N

Scottish & Southern Electricity Networks

TRANSMISSION

APPENDIX 2: CONSULTATION BROCHURE

Argyll and Kintyre 275kV Strategy Consultation Booklet

July 2021

Share your views with us:

We are launching a virtual consultation exhibition to gain views and feedback on our proposals for our **Argyll and Kintyre 275kV Strategy**. This strategy includes our plans for the previously consulted upon **Creag Dhubh - Dalmally 275kV Connection project**, alongside two new projects; **Creag Dhubh – Inveraray 275kV Overhead Line** and **Argyll and Kintyre 275kV Substations**.

Information on our proposals is available within this consultation booklet, and we also invite you to view our virtual consultation portal where we will hold live IM chat sessions at the following dates and times:

- **Wednesday 14th July - 10am-1pm & 5-7pm**
- **Thursday 15th July - 10am-1pm & 5-7pm**
- **Thursday 29th July - 10am-1pm & 5-7pm**

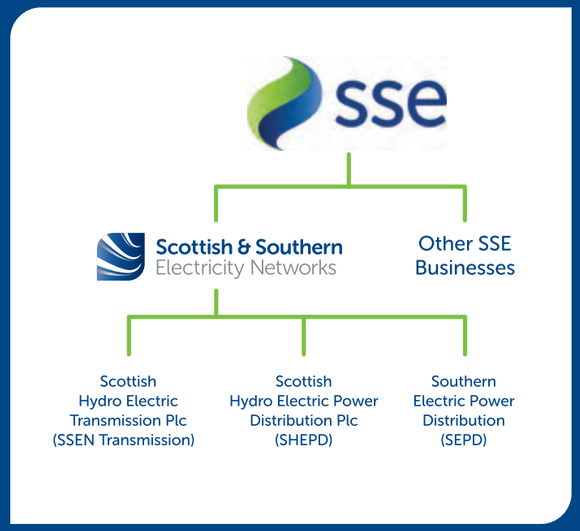
For more information, please visit:
www.ssen-transmission.co.uk/projects/argyll-and-kintyre-275kv-strategy/

Scottish & Southern Electricity Networks

TRANSMISSION

Who We Are

We are Scottish and Southern Electricity Networks, operating under licence as Scottish Hydro Electric Transmission plc (SSEN Transmission) for the transmission of electricity in the North of Scotland.



What is the difference between Transmission and Distribution?

Electricity Transmission is the transportation of electricity from generating plants to where it is required at centres of demand. The Electricity Transmission network, or grid, transports electricity at very high voltages through overhead lines (OHL), underground cables (UCG) and subsea cables. Our transmission network connects large scale generation, primarily renewables, to central and southern Scotland and the rest of Great Britain. It also helps secure supply by providing reliable connection to the wider network of generation plans.

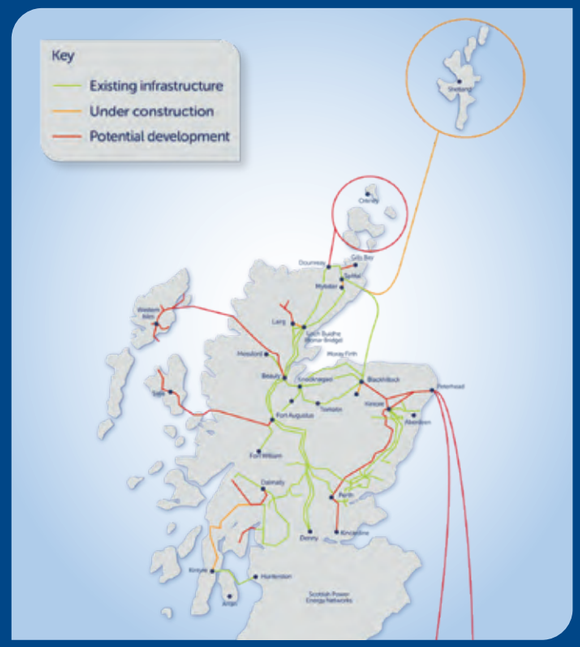
The Electricity Distribution network is connected into the Transmission network but the voltage is lowered by transformers at electricity substations, and the power is then distributed to homes and businesses through overhead lines or underground cables.

Overview of Transmission Projects

In total we maintain about 5,000km of overhead lines and underground cables – easily enough to stretch across the Atlantic from John O'Groats all the way to Boston in the USA.

Our network crosses some of the UK's most challenging terrain – including circuits that are buried under the seabed, are located over 750m above sea level and up to 250km long.

The landscape and environment that contribute to the challenges we face also give the area a rich resource for renewable energy generation. There is a high demand to connect from new wind, hydro and marine generators which rely on Scottish and Southern Electricity Networks to provide a physical link between the new sources of power and electricity users. Scottish and Southern Electricity Networks is delivering a major programme of investment to ensure that the network is ready to meet the needs of our customers in the future.



Our responsibilities

We have a licence for the transmission of electricity in the north of Scotland and we are closely regulated by the energy regulator the Office of Gas and Electricity Markets (Ofgem).

Our licence stipulates that we must develop and maintain an efficient, co-ordinated and economical system of electricity transmission.

The Argyll and Kintyre 275kV Strategy

The original transmission network in Argyll and Bute was constructed over 60 years ago and designed to transmit electricity to consumers in rural areas of low-density population.

As the UK strives for Net Zero (achieving a balance between the greenhouse gases put into the atmosphere and those taken out), SSEN Transmission has seen a significant increase in generator connection applications in Argyll and Kintyre in the last 18 months, predominantly in renewable generation.

In terms of this renewable generation (i.e. windfarms), there are infrastructure requirements needed to connect generators to our Transmission network. More information on the windfarms requiring connection and upcoming consultation is listed on Page 34.

There is therefore a requirement for us to increase our network capability in Argyll and Kintyre, beyond that already under current construction and public development, to enable the connection of further renewable generation and to export to the wider GB network. We have called this group of works designed to deliver the required increase in network capacity our 'Argyll and Kintyre 275kV Strategy'.

Our Argyll and Kintyre 275kV Strategy consists of 3 projects, one of which has previously been consulted on publicly since 2016, and another two which are in early development and the initial consultation stage. They are as follows:

Creag Dhubh - Dalmally 275kV Connection (pages 06 - 16) 1

Stakeholders in Dalmally will already be familiar with this project which we have consulted on and subsequently adapted our plans in response to stakeholder feedback.

The project involves establishing a new substation at Creag Dhubh and new switching station at Glen Lochy, connected by approximately 13km of new overhead line.

In this consultation, we are seeking your views on our Preferred Alignment for the overhead line.

In addition, to minimise separate events, we are also using this virtual consultation as the first formal public consultation for the Creag Dhubh substation Pre-Application Notice (PAN) event. The consultation on Creag Dhubh is therefore a statutory consultation event (within the Town and Country Planning (Scotland) Act regulations) seeking views on the proposed substation and associated works.

A separate Creag Dhubh feedback form is available on Page 37 and we welcome comments as part of this formal engagement process.

Creag Dhubh - Inveraray 275kV Overhead Line (pages 17-23) 2

This is a new project which would involve between 8-12 km of new 275kV overhead line constructed between the proposed new substation at Creag Dhubh, and a connection point on the Inveraray to Crossaig overhead line.

It will initially be operated at 132kV, but will be capable of 275kV operation, once associated transmission network connected substations to the south have been upgraded to 275kV capability.

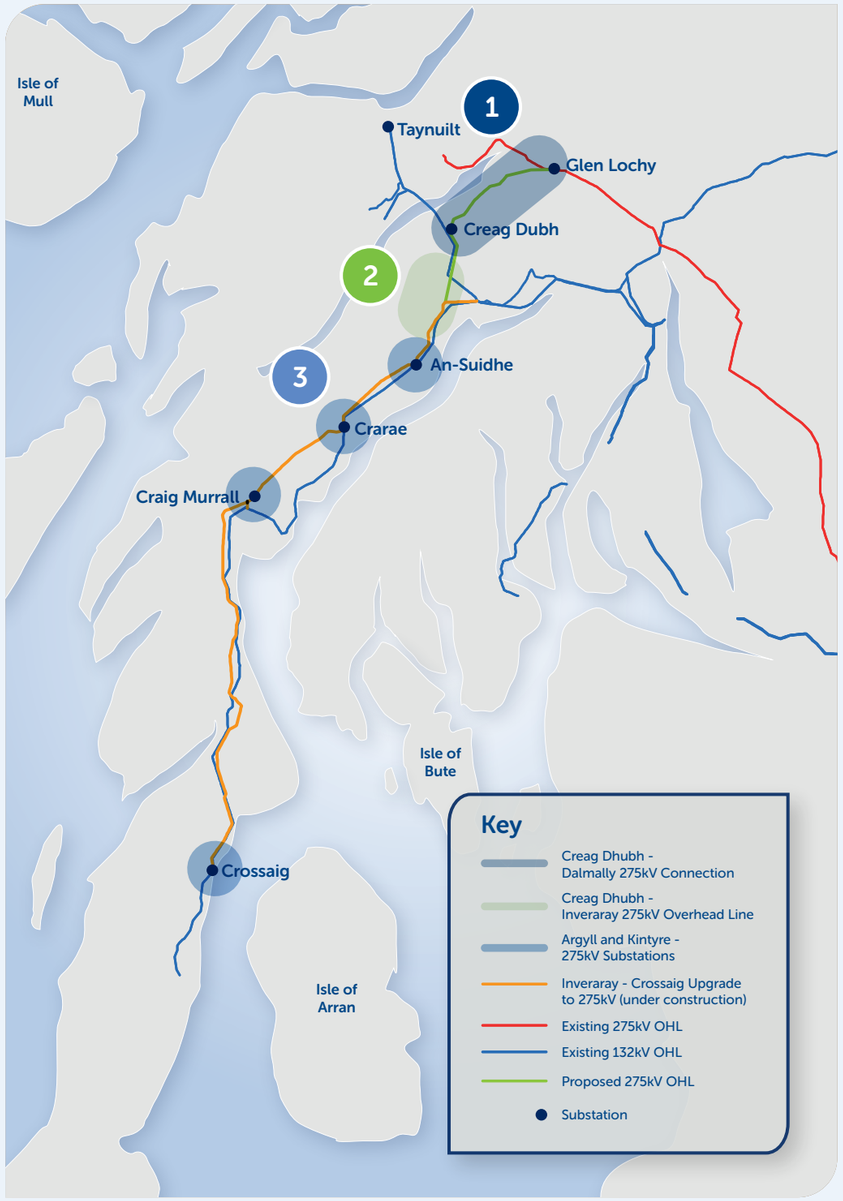
The existing 132kV overhead line between Inveraray and the proposed new Creag Dhubh substation will be removed. We are inviting views as to our Preferred Route Option, within which the replacement overhead line will be located.

Argyll and Kintyre 275kV Substations (pages 24-33) 3

To complete the Argyll and Kintyre 275kV Strategy, all of the connected substations require upgrade to 275kV capability. As a result we are progressing with a new project which would involve construction and operation of four new 275kV electricity substations, south of Inveraray.

We are inviting views regarding preferred Site Options identified for each of these substations.

To find out more about the Strategy as a whole, and sign up for updates, please visit:
www.ssen-transmission.co.uk/projects/argyll-and-kintyre-275kv-strategy/



In the interest of transparency, we're presenting this package of works as a whole to our stakeholders across the region, to ensure all local community members are aware of the full extent of our proposals and invited to comment on the development of each.

We recognise that as the proposed works span across the region, not all of the three projects will be of direct interest to all stakeholders and members of the public.

During this consultation we therefore invite stakeholders to comment on as many or as little of the projects listed as desired and have provided separate feedback forms for ease.

Creag Dhubh – Dalmally 275kV Connection

1. About the project

The overall aim of the project is to reinforce the existing transmission network connections in the Argyll region, to enable renewable energy projects to connect to the GB transmission network and to ensure security of supply.

Previous consultation

We have been consulting on this project since March 2016. In recognition of feedback regarding the previous preferred alignment to Dalmally substation, we committed to explore alternative options to avoid crossing the Strath of Orchy. These were presented in September 2020, and following consideration of feedback received, we confirmed our Preferred Option in the Report on Consultation, published in November 2020. The Preferred Option is an alternative overhead line connection location east of Dalmally and new switching station, avoiding the need to connect to the existing Dalmally substation.

The Preferred Option addresses concerns about the visual and cumulative impacts of connecting to the existing network infrastructure in the Strath of Orchy and avoids environmental challenges concerning flooding and pollution risk, associated with the undergrounding option.

This consultation

We are seeking your views on:

- The proposed Creag Dhubh substation (note this element is subject to the formal PAN process as prescribed for major planning applications). This event forms the main pre-application consultation event for this site and is subject to statutory procedures.*
- The minor location changes to the Proposed Glen Lochy Switching Station site.
- Our proposed overhead line route alignment between Tower 28 (on the preferred 2018 alignment) and the Proposed Glen Lochy switching station.

Project elements

A new 275/132kV substation adjacent to the existing Inveraray to Taynuilt 132kV overhead line (Creag Dhubh Substation)

A new 275kV overhead line between the proposed Creag Dhubh substation and a switching station in Glen Lochy

A new Glen Lochy switching station, to connect the new 275kV overhead line with the existing Scottish Power 275kV overhead line between Dalmally and Inverarnan Substation

Key dates

- Planning application submissions **Autumn 2021**
- Anticipated Construction Start Date **Spring 2023**
- Project Completion **Spring 2025**

***Creag Dhubh Substation Proposal of Application Notice (PAN)**

As part of the consultation event we are formally consulting on Creag Dhubh Substation. This element of the consultation is a statutory requirement of the pre-application consultations process for this future planning application.

This PAN event has been co-joined with the wider consultation to set the proposals within the wider project context and to minimise the number of separate consultation events we are hosting. Separate information boards (Pages 15-16), and a separate feedback form (Page 37) for the Creag Dhubh Substation are provided and we encourage feedback and comments to inform the design and final proposals. A formal planning application is due to be submitted to Argyll & Bute Council in Autumn 2021 for Creag Dhubh substation.

Key

- Preferred Tower Locations
- Preferred Alignment
- Study Area
- Preferred Switching Station, Site 6, 2020 Consultation
- Proposed Creag Dhubh Substation
- Preferred Route, Option 3, 2020 Consultation

Creag Dhubh – Dalmally 275kV Connection

2. Project history

March 2016

Project Introduction Consultation

The 'North Argyll' project is introduced to local stakeholders.

October 2016

Route Options Consultation

A preferred route for the new overhead line is shared. Community members cited concerns regarding proximity to residential properties, visual impact and proximity to the existing Scottish Power transmission line. There were requests that the line be undergrounded in Dalmally due to these concerns.

Throughout 2017

Initial Cable Investigations

During review of all consultation feedback received to date, a decision was made to carry out investigation into potential underground cabling routes in Dalmally.

January 2018

Cabling Update Meeting Glenorchy and Innishail CC

Project team attend a local community council meeting to present the results of the Cable Feasibility Study. Three potential options were identified, each constrained by the location, with no clear option preference.

March 2018

Preferred Alignment Consultation

Preferred alignment for the overhead line between proposed Creag Dhubh Substation site and existing Dalmally Switching Station. Majority of feedback received is in objection to the preferred route and alignment, citing landscape and visual concerns.

Throughout 2019

Cable Investigations and Results

In recognition of feedback, we announce plans to further explore undergrounding across the Strath of Orchy.
Two potentially feasible options are identified, however, due to high risk of environmental pollution and engineering challenges, a decision is made to investigate alternative connection options which would aim to respond to landscape and visual concerns.

Early 2020

Glen Lochy Switching Station

An alternative connection location, avoiding the Strath of Orchy is identified to the east of Dalmally; which would link to the existing overhead line between Dalmally and Inverarnan substation.

September 2020

Virtual Consultation

Three options presented for consultation:

1. an overhead line from Creag Dhubh to the existing Dalmally substation (preferred solution from 2018),
2. an underground cable connection to the existing Dalmally substation; and
3. an alternative overhead line connection location east of Dalmally and new switching station (Glen Lochy).

November 2020

Report on Consultation

Following public consultation, we publish our Report on Consultation, confirming the preferred option as Option 3: Glen Lochy Overhead Line and Switching Station. Since then, site work has been ongoing to determine alignments for the overhead line, and locations for the substation and switching station.

Summer 2021

Virtual Consultation

Updates provided on Creag Dhubh Substation and Glen Lochy Switching Station. Views sought on overhead line alignment from Tower 28 (on the preferred 2018 alignment) to Glen Lochy Switching Station and Proposal of Application Notice (PAN) process commences for Creag Dhubh Substation.

3. Route Alignment Selection Process

Following consultation in September 2020 and consideration of feedback received, we confirmed our preferred option as an alternative overhead line connection location between Tower 28 (on the preferred 2018 alignment) and new Glen Lochy Switching Station, avoiding the need to connect to the existing Dalmally substation.

Presented in the consultation materials, a 1km wide Preferred Route (Option B1) was highlighted to accommodate this alternative connection. Considering consultation responses, this assessment remains unchanged and Option B1 has been considered in further detail. Since then, we have been working to identify an optimal alignment within this route which is technically feasible, economically viable and causes the least disturbance to the environment; and to those who live, work, visit or use the area for recreation.

Baseline Alignment
The next step in the process was to identify a Baseline Alignment within the Preferred Route, which was produced by our engineering design contractors through desktop surveys, Digital Terrain Model (DTM) data and on-site walkover surveys to investigate key features such as buildings, public footpaths, water bodies and existing infrastructure.

Baseline Alignment Deviations
Once the engineering Baseline Alignment was identified, a workshop took place between SSEN Transmission and our environmental consultant. The workshop considered deviations to the Baseline Alignment that would offer localised improvements to sensitive receptors. This included cultural heritage receptors (e.g. Duncan Ban Monument), landscape and visual receptors, ornithological receptors (e.g. black grouse) and designated habitats, such as Ancient Woodland and blanket bog. The deviations are assessed alongside the Baseline Alignment to arrive at a Preferred Alignment.

Five deviations (GL1-GL5) were identified for further assessment, and reviewed in terms of cost, engineering and environment. These deviations can be viewed in the figure below.

1. **Deviation GL1** was proposed to reduce the impact on Class 2 peatland habitat, including areas of blanket bog as well as reducing potential setting impacts on the Scheduled Monument. It also moves north from the Baseline Alignment into the plantation woodland, which offers some screening.

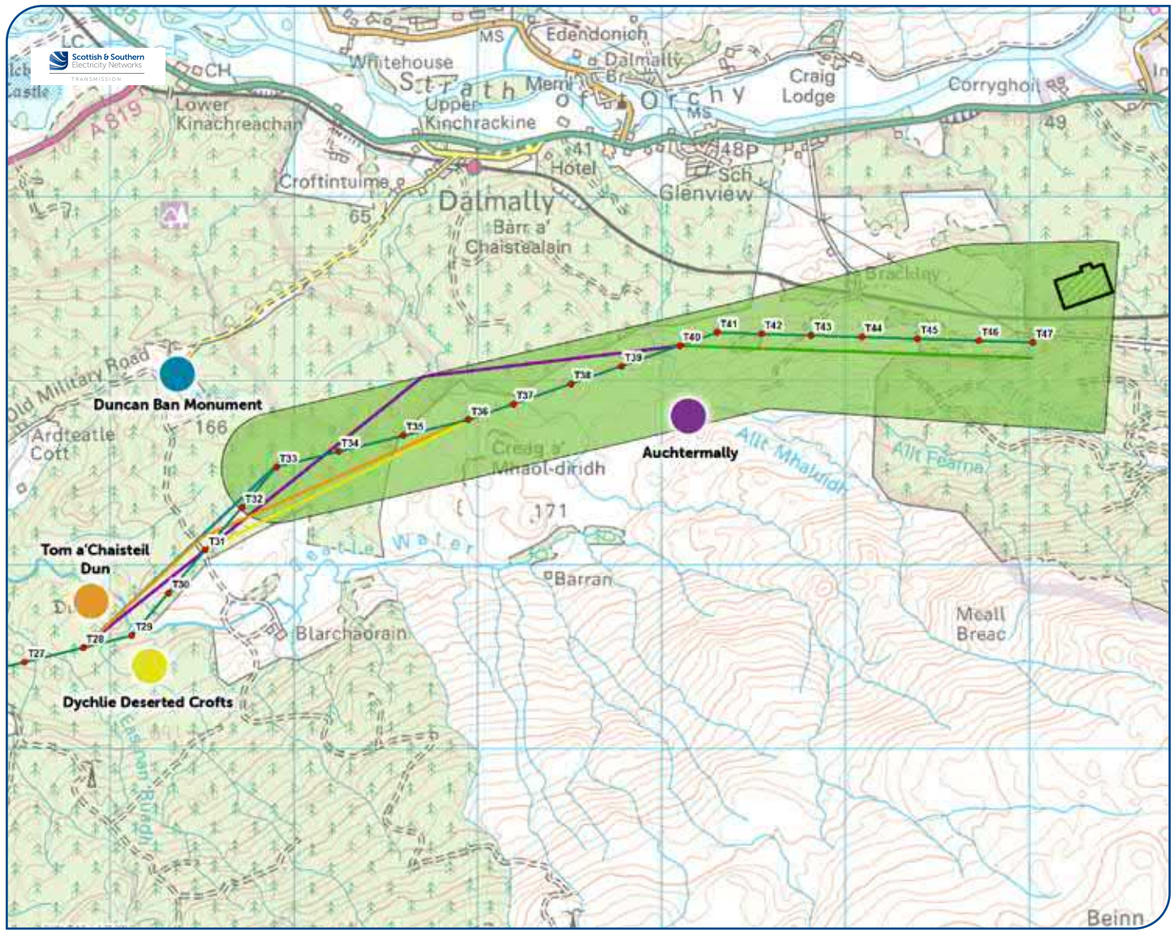
2. **Deviation GL2** was proposed to reduce potential setting impacts on the Scheduled Monument as well as reducing any visual impacts from residential property. GL2 is also set further back than the Baseline Alignment, which provides further woodland screening.

3. **Deviation GL3** was proposed to reduce potential visual and setting impacts, would also result in a smaller area of woodland fragmentation and would be a lower cost option compared to the Baseline Alignment.

4. **Deviation GL4** was proposed to straighten up the Baseline Alignment and bring it closer to the edge of the woodland, reducing the loss of commercial woodland and fragmentation. It would also be a lower cost option compared to the Baseline Alignment.

5. **Deviation GL5** was proposed to reduce the loss of Ancient Woodland, reduce the loss of blanket bog and slightly reduce impacts on heritage features. GL5 also provides a slight improvement to visual receptors to local properties.

Creag Dhubh – Dalmally 275kV Connection



Key

- Baseline Tower Locations
- Baseline Alignment

Deviation Option

- GL1
- GL2
- GL3
- GL4
- GL4 (preferred)
- Preferred Switching Station, Site 6, 2020 Consultation
- Preferred Route, Option 3, 2020 Consultation
- Duncan Ban Monument
- Tom a'Chaisteil
- Dychlie Deserted Croft
- Auchtermally

Red Amber Green (RAG) Charts

To demonstrate the full extent of analysis undertaken on alignment options identified, we created Red Amber Green (RAG) table's which illustrate the level of associated risk to each consideration.

A high risk is shown as red, a medium risk is shown as amber and a low risk is shown as green.

For further information on the alignment options analysis, please refer to the Consultation Document available from the project webpage or on request.

Alignment options - Environmental

Environmental	Alignment options					
Natural Heritage	**Baseline**	**GL1**	**GL2**	**GL3**	**GL4**	**GL5**
Designations						
Ornithology						
Protected Species						
Habitats						
Hydrology / Geology						
Cultural Heritage						
Designations						
Non-designated Assets						
People						
Proximity to Dwellings						
Landscape and Visual						
Designations						
Character						
Visual						
Land Use						
Agriculture						
Forestry						
Recreation						
Planning						
Policy						
Proposals						

Alignment options - Engineering

Engineering	Alignment options					
Infrastructure crossings	**Baseline**	**GL1**	**GL2**	**GL3**	**GL4**	**GL5**
Major Crossings						
Road Crossings						
Ground Condition						
Terrain						
Peat						
Construction and Maintenance						
Angle Towers						
Proximity						
Clearance Distance						

Alignment options - Cost

From a cost perspective the differences were marginal resulting in all options receiving a green rating.

Creag Dhubh – Dalmally 275kV Connection

4. Preferred Route Alignment

To select a Preferred Alignment, a comparative appraisal of the environmental, engineering, and cost sensitivities and risks was undertaken for each option in accordance with the methodology set out in SSEN Transmission guidance. Details of the appraisal can be viewed in full detail within the Consultation Report.

Through consideration of all sensitivities and risks identified, the preferred route alignment selected is deviation alignment GL5.

Environment: On balance, GL5 would be the preference as it would greatly reduce the loss of Ancient Woodland in comparison to the Baseline Alignment, has the lowest impact on blanket bog habitat, as well as providing a slight improvement to visual receptors.

The preferred alignment is closer to the black grouse lek compared with GL1; however mitigation could be put in place to reduce disturbance to the black grouse lek during construction.

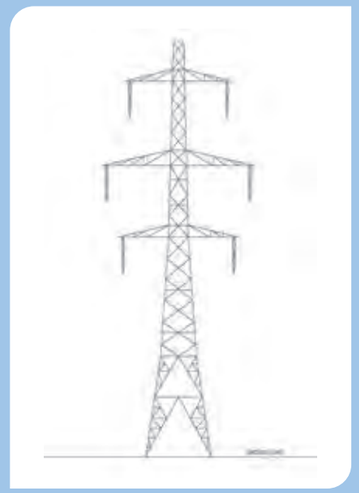
Engineering: In terms of engineering, the number of angle towers and location of peat are the main criteria that differentiate each alignment.

However, the RAG assessment included in the Consultation Document concludes that the lower number of angle towers for the Baseline Alignment and GL5 is not of any significance. Regarding avoiding peated areas, GL1 could have the same risk as the other alignment options, as it runs through existing forestry with unknown ground conditions, but anticipated to be planted over some areas of peat. Accordingly, there is no clear preference between all options.

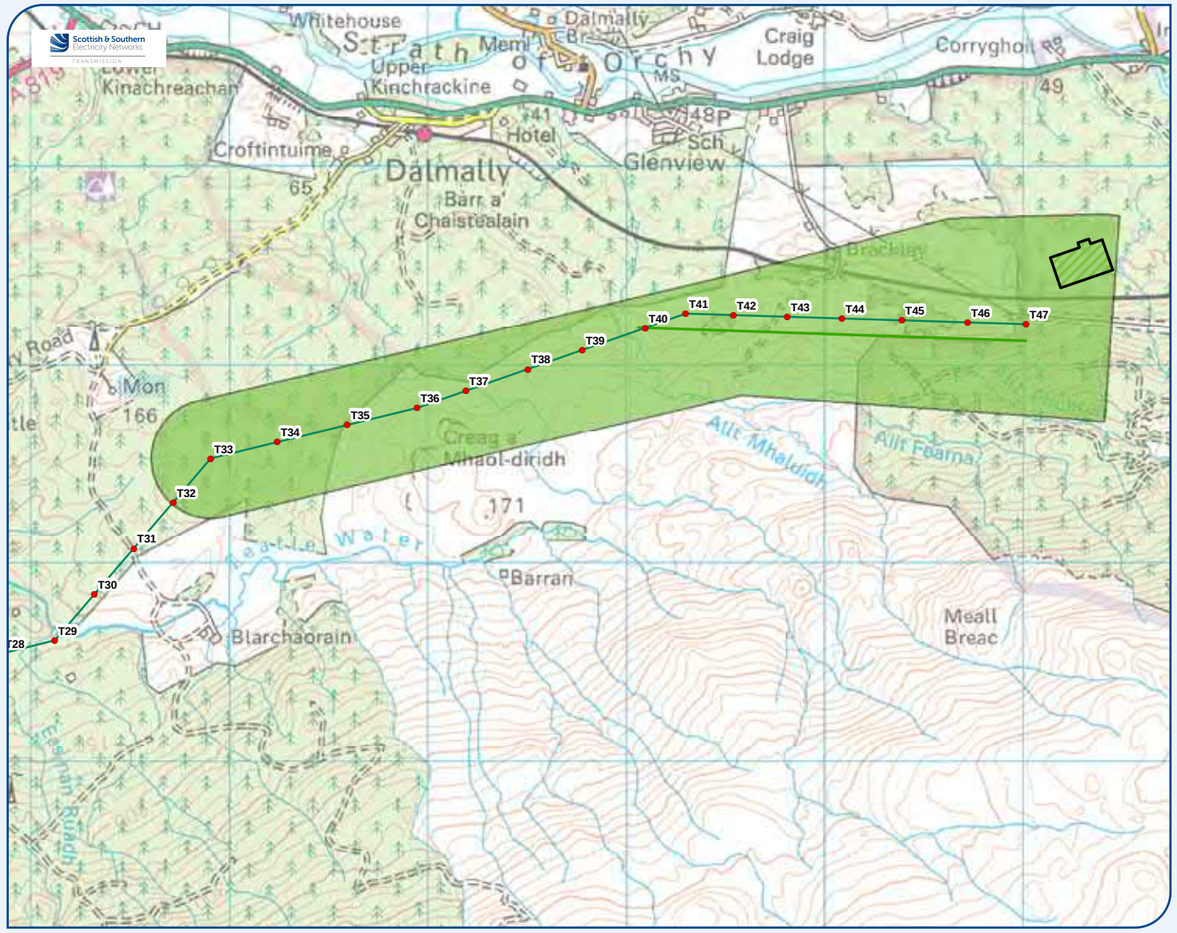
Cost: GL3 and GL4 have the lowest cost for all criteria, albeit marginal.

About the Overhead Line

- Approx 13km Long
- Will operate at 275kV voltage
- 50 metres average tower height*
- 47 towers
- Span length between 175-350 metres



*Height likely to vary between 40 and 55 metres



Key

- Baseline Tower Locations
- Baseline Alignment

Deviation Option

- GL5 (preferred)
- Preferred Switching Station, 2020 Consultation
- Preferred Route, Option 3, Consultation

Creag Dhubh – Dalmally 275kV Connection

5. Glen Lochy Switching Station

What is a switching station?

A switching station essentially creates a central node on the network where multiple lines of the same voltage can connect. Switches at this location allow each line in and out to be controlled without affecting the other lines.
In this instance, the Glen Lochy switching station is required to connect the proposed overhead line from Creag Dhubh Substation to Scottish Power Energy Networks (SPEN's) existing 275kV overhead line and subsequently to the UK electricity network. Consultation with SPEN has been continuing since the initial Consultation in September 2020, to determine the most appropriate design for the connection to the existing overhead line from Dalmally to Inverarnan, owned by SPEN.

Design updates

Following the consultation process in 2020, where Site 6 remained the Preferred Site, the location of Site 6 has been shifted by approximately 30m to the north and rotated by approximately 10 degrees. This is to accommodate the electrical equipment and provide the optimal orientation to align the towers with the existing SPEN overhead line. The change in orientation also reduces the risk of disturbance to local wildlife, by moving it further from habitats.

Technology options are being developed that will refine the area and size of the switching station with key considerations including environmental impact during both construction and operation. However at present, the current footprint stands at roughly 280m by 165m plus an extra area of roughly 60m by 30m for the control building. This gives a switching station size of 4.8 hectares. Additional land take will be required for cut and fill to tie the platform into the existing ground levels, the overhead line towers, an access track to enter the site and any landscaping. Some land take will also be required during construction for laydown, welfare and processing of material during earthworks.

Preferred location

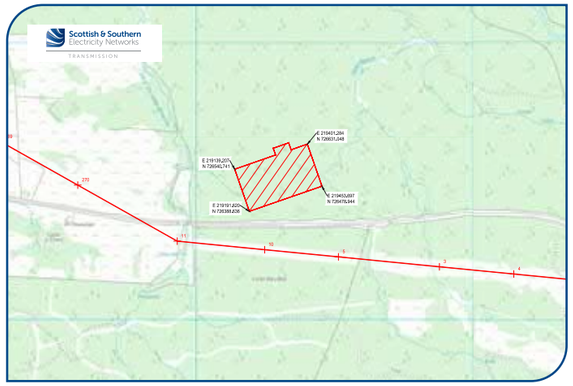
In September 2020, we shared potential locations for the Glen Lochy Switching Station site, from around 2km east of Dalmally.

Six different sites were initially identified, (although Site 5 was discounted due to technical and environmental constraints). Through analysis of the environmental and engineering constraints Site 6 was identified as the preferred option.

Next Steps

The new Site 6 location will be taken forward to Environmental Impact Assessment (EIA) screening in Summer 2021, parallel to this consultation process. We will then commence formal consultation and submit an application for consent under the Town and Country Planning (Scotland) Act 1997.

The preferred location for the Glen Lochy Switching Station will be reviewed considering comments received during this consultation process, as well as further surveys and site configuration design work.



6. Creag Dhubh Substation

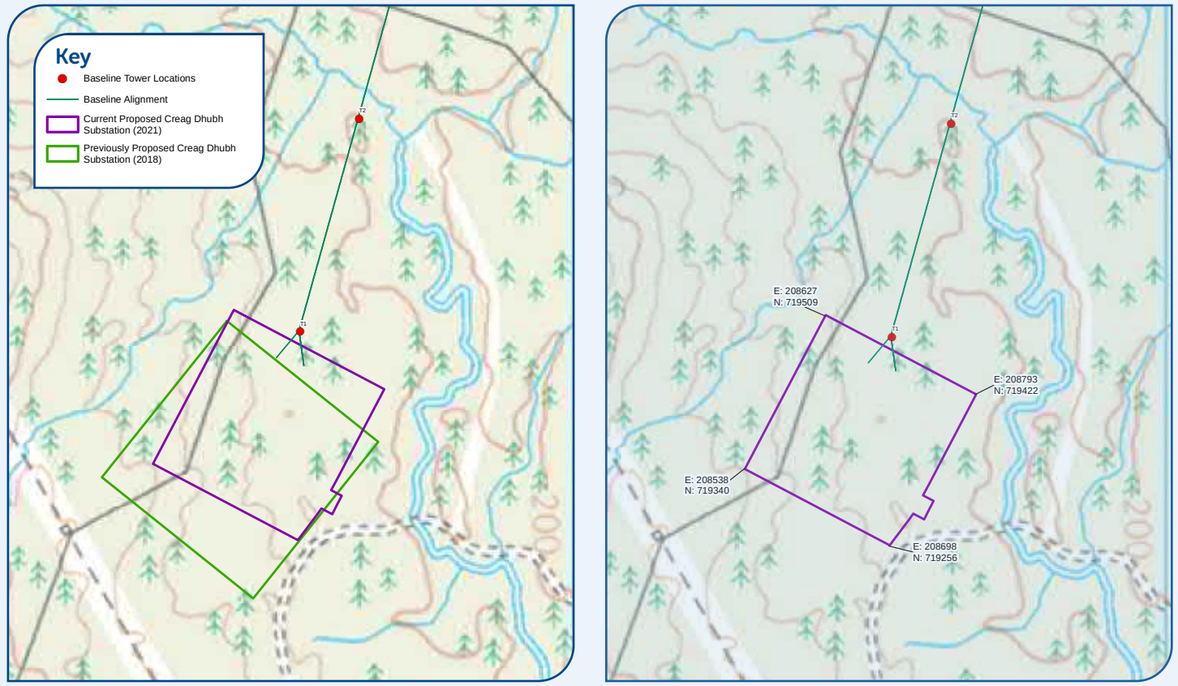
The Creag Dhubh substation is required for the connection of the proposed overhead line to the existing network. The substation will connect onto the existing 132kV network between Inveraray and Taynuilt and will also connect to the proposed Glen Lochy Switching Station via a new overhead line, to allow connection to the wider electricity network.

We've been consulting on the Creag Dhubh substation location since 2016, where the preferred substation search area was provided during Consultation Events held in March of that year.

Following the site selection process two sites were initially identified for further survey and presented during consultation events in October 2016. However site investigations identified significant volumes of environmentally sensitive and technically challenging peatland, meaning further site selection within the search area would be required to arrive at the preferred site. The selection of the preferred site was undertaken as a combination of the environment, engineering and cost assessment scoring and the preferred option selected was taken forward for consultation and detailed design in March 2018.

Design Updates

Since the consultation events in 2018, the preferred site location has undergone further assessment resulting in minor changes taking into consideration key constraints. As such, the site has moved approximately 30m to the north:

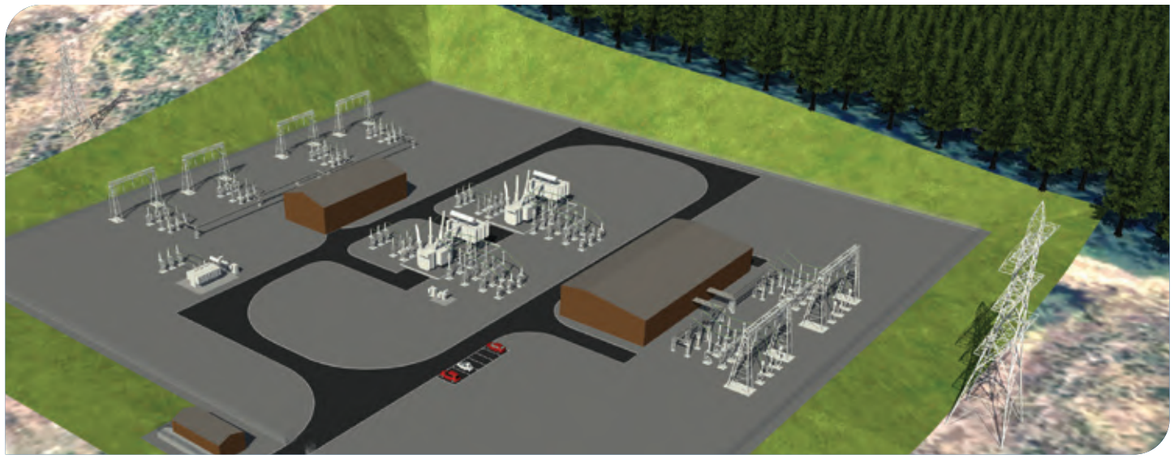


Creag Dhubh – Dalmally 275kV Connection

Substation Details

- To allow for a reduced substation surface area, gas insulated switchgear (GIS) has been chosen rather than air insulated switchgear (AIS).
- One side of the substation will consist of a 275kV double busbar GIS, housed in the larger of the two main buildings and will include connection of two 275kV overhead line bays. The other side will consist of 132kV double busbar GIS, housed in the smaller of the two main buildings and will include four 132kV overhead line bays and a possible grid transformer bay.
- Sufficient space has been allowed within the current design to allow the phased connection of the new 275kV overhead line between Creag Dhubh and Inveraray with the aim of minimising impact to customers.
- Both sets of GIS will have two bays to connect to the centrally located supergrid transformers which sit between the two buildings. The 275/132kV supergrid transformers (SGT) will be rated at 480 MVA.

At present, the current footprint stands at roughly 190m by 200m. This gives a substation size of 3.8 hectares. Additional land take will be required for cut and fill to tie the platform into the existing ground levels, the adjacent overhead line towers, an access track to enter the site and any landscaping. Some land take will also be required during construction for laydown, welfare and processing of material during earthworks.



Visualisation of the proposed Creag Dhubh substation

Planning Application

This site is now subject to formal pre-application consultation as part of the PAN process. The PAN was submitted to Argyll and Bute Council on 10th June. As part of the pre-application process we are required to hold a main public consultation event. Due to the ongoing COVID 19 pandemic, the Government have directed that all such events must be held virtually until further notice. We have co-joined this PAN event with the stakeholder engagement for the wider project. It should be noted that the Creag Dubh PAN consultation is a statutory event and feedback on the proposals for this element should be provided on the appropriate form (see Page 37).

Next Steps

We encourage you to make comment and provide feedback on the proposals for the new Creag Dhubh substation by Friday 13th August via the feedback form, which can be found on Page 37, via the project webpage, or via email to the Community Liaison Manager. The comments received will be reviewed and responded to and where appropriate changes to the proposed development will be made prior to submission of the formal planning application to Argyll & Bute Council in Autumn 2021. At that time, comments of support or objection can be made directly to the council as part of the statutory application process. At this time all comments should be directed to SSEN Transmission and not to the Council.

Creag Dhubh - Inveraray 275kV Overhead Line

1. About the project

Project Need

SSEN Transmission has seen a significant increase in generator connection applications in Argyll and Kintyre, with over 600MW total generation having applied for a connection to the network in the region in the last 18 months.

This increase in new renewable generation, led predominantly by onshore wind, has triggered the requirement for further reinforcement of the transmission network in the region beyond that already under construction which collectively make up our Argyll and Kintyre 275kV Strategy.

Part of this strategy involves the newly proposed Creag Dhubh - Inveraray 275kV Overhead Line project, which would see between 8-12 km of new 275kV overhead line constructed between the proposed new substation at Creag Dhubh, and a connection point on to the Inveraray to Crossaig overhead line. It will initially be operated at 132kV, but will be capable of 275kV operation, once the associated transmission network connected substations to the south have been upgraded to 275kV capability.

The existing 132kV overhead line between Inveraray and the proposed new Creag Dhubh substation will be removed following installation of the replacement line.

During the construction of the replacement overhead line, we will need to maintain the local electricity supply, and therefore are required to build new towers at alternative locations to the existing towers.

Consultation on the Preferred Route

To facilitate the overhead line connection between Creag Dhubh substation and Inveraray we have identified six potential Route Options for the overhead line. As part of this consultation exercise, we are seeking stakeholder comments on our Preferred Route Option prior to carrying out further project design.

Project Timeline

July 2021

- Preferred Route Public Consultation

Autumn 2021

- Preferred Alignment Public Consultation

Summer 2022

- Development Consents Applications

Winter 2023

- Anticipated Construction Start

Spring 2025

- Anticipated Construction Completion

*Please note that dates are indicative and subject to change dependent on outcomes of consultation

Creag Dhubh - Inveraray 275kV Overhead Line

2. Preferred Technology

Overhead Line

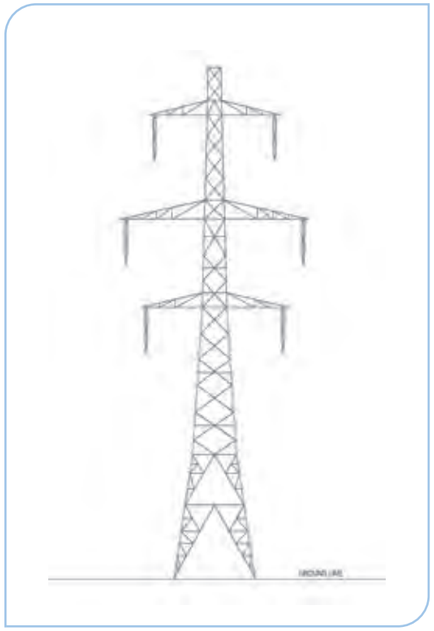
The proposed new 275kV overhead line will replace the existing 132kV overhead line between Inveraray switching station and the proposed Creag Dhubh substation, connecting at Creag Dhubh. The existing line will be decommissioned and removed upon completion of the new line. The remaining 132kV overhead line from Creag Dhubh substation to Taynuilt will not be altered during this project.

The proposed overhead line will consist of towers which are typical for the UK; lattice steel structures with six arms. Each of these arms will carry two electrical wires using an insulated unit. To provide protection from lightning, a single earthwire is attached to the top of the tower. This traditional arrangement is often described as a double circuit arrangement, because each side of the tower carries a single electrical circuit.

In order to accommodate future increases of renewable generation, it is necessary to increase the operating voltage from 132kV to 275kV. As a result of this, the new towers need to be taller which means an increase in span (the distance between each tower). This also means that alternative technologies such as wooden pole or composite pole structures, that are sometimes considered at 132kV, would not be feasible at 275kV.

The spacing between towers would vary depending on topography, altitude, and land use but would likely be between 300m to 350m. Permanent access tracks are required to any angle and terminal tower locations, with temporary access tracks required to access all other towers. At this stage, it has been assumed that towers would be a maximum of 60 m above ground level, with a typical average tower height of 50m above ground level.

The project is still however at the early design stage and any approximations regarding heights, span and tower numbers will be clarified during the next stage of design.



Existing tower height: **Approx. 27m**
New tower height: **Approx. 50m**

Existing tower span: **Approx. 255m**
New tower span: **Approx. 300-350m**

Existing number of towers to be removed: **35**
Number of replacement towers: **Approx. 30**

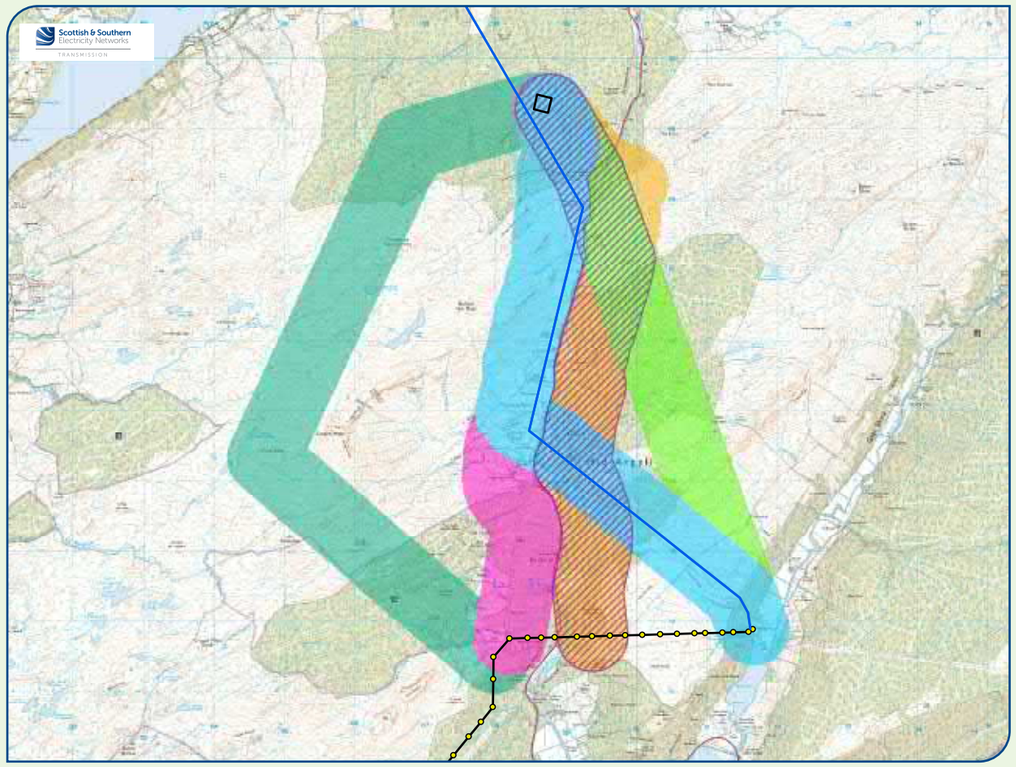
3. Routing Options Map

Study Area

A Study Area was defined by the existing 132kV overhead line between the proposed Creag Dhubh substation and a connection point on the recently constructed Inveraray to Crossaig overhead line to the north of Inveraray.

The north western boundary of the Study Area follows the southern shore of Loch Awe to the north of Cladich while the south eastern boundary roughly runs along the southern edge of Glen Shira to Inveraray. This allowed a range of Route Options and tie-in locations to be analysed.

Following on from this, six potential Route Options to connect the Inveraray to Crossaig overhead line with the proposed Creag Dhubh substation were developed, taking into account the physical, environmental and amenity constraints.
These are shown on the map below.



Key

- Proposed Creag Dhubh Substation
- 132kV OHL from Inveraray to Taynuilt
- Inveraray – Crossaig OHL
- Inveraray – Crossaig Towers

Route Option Buffer (500 m)

- A
- B
- C
- D
- E
- Preferred Route Option DE Buffer (500 m)

Creag Dhubh - Inveraray 275kV Overhead Line

4. Routing Options Analysis

Route Option A:

Overhead Line from Balantyre Wood to the Proposed Creag Dhubh Substation

- Requires crossing the existing 132kV overhead line and proposed Blarghour Wind Farm site, but does not cross the A819.
- Properties/buildings within Route are sparsely laid out.
- Avoids intersecting with the Glen Etive and Glen Fyne Special Protection Area (SPA).
- Likely to be highly constrained by extensive priority peatland habitat and high potential to impact on Schedule 1 birds.
- Impacts on visual amenity likely to be more extensive, and potentially impact on some higher sensitivity areas such as the western shore of Loch Awe.
- Longest Route Option at approximately 12km.
- Has the highest elevations with a maximum elevation of 538m.
- Highest cost Route Option.

Route Option B:

Overhead Line from Balantyre Wood to the Proposed Creag Dhubh Substation

- Would cross existing overhead line once and proposed Blarghour Wind Farm access track, doesn't cross A819 and has the least minor crossings.
- Between 2-5% of the Route Option within the 1 in 200-year flood zone.
- Substantially more properties within Route Option than other options.
- Space for tower Alignments limited due to very steep, rocky terrain, proximity of residences and the proximity of the existing line, therefore, mitigating other effects could be difficult.
- Lowest number of recorded golden eagle flights.
- Would avoid likely significant effects during construction through avoiding interactions with the water environment and majority of peatland.
- High potential to interact with Private Water Supplies which could require micrositing or further mitigation.
- Potential to result in the loss of 21.6 ha of Ancient Woodland (larger than any other option).
- Passes through well-preserved pre-Improvement townships at 'Drimfern' and 'South Tullich', that would be difficult to avoid.
- Second lowest cost of the five Route Options.

4. Routing Options Analysis

Route Option C:

Overhead Line from Inveraray Substation to the Proposed Creag Dhubh Substation

- Crosses existing overhead line, the A819 and Ladyfield plantation woodland, an area with potential to contain unexploded ordnance (UXO) associated with historic use as a firing range.
- Has between 2-5% of the Route Option within the 1 in 200-year flood zone.
- Second highest number of properties within Route Option.
- Space for tower Alignments limited due to very steep, rocky terrain, proximity of residences and the proximity of the existing line. Therefore, mitigating other effects could be difficult.
- Smallest loss of Ancient Woodland and long-established woodland (depending on Alignment) as well as second lowest area of commercial forestry lost.
- Second lowest number of recorded golden eagle flights.
- High potential for Route to interact with Private Water Supplies.
- Would require crossing the River Aray and passes through well-preserved pre-Improvement townships at 'Drimfern' and 'South Tullich', that would be difficult to avoid.
- Second highest total cost of the five Route Options.

Route Option D:

Overhead Line from Carloonan to the Proposed Creag Dhubh Substation

- Crosses the existing 132kV overhead line once and the A819, passes through Ladyfield plantation woodland.
- Between 2-5% within the 1 in 200-year flood zone and runs through the second lowest area of peatland.
- Properties/buildings are sparsely laid out.
- High potential to be constrained as it intersects the Glen Etive and Glen Fyne SPA.
- Potential to compromise conservation status of Schedule 1 birds, however, area of the Glen Etive and Glen Fyne SPA intersected by this option has comparatively low levels of golden eagle activity.
- Least impact on visual receptors as could be accommodated within the enclosed glen landscape.
- Passes through fewer areas of open habitat so may have fewer interactions with watercourses.
- Second greatest loss of Ancient Woodland and commercial plantation, potential implications to downstream hydrology.

Route Option E:

Overhead Line from Inveraray Substation to the Proposed Creag Dhubh Substation

- Wouldn't cross existing overhead line but would cross A819 and Ladyfield plantation woodland.
- No properties within this Route Option.
- Runs through second largest area of peatland.
- Second highest elevation, after Route Option A.
- Has high potential to be constrained as intersects the Glen Etive and Glen Fyne Special Protection Area.
- Considered likely to compromise the conservation status of Schedule 1 birds, however, passes through fewer areas of open habitat so may have fewer interactions with watercourses.
- Has the lowest total cost of the five Route Options.

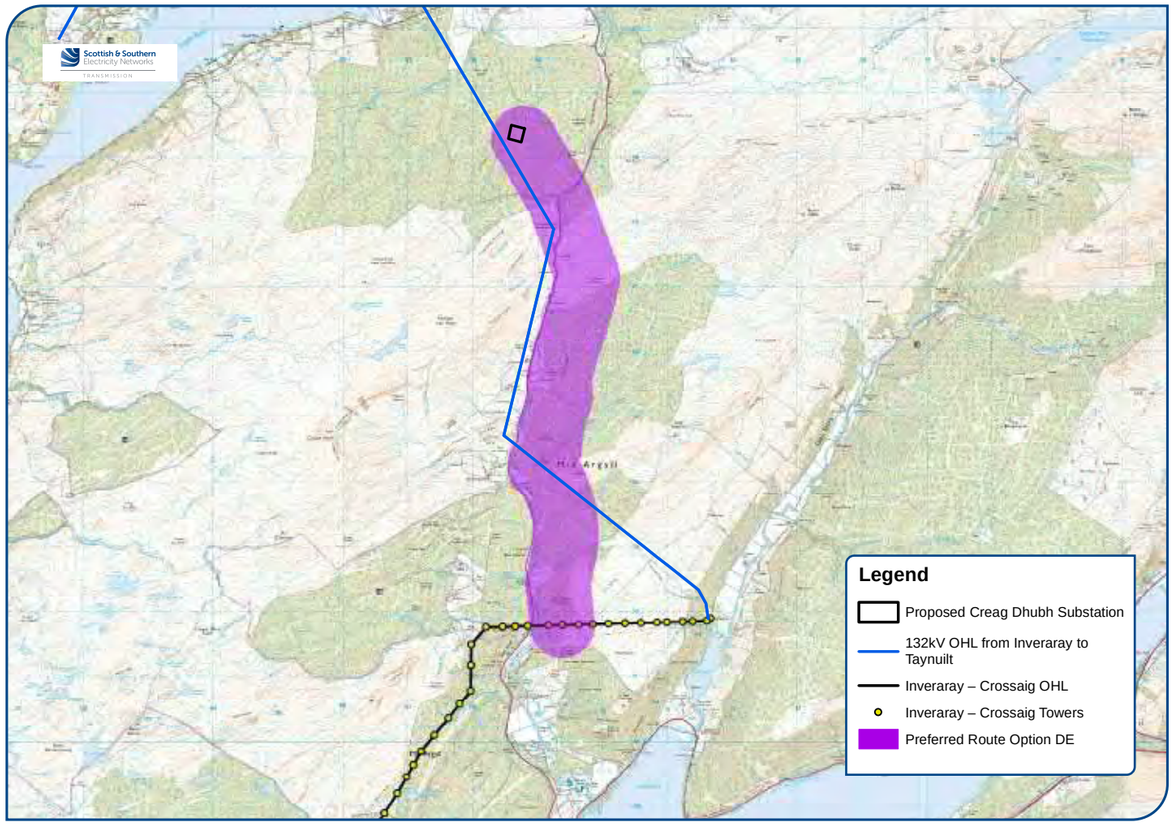
Creag Dhubh - Inveraray 275kV Overhead Line

5. Our Preferred Route Option

Route Option DE (Preferred):

The aim of our routing guideline process is to provide a balanced assessment of cost engineering and environmental factors in order to select the Preferred Route for the new overhead line. Through analysis of the five Route Options, taking account of the factors listed above, a combination of Route Options D and E was considered the optimum solution. This Route Option DE follows Route Option D in the south from Inveraray to where it intersects Route Option E, then follows Route E to the Creag Dhubh substation. Therefore, Route Option DE has been identified as our Preferred Route.

This option intersects the Glen Etive and Glen Fyne Special Protection Area in the north but avoids the areas within the Study Area with the highest density of protected bird flight activity. It also appears to pass through fewer areas of open habitat so may have fewer interactions with wetlands. This does however mean a greater area of forestry felling may be required, which has potential implications to downstream hydrology. It will have the second greatest loss of Ancient Woodland and commercial plantation, however, would have the least impact on visual receptors as the Route could be within the enclosed glen landscape, therefore, forestry and woodland would provide a high degree of screening of the central and southern sections.



6. Red Amber Green (RAG) Charts

To demonstrate the full extent of analysis undertaken on the six Route Options identified, we created Red Amber Green (RAG) table's which illustrate the level of associated risk to each consideration. A high risk is shown as red, a medium risk is shown as amber and a low risk is shown as green.

For further information on the Route Options analysis, please refer to the Consultation Document available from the project webpage or on request.

RAG Impact Rating- Environmental

Environmental	Route Option					
Natural Heritage	**A**	**B**	**C**	**D**	**E**	**DE**
European Designated Sites-Ornithology						
Designated Sites-Ancient Woodland						
Regional Designations						
Protected Species						
Habitats						
Schedule 1 Birds						
Birds of Conservation Concern						
Hydrology / Geology						
Cultural Heritage	**A**	**B**	**C**	**D**	**E**	**DE**
Designations						
Cultural Heritage Assets						
People	**A**	**B**	**C**	**D**	**E**	**DE**
Proximity to Dwellings						
Landscape and Visual	**A**	**B**	**C**	**D**	**E**	**DE**
Designations						
Character						
Visual						
Land Use	**A**	**B**	**C**	**D**	**E**	**DE**
Agriculture						
Forestry						
Recreation						
Planning	**A**	**B**	**C**	**D**	**E**	**DE**
Policy						
Proposals						

RAG Impact Rating- Engineering

Engineering	Route Option					
Infrastructure crossings	**A**	**B**	**C**	**D**	**E**	**DE**
Major Crossings						
Minor Roads						
Environmental Design	**A**	**B**	**C**	**D**	**E**	**DE**
Elevation						
Contaminated Land						
Flooding						
Ground Condition	**A**	**B**	**C**	**D**	**E**	**DE**
Terrain						
Carbon & Peatland						
Proximity	**A**	**B**	**C**	**D**	**E**	**DE**
Clearance						
Windfarms						
Communication Masts						
Additional Consideration	**A**	**B**	**C**	**D**	**E**	**DE**
Route length						
Unexploded rounds						

RAG Impact Rating- Cost

Cost	Route Option					
	A	**B**	**C**	**D**	**E**	**DE**
Capital						
Diversions						
Public Road Improvement						
Tree Felling						
Land Assembly						
Consent Mitigations						
Inspections						
Maintenance						
Total Cost						

Argyll and Kintyre 275kV Substations

1. About the project

Project Need

Due to the projected increase in renewable energy generation in Argyll, a need has been identified for the upgrade and reinforcement of the electricity transmission network on the Argyll peninsula to ensure supply and support the transition to net zero emissions.

As described during the development process for the Inveraray – Crossaig overhead line rebuild, the replacement overhead line is being built at a higher 275kV voltage, initially operating at 132kV between Inveraray and Crossaig. As future renewable generation requirements connect to the electricity network and the operating voltage is required to increase to 275kV, substations along the route will also require to be replaced in order to accommodate this increase.

Project overview:

We are therefore proposing to construct and operate four (4) new 275kV electricity substations at the following locations:

- in the vicinity of the existing An Suidhe substation;
- in the vicinity of the existing Crarae substation;
- in the vicinity of Craig Murrail, north of Lochgilphead; and
- in the vicinity of the existing Crossaig substation.

Once the 275kV substations are constructed, the existing 132kV An Suidhe, Crarae and Crossaig substations will be decommissioned.

A maximum area of 8 hectares (ha) has been identified for each site option, to allow for the installation of either an air-insulated substation (AIS) or a gas-insulated substation (GIS) structure, as well as allowing space for ancillary works, construction laydown areas, access requirements and potential landscaping; and an estimated maximum gantry height of 15m.

The substations would resemble the existing substations as shown in the image to the right.

What we are consulting on:
For each substation, we have identified different Site Options alongside a Preferred Site Option, for where we believe each new substation is best situated. We are seeking comments on the Preferred Site Options and any additional local knowledge of the area which may assist with further refinement.

Previous Consultation:
As part of the development of the Inveraray – Crossaig Project, in March 2016, we consulted on the design and construction of Craig Murrail substation and comments were invited from stakeholders on the proposals. The substation was not progressed due to generation requirements at the time, however increases in generation requests across the region have triggered the requirement for the substation.

This will be the first consultations undertaken for the other three substation sites.

2. Site Option Selection Process

To begin to identify potential site options for the proposed new substations, a Study Area was defined with the following parameters:

- a distance of up to 1km on either side of the Inveraray -Crossaig 275kV overhead line; and
- a distance of up to 3km from the existing substations for An Suidhe and Crarae and 20km to the north of the existing Crossaig substation.

The smaller Study Area for An Suidhe and Crarae is to reduce the extent of movement of the existing wind farm connection. For Crossaig North, a Study Area extending to south of Tarbert was considered, due to the locations of existing and potential future wind farms north of Crossaig but south of Tarbert.

Following the identification of Study Areas, a Multi-Criteria Analysis (MCA) process was undertaken which used Geographical Information Systems (GIS) to analyse available digital datasets on environmental and technical constraints.

Performance	Comparative Appraisal
Most Preferred ↓ Least Preferred	Low potential for the development to be constrained = Green
	Intermediate potential for the development to be constrained = Amber
	High potential for the development to be constrained = Red

You can read the full Site Option analysis within our Consultation Document, but for ease, we've included maps indicating the locations of each Substation Site Option (highlighting our Preferred Site Option) along with subsequent RAG tables in the following pages.

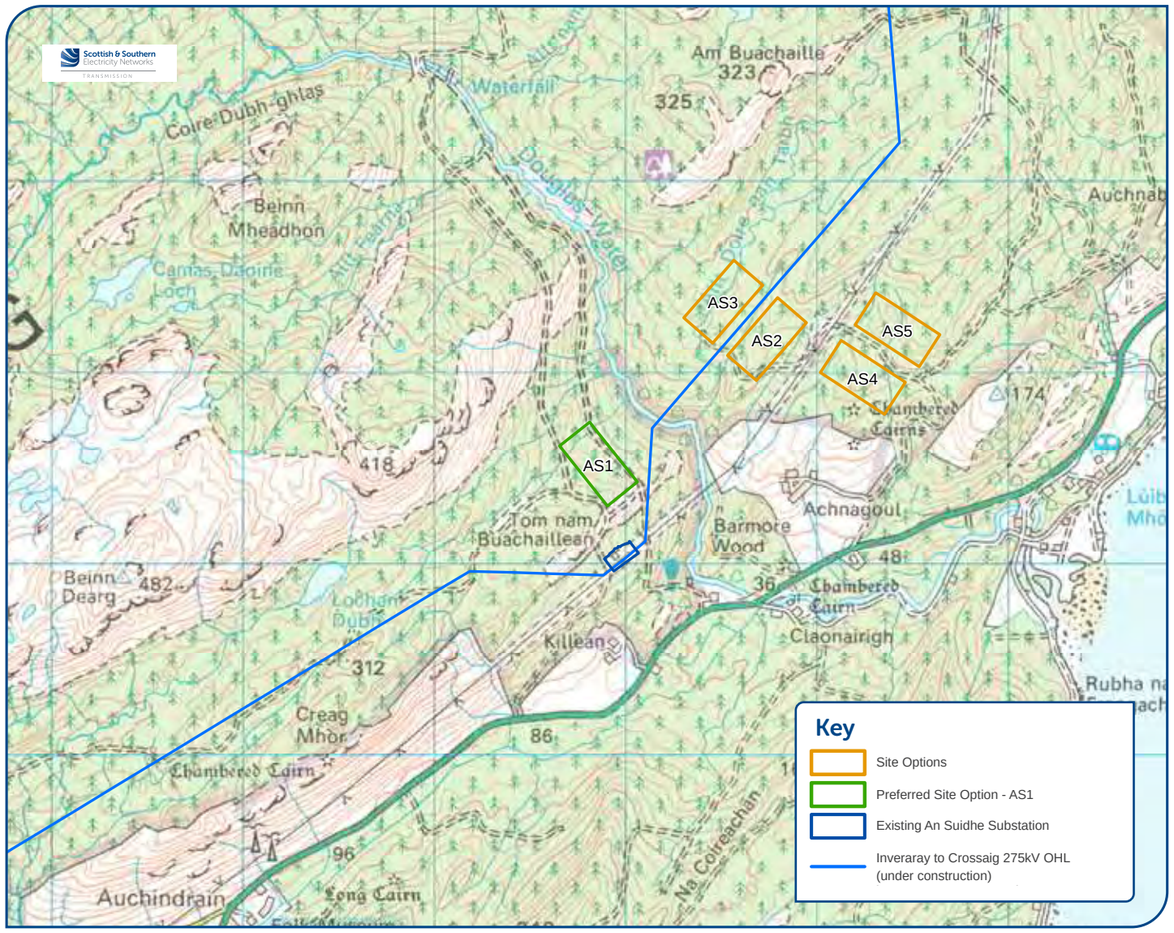
The outputs of the MCA are heat maps which indicate the least constrained locations for the Site Options.

The aim was to include sites adjacent to the existing substations to allow for extension; where this has not occurred, it is because there is insufficient unconstrained area for an extension. Within the Study Area, five Site Options for An Suidhe, six Site Options for Crarae and seven Site Options for Crossaig North have been identified.

A Red/Amber/Green (RAG) rating was then applied to each, with RED indicating a high potential for constraint, amber indicating intermediate potential for constraint and GREEN indicating low potential for constraint. Please note that a RED or AMBER rating does not necessarily mean that the Site Option would be unacceptable in planning terms but indicates the need for further consideration of the potential to mitigate potentially adverse effects.

Argyll and Kintyre 275kV Substations

3. An Suidhe Map



4. An Suidhe Assessment

RAG Impact Rating - Environmental

Environmental	Site options				
Natural Heritage	**AS1**	**AS2**	**AS3**	**AS4**	**AS5**
Designations					
Protected Species					
Habitats					
Ornithology					
Hydrology					
Geology					
Cultural Heritage					
Designated Heritage Assets					
Non-designated Heritage Assets					
People					
Proximity to Dwellings					
Landscape and Visual					
Designations					
Character					
Visual					
Land Use					
Agriculture					
Forestry					
Recreation					
Planning					
Policy					
Proposals					

RAG Impact Rating - Engineering

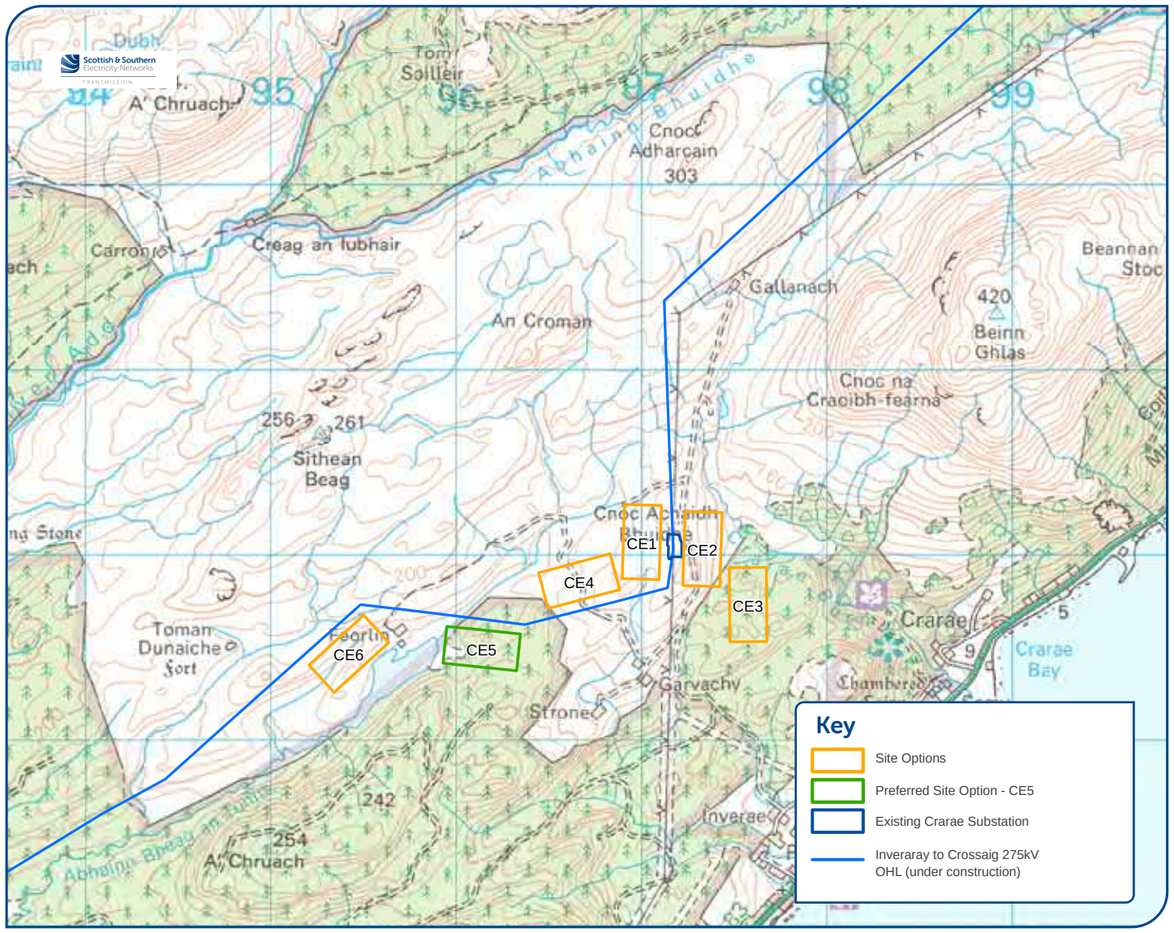
Engineering	Site options				
Access & Connectivity	**AS1**	**AS2**	**AS3**	**AS4**	**AS5**
Construction Access					
Operation & Maintenance					
Existing Circuits/Networks					
Future Development Possibilities					
Interface with SSEN Distribution					
DNO Connection					
Footprint Requirements					
Technology					
Adjacent Land Use					
Space Availability					
Hazards					
Unique Hazards					
Existing Utilities					
Ground Condtions					
Topography					
Geology					
Environmental Conditions					
Elevation					
Salt Pollution					
Flooding					
Carbon Footprint					
SF6					
Contaminated Land					
Noise (proximity to properties					

Preferred Option:

Overall, Site Option AS1 is considered to be the preferred site on the basis of least potential for environmental, technical and cost constraints.

Argyll and Kintyre 275kV Substations

5. Crarae Map



6. Crarae Assessment

RAG Impact Rating - Environmental

Environmental	Site options					
Natural Heritage	**CE1**	**CE2**	**CE3**	**CE4**	**CE5**	**CE6**
Designations						
Protected Species						
Habitats						
Ornithology						
Hydrology						
Geology						
Cultural Heritage						
Designated Heritage Assets						
Non-designated Heritage Assets						
People						
Proximity to Dwellings						
Landscape and Visual						
Designations						
Character						
Visual						
Land Use						
Agriculture						
Forestry						
Recreation						
Planning						
Policy						
Proposals						

RAG Impact Rating - Engineering

Engineering	Site options					
Access & Connectivity	**CE1**	**CE2**	**CE3**	**CE4**	**CE5**	**CE6**
Construction Access						
Operation & Maintenance						
Existing Circuits/Networks						
Future Development Possibilities						
Interface with SSEN Distribution						
DNO Connection						
Footprint Requirements						
Technology						
Adjacent Land Use						
Space Availability						
Hazards						
Unique Hazards						
Existing Utilities						
Ground Condtions						
Topography						
Geology						
Environmental Conditions						
Elevation						
Salt Pollution						
Flooding						
Carbon Footprint						
SF6						
Contaminated Land						
Noise (proximity to properties						

Preferred Option:

Overall, Site Option CE5 is considered to be the preferred site on the basis of least potential for environmental and technical constraints.

Argyll and Kintyre 275kV Substations

7. Craig Murrail Map

8. Craig Murrail Assessment

RAG Impact Rating - Environmental

Environmental	Site options				
Natural Heritage	**preferred Site 2015**	**CM1**	**CM2**	**CM3**	**CM4**
Designations					
Protected Species					
Habitats					
Ornithology					
Hydrology					
Geology					
Cultural Heritage					
Designated Heritage Assets					
Non-designated Heritage Assets					
People					
Proximity to Dwellings					
Landscape and Visual					
Designations					
Character					
Visual					
Land Use					
Agriculture					
Forestry					
Recreation					
Planning					
Policy					
Proposals					

RAG Impact Rating - Engineering

Engineering	Site options				
	PS 2015	**CM1**	**CM2**	**CM3**	**CM4**
Health and Safety					
Construction timescales					
Access and connectivity					
Availability					
Maintenance Requirements					
Flexibility					

Preferred Option:

Overall, the Preferred Site identified in 2015 remains the preferred site on the basis of least potential for environmental, technical and cost constraints.

Location:
Unlike the other substations being consulted on, there is not an existing Craig Murrail substation. Site Options considered for this substation are north of Lochgilphead, close to the new Inveraray – Crossaig overhead line.

History:
A site selection exercise was undertaken in 2015 for the proposed Craig Murrail substation. At that time, four substation Site Options were identified and compared. A preference for two of the four sites was identified, subject to further site investigation. Based on a civil engineering desk study, an amendment to one of the two preferred sites was made and this amended site was ultimately selected as the preferred site. Some limited further design work was undertaken; however, no site surveys were completed as the project was then put on hold.

Site Options:
In order to ensure the site selection process is completed in line with current SSEN Transmission site selection guidance, an additional Site Selection Study has been undertaken in respect of the five substation Site Options considered in 2015. Again, a Red/Amber/Green (RAG) rating was then applied to each criteria, as demonstrated above.

Argyll and Kintyre 275kV Substations

9. Crossaig North Map

10. Crossaig North Assessment

RAG Impact Rating - Environmental

Environmental	Site options						
Natural Heritage	**CG1**	**CG2**	**CG3**	**CG4**	**CG5**	**CG6**	**CG7**
Designations							
Protected Species							
Habitats							
Ornithology							
Hydrology							
Geology							
Cultural Heritage							
Designated Heritage Assets							
Non-designated Heritage Assets							
People							
Proximity to Dwellings							
Landscape and Visual							
Designations							
Character							
Visual							
Land Use							
Agriculture							
Forestry							
Recreation							
Planning							
Policy							
Proposals							

RAG Impact Rating - Engineering

Engineering	Site options						
Access & Connectivity	**CG1**	**CG2**	**CG3**	**CG4**	**CG5**	**CG6**	**CG7**
Construction Access							
Operation & Maintenance							
Existing Circuits/ Networks							
Future Development Possibilities							
Interface with SSEN Distribution							
DNO Connection							
Footprint Requirements							
Technology							
Adjacent Land Use							
Space Availability							
Hazards							
Unique Hazards							
Existing Utilities							
Ground Condtions							
Topography							
Geology							
Environmental Conditions							
Elevation							
Salt Pollution							
Flooding							
Carbon Footprint							
SF6							
Contaminated Land							
Noise (proximity to properties							

Preferred Option:

Overall, Site Option CG2 (immediately adjacent to the existing Crossaig Substation) is considered the be the preferred site on the basis of least potential for environmental, technical and cost constraints.

What else is happening in Argyll?

Alongside the Argyll 275kV Strategy, SSEN Transmission are currently developing and constructing additional reinforcement, generation connection and VISTA projects across Argyll.

We've provided a list of our SSEN Transmission projects in the region below, alongside a short description and links to where you can access further information.

Windfarm Connection Projects

As mentioned, the Argyll and Kintyre 275kV Strategy is required for the facilitation of renewable generation in Argyll. We also have a requirement to connect this renewable generation to our upgraded infrastructure. We plan to begin consulting on the options for the following windfarm connection projects as follows, where further information will be shared:

Sheirdrim Wind Farm Connection: This project aims to connect the proposed Sheirdrim Wind Farm to the existing Crossaig Substation via approximately 10km of overhead line by Spring 2025. Public consultation on the preferred route for the Overhead Line (OHL) is targeted for Winter 2021.

Blarghour Wind Farm Connection: This project aims to connect the proposed Blarghour Wind Farm to the new Creag Dhubh Substation via approximately 10km of overhead line by Autumn/Winter 2025. Consultation on the preferred route for the OHL is targeted for Winter 2021.

Earraghail Wind Farm: The project aims to connect the Earraghail Wind Farm development via c3km of 275kV Double Circuit Overhead Line onto the existing Craig Murrail – Crossaig Overhead Line for October 2025. Consultation on the preferred route for the Overhead Line will be undertaken in Spring 2022.

Tangy 4 Wind Farm: The project aims to connect the Tangy 4 Wind Farm development via c22km of 132kV Single Circuit Overhead Line onto the existing Crossaig – Carradale Overhead Line for October 2026. Consultation on the preferred corridor for the Overhead Line will be undertaken in Spring 2022.

High Constellation Wind Farm Connection: This project aims to connect High Constellation Wind Farm to the existing Crossaig Substation via approximately 400m of underground cable by Spring 2025.

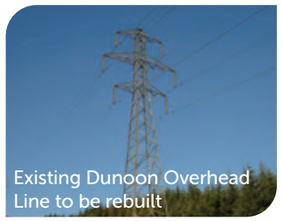
Sloy Power Station Substation Rebuild

Transmission assets at Sloy Power Station Substation are reaching the end of their working life and need to be replaced. This project includes a new substation near the existing one at the power station, tower and gantry works for connection to the existing overhead line, 11kV cables to be installed to connect back to the power station from the new substation location and removal of existing equipment at the existing substation. The project team are currently identifying potential locations and further information is expected to be shared later this year.

Inveraray – Crossaig Reinforcement

This project involves the rebuild of the existing overhead line between Inveraray and Crossaig and has been in construction since late 2019. Construction on Phase 1 of the project (Inveraray – Port Ann) is drawing to completion whilst construction on Phase 2 commenced in May 2021. Find out more: ssen-transmission.co.uk/projects/inveraray-crossaig


Carradale Substation


Existing Dunoon Overhead Line to be rebuilt

Carradale Substation

The aim of this project is to reinforce Carradale Substation in order to enable renewable generation connection requests. This involves the replacement of four existing transformers with higher capacity units to enable this upgraded connection. Work is ongoing and due to be completed by the end of 2022. Find out more: ssen-transmission.co.uk/projects/carradale-substation

Dunoon Overhead Line Rebuild

The aim of this project is to replace the existing overhead transmission network line which connects Dunoon to the wider national grid. The existing overhead line is supported by an old design suite of metal lattice towers (often referred to as pylons) which are coming toward the end of their operational life. The project is currently in development and consultation on the preferred route alignment is taking place this year. Find out more: ssen-transmission.co.uk/projects/dunoon/

Glen Falloch and Sloy VISTA

As part of the SSEN Transmission's VISTA (Visual Impact of Scottish Transmission Assets) initiative, we are installing a 132kV twin cable section of the existing 132kV double overhead line circuit at Sloy and Glen Falloch. Construction commenced earlier this year and 26 steel towers are scheduled to be removed by the end of 2021. Find out more: ssen-transmission.co.uk/projects/vista-glen-falloch-sloy

How do I have my say?

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

We are keen to receive your views and comments with regards to the following elements of our projects and will be seeking feedback from members of the public on this exhibition until **Friday 13th August 2021**. You will find the appropriate feedback forms at the end of this booklet:

Creag Dhubh - Dalmally 275kV Connection (1)

- **We're inviting your comments regarding our proposed overhead line route alignment between Tower 28 (on the preferred 2018 alignment) and the Proposed Glen Lochy switching station.**
- **We'd also welcome your views regarding the minor location changes to the preferred Glen Lochy Switching Station site.**
- **For Creag Dhubh Substation, we shall shortly be submitting a Town and Country Planning Application and are seeking formal comments ahead of submitting an application to Argyll and Bute Council. Please find more information below.**

Creag Dhubh - Inveraray 275kV Overhead Line (2)

- **We are seeking stakeholder comments on our Preferred Route Option for the replacement Creag Dhubh – Inveraray 275kV overhead line, prior to carrying out further project design.**

Argyll and Kintyre 275kV Substations (3)

- **We're inviting your views regarding our preferred options for each of the 4 substations and are seeking any additional local knowledge of the area which may assist with further refinement.**

Creag Dhubh Substation – PAN
In regard to the Creag Dhubh Substation (Creag Dhubh – Dalmally 275kv Connection), general comments on the proposals can be made throughout the 12-week period to 02 September 2021.
To provide feedback on the proposal or to gain further information on the project, please fill in a Creag Dhubh Substation feedback form, visit our virtual consultation events or contact our Community Liaison Manager.

Once planning applications have been submitted there will be an opportunity for the public to make formal representations to Argyll and Bute Council for the proposed Creag Dhubh Substation before a decision is made on our application.

Comments
Your views and comments can be provided to the project team by completing the feedback forms within this booklet, via the project webpage, or by writing to our Community Liaison Manager. All received feedback will be assessed and the proposed options adapted where necessary.

How do I have my say?

Join our virtual consultation

Our virtual consultation room will launch on the week commencing 12th July, where information regarding our proposals will be available alongside opportunities to join the project team for interactive text chat sessions. A link to view the virtual consultation platform will be available on the Argyll and Kintyre 275kV Strategy project webpage:
www.ssen-transmission.co.uk/projects/argyll-and-kintyre-275kv-strategy/

Our live chat sessions will be held at the following times:

- **Wednesday 14th July: 10am-1pm & 5pm-7pm**
- **Thursday 15th July: 10am-1pm & 5pm-7pm**
- **Thursday 29th July: 10am-1pm & 5pm -7pm**

During these sessions you will be able to send us your questions using a text chat function and they will be answered by the project team.

If you are unable to join the live chat sessions, there are still plenty of ways to engage with our team:

You can contact us by **email**, **phone** or **post**, please see details for the Community Liaison Manager.

We are happy to arrange **(virtual) meetings** for individuals or small groups to discuss any areas of interest and if this is something you would like us to facilitate please contact us as soon as possible

We are happy to **post out copies of this brochure**, please contact the Community Liaison Manager to arrange this.

The feedback forms in this booklet can be detached and sent back, or you can fill them in online using the form on the project webpage. We do request that any feedback that you wish to be included in the Report on Consultation is received in written format (feedback received via phone calls will be circulated to the project team but would not be included in the Report on Consultation).

All feedback received will be collated, reviewed and included in the Report on Consultation, along with SSEN Transmission's responses to the topics raised. The report will be published later this year and will be available to view on the project webpage.

Keep in touch

If you have any questions or require further information regarding SSEN Transmission's Argyll and Kintyre 275kV Strategy, please do not hesitate to contact the project Community Liaison Manger:

Helen Batey

Helen.Batey@sse.com

01925 800 833 / 07778 453 993
Helen Batey, Scottish and Southern Electricity Networks, Inveralmond House, 200 Dunkeld Road, Perth, PH1 3AQ

Feedback

As part of the consultation exercise, we are seeking comments from members of the public, statutory consultees and other key stakeholders.

We kindly request that all comments are received by **Friday 13th August 2021.** Further information, should you require it, is available on the project webpage or can be made available in printed format by contacting the Community Liaison Manager. The feedback forms in this booklet can be detached and sent back, or you can fill them in online using the form on the project webpages. We do request that any feedback that you wish to be included in the Report on Consultation is received in written format (feedback received via phone calls will be circulated to the project team but would not be included in the Report on Consultation).

All feedback received will be collated, reviewed and included in our subsequent Report on Consultation, along with SSEN Transmission's responses to the topics raised. The report will be published later this year and will be available to view on the project webpage.

Your feedback - Creag Dhubh Substation PAN

If you prefer, the same form is available to complete online and can be found on the project webpage: **www.ssen-transmission.co.uk/projects/creag-dhubh-dalmally-275kv-connection**
Please complete in **BLOCK CAPITALS**. (Please tick one box per question only).

Q1 **Have we adequately explained the approach taken to select the preferred site for the Creag Dhubh substation?**

Yes ☐ No ☐ If no, please tell us how we could provide further explanation

Q2 **Do you have any concerns about our preferred site for the Creag Dhubh Substation?**

Yes ☐ No ☐ If no, please provide information

Q3 **Are there any factors, or important points that should be brought to the attention of the Project Development Team regarding the Creag Dhubh substation site?**

Your Feedback - Creag Dhubh – Dalmally 275kV Connection

Overhead Line Alignment and Glen Lochy Switching Station Location

Q1 **Do the alignment options presented at this consultation respond to any concerns you had over the project? Please provide an explanation of your answer.**

Q2 **Do you agree with the preferred overhead line route alignment? (GL5)**

Yes ☐ No ☐ Unsure ☐

Q3 **If no to Q2, please indicate your preferred overhead line route alignment:**

Baseline ☐ GL1 ☐ GL2 ☐ GL3 ☐ GL4 ☐

Q4 **Which of the route alignment options presented would you consider the least preferable option for SSEN Transmission to develop? Please provide an explanation of your answer.**

Baseline ☐ GL1 ☐ GL2 ☐ GL3 ☐ GL4 ☐ GL5 ☐ None are preferred ☐

Q5 **Do you have any comments regarding the design update to the Glen Lochy Switching Station?**

Your feedback - Creag Dhubh - Inveraray 275kV Overhead Line

If you prefer, the same form is available to complete online and can be found on the project webpage: www.ssen-transmission.co.uk/projects/creag-dhubh-inveraray-275kv-overhead-line/
Please complete in **BLOCK CAPITALS**. (Please tick one box per question only).

Q1 **Has the requirement for the Creag Dhubh to Inveraray 275kV Overhead Line been clearly explained?**

Yes ☐ No ☐ If no, please provide information

Q2 **Do you agree with our Preferred Route (DE)?**

Yes ☐ No ☐ If no, please provide information

Q3 **If you do not agree with our Preferred Route, which Route do you prefer?**

ROUTE A ☐ ROUTE B ☐ ROUTE C ☐ ROUTE D ☐ ROUTE E ☐ NOT APPLICABLE ☐

Q4 **Has the rationale on the preferred technology been clearly explained (Steel Lattice Tower)?**

Yes ☐ No ☐ If no, why not?

Q5 **Do you have any comments regarding the preferred technology?**

Yes ☐ No ☐ If no, why not?

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

Yes ☐ No ☐ If no, why not?

Your feedback - Argyll and Kintyre 275kV Substations

If you prefer, the same form is available to complete online and can be found on the project webpage: https://www.ssen-transmission.co.uk/projects/argyll-and-kintyre-275kv-substations
Please complete in **BLOCK CAPITALS.** (Please tick one box per question only)

Q1 **Has the requirement for the Argyll and Kintyre 275kV Substations been clearly explained?**

Yes ☐ No ☐ Unsure ☐

Q2 **Do you agree with our Preferred Site Option (AS1) for An Suidhe? (Please explain your answer)**

Yes ☐ No ☐ Unsure ☐

Q3 **If you do not agree with our Preferred An Suidhe Site Option, what is your preferred alternative Site Option? (Please explain your answer)**

AS2 ☐ AS3 ☐ AS4 ☐ AS5 ☐

Q4 **Do you agree with our Preferred Site Option (CE5) for Crarae?**

Yes ☐ No ☐ Unsure ☐

Q5 **If you do not agree with our Preferred Crarae Site Option, what is your preferred alternative Site Option? (Please explain your answer)**

CE1 ☐ CE2 ☐ CE3 ☐ CE4 ☐ CE6 ☐

Q6 **Do you agree with our Preferred Site Option (Preferred Site 2015) for Craig Murrail? (Please explain your answer)**

Yes ☐ No ☐ Unsure ☐

Q7 **If you do not agree with our Preferred Craig Murrail Site Option, what is your preferred alternative Site Option?**

CM1 ☐ CM2 ☐ CM3 ☐ CM4 ☐

Q8 **Do you agree with our Preferred Site Option (CG2) for Crossaig North? (Please explain your answer)**

Yes ☐ No ☐ Unsure ☐

Q9 **If you do not agree with our Preferred Crossaig North Site Option, what is your preferred alternative Site Option? (Please explain your answer)**

CG1 ☐ CG3 ☐ CG4 ☐ CG5 ☐ CG6 ☐ CG7 ☐

Q10 **Are there any factors, or environmental features, that you consider may have been overlooked during the Preferred Site Option selection process?**
Please use this space to provide any further comments regarding the project or the consultation:

Your feedback

Full name

Address

Telephone

Email

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

If you would like your comments to remain anonymous 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 Hydro Electric Transmission, Inveralmond House, 200 Dunkeld Road, Perth, PH1 3AQ

Email: helen.batey@sse.com

The feedback forms and all information provided in this booklet can also be downloaded from the dedicated website:

www.ssen-transmission.co.uk/projects/creag-dhubh-dalmally-275kv-connection
www.ssen-transmission.co.uk/projects/creag-dhubh-inveraray-275kV-overhead-line
www.ssen-transmission.co.uk/projects/argyll-and-kintyre-275kv-strategy/

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.

Scottish & Southern Electricity Networks

TRANSMISSION

SSEN Community

@ssencommunity

ssen-transmission.co.uk

Scottish & Southern Electricity Networks

TRANSMISSION

APPENDIX 3: CONSULTATION PROCESS POSTER

Scottish & Southern Electricity Networks

TRANSMISSION

Virtual Event

Argyll and Kintyre 275kV Strategy
Virtual Public Consultation

SSEN Transmission invites you to share your views with us

What is being consulted on?

We would like to invite you to join our virtual consultation exhibitions to share your views and feedback on our proposals for our Argyll and Kintyre 275kV Strategy which aims to enable the connection of new renewable generation to support the transition to net zero emissions. This strategy is comprised of three elements:

1

Creag Dhubh to Dalmally 275kV Connection
Following previous rounds of consultation on this project, we are now looking to hear your views on our Preferred Alignment for the overhead line within the selected route (Route Option 3). This event will also be the first formal public consultation for the Creag Dhubh substation Pre-application Notice (PAN).

2

Creag Dhubh to Inveraray 275kV Overhead Line
This is a new project which would involve between 8-12 km of new 275kV overhead line constructed between the proposed new substation at Creag Dhubh, and a connection point on the Inveraray to Crossaig overhead line. We are inviting views as to our Preferred Route Option, within which the replacement overhead line will be located.

3

Argyll and Kintyre 275kV Substations
To complete the Argyll and Kintyre 275kV Strategy all the connected substations require upgrade to 275kV capability, as a result we are progressing with a new project which would involve construction and operation of four new 275kV electricity substations, south of Inveraray. We are inviting views regarding preferred Site Options identified for each of these substations.

Consultation starts on Monday 12th July 2021 and closes on Friday 13th August 2021. We kindly request that feedback forms are submitted by 13th August.

If you have any questions about the project or are unable to join the virtual consultations and you would like a paper copy of the consultation brochure please contact the Community Liaison Manager by email, phone or post:

The team will be available for live instant message chat sessions on:

Wednesday 14th July 2021
10am-1pm & 5-7pm

Thursday 15th July 2021
10am-1pm & 5-7pm

Thursday 29th July 2021
10am-1pm & 5-7pm

How can I get involved?
The virtual consultation exhibitions are part of a 5 week long consultation and have been designed to be fully interactive, allowing for presentation of key project information and plans, as well as providing an opportunity to engage directly with the project team via the chat sessions. The virtual consultation portal, the consultation brochure, other supporting documents and feedback forms can be accessed on the project webpage: **www.ssen-transmission.co.uk/projects/argyll-and-kintyre-275kv-strategy/**

Helen Batey
Community Liaison Manager
Scottish and Southern Electricity Networks, Inveralmond House, 200 Dunkeld Road, Perth, PH1 3AQ

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