

Report on Consultation (Route Options)

Glendye Wind Farm Grid Connection

June 2024

REF: LT468/469



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Figure 1: Proposed Route

GLOSSARY

Term	Definition
Alignment	A centre line of an overhead line OHL, along with location of key angle structures.
Ancient Woodland Inventory (AWI)	The Ancient Woodland Inventory (AWI) is a provisional guide to the location of Ancient Woodland. It contains three main categories of woodland, all of which are likely to be of value for their biodiversity and cultural value by virtue of their antiquity: Ancient Woodland (1a and 2a); Long-established woodlands of plantation origin (LEPO) (1b and 2b); and other woodlands on 'Roy' woodland sites (3).
Biodiversity Net Gain (BNG)	Biodiversity Net Gain (BNG) is an approach to development that aims to leave the natural environment in a measurably better state than it was pre-development. It focuses on the change in the biodiversity value of a site, comparing the pre and post construction biodiversity values to ensure a positive impact overall.
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.
EA	When a Proposed Development is unlikely to give rise to significant environmental effects and is not considered an EIA development it would not be subject to an EIA and the preparation of an EIA Report. In this circumstance, an optional Environmental Appraisal (EA) detailing the results of surveys, and any appropriate mitigation, can accompany a consent application.
Environmental Impact Assessment (EIA)	Environmental Impact Assessment. A formal process codified by EU directive 2011/92/EU, and subsequently amended by Directive 2014/52/EU. The national regulations are set out in The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017. The EIA process is set out in Regulation 4(1) of the regulations and includes the preparation of an EIA Report by the developer to systematically identify, predict, assess, and report on the likely significant environmental effects of a proposed project or development.
Habitat	Term most accurately meaning the place in which a species lives, but also used to describe plant communities or agglomerations of plant communities.
Kilovolt (kV)	One thousand volts.
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).
Mitigation	Term used to indicate avoidance, remediation, or alleviation of adverse impacts.
Overhead line (OHL)	An electric line installed above ground, usually supported by steel lattice towers or wood / steel poles.
Plantation Woodland	Woodland of any age that obviously originated from planting.
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.
Route (proposed)	A route taken forward following stakeholder consultation to the alignment selection stage of the overhead line routeing process.

Term	Definition
Routeing	The work undertaken which leads to the selection of a proposed alignment, capable of being taken forward into the consenting process under Section 37 of the Electricity Act 1989.
Route Options Area	The area containing the route options.
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.
Span	The section of overhead line between two structures.
Special Area of Conservation (SAC)	An area designated under the EC Habitats Directive to ensure that rare, endangered, or vulnerable habitats or species of community interest are either maintained at or restored to a favourable conservation status.
Special Landscape Area (SLA)	Landscapes designated by Aberdeenshire 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 (Directive 2009/147/EC) to protect important bird habitats.
Stakeholders	Organisations and individuals who can affect or are affected by SSEN Transmission works.
The National Grid	The electricity transmission network in the Great Britain.
Underground Cable (UGC)	An electric cable installed below ground, protected by insulating layers and marked closer to the surface to prevent accidental damage through later earthworks.
Volts	The international unit of electric potential and electromotive force.
Wayleave	A voluntary agreement entered between a landowner upon whose land an overhead line is to be constructed and SSEN Transmission.

PREFACE

This Report on Consultation has been prepared by ASH design+assessment Ltd. (ASH), on behalf of Scottish and Southern Electricity Networks (SSEN Transmission). SSEN Transmission, operating under licence held by Scottish Hydro Electric Transmission plc, who owns, operates, and develops the high voltage electricity transmission system in the north of Scotland and remote islands.

This report provides a summary of the responses received from key stakeholders (including statutory and non-statutory consultees, local communities, landowners, and individual residents) during consultation between February 2024 and April 2024 in response to the route options identified for the proposed Glendye Wind Farm Grid Connection, as set out in the Consultation Document¹.

In-person consultation events were undertaken to seek the views of the local community. Consultation events were held at the following dates and times:

- Tuesday 20 February - Strachan - Strachan Village Hall 10am-12pm
- Tuesday 20 February - Fettercairn - West Mearns Parish Church Hall 2pm-7pm
- Wednesday 21 February - Drumlithie - Public Hall 2pm-7pm
- Thursday 28 March – Feughside - Strachan Village Hall 7:30pm-8:30pm

The Consultation Document and consultation materials were made available online at the project website from 14 of February 2024: <https://www.ssen-transmission.co.uk/projects/project-map/glendye-windfarm-connection/>

This Report on Consultation describes how the feedback from consultation has informed the identification of a proposed route to be taken forward to the alignment selection stage of the project.

¹ SSEN Transmission (February 2024). Glendye Wind Farm Grid Connection - Consultation Document (Route Options)

EXECUTIVE SUMMARY

Scottish and Southern Electricity Networks Transmission (SSEN Transmission) operating under licence held by Scottish Hydro Electric Transmission plc, is proposing to construct a new 132 kV Overhead Line (OHL) from the on-site substation at the consented Glendye Wind Farm, approximately 5 km northwest of Fettercairn, to the existing Fetteresso substation. SSEN Transmission has obligations to offer non-discriminatory terms for connection to the transmission system. In line with these duties and obligations, SSEN Transmission has entered into an agreement with the wind farm developer to provide a connection from the wind farm to the National Grid.

The proposal is a single circuit 132 kV steel trident pole arrangement, supporting the OHL running over a distance of approximately 20 kilometres in length. Sections of 132 kV underground cable (UGC) will be required at either end of the OHL to facilitate connection with the substations. A number of new permanent and temporary access tracks will also be required.

This Report on Consultation documents the consultation process which has been undertaken for the project during the route options stage between February 2024 and April 2024. The programme of consultation was designed to engage with stakeholders including statutory and non-statutory consultees, local communities, landowners, and individual residents in order to invite feedback on the route options under consideration.

The approach to route selection is being informed by SSEN Transmission's guidance 'Procedures for Routeing Overhead Lines and Underground Cables of 132 kV and above' which provides a framework to ensure environmental, technical and economic considerations are identified and appraised at each stage of the routeing process.

Five route options were identified to form a potential connection between the proposed Glendye Wind Farm on-site substation and the transmission network at Fetteresso substation. The five route options are split into three 'western route options' (1a, 1b and 1c) and two 'eastern route options' (2a and 2b). The appraisal of route options identified physical, technical and environmental constraints in all of the route options which were assessed. The principal findings of the appraisal in terms of the key differences between the route options were summarised in the Consultation Document (February 2024)¹.

This report summarises the responses received and where relevant provides detail on the actions proposed in response to the issues raised. Having considered the consultation responses received, SSEN Transmission confirm that Route Option 1b and Route Option 2a (as described within the Consultation Document¹ above), are to be taken forward as the proposed route to the alignment selection stage of this project. These routes are considered to provide an optimum balance of environmental, technical, and economic factors. The proposed route is shown on **Figure 1** of this report.

1. INTRODUCTION

1.1 Purpose of Document

1.1.1 This document has been prepared by ASH design+assessment Ltd. (ASH) on behalf of Scottish and Southern Electricity Networks Transmission (SSEN Transmission). SSEN Transmission, operating under licence held by Scottish Hydro Electric Transmission plc, owns, operates and develops the high voltage electricity transmission system in the north of Scotland and remote islands.

1.1.2 This Report on Consultation documents the consultation process for the proposed Glendye Wind Farm Grid Connection between February 2024 and April 2024, during the route option stage of the project. The programme of consultation was designed to engage with key stakeholders including statutory and non-statutory consultees, local communities, landowners and individual residents in order to invite feedback on the route options identified within the Glendye Wind Farm Consultation Document (February 2024)¹, prior to identifying a proposed route to be taken forward to the alignment selection stage of the project.

1.1.3 The report summarises the responses received and details the actions taken in response to the issues raised.

1.2 Objectives

1.2.1 The objectives of this report are:

- To document the consultation process between February 2024 and April 2024;
- To summarise feedback received from stakeholders;
- To document actions undertaken in response to feedback where relevant; and
- To clearly set out how the proposed route has been informed by the consultation process.

1.3 Document Structure

1.3.1 This report is comprised of eight sections as follows:

1. Introduction - setting out the purpose of the Report on Consultation;
2. Project Overview – outlines the background to the project and provides a description of the key elements;
3. Route Selection – summarises the route selection process;
4. The Consultation Process – describes the framework for consultation and methods which have been employed;
5. Consultation Responses from Statutory and Non-Statutory Consultees - summarises the responses from these bodies;
6. Community Consultation Responses – summarises responses received from the local community;
7. Identification of the Proposed Route – describes how the comments and issues raised during consultation have helped inform the identification of a proposed route; and
8. Conclusions and Next Steps – provides a summary of the conclusions reached and actions going forward.

2. PROJECT OVERVIEW

2.1 The Need for the Project

- 2.1.1 The Glendye Wind Farm was granted consent by Scottish Ministers in October 2023. The wind farm is due to be constructed on the Glen Dye and Fasque Estates, situated approximately 5 km northwest of the village of Fettercairn and 12 km west from the village of Strachan. The wind farm is anticipated to generate in excess of 104 megawatts (MW) and to comprise of 26 turbines which require connection to the electricity transmission network by late 2028.
- 2.1.2 SSEN Transmission has a statutory duty under Schedule 9 of the Electricity Act 1989 to develop and maintain an efficient, co-ordinated and economical transmission system in its licenced areas. SSEN Transmission has obligations to offer non-discriminatory terms for connection to the transmission system.
- 2.1.3 SSEN Transmission are therefore required to provide a connection for the proposed wind farm. The proposed connection is in accordance with an agreement between SSEN Transmission, National Grid Electricity System Operator (as operator of the National Grid), and the wind farm developer.
- 2.1.4 The new connection would be routed between the consented Glendye Wind Farm on-site substation and the existing Fetteresso substation as shown in **Figure 1**.

2.2 National Planning Policy

- 2.2.1 Scotland's fourth National Planning Framework (NPF4) was published by the Scottish Government on 13th February 2023. NPF4 is a long-term strategy for Scotland (to 2045) that guides spatial development, sets out national planning policies, designates national developments and highlights regional spatial priorities. Alongside adopted local development plans, NPF4 now forms part of the statutory development plan for decision making in Scotland. In NPF4, transmission infrastructure is supported in both National Development ND3 'Strategic Renewable Electricity Generation and Transmission Infrastructure' and in Policy 11 Energy, however proposals are required to be assessed against all relevant development plan policies.
- 2.2.2 The Proposed Development would form a vital element to deliver network and grid infrastructure required to deliver the UK and Scottish Government's legally binding targets for net zero emissions and renewable energy electricity generation objectives.

2.3 Preferred Technology Solution

- 2.3.1 Use of steel trident poles is the preferred engineering solution for the OHL elements of the Proposed Development.
- 2.3.2 Two short sections of 132 kV underground cable (UGC) would be required as the Proposed Development leaves Glendye Wind Farm on-site-substation, as well as on the final approach to Fetteresso substation, given the presence of wind turbines and electrical infrastructure at these points. A terminal structure (either a wooden trident pole or a steel tower) would be required to facilitate the transition between OHL and UGC.
- 2.3.3 The steel trident poles would have a nominal height of approximately 13 m (including insulators and support). The proposed trident pole would support three conductors (wires) in a horizontal flat formation. The spacing between poles would vary depending on topography and altitude. The specific distances would be determined after a detailed line survey but would be approximately 100 m apart. Photographs showing typical steel trident poles are shown in **Plate 2.1**

Plate 2.1: Example Steel Trident H Poles



2.4 General Construction Activities

2.4.1 To facilitate the connection, the main construction elements associated with the development are anticipated to include:

- establishment of one or more construction compounds;
- establishment of suitable laydown areas for materials;
- construction of stone tracks (both temporary and permanent) and other temporary access solutions as necessary;
- delivery of structures and materials to site;
- excavation and construction works associated with foundations, as necessary;
- assembly and erection of trident poles;
- stringing of conductors using hauling ropes and winches; and
- inspections and commissioning.

2.5 Other Considerations

Forestry Removal

2.5.1 Construction of the project will require the removal of sections of forestry, although detailed design would seek to minimise the impact of any removal as far as practicable. This would be undertaken in consultation with affected landowners, and the project will comply with the Scottish Government's Control of Woodland Removal Policy.²

2.5.2 An Operational Corridor (OC) of approximately 72 m would be required through commercial forestry plantations to enable the safe operation and maintenance of the UGC and OHL. In areas of woodland, the width of the OC could vary depending on the type of woodland (based on species present) in proximity to the UGC and OHL.

Access Strategy

2.5.3 Vehicle access is required to each pole location during construction to allow excavation and creation of foundations and pole installation. Existing tracks would be used where possible. Preference will be given to lower impact access solutions including the use of low pressure tracked personnel vehicles and temporary track solutions in boggy / soft ground areas to reduce any damage to, and compaction of, the ground. These journeys would be kept to a minimum to minimise disruption

² Forestry Commission Scotland (2009) Control of Woodland Removal Policy

to habitats along the route. However, both temporary and permanent stone tracks may be necessary in some areas depending on existing access conditions, terrain and altitude.

Programme

- 2.5.4 It is anticipated that construction of the project would take place over an approximately 18-month period following the granting of consents, although detailed programming of the works would be the responsibility of the Contractor in agreement with SSEN Transmission.

Biodiversity Net Gain

- 2.5.5 Biodiversity Net Gain (BNG) is an approach to development that aims to leave the natural environment in a measurably better state than it was pre-development. SSEN Transmission has developed a BNG toolkit based upon the Natural England metric³, which aims to quantify biodiversity based upon the value of habitats for nature. It is an efficient and effective method for demonstrating whether development projects have been able to maintain or increase the biodiversity value of a development site after construction works.
- 2.5.6 The BNG toolkit would be applied to the project to quantify the overall potential biodiversity impacts; this includes a biodiversity baseline assessment, analysis of habitat losses due to temporary works and permanent infrastructure, and analysis of biodiversity gains following reinstatement of habitats in areas of temporary construction work.

SSEN Transmission's Biodiversity Ambition

- 2.5.7 SSEN Transmission is committed to protecting and enhancing the environment by minimising the potential impacts from their construction and operational activities. As part of this approach, SSEN Transmission has made commitments within its Sustainability Strategy (2018)⁴, Sustainability Plan (2019)⁵ and RIIO-T2 Business Plan⁶, for new infrastructure projects to:
- Ensure natural environment considerations are included in decision making at each stage of a project's development;
 - Utilise the mitigation hierarchy to avoid impacts by consideration of biodiversity in project design;
 - Positively contribute to the UN and Scottish Government Biodiversity strategies by achieving an overall 'No Net Loss' on new infrastructure projects gaining consent in 2020 onwards and achieving Net Gain on all new projects gaining consent in 2023 onwards; and
 - Work with their supply chain to gain the maximum benefit during asset replacement and upgrades.
- 2.5.8 The design and evolution of this grid connection project will be carried out in line with these commitments.

³ Natural England Biodiversity Metric 3.1 <https://publications.naturalengland.org.uk/file/5450039124819968>

⁴ Delivering a smart, sustainable energy future: The Scottish Hydro Electric Transmission Sustainability Strategy (2018) available at: <https://www.ssen-transmission.co.uk/media/2701/sustainability-strategy.pdf>

⁵ Our Sustainability Plan: Turning Ambition into Action. (2019) SHE Transmission. available at: <https://www.ssen-transmission.co.uk/media/3215/our-sustainability-plan-consultation-report.pdf>

⁶ A Network for Net Zero - SSEN Transmission ([ssen-transmission.co.uk](https://www.ssen-transmission.co.uk))

3. ROUTE SELECTION

3.1 Overview

3.1.1 The Consultation Document⁷ sets out the approach to route selection which is informed by SSEN Transmission's guidance 'Procedures for Routeing Overhead Lines and Underground Cables of 132 kV and above'. This guidance provides a framework to ensure environmental, technical and economic considerations are identified and appraised at each stage of the routeing process.

3.1.2 The guidance splits the routeing stage of a project into four principal stages, as follows:

- Stage 0: Routeing strategy development;
- Stage 1: Corridor Selection;
- Stage 2: Route Selection; and
- Stage 3: Alignment Selection;

3.1.3 Each stage is an iterative process and involves an increasing level of detail and resolution, bringing environmental, technical and cost considerations together in a way which seeks to achieve the best balance at each stage. The stages carried out can vary depending on the type, nature and size of a project and consultation is carried out at each stage of the process as appropriate.

3.1.4 The Proposed Development is currently at Stage 2: Route Selection, the objective of which is to identify a proposed route prior to commencing the alignment selection stage. As set out within the Consultation Document (February 2024), five route options were identified within a 'Route Options Area', comprising three 'western route options' (Route Options 1a, 1b and 1c) and two 'eastern route options' (Route Options 2a and 2b). Appraisal of each route option was undertaken against a number of environmental, engineering and cost criteria set out within the SSEN Transmission guidance, as follows:

Environmental Criteria

- Natural Heritage - designations, protected species, habitats, ornithology, hydrology, geology and hydrogeology;
- Cultural Heritage - designations and cultural heritage assets;
- People – proximity to dwellings;
- Landscape and visual – designations, landscape character and visual;
- Land Use - agriculture, forestry and recreation; and
- Planning – policy and proposals.

Engineering Criteria

- Infrastructure Crossings - major crossings (overhead lines, rail, river, navigable canal, gas or hydro pipeline) and road crossings;
- Environmental Design - elevation, contaminated land, pollution and flooding;
- Ground Conditions – terrain and peat;
- Construction and Maintenance - access, angle support; and
- Proximity – clearance distance, windfarms, communication masts, urban areas, metallic pipes.

Economic Criteria

- Capital – construction costs; and
- Operational – inspections and maintenance costs.

3.1.5 A Red, Amber, Green (RAG) matrix was used for the appraisal, with the ratings compared, across the criteria, to examine which has the greatest and least potential for the development to be constrained.

⁷ SSEN Transmission (February 2024) Glendye Wind Farm Grid Connection – Consultation Document (Route Options)

4. THE CONSULTATION PROCESS

4.1 Overview

4.1.1 In accordance with SSEN Transmission’s guidance⁸, a process of consultation at route option stage has been undertaken.

4.2 Methods for Consultation

Consultation Document

4.2.1 The Glendye Wind Farm Grid Connection Consultation Document (February 2024)¹ was produced detailing the appraisal of route options, taking account of environmental, economic and technical factors. The Consultation Document, and a summary Consultation Booklet, were made available on the 14th February 2024 via the project website: <https://www.ssen-transmission.co.uk/projects/project-map/glendye-windfarm-connection/>

4.2.2 **Table 4.1** details the stakeholders in receipt of the Consultation Document or Consultation Booklet, or otherwise informed of the website or public consultation events details:

Table 4.1: List of Stakeholders

Stakeholders	
Statutory Consultees	
The Scottish Government’s Energy Consents Unit (ECU)	NatureScot
Scottish Environment Protection Agency (SEPA)	Aberdeenshire Council
Historic Environment Scotland (HES)	
Non-Statutory Consultees	
Dee Side Salmon Fisheries Board	The Royal Society for the protection of Birds (RSPB)
West of Scotland Archaeology Service	National Gas
British Telecom (BT)	Network Rail
National Air Traffic Service (NATS) Safeguarding	Ministry of Defence (MOD)
Aberdeen Airport	Feughside, Mearns & Stonehaven Community Councils
Joint Radio Company (JRC)	Forestry Land Scotland (FLS)
Scottish Water	Transport Scotland

4.2.3 Feedback on the Consultation Document was initially requested by 20th March 2024. The consultation period was extended to 18th April 2024 to provide additional time for consultees to respond.

4.2.4 In the Consultation Document, stakeholders were asked a series of questions on specific aspects of the project as follows:

1. Has the requirement for the project been clearly explained?
2. Are there any additional factors, or environmental features, that you consider important and should be brought to the attention of the project team?
3. Do you have any comments about any of the route options?
4. Following a review of the provided information, how would you describe your understanding of the Glendye Wind Farm Connection Project?
5. Do you have any community benefit opportunities you would like us to consider, or are there any local initiatives you would like us to support?

⁸ SSEN Transmission (September 2020), Procedures for Routeing Overhead Lines and Underground Cables of 132 kV and above

4.2.5 A feedback form was also provided on the project webpage allowing users to submit comments.

Public Consultation Events

4.2.6 In-person consultation events took place for this project at the following locations and times:

- Tuesday 20 February 2024 - Strachan - Strachan Village Hall, 10am-12pm
- Tuesday 20 February 2024 - Fettercairn - West Mearns Parish Church Hall, 2pm-7pm
- Wednesday 21 February 2024 - Drumlithie - Public Hall, 2pm-7pm
- Thursday 28 March – Feughside - Strachan Village Hall 7:30pm-8:30pm

4.2.7 Consultation events were advertised in the local press, SSEN Transmission’s social media channels and the dedicated project website. A mail drop informing of the event was also carried out to 1,704 households within the local area ahead of the consultation events.

5. CONSULTATION RESPONSES FROM STATUTORY AND NON-STATUTORY CONSULTEES

5.1 Introduction

- 5.1.1 **Table 5.1** sets out a summary of the feedback received by statutory and non-statutory consultees following the consultation period (February to April 2024). A response to the feedback is also provided by SSEN Transmission, together with confirmation of the action to be taken, where relevant.

Table 5.1: Statutory and Non-Statutory Consultee Feedback

Stakeholder	Summary of Feedback	Response by SSEN Transmission
Statutory		
Aberdeenshire Council	Aberdeenshire Council have stated that if SSEN wish to receive detailed comments/feedback from Aberdeenshire Council, SSEN will need to submit the proposals to the Energy Transmission Infrastructure Pre-Application service.	SSEN Transmission will seek pre-application advice from the Council via the pre-application service.
NatureScot	NatureScot welcomed the opportunity to provide feedback at this pre-application stage of the project. NatureScot noted that their engagement on the project will focus on the potential for adverse effects on sites with statutory protection for their natural heritage value and natural heritage issues that, if significantly adversely affected, could raise issues of national interest and would likely result in a NatureScot objection.	The focus of NatureScot's response is noted. Sites designated for their nature conservation have been considered during the appraisal of route options, and will continue to be considered as the project progresses.
	NatureScot noted that the western route options are within the River Dee Special Area of Conservation (SAC), designated for Atlantic Salmon, freshwater pearl mussel and otter. NatureScot state that construction, operation and maintenance activities have potential to impact on the SAC species and supporting habitats. Designing the project to avoid such effects and identifying mitigation that is necessary to avoid or minimise risks is therefore required. A site specific plan that details all measures required to afford the SAC protection should be provided in support of the application, along with biodiversity enhancement proposals, and BNG proposals which will need to be assessed in terms of their potential to impact the SAC negatively. Route Option 1a could directly impact the SAC, whilst Route Options 1b and 1c could result in indirect effects.	Sites designated for their nature conservation, including the River Dee SAC, have been identified and considered during the appraisal of route options, and will form a key consideration in the identification of a proposed route, and as the project progresses into the alignment selection and EIA stages. Any further requirements for site specific plans or BNG proposals of relevance to the SAC will be considered where necessary as the project progresses.
	In relation to peatlands and carbon rich soils, NatureScot refer to guidance ⁹ regarding information requirements that align with NPF4, whereby a key focus will be helping to ensure that the development is designed and constructed to follow the mitigation hierarchy set out in NPF4 and that in addition, biodiversity enhancement is delivered through peatland restoration. Reference should also be made to expertise shared through Peatland ACTION. NatureScot advise that all western route options include large areas of Class 1 peatlands, with Route Option 1b crossing the greatest extent.	This has been noted. Minimising impacts on peatlands and carbon rich soils will be a key consideration in the development of this project, supported by habitat and peat depth data as appropriate and following the mitigation hierarchy. Further survey work has been undertaken to determine peat depths and presence of peatland habitats. Opportunities for restoration and enhancement will be considered and delivered in line with SSEN Transmission's BNG commitments. A Stage 1 Peat Management Plan and Peat Landslide Hazard Risk Assessment will be provided in support of a future application for consent.
	NatureScot stated 'we advise that potential landscape and visual effects are unlikely to raise	This has been noted. Input from the project landscape architect will continue

⁹ Nature Scot: advising on peatland, carbon-rich soils and priority peatland habitats in development management : (online) available at: <https://www.nature.scot/doc/advising-peatland-carbon-rich-soils-and-priority-peatland-habitats-development-management> (last accessed 09/05/2024)

Stakeholder	Summary of Feedback	Response by SSEN Transmission
	<p>issues of national interest'. There is potential for all routes to have a localised significant impact on LCT 29 – Summits and plateaux Aberdeenshire, and potential for cumulative effects with the existing OHLs (e.g. in Route Options 1c, 2a and 2b). Furthermore, Route Option 2b could generate a localised to wider significant effect on LCT 24 Coastal Farmed ridges and hills – Aberdeenshire.</p>	<p>through the alignment selection stage of the project, and a landscape and visual impact assessment will be undertaken to support a future application.</p>
	<p>NatureScot refer to the Draft Planning Guidance on Biodiversity (November 2023), which is anticipated to be implemented. For national, major and EIA developments NPF4 Policy 3b requires applicants to demonstrate that biodiversity will be in a 'demonstrably better state' and that biodiversity enhancements are provided. In addition, NatureScot have also issued guidance for larger scale developments 'Developing with Nature' guidance, in discussion with the Scottish Government, to support local development applications. Although aimed at local developments, some aspects are aimed at taking into account biodiversity in development in the long term.</p>	<p>SSEN Transmission are committed to delivering a 10% biodiversity net gain on their projects (as mentioned in Sub-Section 2.7.5 of this report).</p>
	<p>NatureScot advise that Route Option 1c is at the limit of the maximum foraging range for wintering pink-foot and grey lag geese giving potential connectivity to Montrose Basin SPA. It is unlikely that the OHL project would affect the SPA birds, and it would be reasonable to conclude no likely significant effects on the SPA.</p>	<p>NatureScot's advice on this is noted.</p>
	<p>In terms of wider countryside ornithological interests, the project has the potential to be within 6 km of breeding raptors (Golden Eagle). RSPB and North East Raptor Study Group should be contacted for up to date records.</p>	<p>Bird surveys are being undertaken to identify potential ornithological constraints, to support a detailed desk study. Contact will be made with RSPB and the North East Raptor Study Group to obtain up to date records.</p>
	<p>NatureScot highlighted the potential for significant visual effects on all western routes crossing the B974, particularly views from Cairn O Mount Summit (in relation to Route Options 1b and 1c), cumulative effects from existing OHL at Strath Finella (Route Option 1c) and Glendye Wind Farm (1b and 1c). In the east there is potential for cumulative effects near the existing OHL at Fetteresso forest posed by Route Option 2b), whereas Route Option 2a is quite contained by forestry.</p>	<p>These comments are noted and have been considered in identifying a proposed route and will continue to be considered during the alignment selection and EIA stages of the project.</p>
Scottish Environmental Protection Agency (SEPA)	<p>SEPA welcome pre-application engagement and refer SSEN to their standing advice on such projects</p>	<p>SSEN Transmission are familiar with SEPA's standing advice and will refer to this as the project progresses.</p>
	<p>SEPA highlight that there are Private Water Supplies (PWS) within route options 2a and 2b. SEPA do not hold PWS data and recommend the Council are contacted prior to design freeze of the proposed development. Further, SEPA expect a full survey and assessment to be undertaken in relation to their</p>	<p>Data requests have been made with the Council to obtain relevant data on private water supplies. This will be supplemented by a survey of private water supplies to record and identify any PWS and their sources which may be at risk due to</p>

Stakeholder	Summary of Feedback	Response by SSEN Transmission
	<p>guidance, LUPS 31 – Guidance on Assessing the Impacts of Development Proposals on Ground Abstractions and Groundwater Dependant Terrestrial Ecosystems to be undertaken on the final route and all PWS sources to be identified along with the status of any springs/wells to be confirmed.</p>	<p>contamination of a watercourse/groundwater or a change in yield, and appropriate mitigation.</p>
	<p>SEPA note that Route Options 1a and 1c would appear to have the least potential impact on carbon rich soils but until further detailed probing is confirmed SEPA cannot comment further on preferred routes. SEPA state that peat probing surveys should be undertaken to inform infrastructure locations and methods of construction which will have least impact on carbon rich soils and compliance with NPF4.</p>	<p>Peat probing surveys have been carried out, and this data will be used to confirm a proposed route and alignment for the OHL. This data will be built upon as required to inform the siting of infrastructure prior to a consent application being made. Further liaison with SEPA will be undertaken as on</p>
	<p>SEPA have no detailed comment to make at this stage on the impact of water courses but highlight they would expect suitable watercourse buffers to be respected at the detailed design stage of the proposed development. SEPA highlight that there are a large number of water courses in Route Option 2b.</p>	<p>The requirement for watercourse crossings will be reviewed as the project progresses. Any new watercourse crossings would be designed in accordance with best practice and would be regulated in accordance with CAR.</p>
	<p>SEPA would request that the potential for riparian planting be investigated along the Water of Charr (all Route Options), the Spittal Burn (Route Option 1a and 1b), Burn of Duglenny (Route Option 1a), West Burn of Builg (Route Option 1a), the Birnie Burn (Route Option 1c), Bradies Kirn (Route Option 2a), the Duhlin Burn (Route Option 2b), Bervie Water (Route Options 2a and 2b) and the Carron Water (Route Option 2b) as they have identified these waterbodies as high or medium priority.</p>	<p>Opportunities for habitat enhancement or creation will be considered in line with SSEN’s BNG commitments.</p>
<p>Historic Environment Scotland (HES)</p>	<p>HES welcome that an initial cultural heritage assessment has been undertaken in the consultation document. HES note that the consultation document states there are no physical impacts anticipated from construction activities, as the assets mentioned are outwith the Route Options Area. In terms of potential impact on setting, HES state that it is too early to provide specific advice, but note HES are of the view that potential impacts on the settings of heritage assets should be referred to as direct impacts (as defined in Appendix 1 of the EIA Handbook). HES recommend that further assessment terminology follow this guidance.</p>	<p>This has been noted. The consideration of cultural heritage assets will continue as the project progresses.</p>
	<p>HES recommend that potential impacts on historic environment interests are assessed further as the EIA process progresses and that mitigation methods are explored at an early stage to minimise potential impacts.</p>	<p>Potential impacts on the setting of historic environment interests will continue to be reviewed and assessed as the project progresses through the alignment selection and EIA stages of the project.</p>
	<p>HES would welcome the production of ZTVs and visualisations to help demonstrate the potential impacts of views looking to and from cultural heritage assets. HES would be keen to have this</p>	<p>This has been noted. SSEN Transmission will provide further information to HES during the alignment selection stage to</p>

Stakeholder	Summary of Feedback	Response by SSEN Transmission
	information in the early stages of the project to provide additional advice.	seek further advice on potential impacts from cultural heritage assets.
	HES have a particular concern regarding the potential impact on the integrity of the setting of Cairn o'Mount Cairns (SM4968). HES is of the opinion that Route Options 1b and 1c should be carefully assessed to determine if either route option would cause significant impact on the setting the cairns, and for this to form part of the consideration in identifying a preferred route, and consideration of mitigation. HES recommend that visualisations are produced to demonstrate the potential setting impacts on this monument.	This concern by HES has been noted, and the potential setting impacts on the Cairn o'Mount Cairns Scheduled Monument have been identified within the Consultation Document. Further consideration and assessment will be undertaken as the project progresses through the alignment selection stage of the project. Visualisations can be provided to HES during the alignment selection and EIA stages of the project to demonstrate potential impact and seek further advice.
	In relation to Category A Listed Buildings, HES consider that Route Options 1a and 1b are less likely to have significant impacts in comparison with 1c, and that Route Options 2a and 2b are unlikely to have significant impacts on these assets.	Comments provided by HES in relation to Listed Buildings are noted and will be considered further during the alignment selection stage of the project.
Non-Statutory		
Scottish Water	Scottish Water have stated that all three western route options are within the River Dee Catchment which is part of the Invercarnie and Mannofield WRZ. All options are deemed low risk with regards to water resources (quantity) but water quality should be protected during the activity and SSEN should review Scottish Water's list of precautions and protection measures. Scottish Water have stated that their preferred option is Route Option 1c, as it covers the least catchment area, and is the farthest from the Water of Dye.	The potential impact on hydrological pathways and water quality will be considered as the project progresses, together with appropriate mitigation to minimise impacts.
Dee District Salmon Fishery Board (DDSF)	The DDSFB explain that Atlantic salmon is now described by the IUCN as an endangered species, and that the River Dee (an SAC) supports these critically endangered populations of Salmon, along with the Cowie and Carron Water's. It cannot be assumed there will be no impact from a development of this scale on any of these route choices, and further consultation is sought with SSEN following the Route Selection.	Comments on the presence of endangered species within the rivers in proximity to this project are acknowledged, and further consideration of these potential constraints, and appropriate mitigation, will continue as the project progresses. SSEN Transmission will consult DDSFB again at the next stage of the project to allow DDSFB to provide further advice and raise any concerns.
	DDSF suggest that after consideration of the information provided, they would suggest route options 1c and 2b would be their preferred choices.	This has been noted.
	DDSF welcome any opportunity to engage with the developer's community benefit team to discuss matters such as native woodland creation and instream habitat restoration within these impacted catchments, to off-set any potential negative impacts caused by this proposed development upon the existing habitats present.	This has been noted. SSEN Transmission will consider potential habitat enhancement measures within the vicinity of the works in line with the company's BNG commitments.
	DDSF state that their main concern of the project is sediment and other pollution entering the River Dee	Pollution prevention and silt control measures will be considered as the project

Stakeholder	Summary of Feedback	Response by SSEN Transmission
	Catchment (including the Dee SAC), Cowie Water and Carron Water during the construction phase. Sediment loading caused by construction can cause damage to invertebrates and fish. DDSFB state that other risks are posed from the proposed development including pollution from hydrocarbons, such as vehicle fuels and oils from plant operations or cement from the pylon bases and substation structure. Therefore, strict adherence to SEPA's Pollution Guidance (PPG's) should be in adherence.	progresses, together with appropriate mitigation and control measures.
	DDSFb note that the construction and removal of watercourse crossings, both temporary and permanent can impact aquatic habitats, and depending on the style could result in the loss of and implications to the habitat. DDSFB would request that any crossings span across the channel and not impact the bed and banks, of the watercourse.	The requirement for watercourse crossings will be reviewed as the project progresses. Any new watercourse crossings would be designed in accordance to best practice and would be regulated in accordance with the Controlled Activity Regulations (CAR).
	DDSFb note that consideration must be given to potential changes to hydrological pathways associated with construction of access tracks, borrow puts and hard standings. Specifically, the clearing of vegetation which can increase risk of sediment pollution. The development of any site drainage will also add to this risk.	The potential impact on hydrological pathways will be considered as the project progresses, together with appropriate mitigation to minimise impacts.
	DDSFb would remind SSEN that all forestry activities should conform to the forest and water guidelines (FWG's) and all measures should be in place to minimise the impact associated with these activities	Noted. Potential impacts of forestry activities would be considered as the project progresses, and information provided in support of a consent application.
	DDSFb suggest that an ECoW should be appointed for the development, and DDSFB wish to liaise with the ECoW throughout the development, with the option to visit the site and the ECoW upon arrangement.	This will be relevant to the construction phase of the project.
	Further to this the DDSFB wish to be included in any environmental liaison group established as part of the development to facilitate regular communication of activities, raise concerns and offer support and guidance where appropriate.	SSEN Transmission will maintain engagement with DDSFB as the project progresses.
	DDSFb would request further information on the biosecurity measures proposed to ascertain what risks there are associated with the transmission on non-native species and the potential transmission of fish pathogens between the Dee and other catchments worked upon as part of the proposed development.	This will be considered as the project progresses and will form part of the measures of mitigation proposed to minimise the impact of the project.
	DDSFb wish to be consulted on any decommissioning plan in the future.	This has been noted.
RSPB Scotland	RSPB noted that there are several priority species, including Golden Eagle and Goshawk present along or close to all route options identified, and request that they (and North East Scotland Biological Records Centre (NESBReC), Forest and Land Scotland	This is noted. Bird surveys are on-going to inform route and alignment selection. A desk-based exercise will also be undertaken which will include contacting

Stakeholder	Summary of Feedback	Response by SSEN Transmission
	and the North East Raptor Study Group) be contacted for relevant bird records to inform the preferred route option. RSPB note that they previously objected to the now consented Glendye Wind Farm due to unacceptably high collision rates for Golden Eagle.	the RSPB and other organisations noted to obtain relevant records.
	RSPB state that two years of field surveys (vantage point, breeding bird and wintering bird) should be undertaken to provide up-to-date information on bird distribution and activity to assess the risk to birds and to inform any required mitigation. Survey effort should follow NatureScot guidance.	The proposed survey effort for ornithology surveys follows the Nature Scot guidance document 'Assessment and mitigation of impacts of power lines and guyed meteorological masts on birds'. As such, one year of field surveys is considered sufficient for this project. This level of survey effort has been accepted by NatureScot during consultation.
	RSPB outline that peat depth and habitat surveys should also be undertaken along the preferred route to inform the final alignment choices, and use of UGC should not be ruled out in areas of high potential for bird collision, or presence of sensitive habitats.	Peat depth and habitat surveys are being carried out and this data will help inform alignment decisions, together with consideration of other environmental and engineering factors.
	RSPB note that the cumulative and in-combination impacts of existing overhead lines and any operational or 'in planning' wind farms should be considered in any assessment.	The potential for cumulative effects with other projects will be considered as the project progresses.
	RPSB state that the proposal needs to offer significant biodiversity enhancements that can be secured within a reasonable timescale and with reasonable certainty as required by NPF4. Proposals should clearly set out what elements are proposed as mitigation, compensation and what is considered enhancement. The proposals should be in line with the Scottish Governments recent BNG guidance.	Noted. Biodiversity enhancements will be considered in accordance with SSEN's BNG commitments and in line with NPF4 requirements and the Scottish Governments recent BNG Guidance.
British Telecom (BT)	BT conclude that the proposed development would not cause interference to BT's current and presently planned radio network.	This has been noted.
NATS Safeguarding	NATS have no safeguarding objection to the proposal.	This has been noted.
Scottish Rights of Way and Access Society (ScotWays)	ScotWays noted that they do not currently have capacity to respond to all proposals, however since the proposed route options are likely to affect a number of recorded recreational routes they would have like to contribute to this consultation.	An extension to the consultation period was provided to ScotWays, but no response has been received.
Ministry of Defence (MOD)	MOD has no concerns in principle with regard to the proposed development.	This has been noted.
Aberdeen Airport	Aberdeen Airport state that the proposal is out with the consultation area for Aberdeen Airport and as such they have no comment to make and need not be consulted further.	This has been noted.
National Gas Transmission Plc.	National Gas state that the proposed development is found to be within the High-Risk zone from National Gas Transmission plc's apparatus. Further	This has been noted and SSEN Transmission are aware of the gas pipelines within this area. Further review

Stakeholder	Summary of Feedback	Response by SSEN Transmission
	assessment from Asset Protection is required before proceeding. There is a requirement to issue plans and a description for National Gas to review.	will be undertaken as the project progresses, and engagement with National Gas will continue.
Network Rail	Network Rail provided an automated response, which states that the likely asset protection activities which will be undertaken would include tree felling, works near level crossings, lineside developments, demolition, use of cranes adjacent to the railway, utilities over or under the railway and bridges across the railway.	This has been noted. Network Rail will be consulted during the next stage of the project, but none of the route options cross railway infrastructure.
Joint Radio Company (JRC)	JRC have confirmed that the route is shown to pass through an area where a large number of fixed links are operated by SSEN for control and automation and, depending on the relative location and height of the proposed towers, there is potential to cause an obstruction and hence interference to the link. In order to assess the potential impact, we need to understand whether the OHL are new or a replacement and whether they will be using poles or towers, and the location, size and type of structure proposed.	SSEN Transmission will liaise further with JRC on the location and height of infrastructure during the alignment selection and EIA stages of the project but wish to clarify that steel trident poles are proposed for this project, not steel lattice towers.
	JRC would like to engage at an early point in the planning process.	This has been noted. JRC will be consulted in the next stage of the project for comment.

6. COMMUNITY CONSULTATION RESPONSES

6.1 Introduction

6.1.1 **Table 6.1** sets out the feedback received by the local community and general public following the consultation period (February to April 2024), including comments received during the consultation events. Responses by SSEN Transmission are also included, setting out the action to be taken where relevant.

Table 6.1: Public and Local Community Feedback by Topic

Feedback Comments	Response by SSEN Transmission
<p>There were a number of responses received in relation to insufficient consultation with local residents, poor stakeholder engagement and advertisement of events. A small number of responses stated that it was felt that the views of the local community were not being heard.</p>	<p>As discussed in Section 4 of this report, in-person consultation events took place for this project in February and March 2024 at Strachan, Fettercairn and Drumlithie. Consultation events were advertised in the local press, SSEN Transmission’s social media channels and the dedicated project website. A mail drop of a letter informing of the event was delivered to 1,704 households within the local area ahead of the consultation events.</p> <p>Even at this early stage of development, where consultation activities are voluntary, SSEN Transmission fully recognise the importance of gathering stakeholder input to help inform our development plans. SSEN Transmission would like to reassure the local community that all views are taken on board during the consultation process in informing route selection. In addition, there will be further opportunity to comment on our proposals during the alignment selection stage, anticipated to occur in September 2024. SSEN Transmission fully recognise there is always room for improvement and, in advance of the next round of public consultations, are committed to apply learning from the first round of consultations to increase awareness, accessibility and coverage of consultation events. SSEN Transmission will continue to welcome feedback on how further improvements can be made in consultations with stakeholders.</p>
<p>A number of queries were raised with regard to the need for the project, and its relationship with other proposed electrical infrastructure projects in the area.</p>	<p>The need for the project is described in Section 2.1 of this report. SSEN Transmission have a legal obligation to provide a connection to the electricity network for new electricity generators, in this case the consented Glendye Wind Farm.</p> <p>As set out in the Consultation Document¹ and Consultation Booklet for this project, a range of other electrical infrastructure projects are planned by SSEN Transmission within the northeast and east coast of Scotland, as part of a major upgrade of the electricity network across Great Britain. Whilst these projects are subject to separate consultation exercises, SSEN Transmission will continue to keep communities informed of all planned projects in this area.</p>

Feedback Comments	Response by SSEN Transmission
<p>Queries raised in relation to why the proposed connection cannot be undergrounded, particularly in areas close to properties. Cost was cited as being the main reason respondents believed the connection is not being undergrounded.</p>	<p>The most appropriate solution for the operation and maintenance of the network is considered to be OHL over UGC wherever possible. Short sections of UGC are proposed at either end of the connection in order to overcome technical constraints in connecting with the substations.</p> <p>Underground cabling is highly sensitive to ground conditions and terrain. There can be significant and lasting environmental impacts and future land use constraints associated with undergrounding; together with the technical challenges of operating, maintaining and in the event of a fault, restoring the connection. Cost is also an important consideration, with undergrounding significantly more expensive than overhead.</p> <p>Underground cabling can be considered in some cases, such as to overcome a particular constraint, and this will be considered as the project progresses.</p>
<p>Several respondents raised concerns about the potential environmental impact of the project, particularly in relation to landscape and visual effects, including from Cairn O'Mount viewpoint and Scheduled Monument, impacts on protected species and their habitats, disturbance and cumulative effects with other projects.</p>	<p>SSEN Transmission take their environmental responsibilities extremely seriously and ensure environmental factors are considered at every stage of a project, along with technical and economic aspects. The potential environmental constraints of each route option are outlined in the Consultation Document, and existing survey data is being supplemented to further inform routeing and alignment decisions.</p> <p>In addition, the consent application will be accompanied by detailed environmental assessments which are prepared by external specialists. These assessments will consider impacts on a wide range of environmental topics (many of which have been highlighted in the stakeholder responses to this consultation) and identify measures that may be required to mitigate any impacts.</p>
<p>Comments received in relation to western route options (i.e. Route Options 1a, 1b and 1c) were largely focussed on Route Option 1c. A number of concerns were noted in relation to this route option, including that it is located within a Special Landscape Area (SLA), and the potential visibility of the route option from the south side of the Cairn o' Mount. Other comments mentioned that the route crosses the farm at Glensaugh and could damage some of the long-term monitoring sites at the farm, and that the route also passes close to Drumtochty Castle Estate land.</p>	<p>SSEN Transmission acknowledge the comments received in relation to western route options, and Route Option 1c in particular. This feedback has been taken into consideration in selecting a proposed route (see Section 7 of this report).</p>

Feedback Comments	Response by SSEN Transmission
<p>There were several comments received in relation to eastern route options (i.e. Route Options 2a and 2b). The majority of these comments stated concern over Route Option 2b and the potential impact on farming operations and the visual impact (and proximity) of the route to properties, particularly given other existing and proposed OHLs in the area. As a result, there was a strong preference from community responses for Route Option 2a, which would be routed through forestry, providing better screening opportunities and not affecting as many people.</p>	<p>SSEN Transmission welcome and acknowledge the comments received from the local community in relation to eastern route options, and note the concerns stated in relation to Route Option 2b. This feedback has been taken into consideration in selecting a proposed route (see Section 7 of this report).</p>

7. IDENTIFICATION OF A PROPOSED ROUTE

7.1 Overview

- 7.1.1 SSEN Transmission has reviewed and considered the responses provided by stakeholders following the identification of route options, as set out within the Glendye Wind Farm Grid Connection Consultation Document¹. Responses to the general points raised by stakeholders through the consultation process are included in Sections 5 and 6 above.
- 7.1.2 For western route options, the Consultation Document (February 2024)¹ identified the River Dee SAC, presence of Class 1 and 2 peatland, landscape and visual effects and the Cairn o' Mount cairns Scheduled Monument as key environmental constraints. From an engineering perspective, access opportunities and steep terrain (particularly in the case of Route Option 1c) were noted as important considerations. Stakeholder comments also noted these constraints, and there were a number of concerns raised by the local community in relation to the landscape and visual impact of this route option. As such, Route Option 1c is not taken forward.
- 7.1.3 In determining whether Route Option 1a or 1b should form part of the proposed route, SSEN Transmission have concluded that given the proximity of Route Option 1a to the River Dee SAC, the presence of a regionally significant cultural heritage site within this route, the proposals for woodland creation and peatland restoration as part of the Glen Dye Moor Restoration Project, as well potential for landscape and visual effect, that Route Option 1b is to be taken forward as part of the proposed route. It is recognised however that this route does cross areas of Class 1 and 2 peatland some of which is subject to restoration proposals, and the potential setting effects on Cairn O'Mount Cairns Scheduled Monument and wider landscape and visual effects will require careful consideration in order to find a suitable alignment within this route option.
- 7.1.4 For eastern route options, the Consultation Document (February 2024)¹ noted the presence of forestry (particularly for Route Option 2a) and the more settled and agricultural landscape of Route Option 2b, as well as its proximity to properties, as key constraints. There were a number of responses received from the local community in relation to Route Option 2b, citing concerns in relation to proximity to houses and people, private water supplies, potential impact on agriculture and cumulative effect with other electrical infrastructure (existing and proposed). There was a strong preference for Route Option 2a over Route Option 2b from community responses, given the greater distance of Route Option 2a from properties and other existing and proposed electrical infrastructure projects, as well as the potential screening effect of forestry.
- 7.1.5 Having considered this feedback, SSEN Transmission has concluded that the proposed route option to be taken forward to the alignment selection stage should comprise Route Option 1b and Route Option 2a. The proposed route can be seen in **Figure 1**.

8. CONCLUSIONS AND NEXT STEPS

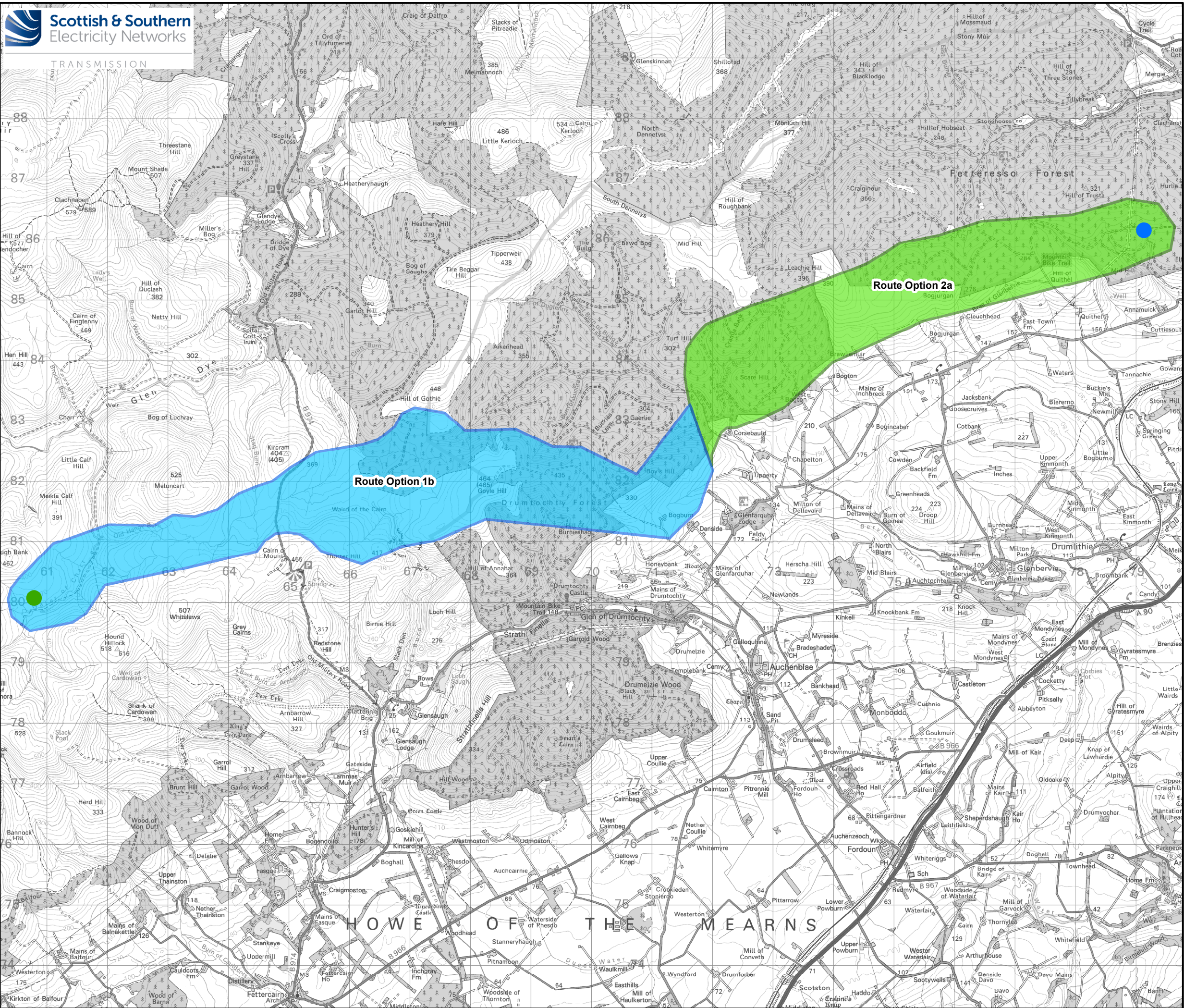
8.1 Conclusion

- 8.1.1 The consented Glendye Wind Farm requires connection to the electricity transmission network at Fetteresso substation. It is anticipated that this will be achieved via the construction and operation of a new 132 kV single circuit OHL routed between the consented Glendye Wind Farm on-site substation and Fetteresso substation.
- 8.1.2 This Report on Consultation documents the consultation process which has been undertaken for the project between February and April 2024. The programme of consultation was designed to engage with stakeholders including statutory and non-statutory consultees, local communities, landowners and individual residents in order to invite feedback in response to the route options identified for the proposed Glendye Wind Farm Grid Connection, as set out in the Consultation Document¹⁰.
- 8.1.3 This report has described the key responses received and how this feedback has informed the identification of a proposed route to be taken forward to the alignment selection stage of the project. The consultation process has confirmed that **Route Option 1b and Route Option 2a** should be taken forward as the proposed route within which to identify and appraise alignment options.

8.2 Next Steps

- 8.2.1 The project will now progress into Stage 3 (Alignment Selection), commencing with the identification of alignment options within the proposed route. These will be informed by this and further consultation exercises, and through detailed surveys, which may identify any additional and / or currently unknown engineering, environmental or land use constraints.
- 8.2.2 Formal consultation will be organised on completion of the alignment studies to enable comments to be sought on the preferred alignment identified. It is anticipated that this will occur in September 2024.

¹⁰ SSEN Transmission (February 2024), Glendye Wind Farm Grid Connection - Consultation Document (Route Options)

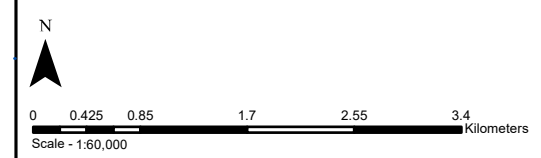


Legend

- Consented Glendye Wind Farm on-site Substation
- Fetteresso Substation

Proposed Route Options

- Route Option 1b
- Route Option 2a



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Project No: LT468/469
Project: Glendye Wind Farm Grid Connection

Title: Figure 1 - Proposed Route Options

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