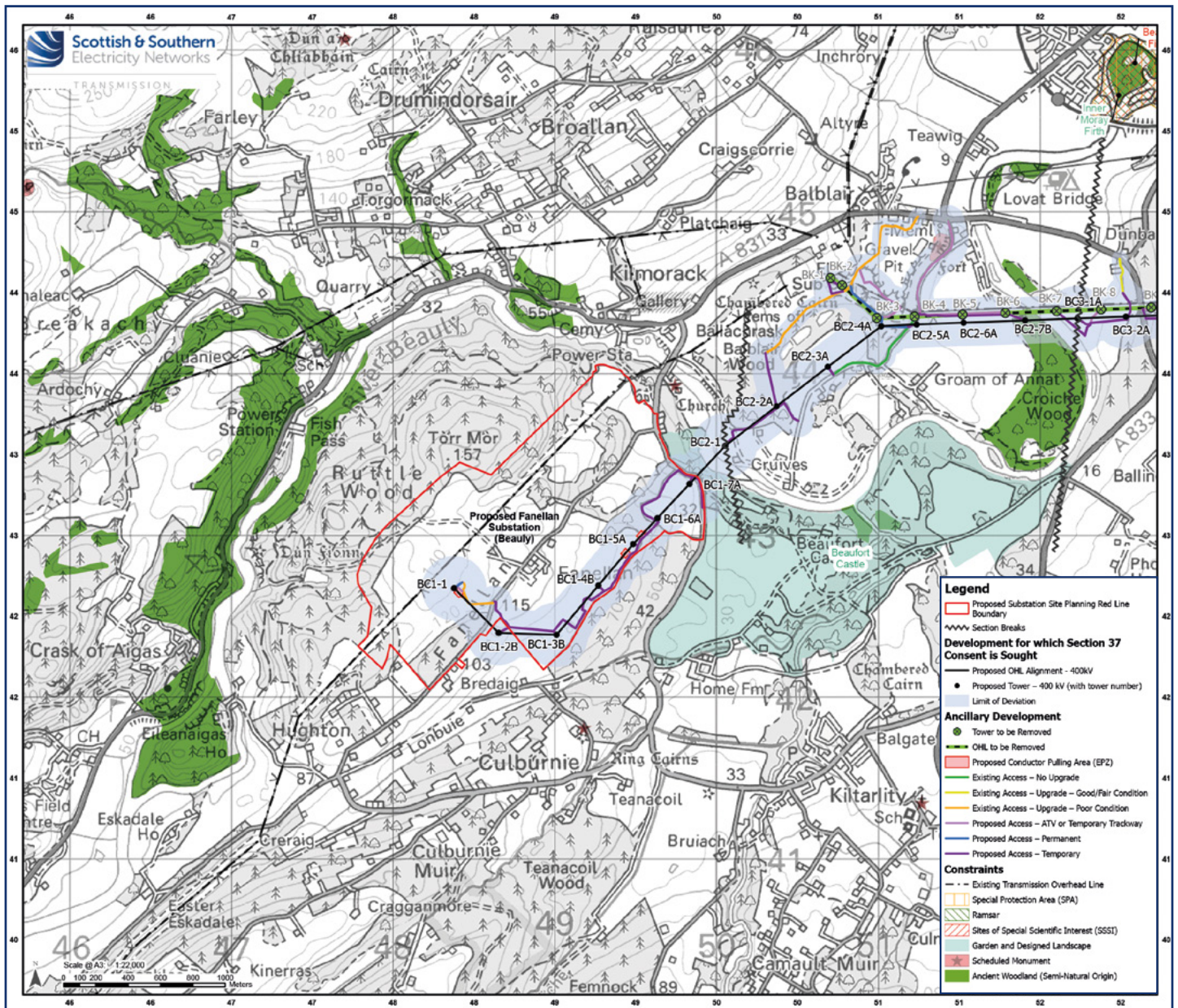




Section 1 – Fanellan substation to River Beauly at Cruives



Section 1 – Fanellan substation to River Beauly at Cruives



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 1 (Alignments 1A, 1B and 1C). Alignment 1C was presented as the Potential Alignment as it was least constrained from both an environmental and engineering perspective and was one of the lower cost options. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised about construction traffic disturbance in the Beauly area, potential for land damage during construction, and potential impacts to protected birds and other species in woodland areas.	As part of the ongoing development of this project we will undertake a detailed Environmental Impact Assessment (EIA), which will assess the potential effects to identified concerns such as landscape and visual, ecology, ornithology, cultural heritage assets and traffic.
Feedback from statutory consultees included concerns related to potential impacts on landscape and heritage assets in this section including the Designed Landscape at Beaufort Castle and Kiltarlity Old Parish Church.	In relation to the potential for land damage, we will endeavour to return any land and access tracks to the same or better condition as before and landowners will be compensated for any losses sustained on a case by case basis.
A request was received to keep the alignment close to field boundaries to minimise sterilisation of arable land.	Following further assessment, the Proposed Alignment has been refined slightly to keep closer to field boundaries.
A suggestion was made for consideration of an alternative alignment to follow the route of the existing Beauly to Denny 400kV OHL to Balblair substation, which could reduce the environmental impact and overall length of the route.	Consideration was given to the suggestion to follow the existing Beauly to Denny 400kV OHL. However, it is restricted to the south by a number of residential properties, which means there is not enough space for a second OHL to follow the same route without passing in close proximity to several residential properties. For this reason it has not been possible to identify an alternative alignment following the suggested route within Section 1.

Conclusion

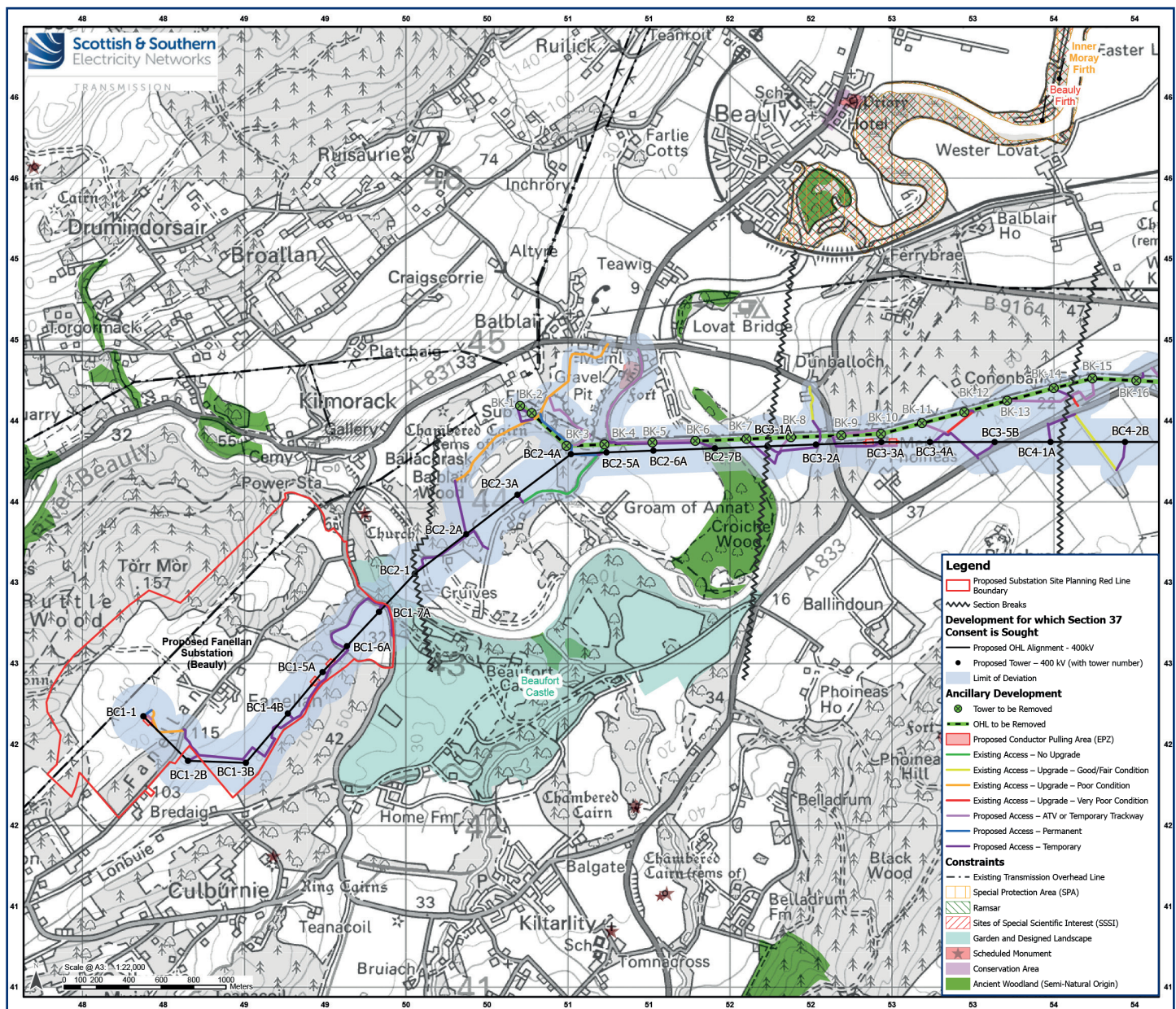
The Potential Alignment 1C has been refined slightly at the southern end to reduce the impact on land use. This change also sits at a lower elevation in the landscape, thus reducing landscape and visual effects.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 2 – River Beauly at Cruives to River Beauly at Croiche Wood



Section 2 – River Beaully at Cruives to River Beaully at Croiche Wood



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 2 (Alignments 2A, 2B and 2C). Alignment 2B was presented as the Potential Alignment as it was one of the least constrained options from an environmental perspective and had the least engineering constraints. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised about construction traffic disturbance in the Beaully area, potential for land damage during construction, and potential impacts to protected birds and other species in woodland areas.	As part of the ongoing development of this project we will undertake a detailed Environmental Impact Assessment (EIA), which will assess the potential effects to identified concerns such as landscape and visual, ecology, ornithology, cultural heritage assets and traffic.
Feedback from statutory consultees included concerns related to potential impacts to landscape and heritage assets in this section including the Designed Landscape at Beaufort Castle and Kiltarlity Old Parish Church.	In relation to the potential for land damage, we will endeavour to return any land and access tracks to the same or better condition as before and landowners will be compensated for any losses sustained on a case by case basis.
A suggestion was made for the alignment to follow the route of the two existing OHLs from Balblair substation towards Inverness, which could reduce the environmental impact and overall length of the route.	The Potential Alignment already runs parallel immediately to the south of the existing OHLs. The existing 132kV OHL will be removed following completion of the project, and we will align the new 400kV OHL as close to the existing OHLs as possible, while maintaining operational safety clearance distances. Following further review, we have been able to slightly refine the Potential Alignment to bring it even closer to the existing OHLs.

Conclusion

The Potential Alignment 2B has been refined slightly at its eastern end to be as close to the existing OHLs as possible.

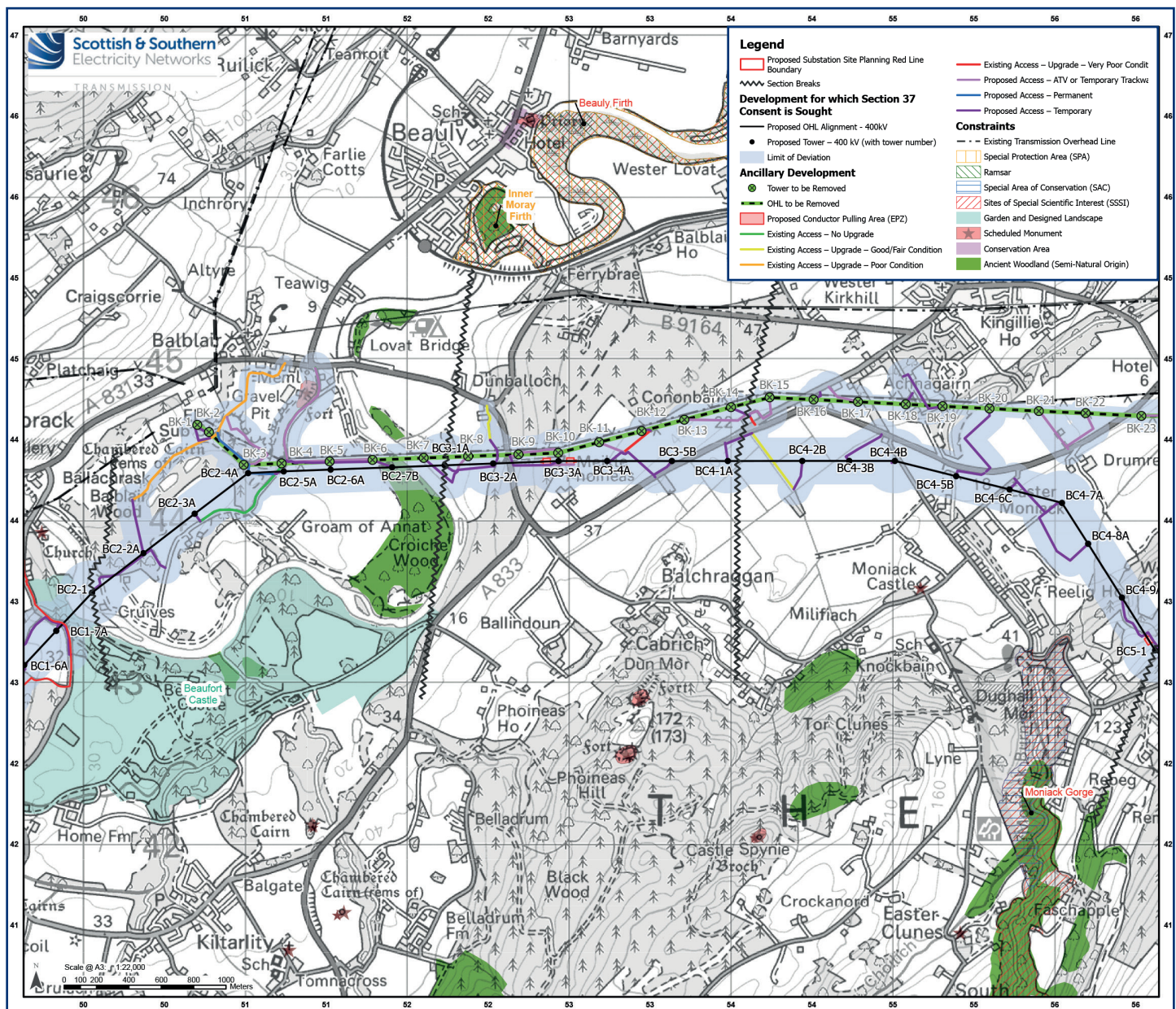
The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.

Within Section 2, we will also be removing the existing 132kV Beaully to Knocknagael OHL as part of this project. The section of OHL to be removed is also shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 3 – River Beauly at Croiche Wood to Cononbank



Section 3 – River Beauly at Croiche Wood to Cononbank



Alignment Options Considered

In May and June 2024 we presented two alignment options in Section 3 (Alignments 3A and 3B). Alignment 3A was presented as the Potential Alignment as it is the least constrained option from both an environmental and engineering perspective and is the lowest cost option. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised regarding the potential impacts to the recently restored Cononbank wetland area.	We have slightly refined the Potential Alignment to allow tower placement that avoids impacts to the most sensitive habitats within the Cononbank wetland area.
Concerns were raised about proximity to residential properties.	The proposed development has been routed to keep as much distance from residential properties as possible. In addition, the Environmental Impact Assessment (EIA) will include detailed assessments of potential impacts to residential properties and identify mitigation measures where required.

Conclusion

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

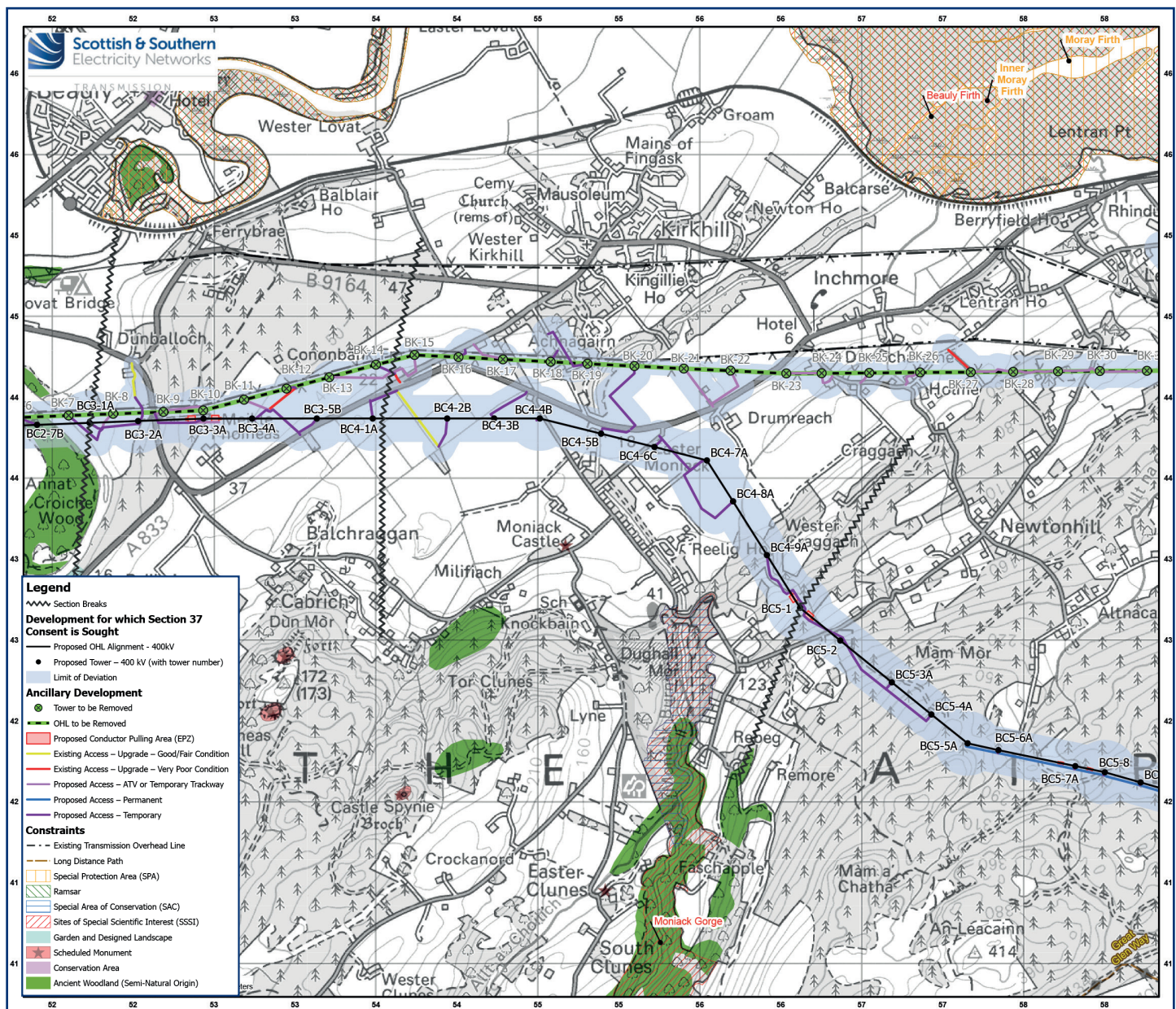
The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.

Within Section 3, we will also be removing the existing 132kV Beauly to Knocknagael OHL as part of this project. The section of OHL to be removed is also shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 4 – Cononbank to Reelig



Section 4 – Cononbank to Reelig



Alignment Options Considered

In May and June 2024 we presented two alignment options in Section 4 (Alignments 4A and 4B). Alignment 4A was presented as the Potential Alignment as it was least constrained from an environmental perspective and had the lowest estimated operational cost. Both options were considered to be equally acceptable from an engineering perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised in relation to visual impacts in particular along the A862 at Easter Moniack.	The alignment at Easter Moniack has been considered further and has been moved slightly south and more distant from the A862 to help reduce visual impacts to road users. The increased distance from the road will allow for the mature trees along the roadside to be retained, which will help screen views of the proposed development. At other key road and river crossing locations we are aiming to position the towers as sensitively as possible to reduce landscape and visual impacts.
Concerns were raised regarding the potential impacts to the recently restored Cononbank wetland area.	We have slightly refined the Potential Alignment to allow tower placement that avoids impacts to the most sensitive habitats within the Cononbank wetland area.
Requests were received for minor changes to the Potential Alignment to minimise impacts on existing land use such as agricultural and arable land.	We have slightly refined the Potential Alignment to minimise impacts on existing land use.

Conclusion

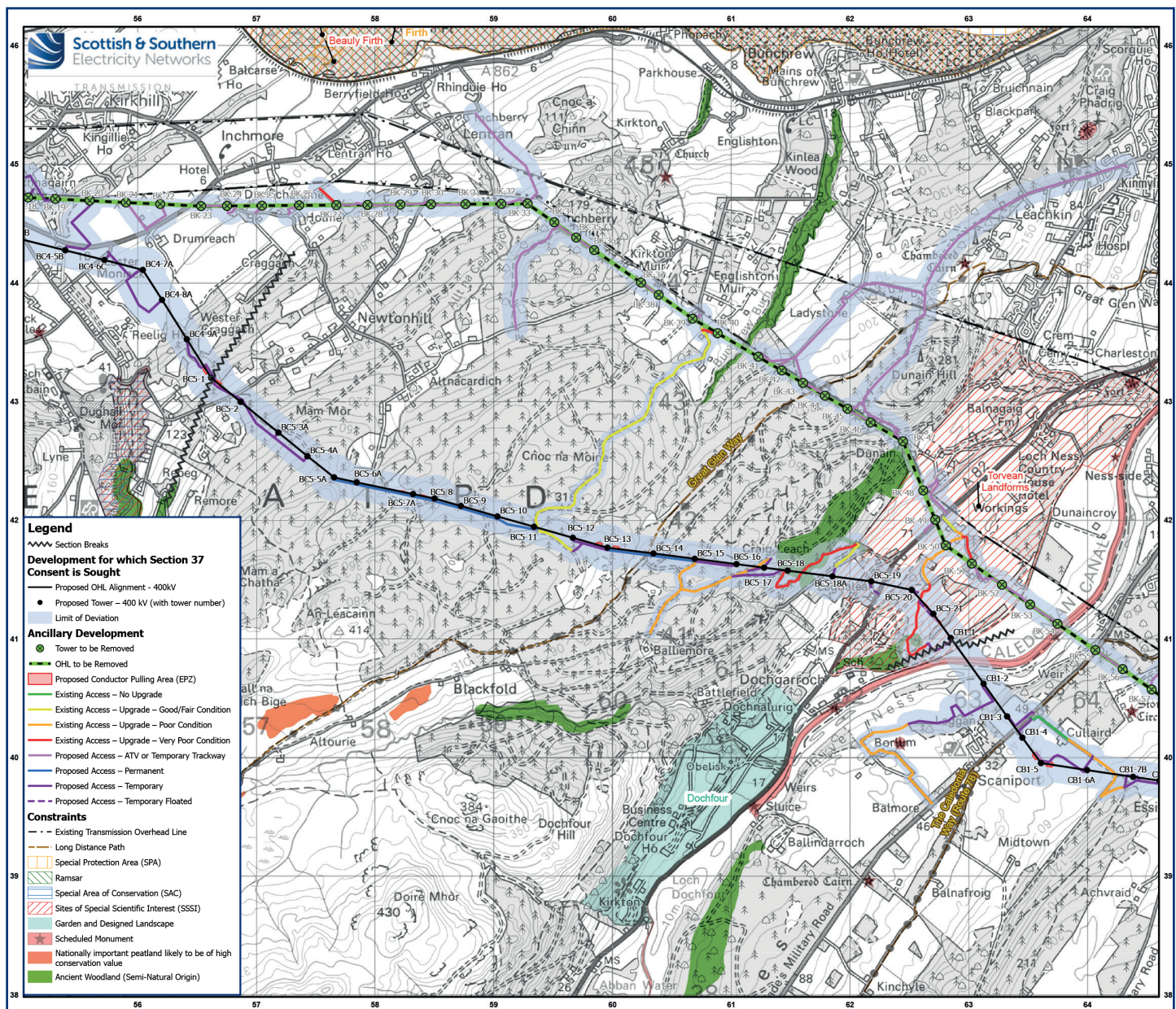
The Potential Alignment 4A has been refined slightly to reduce impacts on the Cononbank wetland, to increase separation from the A862 at Easter Moniack and to accommodate landowner requests to reduce impacts on existing land use.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 5 – Reelig to Caledonian Canal



Section 5 – Reelig to Caledonian Canal



Alignment Options Considered

In May and June 2024 we presented seven alignment options in Section 5 (Alignments 5A, 5B, 5C, 5D, 5E, 5F and 5G). Alignment 5E was presented as the Potential Alignment, primarily due to the reduced impacts on forestry, ancient woodland and ancient and veteran trees. Alignment 5E also allows for a straight crossing of the Caledonian Canal which is preferred from an engineering perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

Concerns were raised in relation to impacts on emergency services telecommunications links and proximity to residential properties.

Feedback from statutory consultees included concerns related to potential impacts to Torvean Landforms Site of Specific Scientific interest (SSSI), potential visual impacts associated with tree loss across the Aird, visual impacts at key roadside locations and visual impacts to users of the Caledonian Canal.

Response

The alignment was refined at Marn Mor to avoid impacts to emergency telecommunications links and increase the separation to residential properties.

The Potential Alignment has been refined at its eastern end to reduce impacts to Torvean Landforms SSSI. We are working closely with NatureScot to position towers in locations with the least impact on the landform features of the SSSI and to identify construction methods that will minimise disturbance.

Conclusion

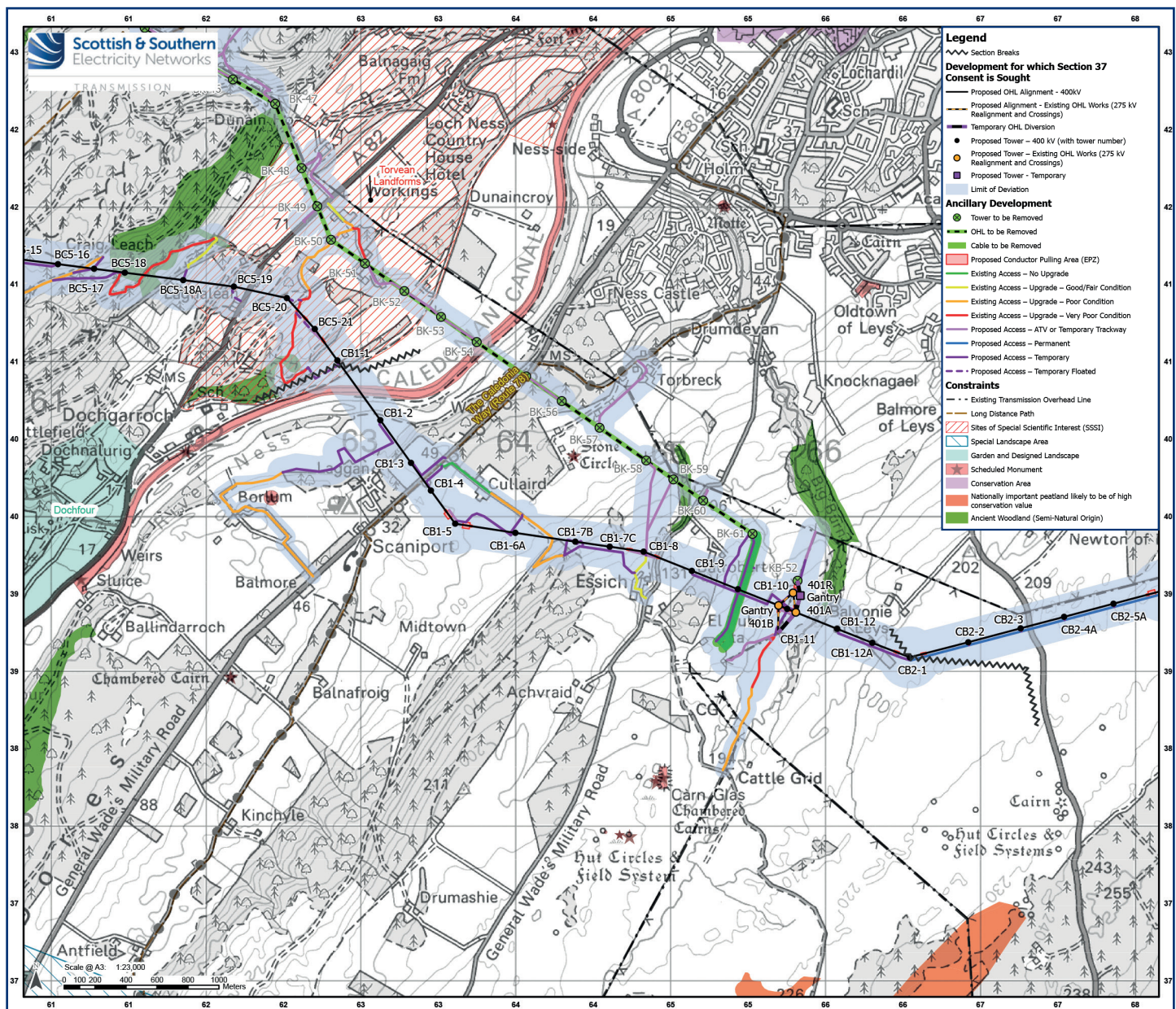
The Potential Alignment 5E has been refined at Marn Mor to avoid impacts to emergency telecommunications links and increase separation from residential properties. Potential Alignment 5E has also been refined at its eastern end to reduce impacts to Torvean Landforms SSSI.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 6 – Caledonian Canal to Black Wood of Leys



Section 6 – Caledonian Canal to Black Wood of Leys



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 6 (Alignments 6A, 6B and 6C). Alignment 6B was presented as the Potential Alignment as it was least constrained from both an environmental and engineering perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised in relation to visual impacts in particular at the Caledonian Canal crossing point and in the Scaniport area.	In Section 6 we have carefully reviewed feedback received regarding potential visual impacts to properties in the Scaniport area, including some requests to reconsider a more northerly alignment. Whilst the alternative alignment would have potential visual benefits to properties in this area, it would impact ancient woodland and veteran broadleaved trees which would be difficult to avoid.
Concerns were raised about potential impacts to Cullaird and Torbreck Woods which are popular recreation areas.	Feedback was also received from a number of respondents about the importance of Cullaird Woods for recreational activities, walking and mountain biking, with concerns raised that the alternative more northerly alignment would result in loss of this woodland. The Potential Alignment 6B also allows for a straight crossing of the River Ness and Caledonian Canal, whereas the alternative northerly alignment would require an angle crossing tower which is not preferred from an engineering perspective and would be more visually prominent. On balance therefore, Potential Alignment 6B is to be taken forward for the reasons outlined above.
Historic Scotland noted a number of heritage designations such as Aldourie Castle and Torbreck stone circle which would require further consideration as part of the cultural heritage assessment.	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the Environmental Impact Assessment (EIA) Report.

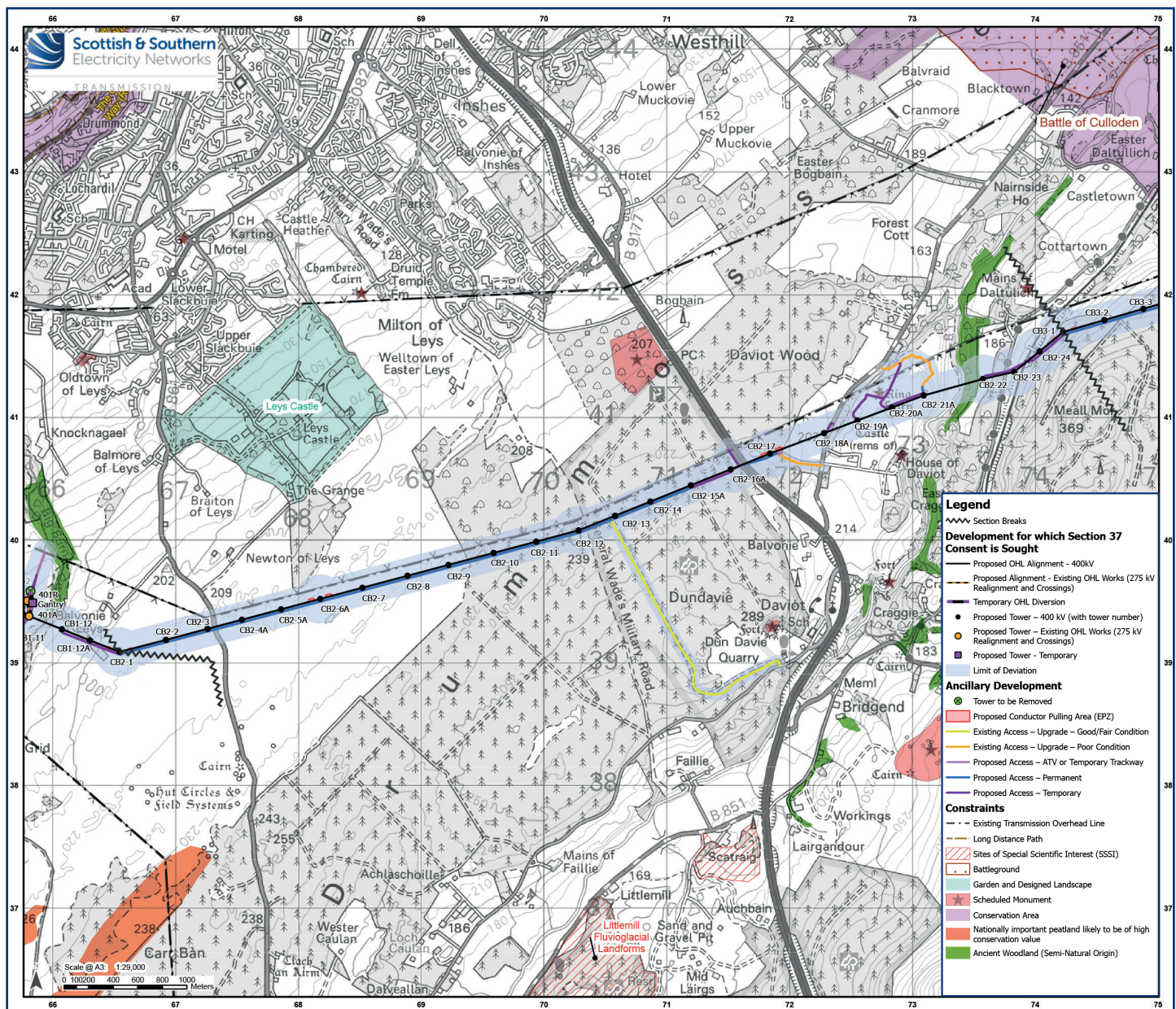
Conclusion

There have been no amendments to the Potential Alignment 6B and this will be taken forward to the next stage as our Proposed Alignment. The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf. Within Section 6, there is also a requirement to cross an existing 275kV OHL to the east of Essich. The proposed crossing location is illustrated on the map overleaf and further information on the crossing design is provided within our main consultation booklet.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 7 – Black Wood of Leys to Meall Mor



Section 7 – Black Wood of Leys to Meall Mor



Alignment Options Considered

In May and June 2024 we presented two alignment options in Section 7 (Alignments 7A and 7B). Alignment 7A was presented as the Potential Alignment as it was on balance considered to be the least constrained option. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised about the potential visual impacts of the towers positioned in the vicinity of the A9 crossing point.	We will carefully consider tower positioning at the A9 crossing point at the design stage to minimise visual impacts to road users.
Feedback was received in relation to potential impacts to the setting of scheduled monuments (including Daviot cottage, Mains of Daviot Farm, ring Cairn and stone circle and Daviot Castle), and potential impacts to Culloden Battlefield.	<p>One of the primary concerns for us in developing an appropriate overhead line (OHL) alignment in this section is the potential for impacts on the Culloden Battlefield. Therefore, the Proposed Alignment has been selected to minimise the impacts on the Culloden Battlefield site by running the new OHL in parallel to an existing OHL with the new towers sitting behind the existing ones.</p> <p>The alignment has been moved slightly further south in the vicinity of the ring cairn and stone circle at Mains of Daviot to avoid the need to fell a small copse of trees to the east of the scheduled monument, in order to maintain some screening and break up the views at this location.</p> <p>The option of undergrounding a short section of the existing 275kV OHL is being considered by the design team to reduce the cumulative impacts to the ring cairn and stone circle.</p>

Conclusion

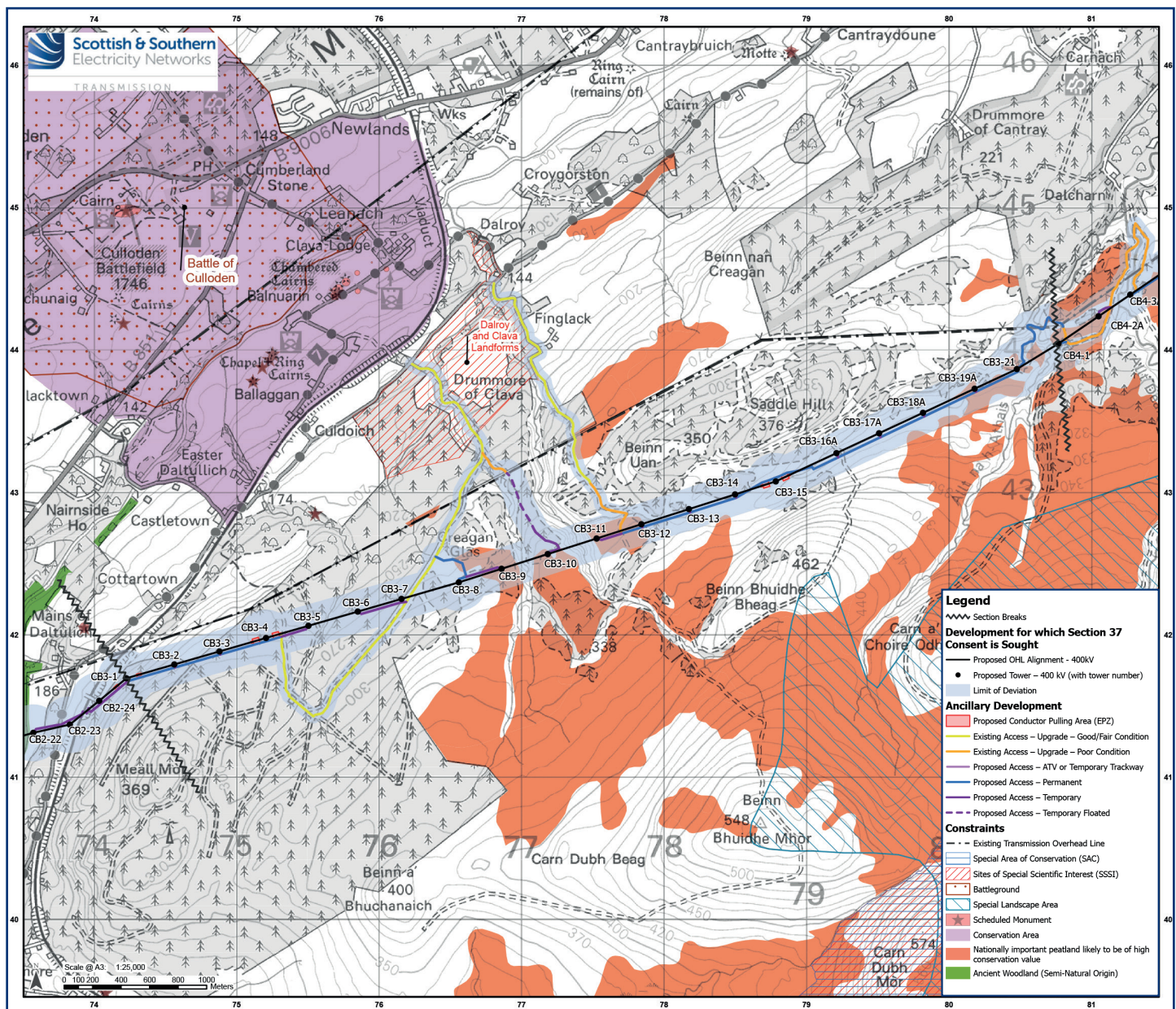
Potential Alignment 7A has been refined slightly at its eastern end to reduce impacts to the ring cairn and stone circle scheduled monument.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.

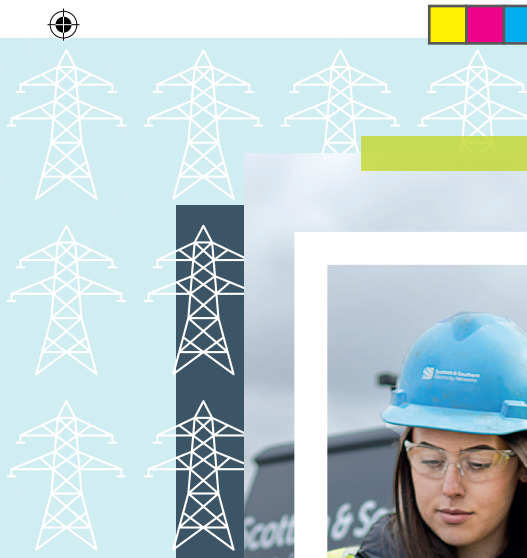


For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 8 – Meall Mor to Dalcharn



Section 8 – Meall Mor to Dalcharn



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 8 (Alignments 8A, 8B and 8C). Alignment 8C was presented as the Potential Alignment as it was the least constrained option from both an environmental and engineering perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

Feedback was received in relation to concerns about potential impacts to Culloden Battlefield, Culloden Muir Conservation Area, Clava Cairns Scheduled Monument and Dalroy and Clava Landforms SSSI.

Requests were received to make some minor changes to the Potential Alignment to reduce the impacts on estate activities and native woodland.

Response

Culloden Battlefield, Culloden Muir conservation area and Clava Cairns scheduled monument were identified as cultural heritage constraints during the early stages of the route optioneering process, and the Proposed Alignment does not pass through any of these designated areas.

The Environmental Impact Assessment (EIA) Report will include a detailed cultural heritage assessment that will identify potential effects and their impact on heritage sites and assets, including those around Culloden.

The Proposed Alignment is located approximately 1km from Dalroy and Clava Landforms SSSI and no impacts are anticipated to the sites.

Following further assessment, the Proposed Alignment has been refined slightly to reduce impacts to estate activities and ancient woodland.

Conclusion

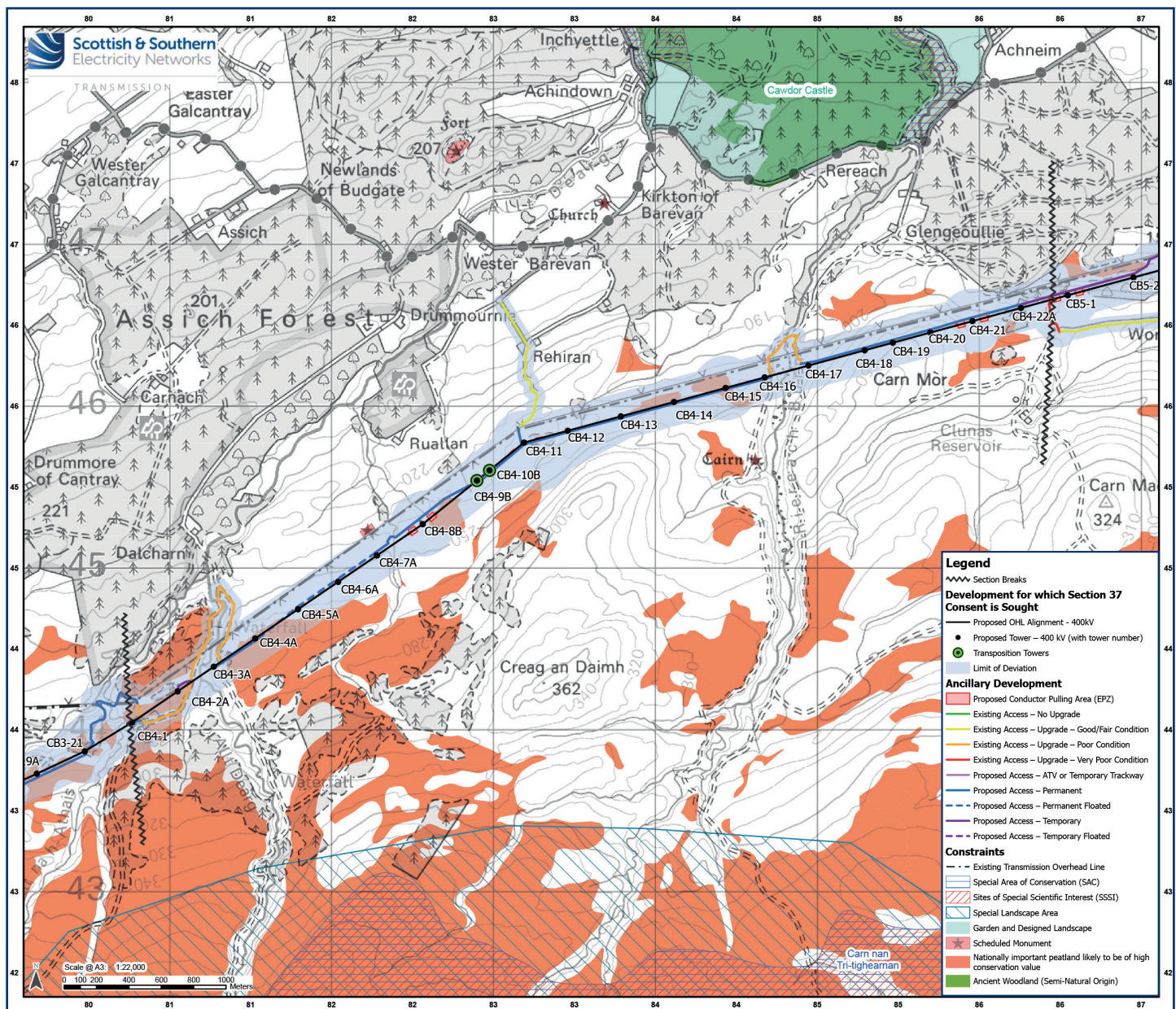
The proposed alignment has been moved slightly north from the Potential Alignment to reduce impacts to existing estate activities. The Proposed Alignment sits on slightly lower ground, reducing the potential landscape and visual effects further, and also avoids some areas of deeper peat identified through peat probing surveys in this area.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 9 – Dalcharn to Clunas Reservoir



Section 9 – Dalcharn to Clunas Reservoir



Alignment Options Considered

In May and June 2024 we presented one alignment option in Section 9 (Alignment 9A). As there was only one option, Alignment 9A was presented as the Potential Alignment in Section 9. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

Requests were received to make some minor changes to the Potential Alignment to reduce impacts on native woodland.

Response

Following further review, the Potential Alignment has been refined slightly at its western end to reduce impacts to veteran broadleaved trees. We have also widened the Potential Alignment slightly near Rehiran, to allow more flexibility of tower positioning with a view to reducing impacts on trees and woodland, where possible.

Conclusion

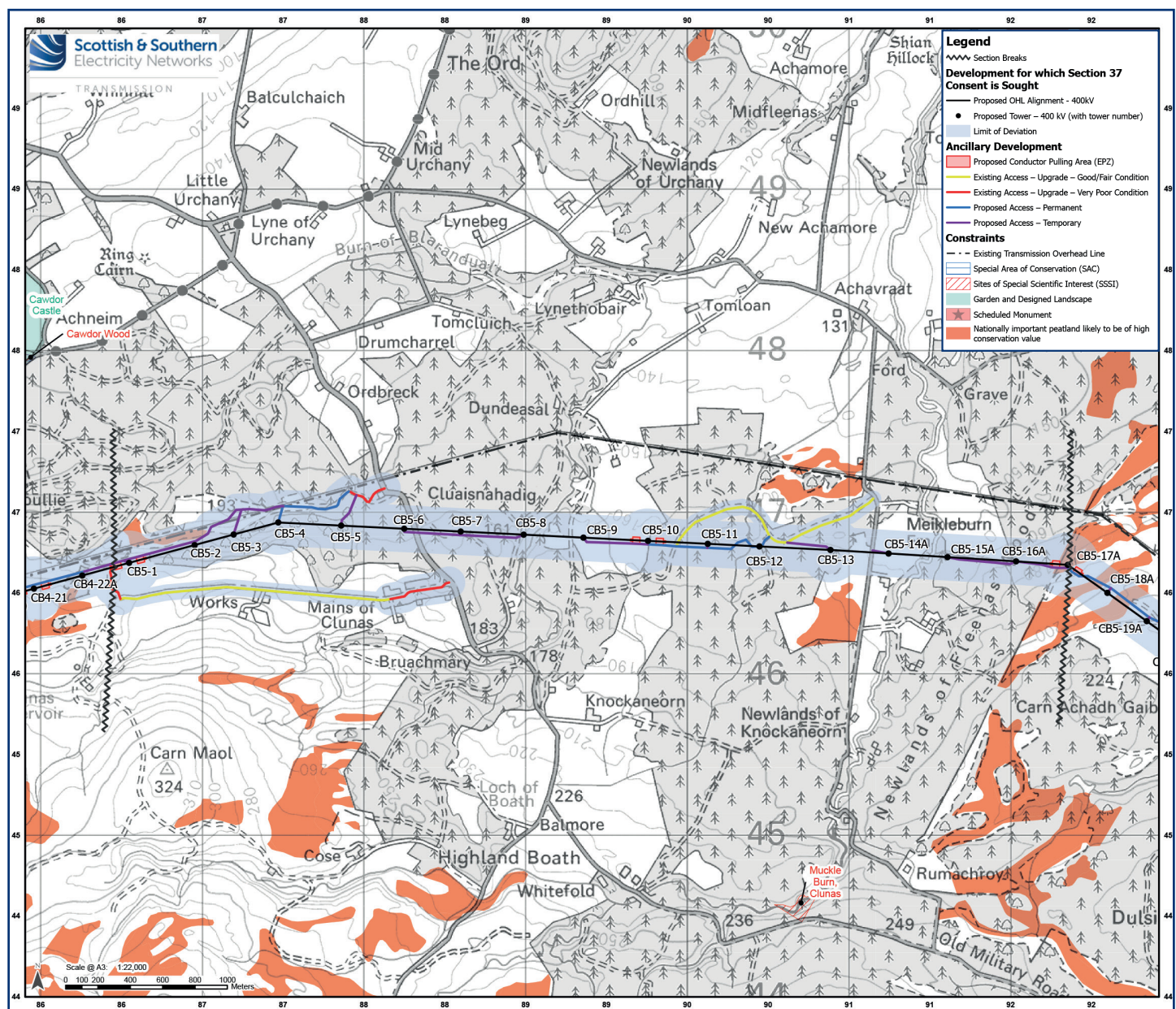
The Potential Alignment has been refined slightly at its western end to reduce impacts to veteran broadleaved trees identified through surveys in this area. Potential Alignment 9A has also been widened slightly near Rehiran, to enable micro-siting of tower positions to avoid native woodland once we have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

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 10 – Clunas Reservoir to Newlands of Fleenas Wood



Section 10 – Clunas Reservoir to Newlands of Fleenas Wood



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 10 (Alignments 10A, 10B and 10C). Alignment 10B was presented as the Potential Alignment as it was least constrained from an environmental and was considered to be acceptable from an engineering perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

Concerns were raised about potential impacts to the capercaillie population of Darnaway and Lethan Forest Special Protection Area (SPA) due to potential for woodland habitat losses.

Response

We are continuing to engage with NatureScot and RSPB throughout the Environmental Impact Assessment (EIA) and design evolution process to identify mitigation measures to protect capercaillie populations.

Conclusion

The Proposed Alignment has been refined slightly at its eastern end due to a slight change in an angle tower position following engineering surveys, to increase the distance from a nearby watercourse.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 11 – Newlands of Fleenas Wood to Cairn Duhie



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 11 (Alignments 11A, 11B and 11C). Alignment 11C was presented as the Potential Alignment as it was the least constrained option from both an environmental and engineering perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised about potential impacts to the capercaillie population of Darnaway and Lethan Forest Special Protection Area (SPA) due to potential for woodland habitat losses.	We are continuing to engage with NatureScot and RSPB throughout the Environmental Impact Assessment (EIA) and design evolution process to identify mitigation measures to protect capercaillie populations.
Concerns were raised about cumulative visual impacts to the cliff walk near Ardclach Bell Tower, with a request for the southern alignment option (11C) to be reconsidered.	We recognise the concerns raised about potential cumulative impacts of OHL infrastructure at Ardclach Bell Tower. From a wider landscape and visual perspective, and in terms of minimising heritage impacts on the Ardclach Bell Tower, keeping the two OHLs close together at the crossing of the River Findhorn was considered to be the least impactful option, reducing forestry loss and containing infrastructure within a smaller area.
A request was made to move an angle tower in alignment section 11 to increase the distance from residential properties.	Feedback was able to be accommodated to increase the distance from two properties and the alignment is proposed to be equidistant between them.

Conclusion

The Proposed Alignment has been slightly refined to the east of the River Findhorn to increase separation distance from residential properties.

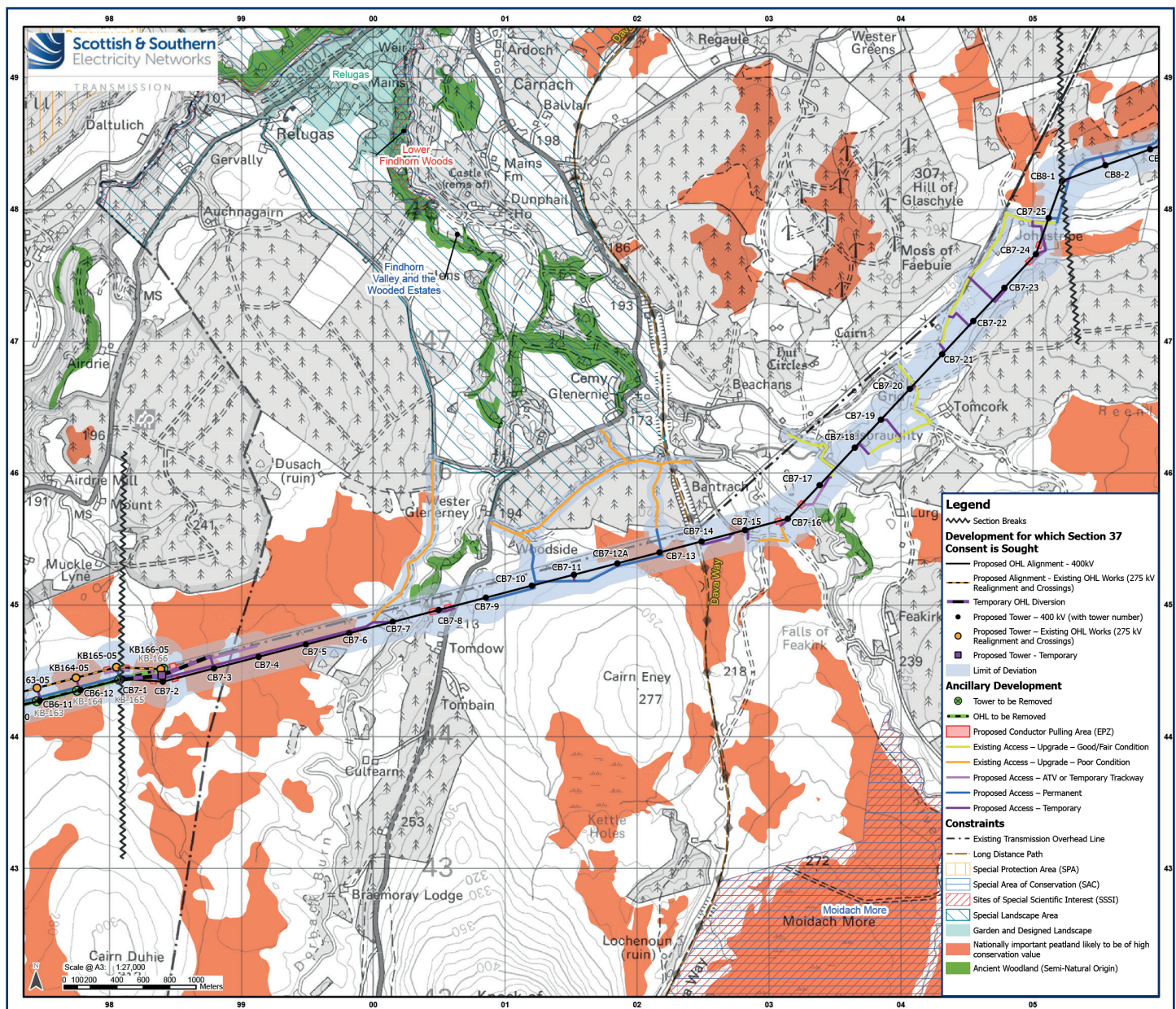
The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.

Within Section 11, we will also be realigning a section of the existing 275kV Beauly to Blackhillock OHL to the south of Ferness, to allow space for the proposed 400kV OHL to pass the consented Cairn Duhie Wind Farm turbine locations. The section of OHL to be realigned is also shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 12 – Cairn Duhie to Johnstripe



Section 12 – Cairn Duhie to Johnstripe



Alignment Options Considered

In May and June 2024 we presented four alignment options in Section 12 (Alignments 12A, 12B, 12C and 12D). Alignment 12A was presented as the Potential Alignment as it was one of the least constrained options from both an environmental and engineering perspective and is also the lowest estimated capital cost option. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

Within Alignment Section 12 concerns were raised about potential impacts to historical sites such as Dunphail House and Castle. Historic Environment Scotland recommended the preparation of visualisations to further inform the assessment of cultural heritage designations and assets within alignment section 12.

Support was received from a member of the public for the Potential Alignment 12A in preference over the alternative alignment options, as it closely follows the existing OHL and minimises impacts to the environment, historical sites and residential areas.

Response

The potential for impacts on Dunphail House and castle have been considered throughout the routeing and design process. The Proposed Alignment has been selected and designed to minimise the impacts on the house, with the result that there is limited to potentially no visibility of the towers from the house.

Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA report.

Conclusion

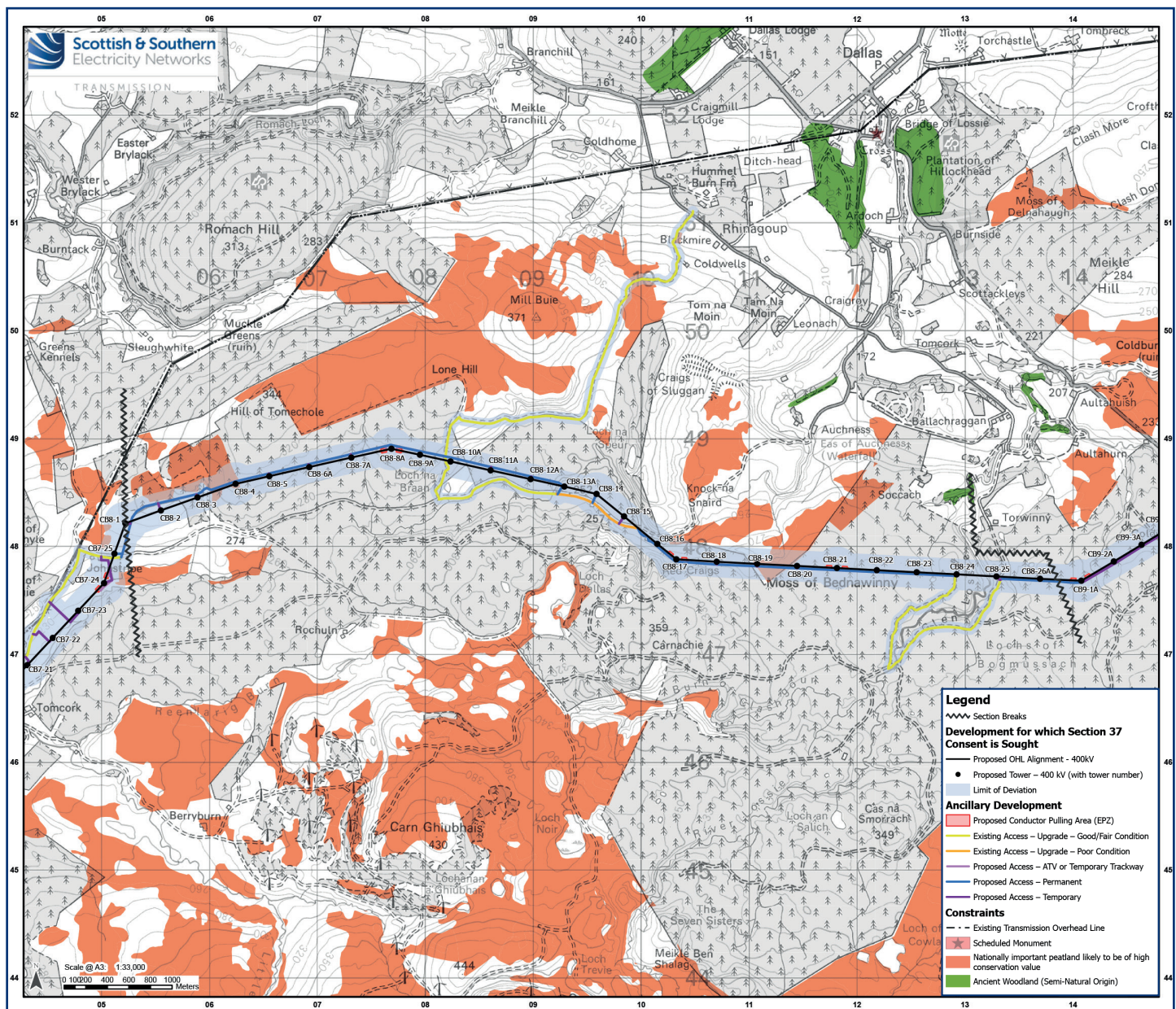
No changes have been made to Potential Alignment 12A and this will be taken forward as the Proposed Alignment, as it is the least constrained option from both an environmental and engineering perspective and is the lowest capital option.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 13 – Johnstripe to Moss of Bednawinny



Section 13 – Johnstripe to Moss of Bednawinny



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 13 (Alignments 13A, 13B and 13C). Alignment 13C was presented as the Potential Alignment as it was least constrained from an engineering perspective and there was little to distinguish from an environmental perspective. All options were considered equally acceptable from a cost perspective.

The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

A request was received to move the Potential Alignment to avoid impacting future development potential in this area.

Response

Where possible we have refined the Proposed Alignment to accommodate requests within feedback.

Conclusion

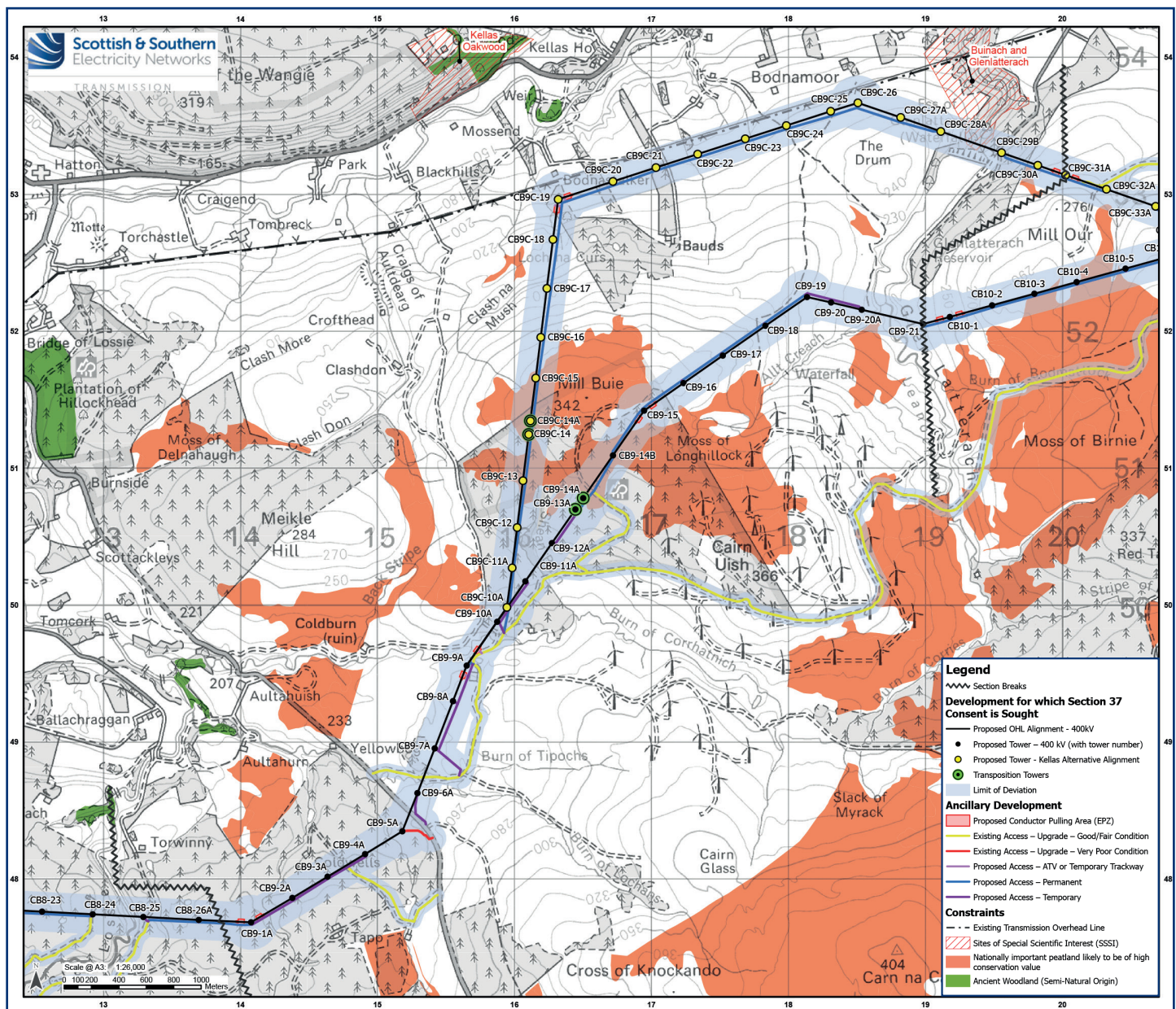
Potential Alignment 13C has been refined slightly to the south of Mill Buie to reduce impacts to future development potential.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 14 – Moss of Bednawinny to Glenlatterach Reservoir



Section 14 – Moss of Bednawinny to Glenlatterach Reservoir



Alignment Options Considered

In May and June 2024 we presented five alignment options in Section 14 (Alignments 14A,14B,14C,14D and 14E). Alignment 14C or 14D were presented as the Potential Alignment. Alignment 14D would be progressed if the proposed Kellas Drum Wind Farm does not obtain planning consent. Alignment 14C would be progressed if the proposed Kellas Drum Wind Farm does obtain planning consent. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concern was raised about the proximity of the Potential Alignment to existing windfarms as this could constrain future wind farm development.	The Proposed Alignment takes account of existing wind farm turbine positions to ensure required clearance distances are maintained, as well as proposed wind farm developments currently within the consenting process.
There was some confusion over the two alternative routes being proposed in Section 14, due to the planning application for Kellas Drum Wind Farm.	The application for Kellas Wind Farm is currently being considered by the Scottish Government. In order to progress with the alignment design, two options are being proposed which take account of the current application; one of which will be taken forward if consent is granted for the wind farm and an alternative which will be progressed if consent is not granted.
A number of requests were received to refine the alignment in section 14 relating to protecting trees, avoiding wind farm access tracks and to avoid impacts on emergency telecoms links.	The Proposed Alignment does not impact the native tree belt.
NatureScot highlighted the presence of Buinach and Glenlatterach SSSI within Alignment 14C.	We have taken on board comments from NatureScot and can confirm that it will be possible to span the Buinach and Glenlatterach SSSI without impacting on the SSSI and avoiding tree removal in this area.
Concerns were raised by Scottish Water about potential impacts on Glenlatterach Reservoir, which supplies Glenlatterach Water Treatment Works.	The Glenlatterach Reservoir Drinking Water Protection Area will be taken into account during tower and access track design. Where necessary, additional mitigation will be agreed with Scottish Water to minimise potential impacts.

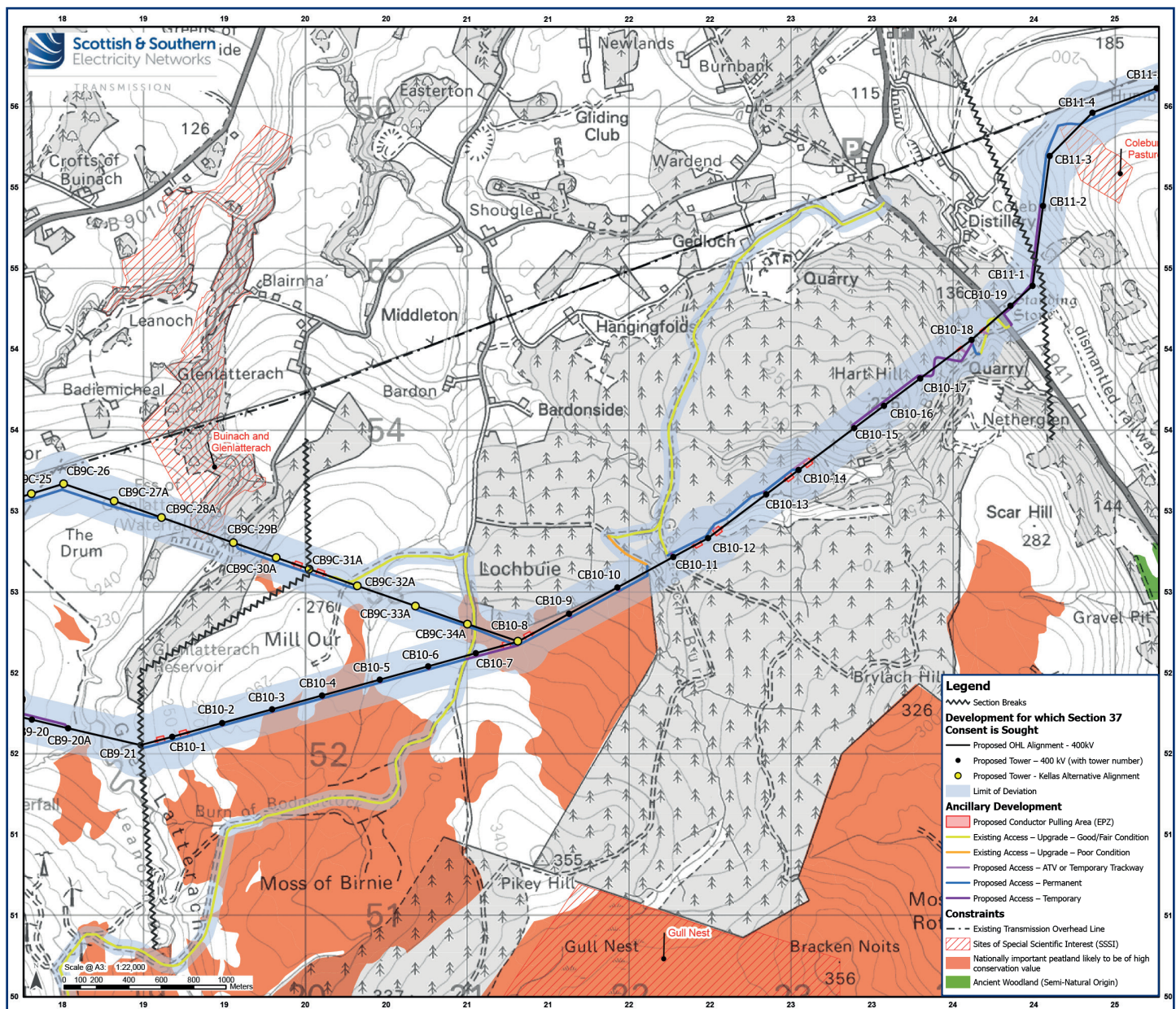
Conclusion

Either Potential Alignment 14C or 14D will be progressed, depending on the outcome of the consent application for the Kellas Drum Wind Farm. Both options have been refined at the western end to increase separation from a residential property, reduce impacts to native woodland, avoid impacting on emergency telecommunications links and avoid crossing a wind farm access route. The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 15 – Glenlatterach Reservoir to Glen of Rothes



Section 15 – Glenlatterach Reservoir to Glen of Rothes



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 15 (Alignments 15A, 15B and 15C). Alignment 15B or 15C were presented as the Potential Alignment. Alignment 15C would be progressed in combination with Alignment 14D, if the proposed Kellas Drum Wind Farm does not obtain planning consent. Alignment 15B would be progressed in combination with Alignment 14C, if the proposed Kellas Drum Wind Farm does obtain planning consent.

The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

Concerns were raised about potential impacts to public walking routes and the Highland Gliding Club.

Scottish Water raised concerns about potential impacts on Glenlatterach Reservoir, which supplies Glenlatterach Water Treatment Works.

Response

As part of the ongoing evolution of the Proposed Development we will undertake a detailed Environmental Impact Assessment (EIA) and finalise tower positions which will take account of identified concerns such as impacts to recreation and tourism, landscape and visual impact as well as consideration of cultural heritage and environmental sensitivities.

Discussions have been ongoing with the Highland Gliding Club and it is understood that the club would be impacted by the Proposed Alignment, however due to surrounding residential and topographical constraints any movement of the alignment in this area is very constrained. Further discussions will continue to take place through the detailed design stage.

The Glenlatterach Reservoir Drinking Water Protection Area will be taken into account during tower and access track design. Where necessary, additional mitigation will be agreed with Scottish Water to minimise potential impacts.

Conclusion

Potential Alignment 15B has been refined slightly due to minor changes to angle tower positions following engineering surveys. No changes have been made to Potential Alignment 15C.

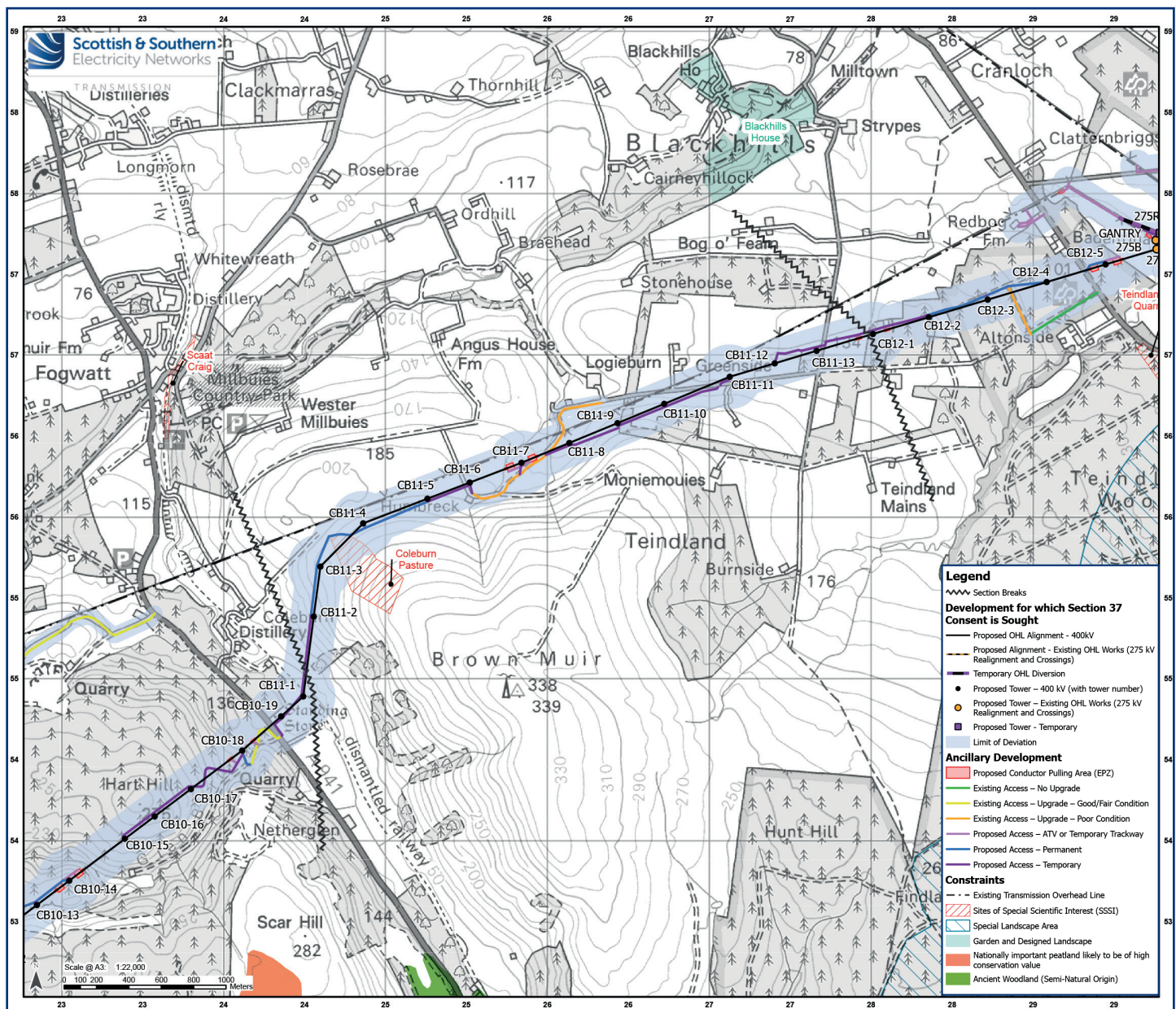
Either 15B or 15C will be progressed, depending on the outcome of the consent application for the Kellas Drum Wind Farm.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 16 – Glen of Rothes to Teindland

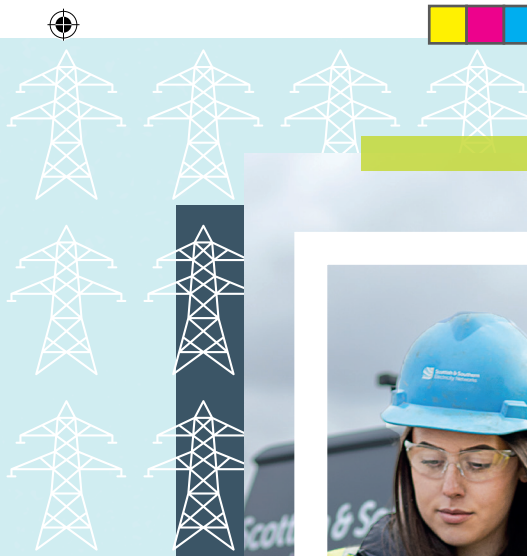




Scottish & Southern
Electricity Networks

TRANSMISSION

Section 16 – Glen of Rothes to Teindland



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 16 (Alignments 16A, 16B and 16C). Alignment 16A was presented as the Potential Alignment as it was one of the least constrained options from an environmental, engineering and cost perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

Moray Council highlighted that the Potential Alignment is near to Blackhills House Gardens and Designed Landscape (GDL) and NatureScot also noted Coleburn Pastures SSSI is close to the Potential Alignment and will require careful consideration.

Historic Environment Scotland (HES) requested visualisations of Blackhills House and Bogton Stone Circle to be included as part of the cultural heritage assessment.

Response

Consultation with NatureScot is ongoing to agree mitigations to minimise potential impacts to Coleburn Pastures SSSI.

As part of the ongoing evolution of the Proposed Development we will undertake a detailed Environmental Impact Assessment (EIA) and finalise tower positions which will take account of identified concerns such as landscape and visual impact as well as consideration of cultural heritage and environmental sensitivities. Visualisations will accompany the application for consent.

Conclusion

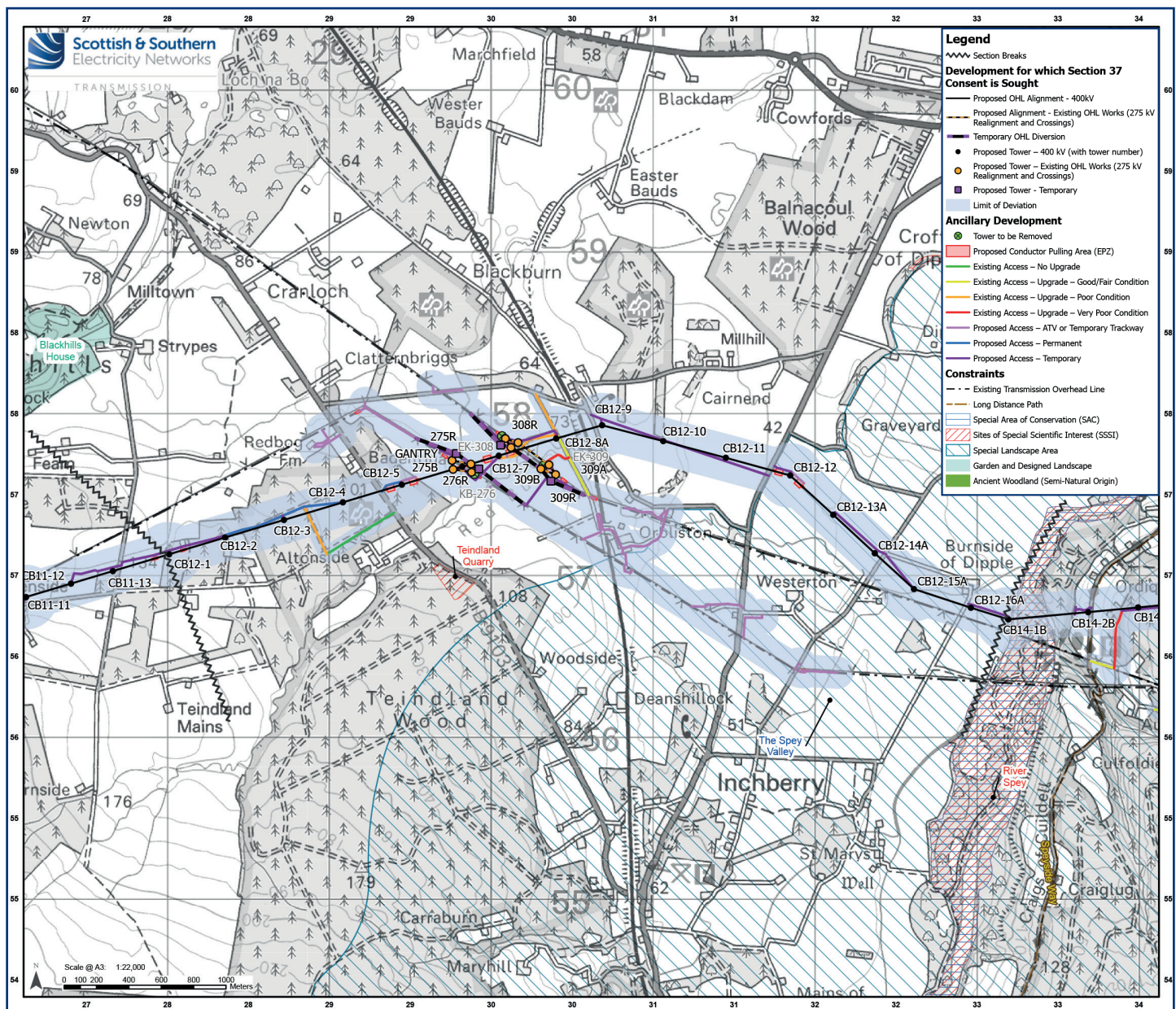
Potential Alignment 16A has been refined slightly due to minor changes to angle tower positions following engineering surveys.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.

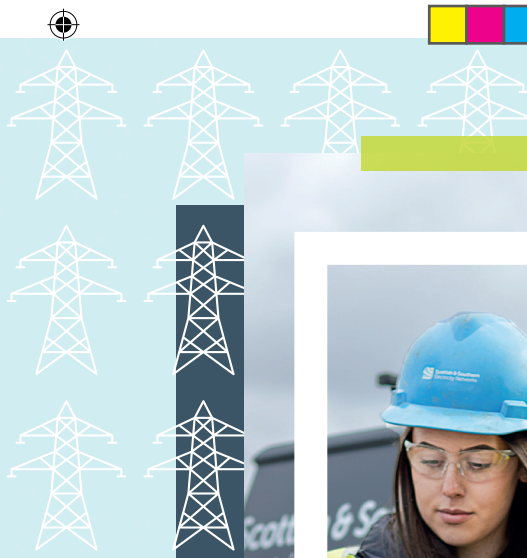


For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 17 – Teindland to River Spey



Section 17 – Teindland to River Spey



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 17 (Alignments 17A, 17B and 17C). Alignment 17B was presented as the Potential Alignment as it was one of the least constrained options from an environmental and engineering perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised about impacts to recreational areas including paths, horse riding and bike trails. The rationale behind selection of the Potential Alignment was also queried.	A fundamental part of the alignment selection process involves balancing competing factors, and Potential Alignment 17B was originally selected as having the least visual impact on the eastern bank of the River Spey and the Ordiequish viewpoint. We also considered potential impacts on recreational activities, and landscape and cultural heritage settings, and have tried to avoid the most sensitive areas where possible.
Scottish Water commented that the Potential Alignment was close to public water supply infrastructure in the area which will need to be protected. Concerns related to the construction phase of the work were raised.	Through further discussions with Scottish Water an alternative alignment was identified (Alignment 17D), which moves the development further from Scottish Water infrastructure. Options for undergrounding one of the existing OHLs in this area are currently being considered to help mitigate potential landscape and visual impacts resulting from the change in alignment.
Moray Council noted that Potential Alignment 17B is close to Blackhills House Garden and Designed Landscape (GDL) and that impacts to this designation will need to be assessed.	As part of the Environmental Impact Assessment (EIA) Report recreation and tourism, landscape and visual, and cultural heritage assessments will be provided, which will capture sensitive designations and ensure access for recreation is maintained during construction.
NatureScot noted the proximity of the River Spey Special Area of Conservation (SAC) and SSSI to the Potential Alignment and that measures would need to be put in place to prevent disturbance during construction.	Potential effects on protected environmental sites such as the River Spey SAC/SSSI will also be assessed in detail in the EIA Report. Mitigation in the form of Construction Environmental Management Plans and Species Protection Plans will be used during the construction phase to limit, manage and mitigate against impacts to the environment.

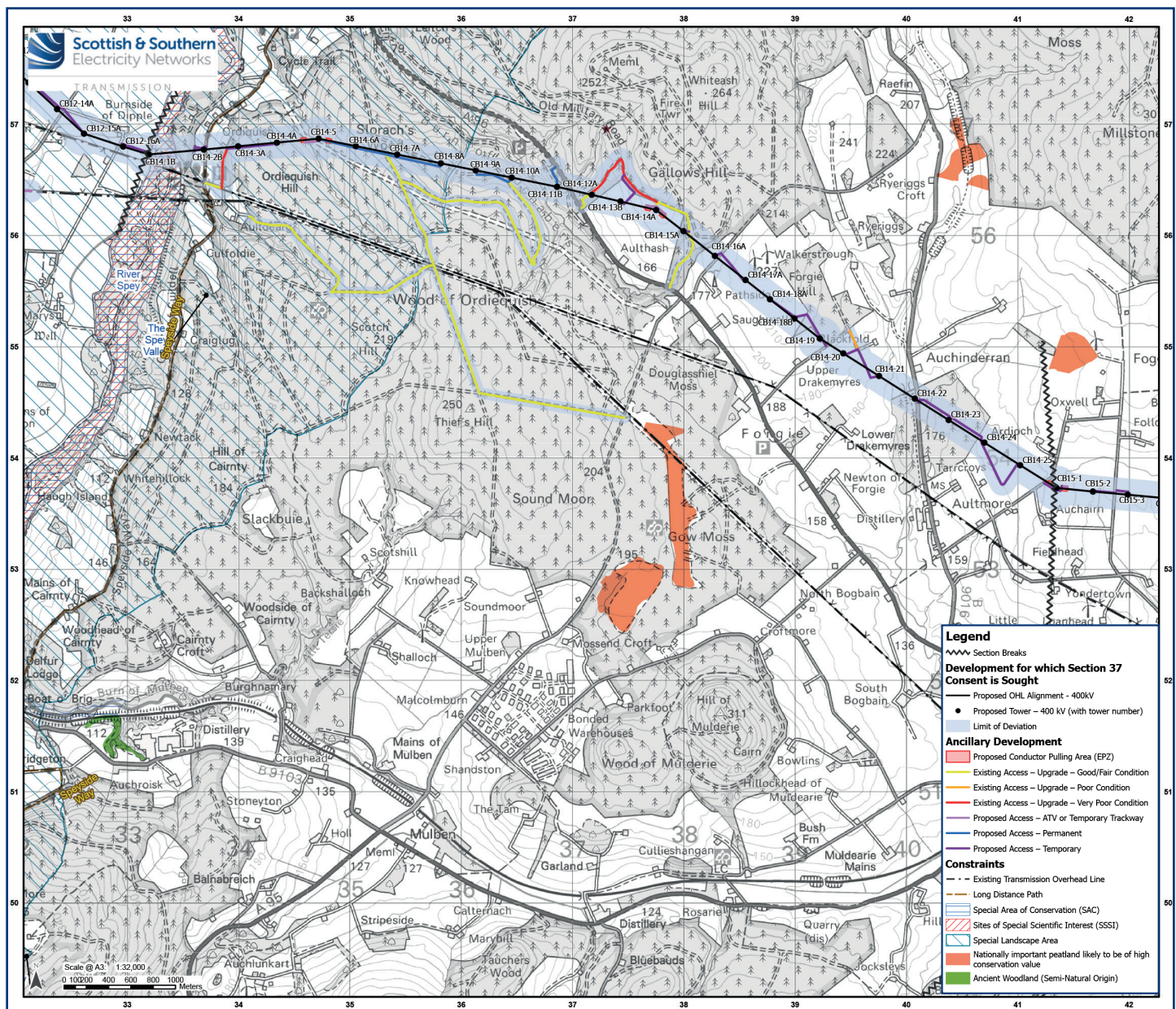
Conclusion

Following further assessments, an alternative alignment was identified that includes changes to move the OHL further from Scottish Water infrastructure. This alternative has been selected as the Proposed Alignment as it will reduce the potential for impacts on the public water supply. The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf. Within Section 17, there is also a requirement to cross existing 132kV and 275kV OHLs to the northwest of Orbliston. The proposed crossing locations are illustrated on the map overleaf and further information on crossing design is provided within our main consultation booklet.

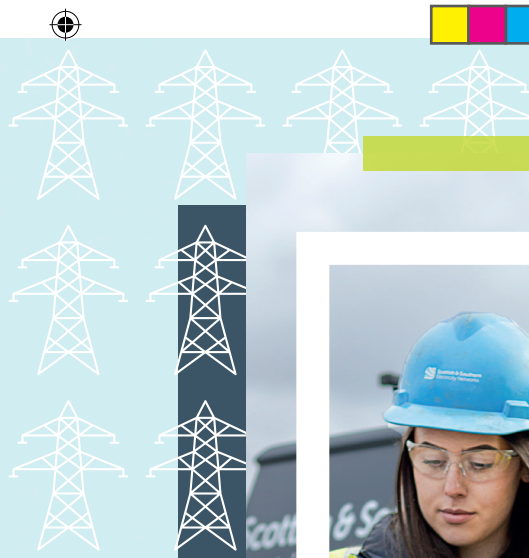


For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 18 – River Spey to west of Keith



Section 18 – River Spey to west of Keith



Alignment Options Considered

In May and June 2024 we presented seven alignment options in Section 18 (Alignments 18A, 18B, 18C, 18D, 18E, 18F, and 18G). Alignment 18A was presented as the Potential Alignment as it was on balance considered to be the least constrained option. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
NatureScot noted the proximity of the River Spey Special Area of Conservation (SAC) and SSSI to the Potential Alignment and that measures would need to be put in place to prevent disturbance during construction.	A fundamental part of the alignment selection process involves balancing competing factors, and the Potential Alignment was originally selected as having the least visual impact on the eastern bank of the River Spey and the Ordiequish viewpoint.
Scottish Water commented that the Potential Alignment was close to public water supply infrastructure in the area which will need to be protected. Concerns related to the construction phase of the work were raised.	Following further discussions with Scottish Water, changes have been made to the Potential Alignment in Section 18 at its western end where it crosses the River Spey, to accommodate additional changes that have been made in Section 17. Further adjustments have also been made to the Proposed Alignment in Section 18 to accommodate forestry operations and avoid a private water supply.
Requests were made to move the alignment to accommodate forestry operations and a private water supply.	Potential effects on protected environmental sites such as the River Spey SAC will be assessed in detail in the EIA Report. Mitigation in the form of Construction Environmental Management Plans and Species Protection Plans will be used during the construction phase to limit, manage and mitigate against impacts to the environment.

Conclusion

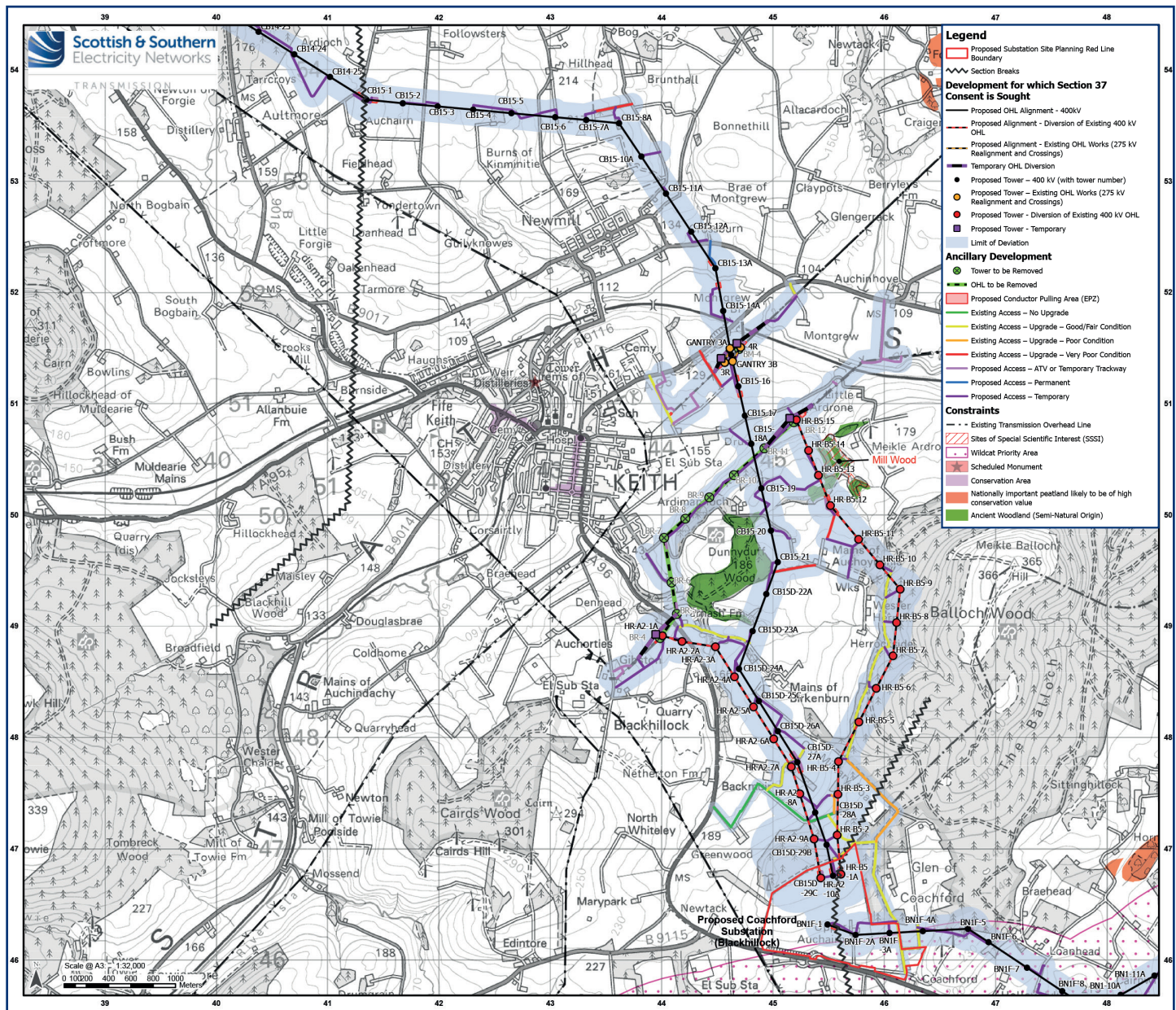
The Potential Alignment in Section 18 has been altered at its western end where it crosses the River Spey, to accommodate the changes within Section 17. Following additional assessments, further adjustments have also been made to the Proposed Alignment in Section 18 to accommodate forestry operations and avoid a private water supply.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 19 – West of Keith to Coachford substation



Section 19 – West of Keith to Coachford substation



Alignment Options Considered

In May and June 2024 we presented four alignment options in Section 19 (Alignments 19A, 19B, 19C and 19D) and six alignment options for the Coachford OHL diversions (Alignments A1, B1, B2, B3, B4 and B5). Alignment 19C was presented as the Potential Alignment, as it was the least constrained option from an engineering perspective. Alignments A1 and B1 were presented as the Potential Alignments for the Coachford OHL diversions. Alignment A1 was the only option for the diversion between Blackhillock and Coachford substations, and Alignment B1 was considered to be the least constrained option for the diversion between Coachford and Rothienorman substations from both an environmental and engineering perspective and was also the lowest cost option. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

A request was made to move the proposed development to enable licenced dredging operations of the River Isla to continue, and Moray Council highlighted the need to avoid a flood alleviation scheme to the east of Newmill.

A suggestion was made to route the Proposed Development south of Keith to avoid a woodland and badger setts.

Concerns were raised that the landscape to the southeast of Keith could become a wirescape, with a further suggestion that one of the diversions of the existing Blackhillock to Rothienorman OHL into Coachford substation should be moved to the southeast side of the Balloch Hill

Response

We were able to accommodate a change to enable continued licenced dredging operations. However, it was not possible to route the alignment to the south of Keith due to the number of electricity crossings which would be required. Protected species such as badgers will be assessed within the EIA report and mitigation proposed as necessary.

In response to feedback, an alternative alignment for the diversion of the existing OHL into Coachford substation around the southeast side of the Balloch Hill has been assessed (Alignment B6). However, on balance this alignment will not be taken forward as it passes in closer proximity to more properties and, although reducing 'wirescaping' to the west of Balloch Wood, it increases 'wirescaping' around Glen of Coachford and Braehead. This alternative alignment also has the potential for cumulative effects on Auchanachie Castle and would result in significant increased capital costs, which do not outweigh the benefits relating to landscape fit and greater distance from Mill Wood SSSI.

In recognition of the concerns raised, we have however reconsidered one of the previously assessed alignment options for the OHL diversion (Alignment B5), which passes through woodland on the lower slopes of Balloch Wood and behind a row of properties when compared to the Potential Alignment B1. Whilst Alignment B5 is more constrained due to proximity to public and private water supplies and increased forestry impacts, it does reduce the cumulative landscape and visual impact in this area for local residents, and on balance will therefore be taken forward as the Proposed Alignment.

Conclusion

In Section 19, the Proposed Alignment has been amended to the north of Keith and northeast of Newmill to avoid impacts to river dredging operations and maintain distances from residential properties.

Also in Section 19, the Proposed Alignment for the diversion of the existing OHL from Rothienorman into Coachford substation has been changed from Alignment B1 to Alignment B5, to help reduce cumulative impacts in the area to the west of Balloch Wood. The Potential Alignment A1 for the diversion of the existing OHL from Blackhillock substation to Coachford substation has been

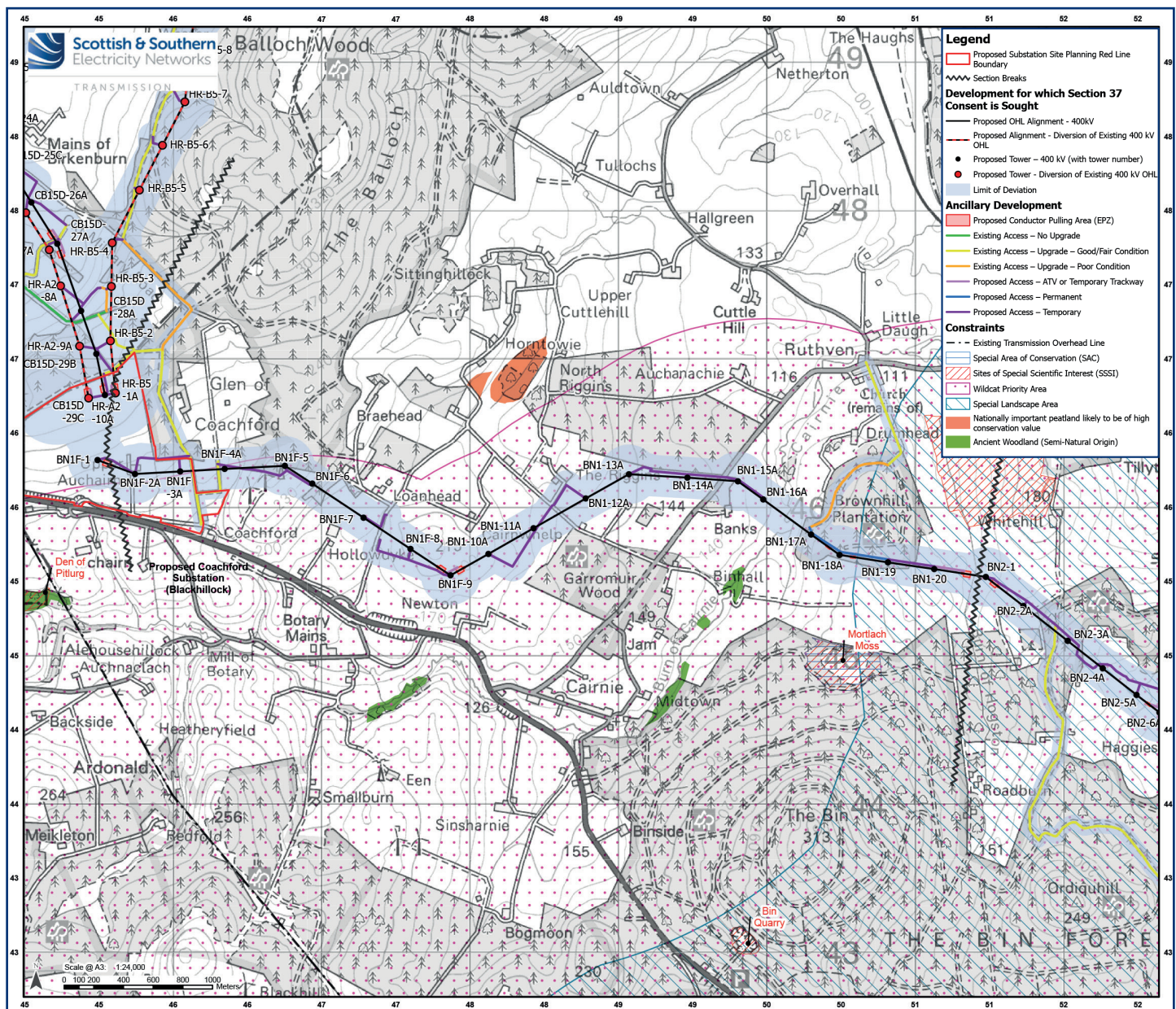
refined slightly to move it further from residential properties. The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.

Within Section 19, there is also a requirement to cross an existing 132kV OHL to the east of Keith. The proposed crossing location is illustrated on the map overleaf and further information on the crossing design is provided within our main consultation booklet.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 20 – Coachford substation to Whitehill



Section 20 – Coachford substation to Whitehill



Alignment Options Considered

In May and June 2024 we presented six alignment options in Section 20 (Alignments 20A, 20B, 20C, 20D, 20E and 20F). Alignment 20D was presented as the Potential Alignment as it was favoured from an environmental perspective, had lowest operational cost and was equally acceptable from an engineering perspective compared to other options. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised relating to the potential for impacts to businesses, wildlife and livestock, the Garrow Burn and the use of single-track roads for construction traffic.	As part of the Environmental Impact Assessment (EIA) Report a full assessment of the potential impacts including landscape and visual, cultural heritage such as listed buildings and on traffic and transport will be carried out. A Construction Traffic Management Plan will also be prepared which will assess the proposed construction access routes and identify appropriate measures to minimise construction traffic disturbance. Additionally, we will work to minimise the impacts on all communities including businesses during both construction and operation of the OHL.
Close proximity of the Proposed Development to Auchanachie Castle was also raised, with requests received to move it further from the castle and a separate request to position the Proposed Development through Garrowmuir Wood which is scheduled to be felled.	As a result of feedback from the local community, the alignment in the vicinity of the Garrow Burn has been changed to help alleviate concerns. However, the request to move the Proposed Development into Garrowmuir Wood was not able to be accommodated, as this would bring the line closer to an existing, and a further planned, holiday cottage.
Concerns were also raised relating to the proximity of the Proposed Development to Cairnie village and the primary school. A request was also made to avoid a pond crossing which could impact future development proposals.	The alignment has also been revised to avoid impacting future land use and a pond and to create a larger separation between the Proposed Development and Cairnie Village.

Conclusion

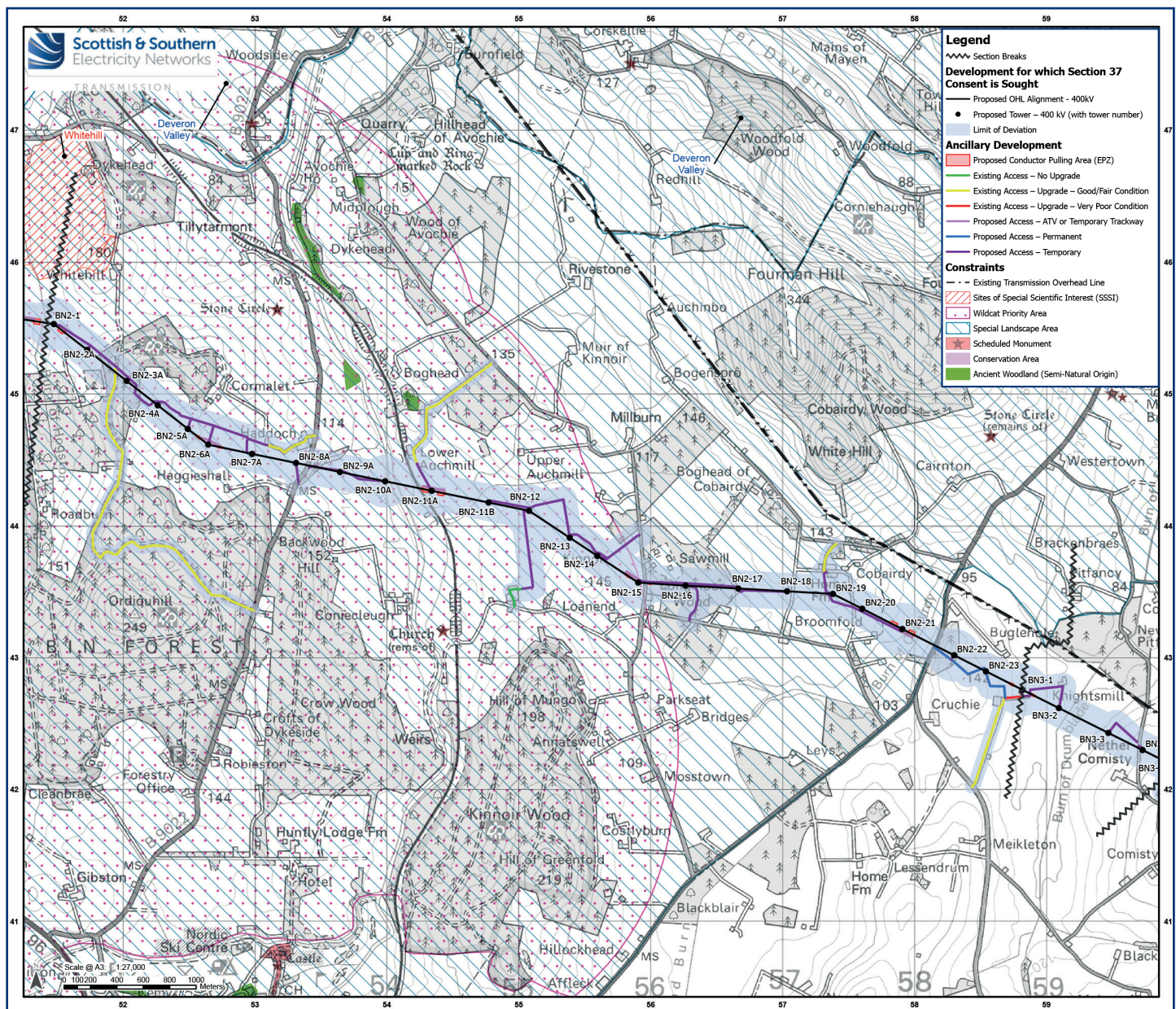
In response to stakeholder feedback in Section 20, the Proposed Alignment takes a more northerly direction, moving further from the village of Cairnie and to avoid impacting future land use and a pond.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.

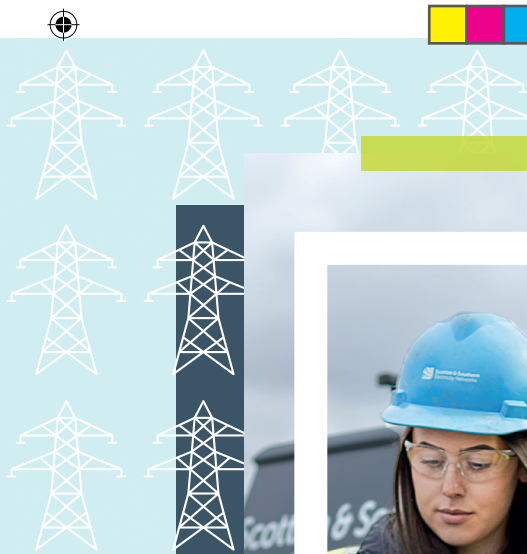


For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 21 – Whitehill to Knightsmill



Section 21 – Whitehill to Knightsmill



Alignment Options Considered

In May and June 2024 we presented four alignment options in Section 21 (Alignments 21A, 21B, 21C and 21D). Alignment 21D was presented as the Potential Alignment as it was least constrained from an environmental, engineering and capital cost perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

A request was received to move the alignment further from a private water supply and concerns were raised relating to visual impact of the Proposed Development and views of Clashmach Hill, Tap o' North, the Bin Forest and the Deveron Valley.

Response

Landowner discussions and surveys are on-going to establish the location of private water supplies. Micrositing of towers and access tracks will seek to avoid them, and measures to protect private water supplies will be included within the Environmental Impact Assessment (EIA) Report where required.

Landscape and visual impacts have been a key factor in terms of designing and assessing the route and alignment options; however, due to the nature of the development they cannot be avoided. A landscape and visual impact assessment will be included within the EIA Report which will assess the impact of the proposed development and will consider mitigation measures where appropriate.

Conclusion

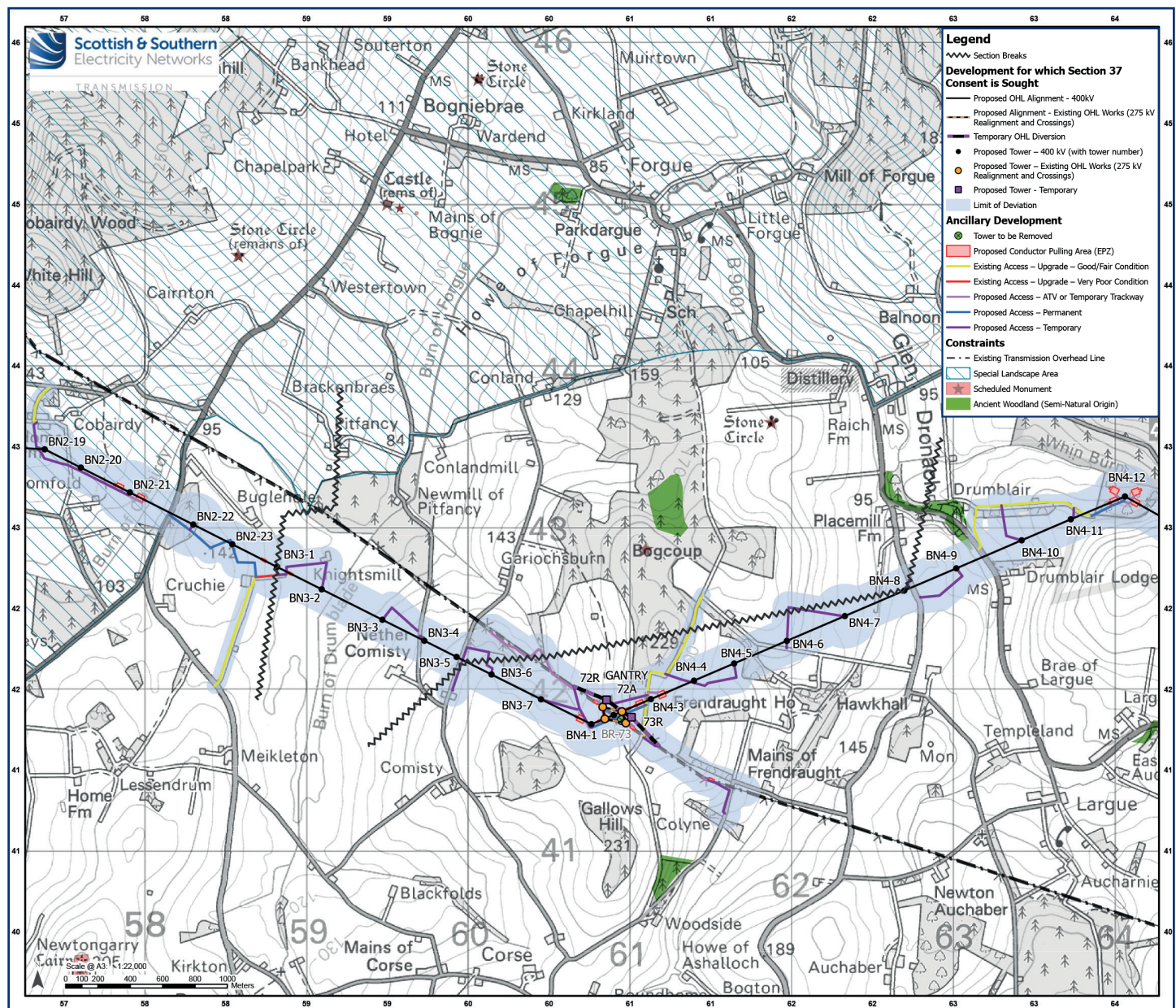
The Proposed Alignment in Section 21 has been refined at the western end in order to avoid a private water supply and reduce visual impacts to nearby properties.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 22 – Knightsmill to Freendraught



Section 22 – Knightsmill to Frendraught



Alignment Options Considered

In May and June 2024 we presented four alignment options in Section 22 (Alignments 22A, 22B, 22C and 22D). Alignment 22D was presented as the Potential Alignment as it was least constrained from an engineering and cost perspective. Environmentally there was no clear preference between alignment options, with the exception of Alignment 22A which was the most constrained. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

Concerns raised related to the potential impact of construction activities on local businesses.

Response

We will work to minimise impacts on all communities including businesses during both construction and operation of the OHL.

Conclusion

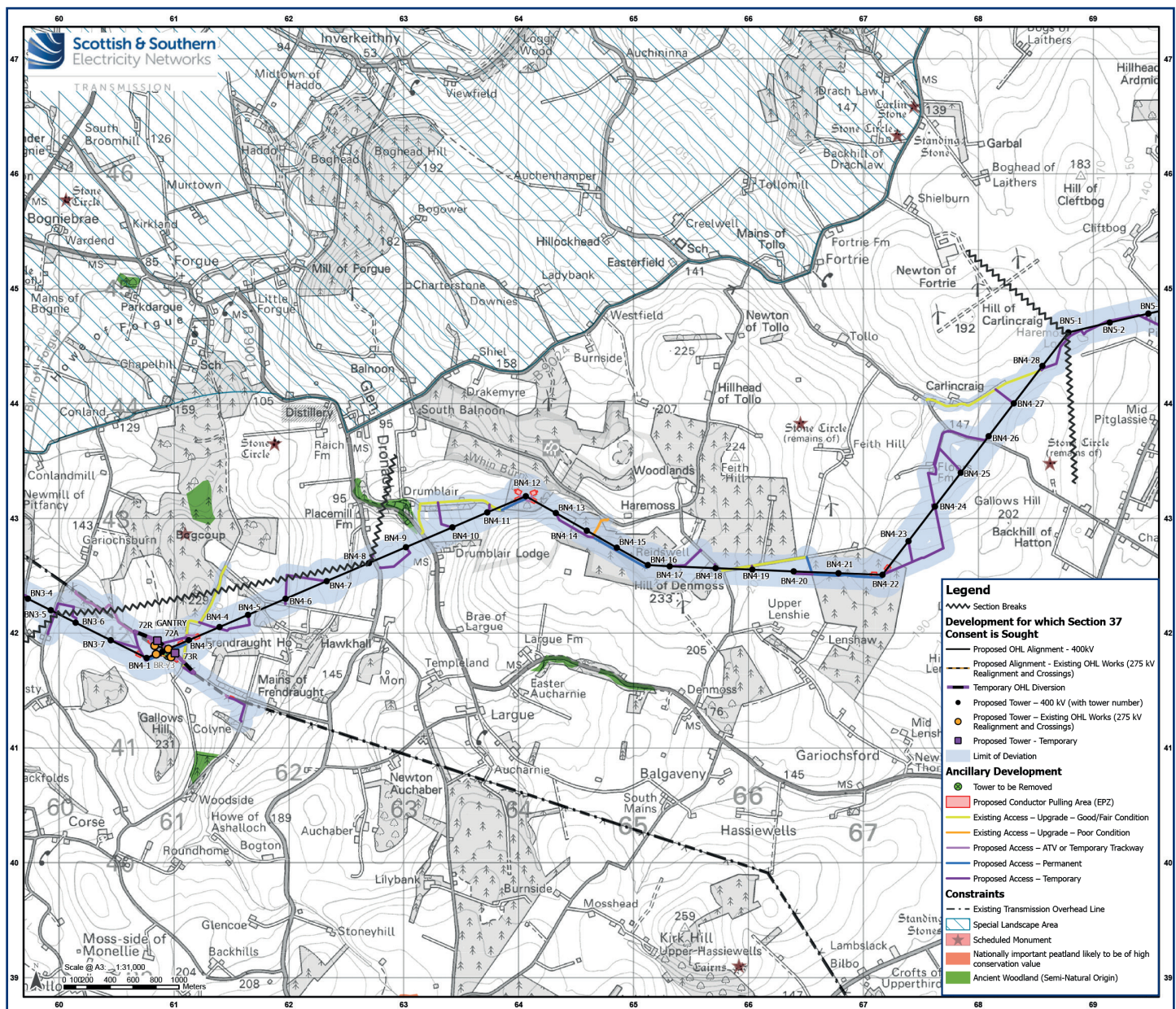
In Section 22, no changes were requested therefore the Potential Alignment will be taken forward as the Proposed Alignment.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 23 – Freendraught to Hill of Carlincraig



Section 23 – Frendraught to Hill of Carlincraig



Alignment Options Considered

In May and June 2024 we presented six alignment options in Section 23 (Alignments 23A, 23B, 23C, 23D, 23E and 23F). Alignment 23E was presented as the Potential Alignment as it was one of the least constrained options from an engineering perspective, and is also less constrained for habitats, and cultural heritage. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

A request was made to move the alignment to reduce impacts on a gaming estate business, with concerns raised relating to private water supplies, visual impact, construction traffic, property values and impact on a Category A listed building.

Additional concerns across Section 23 related to migrating birds, impact on Crombie Moss, and wildlife.

Response

In response to feedback raised, we assessed a suggested alternative alignment option to the south of the Potential Alignment in Section 23 and also reconsidered one of the previously assessed alignment options further north. On balance, assessment concluded that the two alternative alignments to the north and south were more constrained than the Potential Alignment. For the more southern alignment option, these constraints included impacts to cultural heritage, landscape character, forestry removal, clearance distance from individual properties, visual impacts and increased capital cost. For the more northern alternative alignment option, significant effects were likely on the setting of two stone circle Scheduled Monuments, as well as impacts to the Deveron Valley Special Landscape Area.

This alignment option also had increased forestry impacts and a higher capital cost when compared to the Potential Alignment. In acknowledgement of the concerns raised, we are continuing discussions with Historic Environment Scotland to reconfirm that the more northern alignment option would have unacceptable potential impact on the Scheduled Monuments. Our Contractor is reviewing elements of engineering concern to further understand if these could be reasonably mitigated. Wildlife, including birds and protected species such as badgers and otters, will be assessed in the ecological impact assessment and ornithological assessment to be undertaken as part of the Environmental Impact Assessment (EIA) Report, with mitigation measures to minimise the impact on wildlife identified where required.

Conclusion

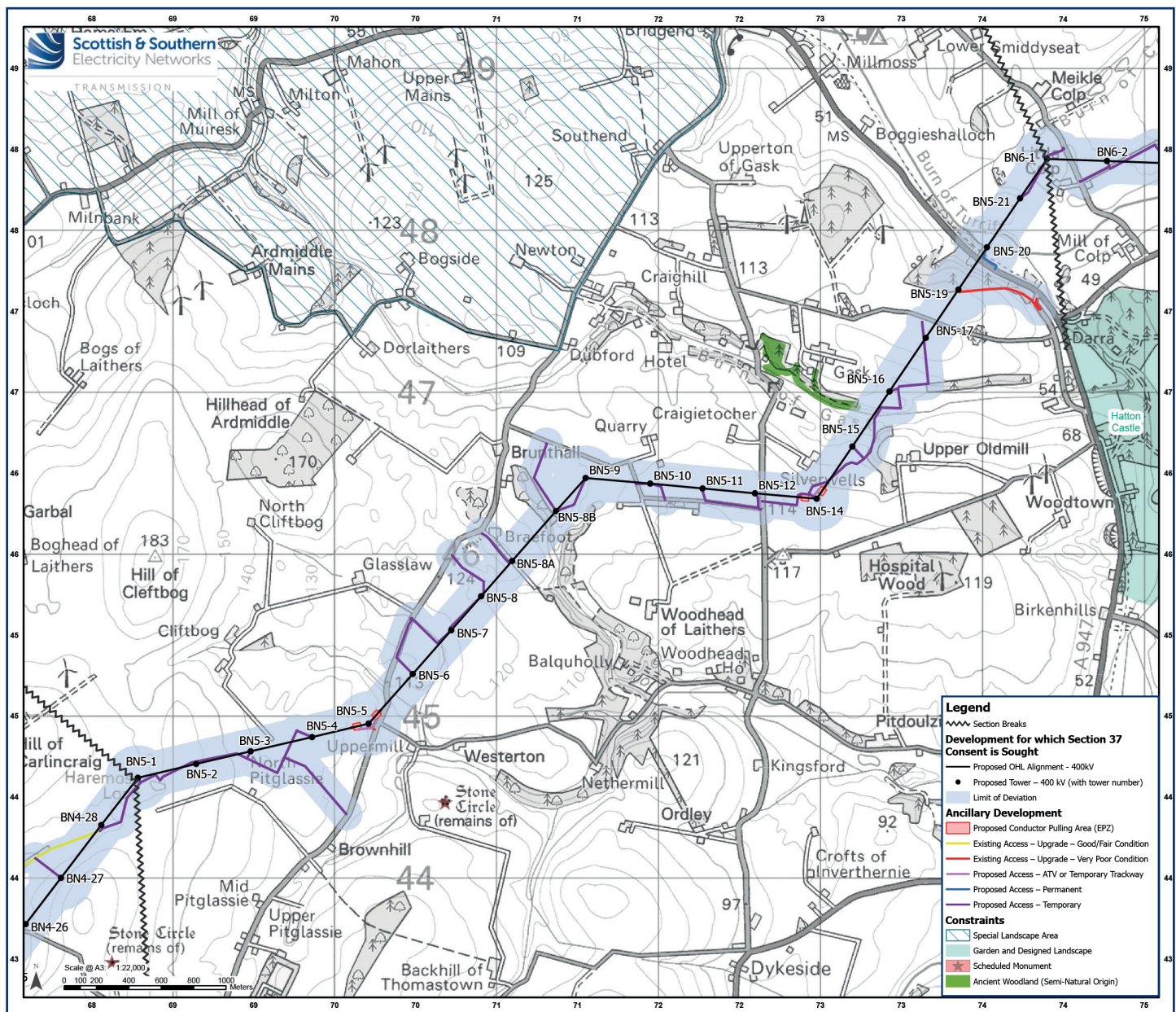
In Section 23, no changes were made to the Potential Alignment which will now be taken forward as the Proposed Alignment.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf. Within Section 23, there is also a requirement to cross an existing 400kV OHL to the south of Bogcoup Woods. The proposed crossing location is illustrated on the map overleaf and further information on the crossing design is provided within our main consultation booklet.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 24 – Hill of Carlincraig to Burn of Turriff



Section 24 – Hill of Carlincraig to Burn of Turriff



Alignment Options Considered

In May and June 2024 we presented four alignment options in Section 24 (Alignments 24A, 24B, 24C and 24D). Alignment 24C was presented as the Potential Alignment as it was least constrained from an environmental, engineering and capital cost perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised relating to the potential impacts of the Proposed Development on an informal school bus stop at Uppermill.	We will work with the community to provide an alternative school bus stop solution at Uppermill.
Concerns were also raised in relation to ancient woodland at Balquholly and possible flood risk.	As we continue our more detailed forestry field surveys, we will seek to identify further opportunities to avoid if possible or look to further reduce the impact on native and ancient woodlands, veteran and ancient trees.
Historic Environment Scotland recommended further assessments be conducted requesting photomontages and visualisations relating to a number of historic and cultural designations.	We have used SEPA Flood Maps to identify flood risk locations and we will minimise the placement of overhead line infrastructure within areas at risk of flooding. In addition, the EIA Report will include a more detailed flood risk assessment should a risk to flooding be identified at specific locations.
A request was made to reassess the routing of the Proposed Development, suggesting that the alternative eastern routes would be better in relation to visual impact for the people of Turriff.	<p>We continue to engage with statutory consultees and will take account of their feedback when finalising the design and tower positions, seeking to minimise impacts on sensitive designations. Further assessment will also be carried out as part of the preparation of the EIA Report, including visualisations as appropriate, and we will use mitigation during construction through the use of Environmental Management Plans and Species Protection Plans as standard practice.</p> <p>The previous consultation stage (Route Stage) concluded that the other 'eastwards routes' to the south of Turriff are both more populated with scattered residential properties than the chosen option, making an OHL alignment through this area more challenging without being in very close proximity to residential properties. Towards the proposed Greens substation location, entry from the south is also considered infeasible and these routes were therefore least preferred.</p>

Conclusion

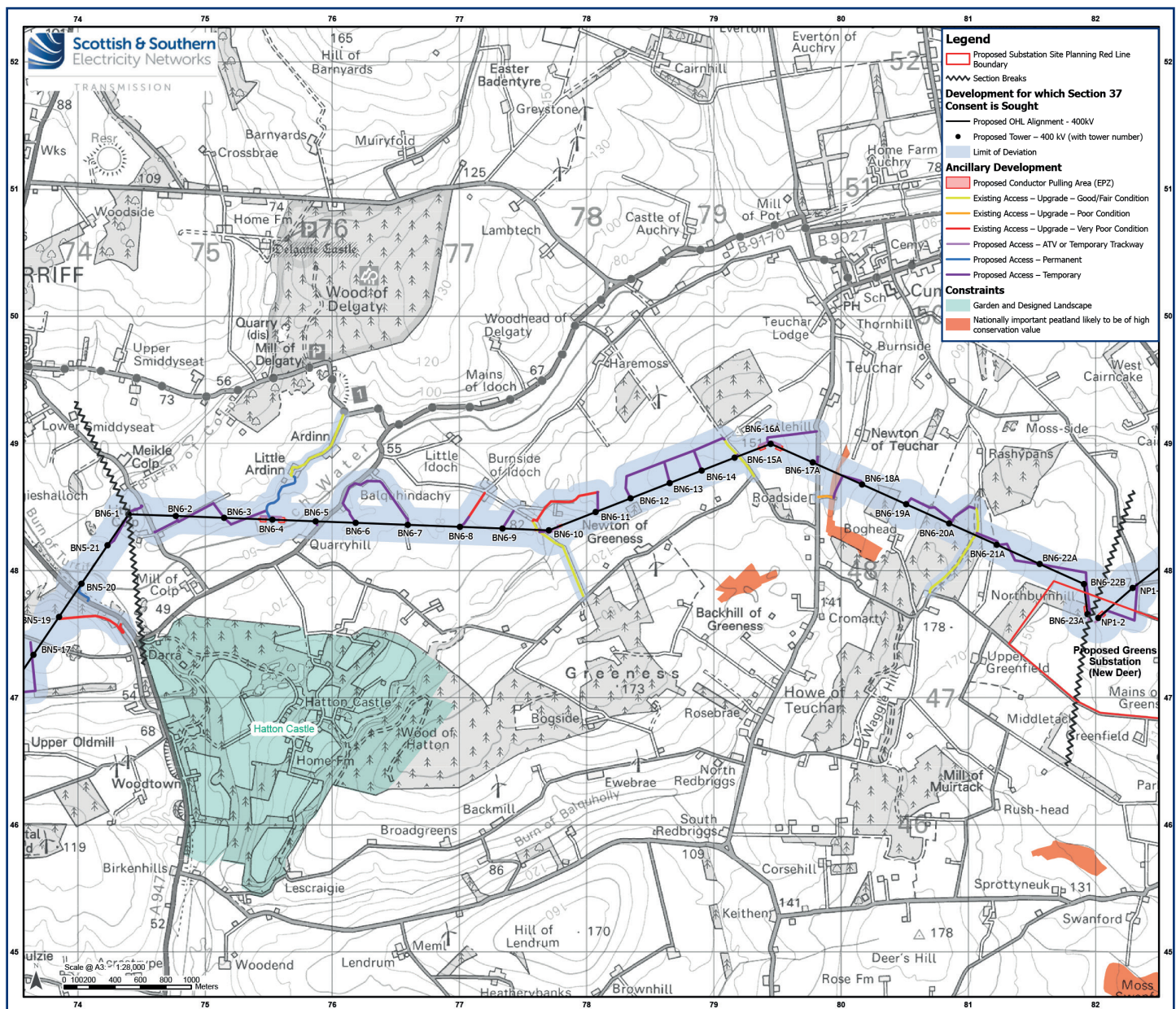
In Section 24, no significant changes were made as the alternatives would bring the Proposed Development in very close proximity to residential properties and did not provide feasible access into the Greens substation.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 25 – Burn of Turriff to Greens substation



Section 25 – Burn of Turriff to Greens substation



Alignment Options Considered

In May and June 2024 we presented three alignment options in Section 25 (Alignments 25A, 25B and 25C). Alignment 25C was presented as the Potential Alignment as it was least constrained from an environmental and engineering perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback

Concerns were raised around impacts of the Proposed Development on people living nearby who have sensory issues and impacts on walking trails near Cuminestown. Requests were also made to move the alignment to accommodate future potential development and to more closely follow field margins to minimise impacts on land use.

Historic Environment Scotland (HES) recommended further assessment be conducted on the cultural heritage designations, requesting visualisations to accompany the consent submission.

Queries were raised in relation to how we intended to protect wild salmon and sea trout and ensure habitats would not be diminished both during construction and operational stages.

Response

We understand there will be concerns around the construction and operation of the Proposed Development, especially where there are particular sensitivities within households. We would encourage anyone with concerns to inform us of this, so that we can work closely with affected households to minimise, where possible, any impact and ensure sufficient notice is provided ahead of any works.

HES comments will be taken on board and visualisations are being prepared as part of the cultural heritage assessment within the EIA report.

Further assessment will be carried out to understand the potential for impacts on the aquatic and riparian habitats, and any mitigation required. The Construction Environmental Management Plan will set out how works will comply with mitigation measures and industry best practice. This will then be overseen during the construction phase by a suitably qualified and experienced Environmental Clerk of Works, with support from other environmental professionals as required. Once operational, regular inspections are undertaken of the OHL and towers which would highlight any deterioration which may impact the environment.

Conclusion

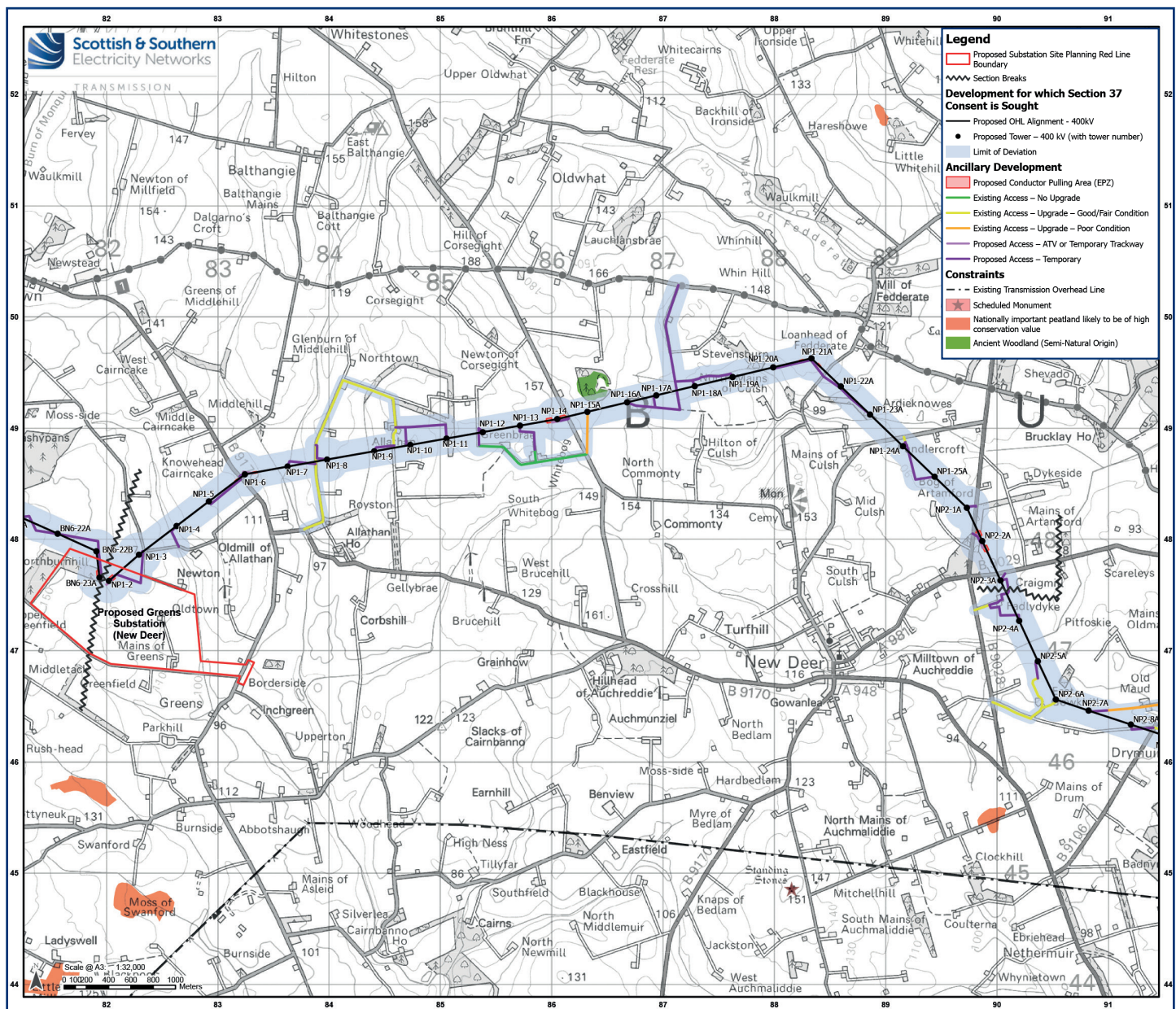
The Proposed Alignment has been moved slightly further south than Potential Alignment 25C at the eastern end, to be closer to field margins and reduce limitations to future land use.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 26 – Greens substation to east of New Deer



Section 26 – Greens substation to east of New Deer



Alignment Options Considered

In May and June 2024 we presented four alignment options in Section 26 (Alignments 26A, 26B, 26C and 26D). Alignment 26A was presented as the Potential Alignment as it was least constrained from an environmental, engineering and capital cost perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns raised included the proximity of the alignment to the settlements of Maud and New Deer and impacts on property values.	The Potential Alignment maintains the greatest distance to the north of New Deer of the alignment options considered. We have looked to achieve a balance between maintaining distance from New Deer and Maud, whilst trying to identify alignments through the dense scatter of residential properties outside the main settlement areas. Concerns in relation to impacts on property values are being noted by our team however, as a regulated business, SSEN Transmission is obliged to follow a statutory legal framework under the Electricity Act 1989 and Land Compensation (Scotland) Act 1963. If you are entitled to compensation under the legal framework we will assess any claim on a case-by-case basis under the direction of this legal framework.
Concerns were raised in relation to impacts to native and riparian woodland and landscape impacts due to loss of tree belts at Allathan.	In relation to woodland, careful consideration has been taken to avoid or reduce impacts to native woodlands where possible and, as we continue with more detailed forestry field surveys, we will seek to identify further opportunities to avoid or further reduce impacts on ancient and veteran trees. Specifically in relation to Allathan House, we have taken on board information on the tree belts in this area and have minimised impacts to them as much as possible, however due to other constraints we will not be able to avoid them entirely. All trees that are impacted by felling within the operational corridor will be replanted by way of compensatory planting, within the landowner holding where possible or the local council area, in line with Scottish Government's Control of Woodland removal policy.
Concerns also related to the potential impact on the Culsh Monument.	Views from and of the Culsh Monument were a key consideration in the selection of the Potential Alignment, which is located on lower lying ground and at a greater distance from the monument compared with the other options considered. Historic Environment Scotland have been consulted throughout each stage of the routeing process and the EIA Report will include a cultural heritage assessment which will consider the potential effects on the Culsh Monument.
Construction traffic impacts to the local road network around New Deer was also raised.	In relation to potential impacts on roads, a traffic assessment will be provided within the EIA Report along with a Construction Traffic Management Plan. We will also endeavour to return land/tracks to the same or better condition as before. Landowners will be compensated for any losses sustained on a case-by-case basis, if required. Surveys will take place before works begin to assess the condition of the roads in advance.
Requests were made to adjust the alignment in Section 26 to avoid impacts on property, protect future development potential and to avoid a private water supply feeding several properties.	Requests have been considered and assessed and where possible adjustments have been made to the Proposed Alignment.

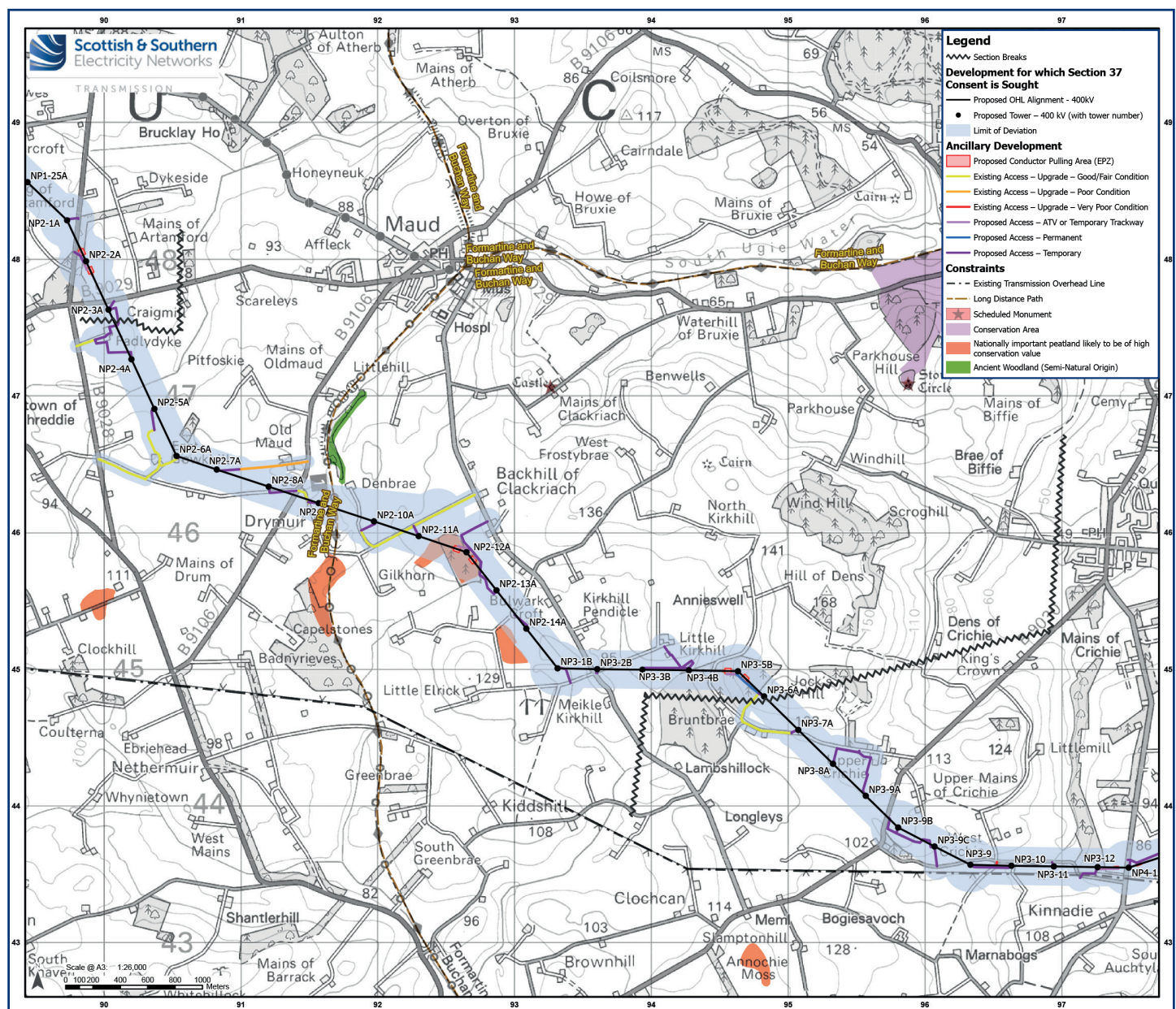
Conclusion

The Proposed Alignment in Section 26 has been moved slightly further north at Loanhead of Fedderate and slightly further west at Mains of Artamford to accommodate the requested changes to reduce impacts on property and private water supplies. The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 27 – East of New Deer to Hill of Dens



Section 27 – East of New Deer to Hill of Dens



Alignment Options Considered

In May and June 2024 we presented seven alignment options in Section 27 (Alignments 27A, 27B, 27C, 27D, 27E, 27F and 27G). Alignment 27G was presented as the Potential Alignment as it was least constrained from an environmental, engineering and cost perspective. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns raised included the proximity of the alignment to the settlement of Maud and impacts on property values.	In response to earlier feedback from the Maud community the Proposed Development was moved further to the south of Maud. We have looked to achieve a balance between maintaining distance from New Deer and Maud, whilst trying to identify alignments through the dense scatter of residential properties outside the main settlement areas. Concerns in relation to impacts on property values are being noted by our team. As a regulated business, SSEN Transmission is obliged to follow a statutory legal framework under the Electricity Act 1989 and Land Compensation (Scotland) Act 1963. If you are entitled to compensation under the legal framework we will assess any claim on a case-by-case basis under the direction of this legal framework.
Concerns also related to the potential impact on views from Aikey Brae stone circle and archaeology to the south of Maud.	The proposed alignment has been selected and designed to minimise the impacts on the stone circles throughout the area, and Historic Environment Scotland have been consulted at each stage. The EIA Report will include a cultural heritage assessment which will consider the potential effects on the stone circle including visualisations of views from the monument. Heritage Environment Records have been considered as part of the routing process and an Archaeological Watching Brief will be undertaken where necessary to protect undiscovered archaeology.
Concerns were raised relating to migrating birds, including swans, geese, owls and cranes. A request was made to move the alignment to reduce the potential impacts on ecology, specifically corn bunting and short eared owls.	In response to feedback received previously regarding migratory birds in the Hill of Dens area, the Proposed Alignment maintains the greatest distance to the south of all the options considered in this area. An ornithology assessment within the EIA Report will identify where there is a requirement for additional mitigation to manage any potential risk to birds.
Concerns were also raised about potential impacts to pedigree livestock. Mobile Broadband Network Ltd (MBNL) noted the presence of emergency telecommunications links within Section 27 that would need to be avoided.	The Proposed Alignment has been altered and now no longer impacts the property with concerns over pedigree livestock. The change also avoids emergency telecommunications links.

Conclusion

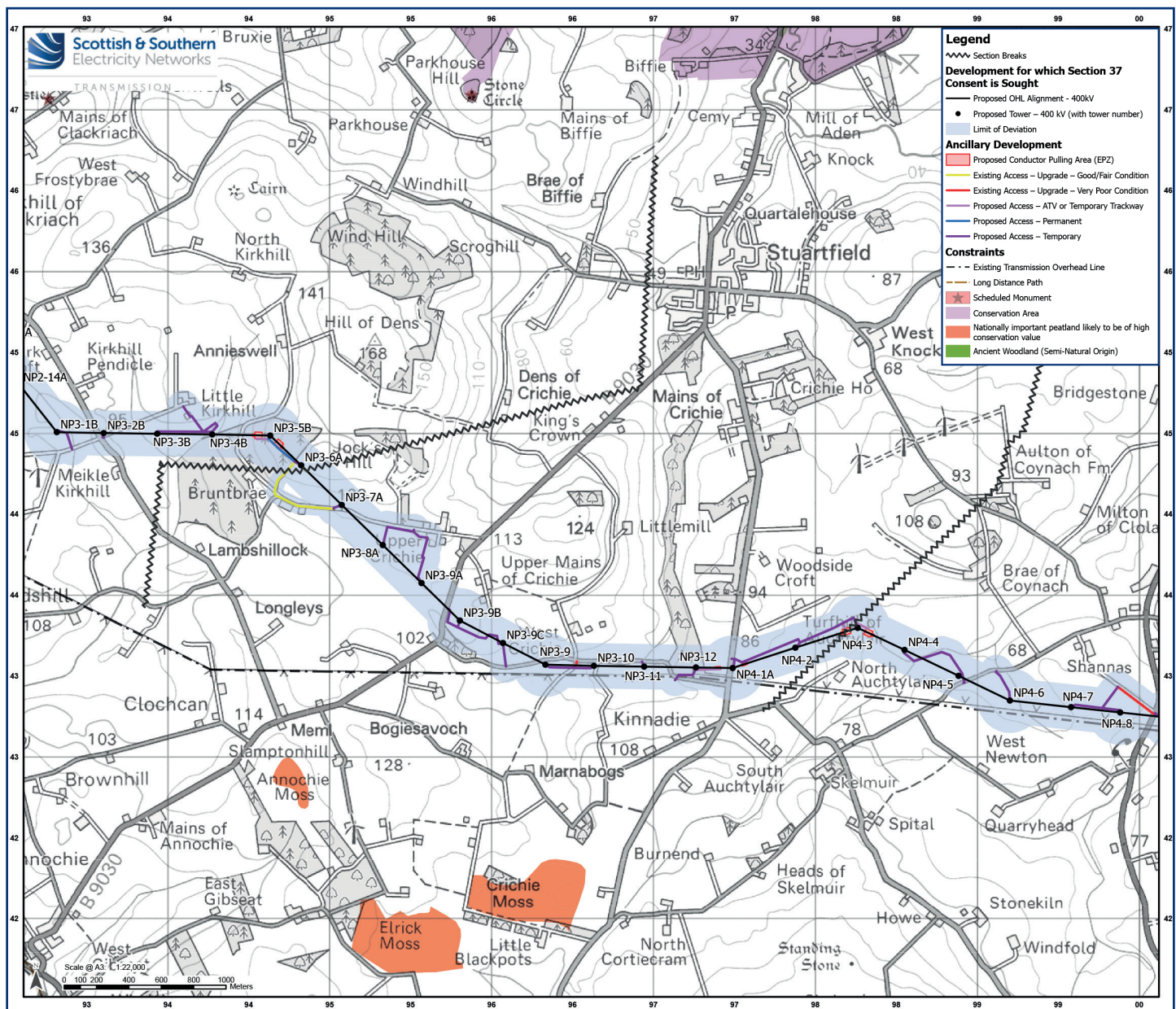
The Proposed Alignment in Section 27 takes a more northerly route around Gilkhorn, in order to avoid proposed developments, emergency telecommunications links and in response to landowner feedback.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 28 – Hill of Dens to southeast of Stuartfield



Section 28 – Hill of Dens to southeast of Stuartfield



Alignment Options Considered

In May and June 2024 we presented seven alignment options in Section 28 (Alignments 28A, 28B, 28C, 28D, 28E, 28F and 28G). Alignment 28G was presented as the Potential Alignment as it was least constrained from an environmental perspective and from an engineering perspective there was no clear preference. Despite the cost factors being unfavourable for this option, it was considered that the environmental benefits outweigh the cost factors. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
Concerns were raised about impacts on wildlife, equestrian activities and the New Arc animal shelter.	The Proposed Alignment being taken forward is located over 5km to the north of the New Arc Animal Shelter. Wildlife is present throughout the study area and sites designated due to wildlife have been avoided. Protected species (such as badgers and otters) and protected bird species have been factored into the selection of the alignment and an ecological impact assessment will be included in the EIA Report, including identification of mitigation measures where required.
Concerns were also raised about impacts to environmental improvements and planned future investment in the Crichton area.	In relation to equestrian activities and potential impacts, we have consulted with the British Horse Society. Roads, including those used by horse riders, will be considered within the traffic and transport assessment within the EIA Report. The recreation and tourism assessment, also within the EIA Report, will include an outline Outdoor Access Management Plan to ensure access for recreation is maintained throughout construction.
Our knowledge of the drainage in the area was questioned.	In the area around Crichton, we have sought to balance a range of environmental factors, including maintaining distance from scattered residential properties and minimising landscape and visual impacts to the settlement of Stuartfield. Towers will be located to minimise impacts on sensitive environmental features where possible.
A request was received in Section 28 to move the alignment to be closer to field margins.	We use SEPA Flood Maps to identify flood risk locations and where possible tower locations will be located outwith flood risk areas. The EIA Report will consider flood risk in general and will include more detailed assessment should a risk to flooding be identified at specific locations.

Conclusion

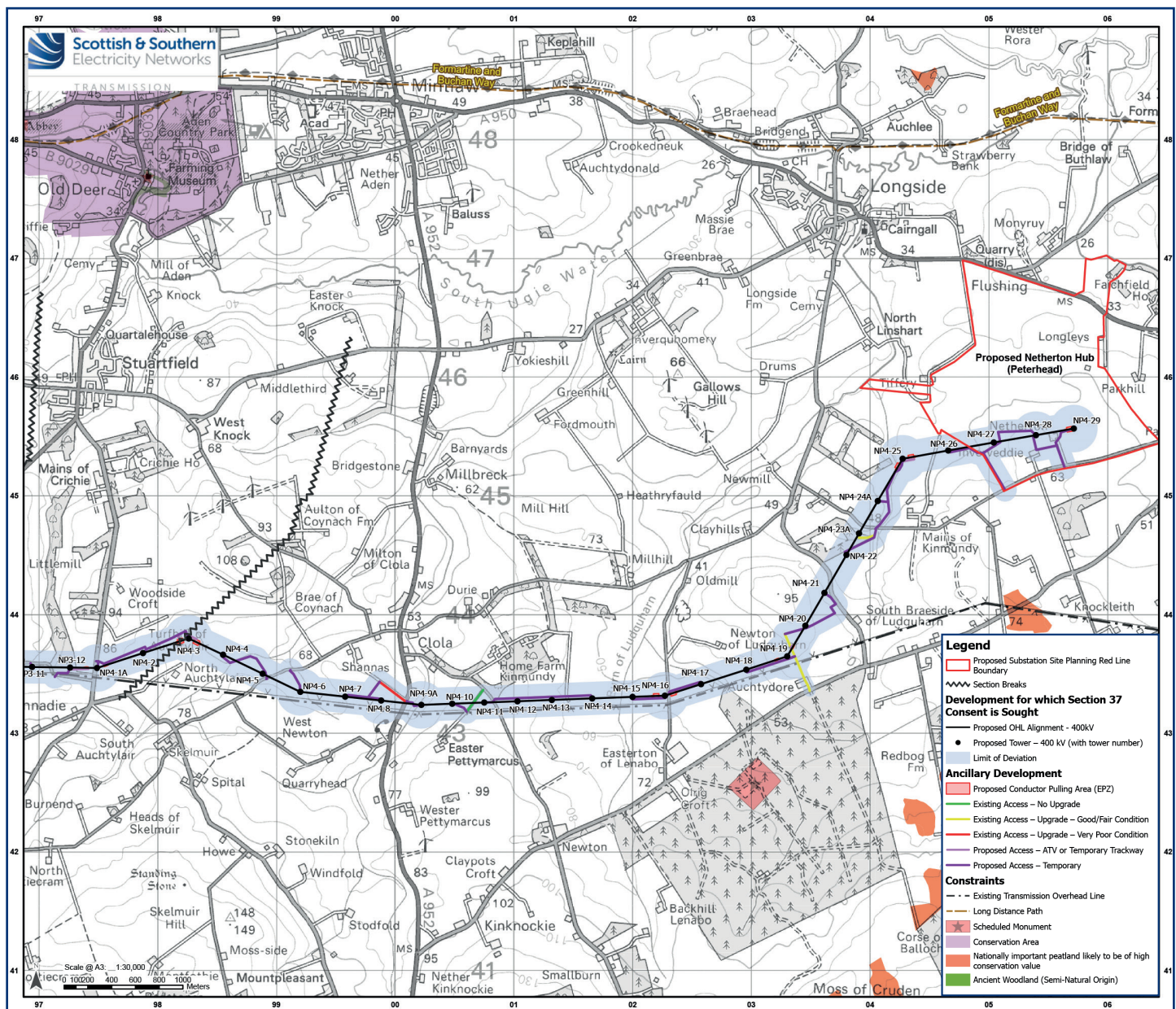
The Proposed Alignment in Section 28 takes a more northerly route across Jock's Hill than Potential Alignment 28G, in response to the changes made in Section 27, also allowing field margins to be followed more closely.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP

Section 29 – South east of Stuartfield to Netherton Hub



Section 29 – South east of Stuartfield to Netherton Hub



Alignment Options Considered

In May and June 2024 we presented five alignment options in Section 29 (Alignments 29A, 29B, 29C, 29D and 29E). Alignment 29E was presented as the Potential Alignment as it was least constrained from both an environmental and engineering perspective. Despite the cost factors being unfavourable, it was considered that the environmental benefits outweigh the cost factors. The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Alignment Consultation Feedback Summary

Feedback	Response
In Section 29 support was received for the route to the south of Mintlaw.	The Proposed Alignment lies 4km to the south of Mintlaw, taking advantage of the opportunity to keep the new OHL close to an existing line.
Concern was raised for wildlife and protected species such as voles, buzzards, ospreys, badgers and hares.	Wildlife is present throughout the study area and sites designated due to wildlife have been avoided. Protected Species (such as badgers and otters) and protected bird species have been taken into consideration and factored into the selection of the Potential Alignment. An Ecological Impact Assessment and Ornithological Assessment, including mitigation measures to minimise the impact on wildlife, will be detailed in the EIA Report.
NatureScot highlighted the Special Protection Areas (SPAs) for wintering geese at Loch of Strathbeg and Ythan Estuary, Sands of Forvie and Meikle Loch, with advice provided on foraging range.	Based on studies to date the Proposed Alignment is not understood to be in areas that represent core foraging areas for birds associated with the SPAs.
SEPA provided advice on contamination in the area associated with historical uses, requiring additional site investigation to be undertaken.	We will undertake the required contamination investigations and make these available to SEPA for further comment as part of the EIA Report.
Ugie District Salmon Fisheries raised concern about impact on fishing activity in the area.	We will assess potential impacts to the water environmental and aquatic ecology both during construction and operational use within the EIA Report. We will also protect fish stocks through the application of a Construction Environmental Management Plan.

Conclusion

The Proposed Alignment in Section 29 has been slightly refined at its western end due to a change in angle tower position following engineering surveys.

The Proposed Alignment to be taken forward to detailed design, Environmental Impact Assessment (EIA) and the Section 37 application, including proposed tower locations, temporary and permanent access tracks and other associated infrastructure, is shown on the map overleaf.



For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website ssen-transmission.co.uk/BBNP