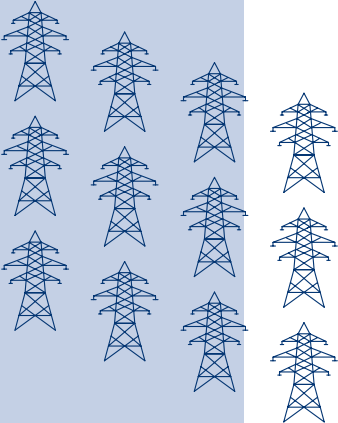


Route Section 8 (Alignment Section 17 and 18) Teindland to Keith

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

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

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

Alignment Section	Summary of Feedback	Our Response
Route Section 8 (Alignment Section 17 and 18)	- Pittensair (LB15803) - Gordon Castle (GDL00198) Mill of Towie (LB2303). The proposed route for this section splits in two possible directions, east and west of Keith. The Mill of Towie is approximately 2km south of the western proposed route. HES recommend including this asset for assessment if a more western alignment is selected.	At Keith the Proposed Alignment, following this consultation, is to the east of Keith and therefore an assessment of Mill of Towie would not be required. We will continue to engage with HES throughout the EIA design evolution process.
	Scottish Water The Spey Boreholes, Dipple and the Ordiequish Collecting Chambers supply the Spey Scheme (Badentinan) Water Treatment Works (WTW) and ground water will need to be protected. In the route option that has been retained by SSEN Transmission, the power line towers would be located up-flow of, and very close to, Scottish Water abstraction points and the Ordiequish Infiltration Gallery. The construction phase of site work would come at a risk to Scottish Water assets. Scottish Water believe there is another route option which may reduce the risk and is something that could be further considered.	We have since engaged directly with Scottish Water regarding the drinking water abstractions along the River Spey and at Ordiequish to discuss design mitigation options. An alternative alignment option (Alignment 17D) was identified which moves the Proposed Development further from the Scottish Water abstraction points than the Potential Alignment 17B. Alignment 17D has been assessed in comparison to the Potential Alignment and discussed in more detail with Scottish Water. On balance, Alignment 17D has been selected as the Proposed Alignment, as it will minimise the potential for impacts on the public water supply. Alignment 17B, although considered to be preferable in landscape and visual terms, has unacceptable potential impacts to the Scottish Water drinking water supplies at Dipple. To mitigate the potential landscape and visual impacts in this section resulting from the need to prioritise the protection of the public water supply, options for undergrounding of one of the existing transmission OHLs in this area are being considered in more detail and will be presented as mitigation within the EIA Report. Changes to Section 18 were required as a direct consequence of the deviation of Section 17, to provide connection from

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



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

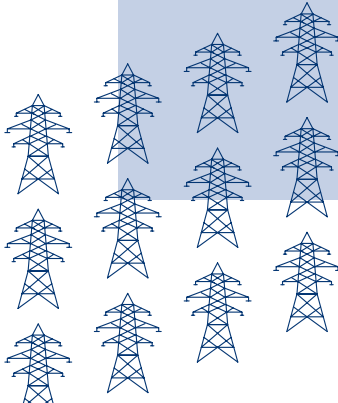
Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24) Keith to south of Turriff	Concerns were raised that if the Proposed Development is routed to the north of Newmill it will lead to the need to cut down a wood, and disturb badgers setts. A suggestion was made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

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

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

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

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



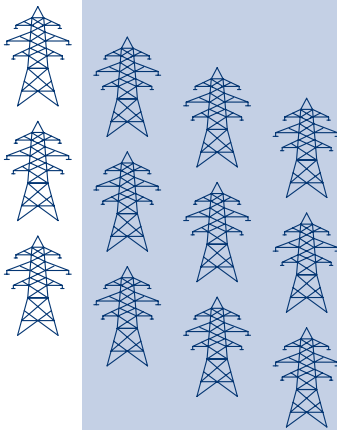
Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24) Keith to south of Turriff		route events, we added a full day for an event in Cairnie which incorporated both Coachford Substation plans as well as our potential alignment for the Proposed Development. Invitations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

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24) Keith to south of Turriff	Concerns were raised in Section 22 in relation to the potential impact on a therapeutic counselling practice which has worked hard to create a tranquil setting. Request made to ensure the alignment passes as far from this as reasonably possible.	The team are aware of these potential impacts and will work to mitigate these through design and assessments in the EIA Report and minimise during both construction and operation of the OHL. Contact can be made with the Community Liaison Team for information on the Proposed Development or to raise any concerns using this email address: BBNPasse.com
	A request was made from an estate owner in Section 23 to consider an alternative alignment further south (Alignment 23G) and also to reconsider a previous alignment option (22A), due to concerns about: • Interruption of PWS; • Visual impact of the Proposed Development on properties; • Narrow roads/lack of passing places for construction traffic use; • Detrimental impact on Category A Listed Building Frendraught House; • Property values; • Financial impact on shooting/ gaming activities and associated business; and • Loss of vermin control.	Following further consideration of the alternatives suggested, it has been concluded that Alignment 23G is not an acceptable change from the Potential Alignment 23E for multiple topics including cultural heritage assets, landscape character, visual, major crossings, angle towers, clearance distance from individual properties and capital cost. Alignment 23G does not appear to provide substantial benefits over Alignment 23E, therefore overall, it is not an acceptable change. More information can be viewed in the Alignment Deviations Appraisal in Appendix C. As an alternative to Alignment 23G, the landowner asked for Alignment 22A to be reconsidered, especially in regard to the Raich stone circle Scheduled Monument (SM42). In studies to date Alignment 22A is the most constrained alignment in Section 22 and therefore least preferred. It is assessed as having likely significant effects on the setting of the Raich stone circle scheduled monument and the newly designated stone circle, 660m NW of Hillhead of Frendraught (SM13790). Alignment 22A would be visible from both scheduled monuments and would interrupt the intervisibility between them. Discussions are ongoing with Historic Environment Scotland regarding their concerns in this area. Alignment 22A is also not favourable in terms of landscape designations as it is located partially within the Deveron Valley Special Landscape Area (SLA) boundary, thereby extending the adverse impact

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

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

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



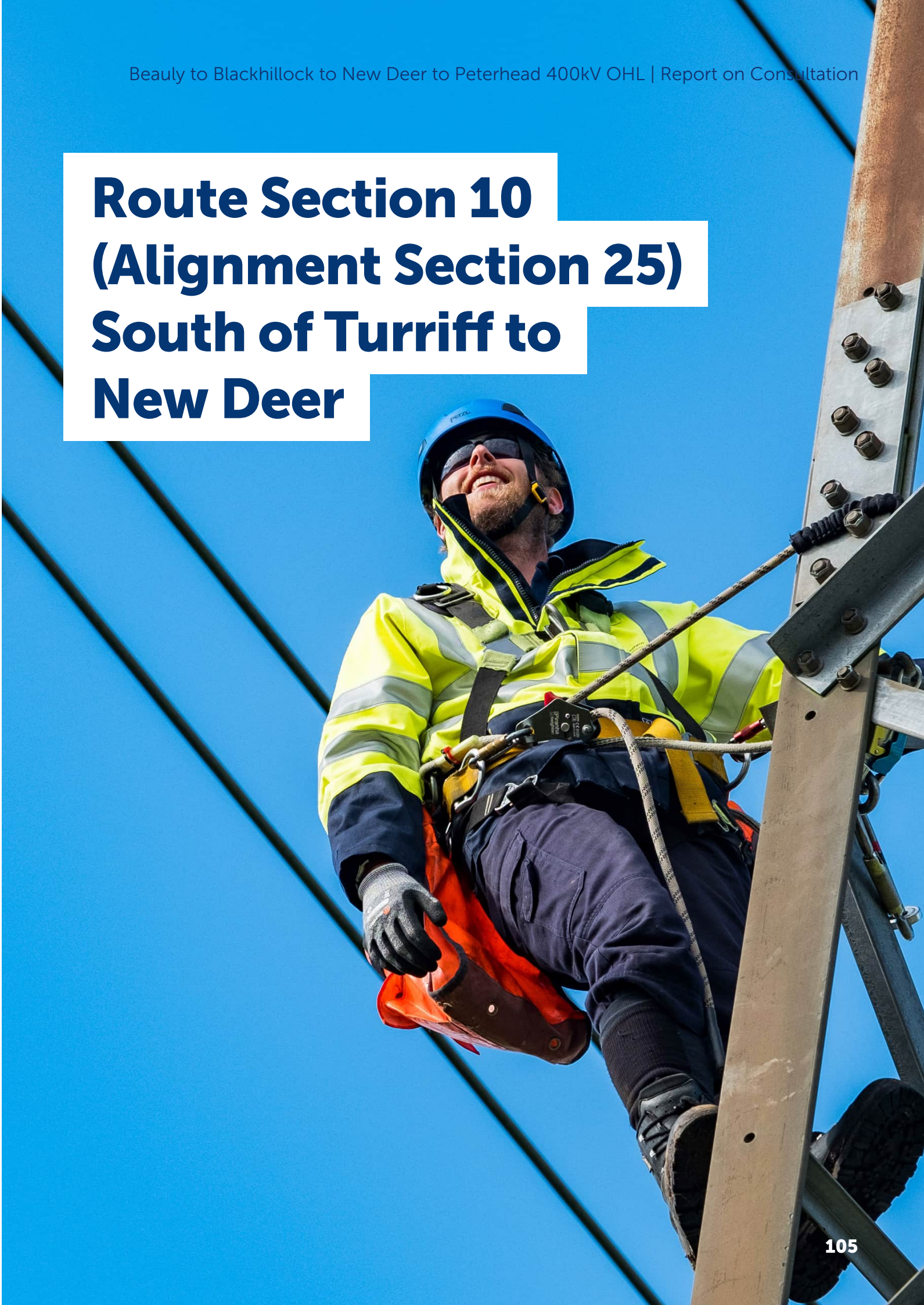
Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24) Keith to south of Turriff	Environmental impact including potential for the pylons to exacerbate flood risk was raised as a concern.	As part of the routeing process SEPA Flood Maps are used to identify flood risk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

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

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24) Keith to south of Turriff	Historic Environment Scotland (HES) Frendraught House (LB9449). HES consider that the southeast routes have the highest potential to impact the setting of Frendraught House. HES advise assessing the potential impacts of the alignments with consideration of important views to and from the house. HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response: • Arn Hill Stone Circle, Rothiemay Station (SM4). • Kinnoir Old Church, church 550m WSW of Corse of Kinnoir (SM5619). • Cairnton, Stone Circle 480m NE of (SM11). • Conzie Castle and Doocot, (SM5899). • Hare Stone, stone circle 480m NW of Feith Hill (SM338). • North Pitglassie, stone circle 1320m SW of (SM38). • West Outbuilding at Corse Croft, Kinnoir, Huntly (LB43681) • Stone circle, 365m WSW of Raich Farm (SM42) • Frendraught House (LB9449) • Milton Tower, Keith (SM5533) • Auchanachie Castle (LB3016) • West Outbuilding at Corse Croft,	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report. We will continue to engage with HES throughout the EIA design evolution process.

Alignment Section	Summary of Feedback	Our Response
Route Section 9 (Alignment Section 19-24) Keith to south of Turriff	Kinnoir, Huntly (LB43681) - Frendraught House, (LB9449) - Cairnton, stone circle 480m NE of (SM11) - Yonder Bognie stone circle, 215m NNE of Wardend (SM56) - Bogcoup Woods recumbent stone circle (proposed scheduled monument) - Stone circle, 660m NW of Hillhead of Frendraught (SM137900) - Mains of Hatton, stone circle 575m NNW of (SM30) - Corrydown, stone circle 150m NE of (SM16) - Stone circle, 660m NW of Hillhead of Frendraught (SM13790) - Forglen (GDL00398) - Old Parish Church of St Congan (LB42163) - Towie Barclay Castle (LB16405)	
	Scottish Water Burn Of Davidstone and Shenwell Spring supply Hericks Water Treatment Works (WTW) and this is a particularly sensitive area so great care will need to be taken. The route passes downstream, but within <0.5km of the Birken Burn intake and <1km from the Herricks Intake, both burns supplying Herricks WTW. This will be a low-risk development for water resources (quantity), however it is important that drainage is not directed out of the catchment and SW must be notified of any pollution incidents that could impact this catchment.	Noted. Drinking water protected areas and water supply abstractions are being considered and will be taken into account for tower and access track design. Where necessary, additional mitigation will be agreed with Scottish Water to minimise potential impacts.

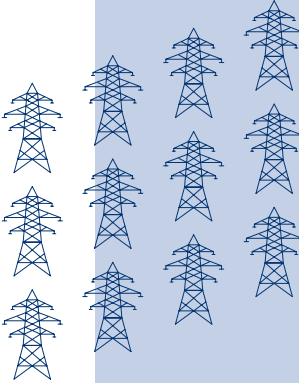
Route Section 10
(Alignment Section 25)
South of Turriff to
New Deer



Alignment Section	Summary of Feedback	Our Response
Route Section 10 (Alignment Section 25) South of Turriff to New Deer	In Alignment Section 25 a request was made from landowners to move the Proposed Development to accommodate future potential development and to more closely follow field margins to minimise impacts on land use.	Having considered the potential impacts associated with the requested change, the assessment concluded that the alignment could be moved further from the location of the proposed future development and closer to the field margins, therefore this request has been accommodated.
	Concerns were raised around impact of the Proposed Development on people living in proximity who have sensory issues.	We understand there will be concerns around the construction and operation of the Proposed Development, especially where there are particular sensitivities within households. We would encourage anyone with concerns to inform us of this to ensure we work closely with affected households to minimise, where possible, any impact and ensure sufficient notice is provided ahead of any works.
	Historic Environment Scotland (HES) HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response: • Hatton Castle (GDL00399) • Hatton Castle (LB16431) • Delgatie Castle (LB16421)	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report. We will continue to engage with HES throughout the EIA design evolution process.
	Ugie District Salmon Fishery Board The fishery board queried what planning has been implemented to protect wild salmon and sea trout in the River Ugie and in the sea. How will the operator ensure that the ecology and habitat will not be diminished during the construction	Further assessment will be carried out to understand the potential for impacts on the aquatic and riparian habitats, and any mitigation required. Potential impacts during construction and operation will be assessed in detail as part of the Environmental Impact Assessment stage. Ecology (including aquatic ecology) will be protected through the application

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

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

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

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

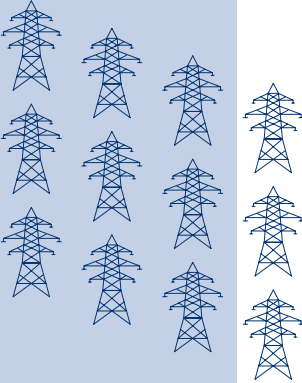
Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29) New Deer to Peterhead		In relation to woodland, careful consideration has been taken along the Proposed Developments proposed routing corridors and alignment selections, to avoid or reduce our impact on Native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

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

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

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

Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29) New Deer to Peterhead		
	Concern for wildlife and protected species such as voles, buzzards, ospreys, badgers and hares.	Wildlife is present throughout the study area and sites designated due to wildlife have been avoided. Protected Species (such as badgers and otters) and protected bird species have been taken into consideration throughout the routeing process and factored into the selection of the Potential Alignment. An Ecological Impact Assessment and Ornithological Assessment, including mitigation measures to minimise the impact on wildlife, will be detailed in the EIA Report. Please also see Section 3.1 Common Themes - Environmental Impacts.
	NatureScot This section is within 20 km of Special Protection Areas designated for wintering species of geese. - Loch of Strathbeg SPA – ornithological interests include non-breeding greylag geese, pink-footed geese and Svalbard barnacle geese. - Ythan Estuary, Sands of Forvie and Meikle Loch SPA - ornithological interests include non-breeding pink-footed geese. NatureScot advise that the foraging range from their roosting sites within the SPAs is between 15 –20 km (possibly up to 25 km for barnacle geese). Although within the potential connectivity distances of these SPAs, the alignments are at the upper end of these distances.	Impacts to the noted natural heritage designated sites have informed the optioneering process to date and will subsequently inform the EIA Report and Habitat Regulations Assessment (HRA) processes. Based on studies to date, the areas which fall within and immediately surrounding the alignment are not understood to represent core foraging areas for geese associated with either Loch of Strathbeg or Ythan Estuary and Meikle Loch SPA/Ramsar.
	SEPA The proposed route passes through the 1km search area for Radioactive substances (Radium-226)	Noted. A Phase 1 desk study will be undertaken as part of the EIA and made available to SEPA.

Alignment Section	Summary of Feedback	Our Response
Route Section 11 (Alignment Section 26-29) New Deer to Peterhead	associated with the historical use of the Former airfield at Longside (NK 03000 47500). If this remains the case a Phase 1 desk study will be required to be submitted to identify the potential for radioactive contamination within the cable route boundaries and establish whether any further detailed assessment is required.	
	Historic Environment Scotland (HES) HES recommend further assessment is conducted on the following cultural heritage designations and assets including supporting photomontages/visualisations as specified in their response: - Fedderate Castle (SM5951) - Clackriach Castle (SM5534) - Parkhouse Hill stone circle (Aikey Brae) (SM2) - Deer Abbey (SM90093) Old Parish Church of Longside (LB9410) and Churchyard Gateway, Longside Parish Church (LB9412): Significant effects are unlikely.	Further assessment on the noted heritage designations and assets including accompanying visualisations (as appropriate) will be provided as part of the cultural heritage assessment presented within the EIA Report. SSEN Transmission will continue to engage with HES throughout the EIA design evolution process. 
	Ugie District Salmon Fisheries Board	Potential impacts during construction and operation will be assessed in detail as part of the EIA Report stage. Fish stocks will be protected through the application of a Construction Environmental Management Plan (CEMP). Please also see Section 3.1 Common Themes - Environmental Impacts.
	MBNL	Adjustments have been made to the Proposed Alignment to accommodate emergency telecommunications links.
	MBNL advised that multiple emergency service network links are present within Section 27 and should be considered for tower placement.	

4. Summary of Key Decisions

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

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

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

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

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

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

