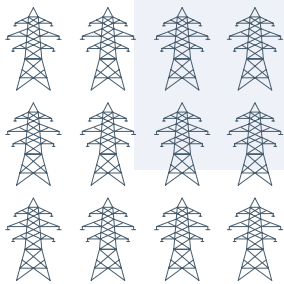
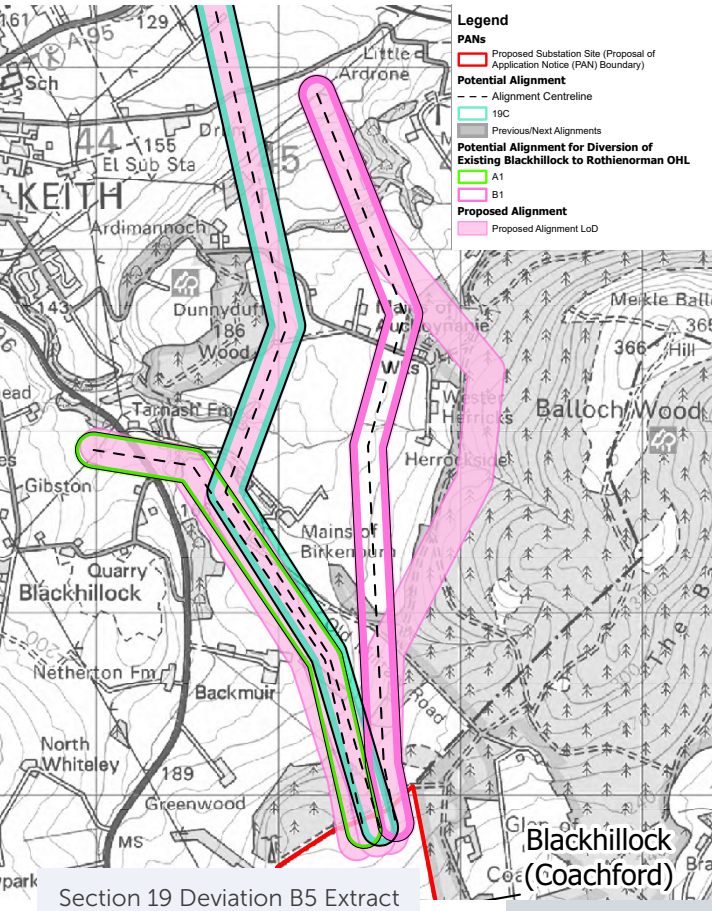


Also within Section 19, concerns were raised about landscape and visual impacts in the area to the southeast of Keith, where the diversions of the existing Blackhillock to Rothienorman 400kV OHL into Coachford substation would be routed close to the Proposed Alignment for the Beauly to Blackhillock 400kV OHL. In response to consultation feedback, we identified an alignment deviation (Alignment B6 in the Alignment Deviations Appraisal in Appendix C) for the proposed diversion to connect from the proposed Coachford substation to the existing Rothienorman substation. Alignment B6 leaves Coachford substation in an easterly direction, 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 Blackhillock to Rothienorman OHL southeast of Farmton. We also reconsidered one of the previously assessed alignment options for this diversion (Alignment B5 presented as part of the alignment consultation), which deviates to the east, passing through woodland on the lower slopes of Balloch Wood and behind a row of properties, therefore reducing cumulative visual impact of OHLs at this location.

Further assessment concluded that Alignment B6 would not be acceptable, as it passes in closer proximity to more properties and, although visually reducing 'wirescapes' to the west of Balloch Wood, it increases 'wirescapes' around Glen of Coachford and Braehead. Alignment B6 also has potential for cumulative effects on Auchanachie Castle and would result in a significant increase in capital costs, which does not outweigh the benefits relating to landscape fit and greater distance from Mill Wood SSSI. Further information on this assessment is provided in the Alignment Deviations Appraisal in Appendix C.

Reconsideration of Alignment B5 concluded that, whilst it is more constrained due to proximity to public and private water supplies and forestry impacts in comparison to Potential Alignment B1, it does reduce the cumulative landscape and visual impact in this area and for local residents. Further engineering assessment has been undertaken in terms of constructability and, following further consideration, it has been decided to take Alignment B5 forward as the Proposed Alignment. Further information is provided in the Alignment Consultation Document that was previously issued as part of the alignment consultation and is available [here](#).

Alignment B5 will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

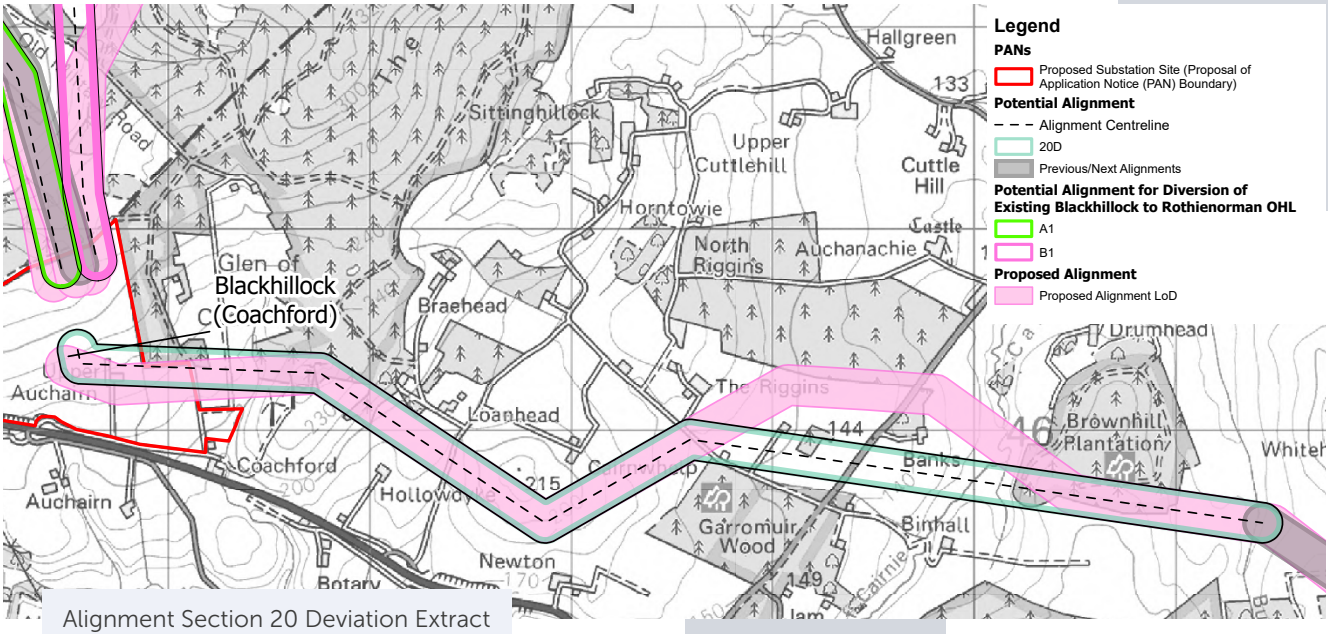


Also within Section 19, Potential Alignment A1 for the OHL diversion to connect from Blackhillock substation to Coachford substation has been refined slightly to move it further from residential properties.

Following review of consultation feedback in Section 20, we identified an alignment deviation (Alignment 20G) that takes a more northerly alignment to Potential Alignment 20D over a short distance north of Garrowmuir

Wood, to move further from properties and avoid a pond crossing. Further assessment concluded that Alignment 20G is acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 20D. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 20G will therefore be taken forward as the Proposed Alignment for EIA and detailed design.



In response to consultation and landowner feedback, Potential Alignment 21D has been refined slightly at the western end in order to avoid a private water supply and reduce visual impacts to nearby properties.

No changes have been made to Potential Alignment 22D, which will be taken forward as the Proposed Alignment.

In response to consultation feedback in Section 23, we identified an alignment deviation (Alignment 23G) which takes a more southerly route through the same landholding as the Proposed Alignment 23E. We also reconsidered one of the previously assessed alignment options further north (Alignment 22A). Further assessment concluded that Alignment 23G was not an acceptable change from Alignment 23E for a number of reasons, including impacts to cultural heritage assets, landscape character, visual receptors, forestry removal,

clearance distance from properties and capital cost. Further information on this assessment is provided in the Alignment Deviations Appraisal in Appendix C. The alternative alignment further north (Alignment 22A) was also not considered to be an acceptable change, due to likely significant effects on the setting of two stone circle Scheduled Monuments, as well as impacts to the Deveron Valley Special Landscape Area, increased forestry impacts and increased capital cost. On balance therefore, the two alternative alignment options are more constrained than the Potential Alignment 23E and will not be taken forward.

Potential Alignment 23E will therefore be taken forward as the Proposed Alignment for EIA and detailed design.

No changes have been made to Potential Alignment 24C, which will be taken forward as the Proposed Alignment for EIA and detailed design.