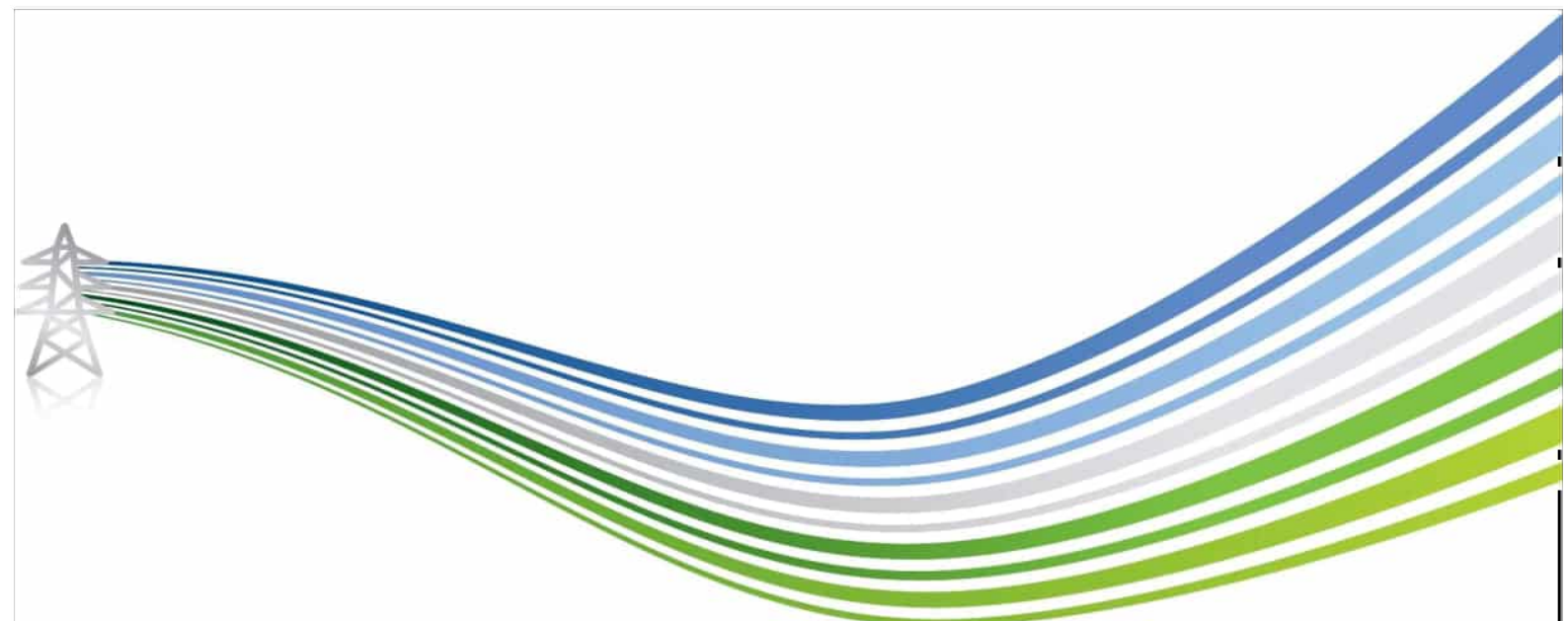


# **Blarghour 132 kV Wind Farm Connection**

## **Report on Consultation (Routeing Stage)**

**June 2026**

**LT000315**



## CONTENTS

<b>GLOSSARY</b>	<b>1</b>
<b>EXECUTIVE SUMMARY</b>	<b>1</b>
<b>1. INTRODUCTION</b>	<b>2</b>
1.1 Purpose of this Document	2
1.2 Document Structure	2
<b>2. THE PROPOSALS</b>	<b>3</b>
2.1 Project Background	3
2.2 Project Description	3
2.3 Route Options	5
2.4 Identification of a Preferred Route	6
<b>3. THE CONSULTATION PROCESS</b>	<b>7</b>
3.1 Overview	7
3.2 Methods of Consultation	7
<b>4. CONSULTATION RESPONSES AND KEY ISSUES</b>	<b>9</b>
4.1 Summary of Engagement	9
4.2 Summary of Statutory and Non-Statutory Consultee Feedback	9
4.3 Summary of Local Community and General Public Feedback	15
4.4 Issues Emerging from Consultation Feedback	15
<b>5. PROJECT RESPONSES TO CONSULTATION</b>	<b>16</b>
5.1 Design Responses	16
5.2 Proposed Route	16
5.3 Responses Relevant to Subsequent EIA	16
<b>6. CONCLUSION</b>	<b>17</b>
6.1 Next Steps	17
<b>APPENDIX A: CONSULTATION DOCUMENT (FEBRUARY 2026)</b>	<b>18</b>
<b>APPENDIX B: FIGURES</b>	<b>19</b>
<b>APPENDIX C: CONSULTATION PROMOTIONAL MATERIALS</b>	<b>20</b>

Figure 2.1: Route Options

Figure 2.2: Cultural Heritage Constraints

Figure 2.3: Landscape and Visual Constraints

Figure 2.4: Natural Heritage Constraints

## GLOSSARY

Term	Definition
Alignment	A centre line of an overhead line OHL, along with location of key angle structures.
Amenity	The natural environment, cultural heritage, landscape and visual quality. Also includes the impact of SHE Transmission's works on communities, such as the effects of noise and disturbance from construction activities.
Ancient Woodland Inventory (AWI)	A database of land that is currently wooded and has been continually wooded, at least since 1750, which are considered irreplaceable habitats.
Area of Panoramic Quality (APQ)	A locally designated landscape considered to be of high scenic value.
Biodiversity Net Gain (BNG)	An approach to development that aims to leave the natural environment in a measurably better state than it was pre-development. It focuses on the change in the biodiversity value of a site, comparing the pre and post construction biodiversity values to ensure a positive effect overall.
Conductor	A metallic wire strung from structure to structure, to carry electric current.
Consultation	The dynamic process of dialogue between individuals or groups, based on a genuine exchange of views and, normally, with the objective of influencing decisions, policies or programmes of action.
Corridor	A linear area which allows a continuous connection between the defined connection points. The corridor may vary in width along its length; in unconstrained areas it may be many kilometres wide.
Downlead	The section of overhead line connecting the terminal pole to substation equipment.
Energy Consents Unit (ECU)	The Scottish Government body responsible for determining applications for energy infrastructure consent under the Electricity Act 1989.
Environmental Impact Assessment (EIA)	A formal process set down in The Electricity Works (EIA) (Scotland) Regulations 2000 (as amended in 2008) used to systematically identify, predict and assess the likely significant environmental impacts of a proposed project or development.
Gardens and Designed Landscapes (GDLs)	The Inventory of Gardens and Designed Landscapes lists those gardens or designed landscapes which are considered by a panel of experts to be of national importance.
Groundwater Dependent Terrestrial Ecosystems (GWDTE)	Wetlands which critically depend on groundwater flows. They are safeguarded by the Water Framework Directive (WFD) and are sensitive to hydrological and ecological changes.
Habitat	Term most accurately meaning the place in which a species lives, but also used to describe plant communities or agglomerations of plant communities.
Kilovolt (kV)	A unit of electrical potential equal to one thousand volts.
Listed Building	Building included on the list of buildings of special architectural or historic interest and afforded statutory protection under the 'Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997' and other planning legislation. Classified categories A – C(s).
Micrositing	The process of positioning individual structures to avoid localised environmental or technical constraints.
Mitigation	Term used to indicate avoidance, remediation or alleviation of adverse impacts.
National Scenic Area (NSA)	A national level designation applied to those landscapes considered to be of exceptional scenic value.
Native Woodland Survey Scotland (NWSS)	A national inventory of native woodlands in Scotland.
Operational Corridor	The cleared area required to safely operate and maintain an overhead line.
Overhead line (OHL)	An electric line installed above ground, usually supported by lattice steel towers or poles.

Private Water Supply (PWS)	A supply of water not provided by a public water authority, typically serving individual properties.
Preferred Route	Describes the route identified through environmental, engineering and cost appraisal as the route that best balances the competing interests of the three disciplines. The selected route is referred to as the Preferred Route prior to consultation with stakeholders.
Proposed Route	Following consideration of consultation feedback, the Preferred Route if confirmed to be taken forward, inclusive of any amendments following consultation, is referred to as the Proposed Route.
Red-Amber-Green (RAG) Rating	A qualitative rating system used to compare relative levels of constraint or impact.
Scheduled Monument	A monument which has been scheduled by the Scottish Ministers as being of national importance under the terms of the 'Ancient Monuments and Archaeological Areas Act 1979'.
Schedule 1 Bird Species	Bird species afforded special protection under Schedule 1 of the Wildlife and Countryside Act 1981.
Sites of Special Scientific Interest (SSSI)	Areas of national importance. The aim of the SSSI network is to maintain an adequate representation of all natural and semi-natural habitats and native species across Britain.
Span	The section of overhead line between two structures.
Special Area of Conservation (SAC)	An area designated under the EC Habitats Directive to ensure that rare, endangered or vulnerable habitats or species of community interest are either maintained at or restored to a favourable conservation status.
Special Protection Area (SPA)	An area designated under the Wild Birds Directive (Directive74/409/EEC) to protect important bird habitats. Implemented under the Wildlife and Countryside Act 1981.
Stakeholders	Organisations and individuals who can affect or are affected by SHE Transmission works.
Study Area	The area within which the corridor, route and alignment study takes place.
Terminal Structure	A structure (tower or pole) required where the line terminates either at a substation or at the beginning and end of an underground cable section.
The National Grid	The electricity transmission network in the Great Britain.
Water Framework Directive (WFD)	European legislation aimed at achieving good ecological status for surface and groundwater bodies.
Wayleave	A voluntary agreement entered into between a landowner upon whose land an overhead line is to be constructed and SHE Transmission
Wild Land Area (WLA)	Those areas comprising the greatest and most extensive areas of wild characteristics within Scotland.

## EXECUTIVE SUMMARY

Scottish and Southern Electricity Networks Transmission (SSEN Transmission) undertook consultation between February and April 2026 to request comments on the proposal to construct and operate a 132 kV overhead line (OHL), approximately 11 km in length, to connect the consented Blarghour Wind Farm to the Creag Dhubh Substation, which is currently under construction (the 'Proposed Development').

The Proposed Development has been subject to an optioneering process to identify a suitable connection route. This process considered three route options (**Figure 2.1, Appendix B**), which were appraised against environmental, engineering, and cost criteria to arrive at an overall Preferred Route (Option 3). A full description of the Routeing Selection process is provided in the Consultation Document (**Appendix A**).

As part of the routeing stage (Stage 2), a Consultation Document was published in February 2026 (**Appendix A**). This document described the evaluation of the different routeing options and invited interested parties to provide their views on them and the Preferred Route identified. A face-to-face consultation event was held on the 5<sup>th</sup> March 2026, from 2 pm to 7 pm, at the Loch Fyne Hotel in Inveraray. Through the consultation, comments were sought from members of the public, statutory consultees, and other key stakeholders. All comments were requested by 2<sup>nd</sup> April 2026.

This Report on Consultation presents a summary of the consultation undertaken at the routeing stage and the outcomes of that consultation. It summarises the comments provided by stakeholders, including statutory consultees, non-statutory consultees, and members of the public, on the three route options under consideration and the Preferred Route option put forward in the Consultation Document. The report also details the actions taken by SSEN Transmission in response to the comments received and documents how these responses were considered in the selection of the Proposed Route.

The Proposed Route will be taken forward to Alignment Selection (Stage 3), during which a number of alignment options within the Proposed Route will be identified and appraised against environmental, engineering, and cost criteria.

# 1. INTRODUCTION

## 1.1 Purpose of this Document

Scottish and Southern Electricity Networks Transmission (hereafter referred to as 'SSEN Transmission') is proposing to construct and operate a new 132 kilovolt (kV) single circuit overhead line (OHL) to connect the consented Blarghour Wind Farm (ECU00004754) to the wider electricity network (hereafter referred to as 'the Proposed Development'). The Proposed Development will extend approximately 11 km and be comprised of Trident 'H' poles. The OHL will connect from the proposed substation within Blarghour Wind Farm to the Creag Dhuhb Substation, which is currently under construction.

Three Route Options with widths of approximately 1 km were identified by SSEN Transmission and a Preferred Route was initially selected according to environmental, engineering and cost appraisal findings detailed in the Consultation Document (**Appendix A**).

A programme of consultation was designed to engage with key stakeholders including statutory and non-statutory consultees, local communities, landowners, and individual residents to get feedback on the rationale for and approach to, the selection of the Preferred Route.

This document reports on the responses received from the publishing of the Consultation Document and consultation events, identifying key issues and how they have been considered in finalising the Proposed Route.

## 1.2 Document Structure

This Consultation Document comprises the following sections:

- **Section 1: Introduction** – setting out the purpose of the Report on Consultation Document;
- **Section 2: The Proposals** – outlines the background / context to the project and provides a description of the Preferred Route;
- **Section 3: The Consultation Process** - describes the framework for consultation and methods which have been employed;
- **Section 4: Stakeholder Consultation Responses** – summarises the range of responses, key comments and issues arising through the consultation process;
- **Section 5: SSEN Transmission's Responses to Consultation** – describes how the comments and issues raised during consultation will be addressed; and
- **Section 6: Next Steps** – provides a summary of the conclusions reached and actions going forward.

## 2. THE PROPOSALS

### 2.1 Project Background

SSEN Transmission, operating under licence held by Scottish Hydro Electric Transmission plc, is the electricity transmission licence holder in the north of Scotland and has a duty under Section 9 of the Electricity Act 1989 to 'develop and maintain an efficient, coordinated and economical system of electricity transmission and to facilitate competition in the generation and supply of electricity.' SSEN Transmission also has obligations to offer non-discriminatory terms for connection to the transmission system, both for new generation and for new sources of electricity demand.

The developer of Blarghour Wind Farm (Coriolis Energy) has been granted consent by the Scottish Government's Energy Consents Unit under Section 36 of the Electricity Act 1989. An application was subsequently submitted to vary the original consent to an 84 MW wind farm (ECU00004754<sup>1</sup>), which has a contracted connection date of March 2029. SSEN Transmission has a statutory duty under Schedule 9 of the Electricity Act 1989 to connect the new development to the transmission network by this connection date.

### 2.2 Project Description

The consented Blarghour Wind Farm is an onshore wind project comprising of 14 turbines, located in Argyll and Bute approximately 7 km northwest of Inveraray. The 'Proposed Development' comprises approximately 11 km of OHL connecting the consented Blarghour Wind Farm Substation to the Creag Dhubh Substation, which is under construction.

The type of technology solution proposed and appraised for this connection are alignments comprised of Trident 'H' poles terminating within each substation compound via a downlead.

Trident 'H' poles are typically between 11 m - 17 m in height. The selection of the support types for the OHL will be undertaken separately from the OHL routeing process. The final support type selection is generally influenced by three main factors: altitude, weather and the local topography. At this stage, it is anticipated that wooden poles are likely to be used.

Support height and span lengths will vary depending on the above factors, with supports typically being spaced closer together at higher altitudes to account for increased exposure to high winds, ice and other adverse weather conditions. As a result, the exact support configuration, height and the distance between supports will only be confirmed following completion of a detailed engineering alignment study.

The proposed Trident 'H' poles will support three conductors (wires) on three insulators positioned at the top of the pole. A typical design for a Trident 'H' pole structure can be seen in **Photograph 2.1**.

**Photograph 2.1: Indicative Trident 'H' Pole Example**



<sup>1</sup> Energy Consents Unit (ECU) (n.d.) Application Details – ECU00004754: <https://www.energyconsents.scot/ApplicationDetails.aspx?cr=ECU00004754>

### 2.2.1 Construction Activities

Key tasks during construction of the Proposed Development will involve:

- Establishment of suitable laydown areas for material and installation of temporary track solutions as necessary;
- Establishment of temporary construction compounds / welfare units;
- Establishment of new (temporary and permanent) tracks, as required;
- Delivery of structures and materials to site; and
- Assembly and erection of Trident 'H' pole structures and stays.

Installation of the Trident 'H' poles will involve the following tasks:

- Excavation of a suitable area for the Trident 'H' poles, and backfilling after installation of the pole;
- In some pole locations, it may be necessary to add imported hardcore to backfill around the pole foundations to provide additional stability in areas where the natural sub soils have poor compaction qualities;
- In some pole locations where shallow bedrock is present, it may be necessary to break or remove rock to accommodate pole foundations;
- Conductors will be installed on the poles using full tension stringing to prevent the conductor coming into contact with the ground; and
- Remedial works will be carried out to reinstate the immediate vicinity of permanent infrastructure and the footprint of any temporary infrastructure, returning any ground disturbed to pre-existing use.

### 2.2.2 Forestry Removal

Woodland removal, which may be required prior to the construction work will be identified and described after a Proposed Alignment has been selected. Removal of sections of commercial forest will be undertaken in consultation with Scottish Forestry and affected landowners.

After felling, timber removed that is commercially viable will be sold and the remaining forest material will be dealt with in a way that delivers the best practicable environmental outcome and is compliant with waste regulations and guidance including SEPA's "Use of Trees Cleared to Facilitate Development on Afforested Land"<sup>2</sup> guidance.

An operational corridor will be required to enable the safe operation and maintenance of the OHL. This will vary depending on the type of woodland (based on species present) in proximity to the OHL. Within areas of commercial forestry, the operational corridor will be 72m (36m on either side of the OHL). In areas of native woodland, it is usually possible to provide a narrower corridor due to a reduced risk of trees falling on the OHL.

### 2.2.3 Access During Construction

Access to every OHL support structure is required during construction. A more detailed plan for access during construction will be prepared once a Proposed Alignment has been identified and the preferred support structure type selected, where feasible, existing access tracks will be used. Opportunities exist for the Proposed Development to utilise accesses created by other projects consented or under construction in the local area, including, Blarghour Wind Farm<sup>1</sup>, Creag Dhubh to Inveraray 275 kV OHL<sup>3</sup> and Creag Dhubh Substation<sup>4</sup>. Where this is not possible, new access tracks will be required and where there is a justified long-term requirement for operations and maintenance they will be left in place, otherwise they will be removed after commissioning.

<sup>2</sup> Use of Trees Cleared to Facilitate Development on Afforested Land (2014) Joint SEPA, SNH and Forestry Commission Scotland Guidance:

[https://www.sepa.org.uk/media/143799/use\\_of\\_trees\\_cleared\\_to\\_facilitate\\_development\\_on\\_afforested\\_land\\_sepa\\_snh\\_fcs\\_guidance\\_-\\_april\\_2014.pdf](https://www.sepa.org.uk/media/143799/use_of_trees_cleared_to_facilitate_development_on_afforested_land_sepa_snh_fcs_guidance_-_april_2014.pdf)

<sup>3</sup> Energy Consents Unit (ECU) (n.d.) Application Details – ECU00003442: <https://www.energyconsents.scot/ApplicationDetails.aspx?cr=ECU00003442>

<sup>4</sup> SSEN Transmission (n.d.) Creag Dhubh Substation Project: <https://www.ssen-transmission.co.uk/projects/project-map/creag-dhubh-substation/>

The type of temporary track required will depend on a variety of factors including the sensitivity of the location, the type of land use and the ground conditions, with the latter confirmed through pre-construction ground information. When the use of heavy plant and machinery is not required and the volume of traffic to carry out the works is not substantial, use can be made of low ground pressure vehicles which do not require a formal track. Stone tracks will be required when heavy plant or a substantial volume of traffic is anticipated; these may be floated over areas of peat, or may use cut and fill approaches, subject to ground conditions and gradients. In areas identified as sensitive, temporary matting will be used for access, provided that the ground is relatively level.

#### 2.2.4 SSEN Transmission's Biodiversity Ambition

SSEN Transmission is committed to protecting and enhancing the environment by minimising the potential impacts from their construction and operational activities. As part of this approach, SSEN Transmission has made commitments within its Sustainability Strategy (2018)<sup>5</sup> and Sustainability Plan (2019)<sup>6</sup> for new infrastructure projects to:

- Ensure natural environment considerations are included in decision making at each stage of a project's development;
- Utilise the mitigation hierarchy to avoid impacts by consideration of biodiversity in project design;
- Positively contribute to the UN and Scottish Government Biodiversity strategies by achieving Net Gain on all projects gaining consent; and
- Work with the supply chain to gain the maximum benefit during asset replacement and upgrades.

The design and evolution of this project will be carried out in line with these commitments.

#### 2.2.5 Programme

It is anticipated that construction of the Proposed Development will take place over a 15 to 18 month period, following the granting of consents, although detailed programming of works will be the responsibility of the Principal Contractor in agreement with SSEN Transmission. The programme is currently under development, indicative milestones are as follows:

- Construction Start: January 2028; and
- Operation: April 2029

### 2.3 Route Options

The approach to route selection was informed by SSEN guidance which aims to balance environmental, engineering and economic considerations throughout the route selections process.

This section provides a summary of the three route options, Route 1, Route 2 and Route 3 (**Figure 2.1, Appendix B**).

#### 2.3.1 Route Option 1

Heads north east from the proposed Blarghour Wind Farm Substation for approximately 8 km, roughly following the Cruach Mhor ridge line to Creag Dhubh Substation. Upon exiting Blarghour Substation, the route passes multiple turbines to the south of the wind farm. The northern most 2 km of the route, on approach to the proposed Creag Dhubh Substation is through plantation woodland.

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<sup>5</sup> Delivering a smart, sustainable energy future: The Scottish Hydro Electric Transmission Sustainability Strategy (2018) <https://www.ssen-transmission.co.uk/media/2701/sustainability-strategy.pdf>

<sup>6</sup> RIIO-T2 Sustainability Action Plan (2019) <https://www.ssen-transmission.co.uk/media/3759/sustainability-action-plan.pdf>

### 2.3.2 Route Option 2

Heads east from the proposed Blarghour Wind Farm Substation for approximately 1 km before pivoting to the north east towards Drimfern for approximately 3 km. The route then continues north for approximately 5 km, following a similar route to the existing Inveraray – Taynuilt OHL running alongside the A819, before terminating at Creag Dhubh Substation.

### 2.3.3 Route Option 3

Route 3 travels south east for approximately 3 km before turning north towards the A819 for approximately 3 km. The route aligns closely with the A819, crossing the road at Tullich and continuing parallel to the A819 in a northerly direction for approximately 4 km. It then crosses the A819 once more to the north west, near Old Military Road, before terminating at the Creag Dhubh Substation after approximately 1 km.

## 2.4 Identification of a Preferred Route

The three routes described above were appraised against environmental, engineering and cost criteria in line with SSEN Transmission's guidance 'Procedures for Routeing OHLs and Underground Cables of 132 kV and above'<sup>7</sup> ('SSEN Transmission's Guidelines').

From an environmental perspective, Route 2 was preferred by a small margin. Route 2 has a lower potential for impact on cultural heritage features, including the setting of Inveraray Garden and Designed Landscape and non-designated heritage assets (**Figure 2.2, Appendix B**). Route 2 also runs along the A819 for a shorter distance, resulting in a lower potential for visual impacts on road users and nearby residential properties (**Figure 2.3, Appendix B**). Route 2 does not contain woodland listed on the Ancient Woodland Inventory; however, it has potential to result in a barrier effect and collision risk to golden eagles using the area (**Figure 2.4, Appendix B**).

From an engineering perspective, Route 3 offers the best balance of safety, compliance and programme certainty, with all major risks well understood and effectively mitigated. Route 3 benefits from greater existing access provisions and reduced constraints in respect of the existing 132 kV Inveraray – Taynuilt double circuit OHL. In contrast, although Route 2 performs more favourably from an environmental perspective, it has been assessed as unsafe to construct and would present an ongoing operational risk for inspection and fault response.

From an economic perspective, Route 3 is preferred as it has the lowest capital cost.

Overall on balance and using professional judgement, the Preferred Route for the connection between the consented Blarghour Wind Farm and the Creag Dhubh Substation is Route 3.

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<sup>7</sup> SSEN Transmission (September 2020). Procedures for Routeing Overhead Lines and Underground Cables of 132 kV and above. Revision 2.

## 3. THE CONSULTATION PROCESS

### 3.1 Overview

In accordance with the SSEN Transmission Guidelines<sup>7</sup> and the Electricity Act 1989<sup>8</sup> pre-application consultation requirements, a programme of consultation and engagement was undertaken to inform the design of the Proposed Development.

The consultation formed part of the route selection process, seeking feedback on the need for the project, routeing constraints, technology options and potential route options to confirm whether the Preferred Route should be taken forward as the Proposed Route.

### 3.2 Methods of Consultation

#### 3.2.1 Public Consultation

Following completion of environmental, engineering and cost appraisal, an emerging Preferred Route was identified by SSEN Transmission. A Consultation Document (**Appendix A**) was produced and distributed for comment in February 2026.

The Consultation Document set out information on the need for the project, the route selection process, routeing constraints, technology options and the emerging Preferred Route, and invited feedback on whether this route should be progressed as the Proposed Route.

A public consultation event was held on the 5<sup>th</sup> March 2026, between 2 pm and 7 pm, at the Loch Fyne Hotel, Inveraray, providing an opportunity for members of the public to view project information and discuss the proposals with representatives of the SSEN Transmission's project team.

The public consultation event was promoted via a mail-drop to households within the vicinity of the Proposed Development. In addition, the Community Council and Ward Councillors were contacted by email and asked to share details of the event through their networks and social media channels. Supporting promotional information including the mailed leaflet, the consultation booklet, and the press advert, is provided in **Appendix C**.

#### 3.2.2 Consultation Materials

The following consultation materials were prepared and made available as part of the consultation process:

- The Consultation Document (**Appendix B**) and accompanying covering letter;
- A consultation booklet (**Appendix C**); and
- An online feedback form to allow consultees and members of the public to submit comments.

The Consultation Document and consultation booklet were published on the SSEN Transmission website<sup>9</sup> on 19 February 2026. The consultation booklet was also made available as a takeaway document and displayed as information boards at the consultation event. The consultation period closed on 2 April 2026, and all feedback received within this period has been considered.

#### 3.2.3 Statutory and Non-Statutory Consultees

Comments were sought from a range of stakeholders both with statutory and non-statutory interest in the consenting process. Statutory and non-statutory stakeholders invited to comment as part of the consultation on the Preferred Route are listed in **Table 4.1**.

In addition, the affected landowners across the route were invited to comment on the Preferred Route.

<sup>8</sup> UK Government (1989) Electricity Act 1989: <https://www.legislation.gov.uk/ukpga/1989/29/contents>

<sup>9</sup> SSEN Transmission (n.d.) Blarghour Wind Farm Connection Project: <https://www.ssen-transmission.co.uk/projects/project-map/blarghour-wind-farm-connection-project/>

Stakeholders and members of the public were invited to submit feedback through the following methods:

- Responses to specific consultation questions included within the Consultation Document;
- Attendance at the public consultation event; and
- Submission of comments via email or the online feedback form.

## 4. CONSULTATION RESPONSES AND KEY ISSUES

In designing the Proposed Development, SSEN Transmission has considered technical, environmental and economic constraints, alongside views expressed by statutory consultees, non-statutory consultees, local communities and the wider public. Gathering views from a range of stakeholders is a fundamental part of shaping a solution that balances differing interests.

### 4.1 Summary of Engagement

During the six-week consultation period (19 February – 2 April 2026):

- Fourteen members of the public attended the in-person consultation event held on the 5<sup>th</sup> March 2026;
- Feedback was received via email and written correspondence; and
- No online feedback forms were completed during the consultation period.

### 4.2 Summary of Statutory and Non-Statutory Consultee Feedback

**Table 4.1** is a list of all the statutory and non-statutory consultees who were consulted

**Table 4.1: Statutory and Non-Statutory Consultees**

Stakeholders	Response or No Response
<b>Statutory Consultees</b>	
Argyll and Bute Council	No response received
Argyll District Salmon Fisheries Board	Response received 23 February 2026
Civil Aviation Authority	No response received
Fisheries Management Scotland	No response received
Historic Environment Scotland	Response received 2 April 2026
NatureScot	Response received 2 April 2026
Scottish Environment Protection Agency	No response received
Scottish Forestry	Response received 2 April 2026
Scottish Water	Response received 20 February 2026
Transport Scotland	No response received
<b>Non-Statutory Consultees</b>	
British Telecommunications	Response received 19 March 2026
Ladyfield Renewable Energy Park	Response received 30 March 2026
National Grid	No response received
Royal Society for the Protection of Birds	No response received
Scottish Wildlife Trust	No response received
West of Scotland Archaeology Service	No response received
Woodland Trust	No response received

**Table 4.2** sets out a summary of the feedback received for the route selection from statutory and non-statutory consultees following the consultation period. A response to the feedback is also provided by SSEN Transmission in the table, together with confirmation of the action to be taken, where relevant.

**Table 4.2: Statutory and Non-Statutory Consultee Feedback on Route Options**

Stakeholder	Summary of Feedback	Response by SSEN Transmission
<b>Statutory Consultees</b>		
Historical Environment Scotland (HES)	<p>HES noted that the Proposed Development may be capable of being accommodated within the study area, subject to assessment but that the assessment of Inveraray Castle Garden and Designed Landscape (GDL00223) should be supported with visualisations demonstrating potential impacts on the view from the Aray Bridge (LB11545) in Inveraray towards Inveraray Castle (LB11552).</p> <p>They also noted that they were content that the setting of Keppochan, cup marked stone 600 m east south east (SM4186) was unlikely to be affected by the proposed OHL connection but that access routes should be set out in detail in any supporting plans included in the forthcoming EIA Report.</p> <p>HES raised no additional comments at this stage and confirmed they would be happy to provide further advice as the design and assessment progress. They advised that any future assessment should align with the New EIA Report Guidance<sup>10</sup> and take account of the Historic Environment Policy for Scotland<sup>11</sup> (HEPS) and relevant Managing Change guidance.</p>	<p>SSEN acknowledges HES's comments and notes that the Proposed Development may be capable of being accommodated within the study area, subject to ongoing assessment.</p> <p>As design progresses, the preferred alignment will be selected to avoid, where practicable, direct physical impacts on Inveraray Castle Garden and Designed Landscape. A Zone of Theoretical Visibility (ZTV) will be prepared to inform the assessment of potential effects on its setting.</p> <p>SSEN will continue to engage with HES as appropriate. HES has highlighted the view from Aray Bridge towards Inveraray Castle as a requirement for visualisation. The approach to this view, including the method of visualisation, will be discussed and agreed with HES.</p> <p>Regarding Inveraray Castle, visualisations are currently anticipated from the upper floors and its immediate grounds (including the courtyard), subject to access being permitted, as these are considered to provide a more representative basis for assessing potential effects of the OHL on the setting of the listed building and the Garden and Designed Landscape.</p> <p>A cultural heritage assessment, within the EIAR will be undertaken in cognisance of the New EIA Report Guidance, HEPS and relevant Managing Change guidance, and SSEN welcomes continued engagement with HES.</p>
NatureScot	<p>NatureScot agree that, of the three route options, Route 3 is the most appropriate option. They noted that the explanation provided clearly identifies potential risks to nature and that Route 3 lies out with the buffer distance of the nearest known golden eagle nest, minimises impacts on key habitats including priority peatland, and</p>	<p>SSEN welcomes NatureScot's support for Route 3 as the most appropriate option and acknowledges their advice regarding reduced risks to golden eagle and key habitats. Further</p>

<sup>10</sup> Scottish Renewables (2025) New EIA Report Guidance: <https://www.scottishrenewables.com/publications/2096-new-eia-report-guidance>

<sup>11</sup> Historic Environment Scotland (2019) Historic Environment Policy for Scotland (HEPS): <https://www.historicenvironment.scot/advice-and-support/planning-and-guidance/historic-environment-policy-for-scotland-heps/>

Stakeholder	Summary of Feedback	Response by SSEN Transmission
	<p>partially follows the Blarghour Wind Farm access track, thereby reducing potential disturbance to surrounding habitats and species. NatureScot advised that Route 2 could cause significant disturbance to a nearby golden eagle nest, with the potential risk of nest abandonment.</p>	<p>refinement of the alignment within the Route 3 will continue as the project progresses, with the aim of minimising disturbance to surrounding habitats and species.</p>
	<p><b>Designated Sites and Golden Eagle</b></p> <p>NatureScot confirmed that their previous advice (February and August 2023) remains relevant. Given the proximity of the Proposal to the Glen Etive and Glen Fyne Special Protection Area (SPA), they advised that the EIA Report should include a robust assessment of potential effects on golden eagle, both in relation to the SPA and the wider NHZ 14 population, including cumulative effects.</p>	<p>SSEN acknowledges that a robust assessment of potential effects on the Glen Etive and Glen Fyne SPA and the wider NHZ 14 golden eagle population, including cumulative effects, will be undertaken to inform the consenting stage, supported by a Habitats Regulations Appraisal as required. The EIA Report will include up to date survey data in addition to a wealth of desk based resources including findings from surrounding EIA developments and satellite tag data for local birds.</p>
	<p><b>Ornithology Surveys and Assessment</b></p> <p>NatureScot set out detailed requirements for ornithological survey methods, including coordination with the Argyll Raptor Study Group, appropriate survey duration, consideration of collision risk, and assessment of displacement and cumulative effects on golden eagle and other key bird species. They advised that mitigation measures, including the potential use of bird flight diverters and the preparation of a Species Protection Plan, may be required.</p>	<p>SSEN acknowledges NatureScot's survey and assessment requirements and will use ornithological survey data, in accordance with NatureScot guidance, to inform impact assessment and mitigation, including construction controls and bird flight diverters where necessary. Further to this SSEN Transmission have a Bird Species Protection Plan which has been developed in consultation with NatureScot laying out a framework for works to be undertaken around sensitive bird species on their developments.</p>
	<p><b>Peatland and Soils</b></p> <p>NatureScot highlighted that parts of the route may cross nationally important carbon-rich soils and priority peatland habitats. They advised that the EIA Report should comply with NPF4 Policy 5 and include comprehensive habitat and peat surveys across the full development area, follow the mitigation hierarchy, and consider restoration and enhancement opportunities.</p>	<p>SSEN acknowledges the presence of carbon-rich soils and priority peatland habitats and will undertake habitat and peat surveys to inform alignment refinement and assessment in accordance with NPF4 Policy 5 and the mitigation hierarchy. Peatland and soils will be considered within the geology and ecology chapters of the EIA. Through refined design SSEN aim to minimise the amount of peatland affected through construction of the Proposed Development. An example of this is the proposal to use permanent access tracks associated with adjacent consented developments such as the Blarghour Wind Farm.</p>

Stakeholder	Summary of Feedback	Response by SSEN Transmission
	<p><b>Habitat Management, Access Tracks and Cumulative Pressures</b></p> <p>Additional advice was provided in relation to the Blarghour Wind Farm Habitat Management Plan (HMP) area, access track design and restoration, and the need to avoid undermining habitat management objectives. NatureScot highlighted concerns regarding the potential cumulative effects of development infrastructure on landscapes, habitats and protected species.</p> <p><b>Biodiversity Enhancement and Policy Context</b></p> <p>NatureScot advised that the Proposed Development should deliver biodiversity enhancement in line with NPF4 Policy 3, ensuring that biodiversity is conserved, restored and enhanced, and that habitats and nature networks are left in a demonstrably better state than prior to development.</p>	<p>SSEN acknowledges NatureScot's advice regarding habitat management areas, access tracks and cumulative effects, and will consider these factors during detailed design to minimise adverse impacts. Key constraints have been taken forward from the routing process into alignment design, including (but not limited to) the HMP area.</p> <p>SSEN acknowledges NatureScot's advice on biodiversity enhancement and will consider opportunities to conserve, restore and enhance biodiversity in line with NPF4 Policy 3 as the project progresses. A BNG report will accompany the consent application detailing the habitat units to be lost to the Proposed Development and commitments to those to be replaced (<b>Section 2.2.4</b>).</p>
Scottish Forestry	<p>Scottish Forestry primary concerns relate to additional woodland removal in an area already affected by existing overhead power lines, potential impacts on native woodland, including loss and indirect effects, potential impacts on Long Established Plantation Origin (LEPO) trees associated with the Designed Landscape, and the cumulative landscape effects of further woodland removal.</p> <p>Scottish Forestry reiterated Scottish Government policy aims to maintain and enhance Scotland's forest and woodland resource and to prevent inappropriate woodland loss, in line with Scotland's Forestry Strategy (2019)<sup>12</sup>. They advised that development should comply with National Planning Framework 4<sup>13</sup>, particularly Policy 6, which seeks to protect and expand forests, woodland and trees, as well as the Scottish Government policy on the control of woodland removal<sup>14</sup>, which sets a strong presumption in favour of woodland protection and supports removal only where significant and clearly defined public benefits can be demonstrated. In such cases, compensatory planting may be required.</p> <p>Scottish Forestry also noted that the UK Forestry Standard<sup>15</sup> provides the reference framework for sustainable forest management. They advised that the mitigation hierarchy should be applied, with avoidance of ancient woodland and veteran trees where possible, and confirmed that they intend to coordinate with NatureScot to avoid conflicting advice.</p>	<p>SSEN acknowledges Scottish Forestry's concerns regarding woodland removal, impacts on native woodland and LEPO trees, and cumulative landscape effects.</p> <p>SSEN recognises relevant Scottish Government policy, including NPF4 Policy 6, the Control of Woodland Removal policy and the UK Forestry Standard, and will apply the mitigation hierarchy to avoid and minimise woodland loss where practicable. SSEN will continue engagement with Scottish Forestry as alignment refinement progresses and identify any required mitigation or compensatory measures.</p> <p>Key constraints identified at the routing stage taken forward to inform alignment design include AWI, NWSS and landscape effects, with the aim of minimising effects on these receptors. The Proposed Development consent application will be</p>

<sup>12</sup> Scottish Government (2019) Scotland's Forestry Strategy 2019–2029: <https://www.gov.scot/publications/scotlands-forestry-strategy-20192029/>

<sup>13</sup> Scottish Government (2023) National Planning Framework 4: <https://www.gov.scot/publications/national-planning-framework-4/>

<sup>14</sup> Forestry Commission Scotland (2009) Control of Woodland Removal Policy: <https://www.forestry.gov.scot/publications/control-woodland-removal-policy>

<sup>15</sup> UK Government (2017, updated 2023) The UK Forestry Standard: <https://www.gov.uk/government/publications/the-uk-forestry-standard>

Stakeholder	Summary of Feedback	Response by SSEN Transmission
		<p>accompanied by an EIA which will contain forestry and landscape chapters.</p>
Scottish Water	<p>Scottish Water confirmed that all three route options have been reviewed in relation to the Cladich Intake catchment. Routes 1 and 3 fall within the catchment boundary; however, the proposed works are located downstream of the source and are technically classed as out with the catchment, resulting in a very low to no risk to the drinking water supply. Route 2 is located entirely out with the catchment and is considered to present no risk.</p> <p>The consultee advised that, should Route 1 or Route 3 be progressed, there is a possibility that infrastructure or access tracks could encroach within the catchment. They therefore requested to be re-consulted at more detailed design stages to confirm whether any risk to drinking water supplies may arise.</p>	<p>SSEN acknowledges Scottish Water's comments regarding the Cladich Intake catchment and notes that Routes 1 and 3 present a very low to no risk at this stage, with Route 2 presenting no risk.</p> <p>Scottish Water will be re-consulted at alignment stage should infrastructure or access tracks encroach within the catchment, to ensure appropriate protection of drinking water supplies.</p>
<b>Non-Statutory Consultees</b>		
Argyll District Salmon Fishery Board	<p>Argyll District Salmon Fishery Board raised concerns regarding disturbance to, or degradation of, riparian and instream habitat for Atlantic salmon in the upper reaches of the River Aray. Atlantic salmon are listed as endangered in the UK on the IUCN Red List, and it is acknowledged that climate change and increasing water temperatures are affecting the productivity of freshwater habitats for cold-water fish. The Board noted that any loss of riparian trees and associated shading of the river channel and its tributaries could impact fish populations.</p> <p>Route 3 was identified as the least preferred option for the OHL, due to its higher potential to affect salmon and trout habitats during construction and through ongoing maintenance of trees along the River Aray and its tributaries. However, Argyll District Salmon Fishery Board indicated that they are open to dialogue regarding refinement of the route, minimisation of riparian tree loss and potential mitigative tree planting to support long-term management of water temperatures.</p>	<p>SSEN acknowledges the concerns raised by Argyll District Salmon Fishery Board regarding potential effects on riparian and instream habitats for Atlantic salmon within the River Aray catchment. SSEN recognises the importance of riparian shading and water temperature for salmonid populations.</p> <p>As the project progresses to alignment refinement, SSEN will seek to minimise impacts on riparian habitats and tree loss where practicable. SSEN welcomes continued dialogue with the Board, and any mitigation or planting measures will be informed by further assessment and consultation and reported at the consenting stage.</p>
British Telecommunications	<p>BT reviewed the proposal with respect to electromagnetic compatibility and potential effects on BT point-to-point microwave radio links. BT concluded that the Proposed Development should not cause interference to their existing or currently planned radio network.</p> <p>BT advised that a minimum clearance of 100 m from any structure at height to a radio link path is required. They noted that this assessment reflects the position at the time of issue, does not consider micro-siting, and that radio spectrum use is dynamic and may change. BT therefore requested to be re-consulted should there be any changes to the heights or locations of structures during the planning process or at finalisation, as new links may be assigned by Ofcom.</p>	<p>SSEN acknowledges BT's comments regarding electromagnetic compatibility and notes the conclusion that the Proposed Development should not cause interference to BT's existing or planned radio network.</p> <p>SSEN will take account of the requirement for a 100 m minimum clearance to radio link paths and will re-consult BT should any changes to structure heights or locations arise during detailed design. SSEN notes that BT's response relates only to BT radio</p>

Stakeholder	Summary of Feedback	Response by SSEN Transmission
	<p>BT confirmed that the response relates to BT radio links only and that other telecommunications providers should be contacted separately regarding their equipment.</p>	<p>links and that other operators will be consulted separately as required.</p>
<p>Ridge Clean Energy (RCE) (on behalf of Ladyfield renewable Energy Park Ltd)</p>	<p><b>Overview of Ladyfield Renewable Energy Park</b></p> <p>RCE are developing Ladyfield Renewable Energy Park, comprising up to 13 wind turbines, a battery energy storage system and associated infrastructure, located on the Argyll Estate, Argyll &amp; Bute. The Main Site received Section 36 consent in May 2025 (ECU00003291).</p> <p>Ladyfield will connect to the Creag Dhubh Substation via a 33 kV underground cabling route, which was not included in the Section 36 application and will be consented under the Town &amp; Country Planning Act, with an application to Argyll &amp; Bute Council anticipated in 2026. Construction of the Main Site is expected to commence in late 2027, with construction of the Cabling Route in late 2028. The grid connection date is October 2029.</p> <p><b>Interaction with the Blarghour OHL</b></p> <p>As presented in the Consultation Document, Route 3 overlaps with the consented red-line boundary of the Ladyfield Main Site and the full length of the proposed Cabling Route.</p> <p>Key Main Site infrastructure within or close to the corridor includes the on-site substation and BESS compound, temporary construction compound, access tracks and site entrances. The closest wind turbine is located approximately 500 m from the edge of the corridor. The Cabling Route will be underground and is expected to broadly follow forest tracks and the A819 before crossing third-party land to the Creag Dhubh Substation.</p> <p><b>Overview of Potential Issues</b></p> <p>The Blarghour OHL may interact with Ladyfield during construction, operation and decommissioning, with potential effects on access, health and safety, asset protection, electromagnetic interference, and long-term operation and maintenance. Early consideration and ongoing engagement will be essential to avoid conflicts and ensure both projects can proceed safely and efficiently.</p> <p>RCE requests clarity from SSEN Transmission on how the delivery of Ladyfield will be safeguarded.</p>	<p>SSEN acknowledges RCE's response regarding potential interaction between the Blarghour OHL and the Ladyfield Renewable Energy Park.</p> <p>SSEN recognises the need to manage interface risks relating to access, safety and asset protection and will continue to engage with RCE as design progresses to safeguard access arrangements and coordinate construction activities where practicable.</p>

#### 4.3 Summary of Local Community and General Public Feedback

Engagement with the local community primarily took place through the in-person public consultation event held on the 5<sup>th</sup> March 2026 in Inveraray, alongside informal discussions with landowners, tenants and land managers whose land may be affected by the Preferred Route.

Verbal feedback received at the event covered the following topics:

- Concerns that issues raised during previous consultations had not been clearly reflected in project outcomes;
- The potential for effects on Ancient Woodland;
- The sensitivity of the River Aray and its importance for salmon fishing;
- The importance of considering potential landscape and visual effects on nearby residential properties associated with landed estates;
- Access arrangements during construction and how they interact with other projects ongoing in the area.
- Potential interaction with forestry operations;
- Potential impacts to current land use and management practices; and
- Whether or not it would be feasible to underground sections of the overhead line in more sensitive locations.

#### 4.4 Issues Emerging from Consultation Feedback

Feedback from statutory and non-statutory consultees, landowners and members of the local community identified a number of recurring themes relevant to the Preferred Route (Route 3).

Key issues emerging from the consultation included:

- Potential effects on environmental receptors, including Ancient Woodland, riparian habitats and salmonid interests within the River Aray catchment;
- The need for careful alignment refinement within the Preferred Route to minimise environmental and land-use impacts;
- Consideration of landscape and visual effects, particularly in relation to residential properties and estate landscapes; and
- Ongoing engagement with landowners, tenants and land managers to address access, construction and operational considerations.

These matters will be addressed through further design development, assessment and consultation as the project progresses towards the consenting stage.

## 5. PROJECT RESPONSES TO CONSULTATION

### 5.1 Design Responses

As the Proposed Development progresses, there will be opportunity to refine the Proposed Development to protect the sensitive areas within the route option. Once alignments have been developed, further environmental assessments will be conducted and modification to the design will be made, if required. SSEN Transmission will endeavour to amend the alignment options in line with the comments received during the routing Public Consultation.

### 5.2 Proposed Route

Based on the consultation responses received, no changes to the Preferred Route are required. While a range of constraints and concerns were identified, these are considered capable of being addressed through alignment refinement and detailed design, and none were deemed insurmountable at the route level.

Route 3 will therefore be taken forward as the Proposed Route into the alignment stage.

### 5.3 Responses Relevant to Subsequent EIA

SSEN received some consultation responses that related directly to specific environmental issues which would be appropriate to consider when defining and delivering the scope of the Environmental Impact Assessment. These detailed in **Table 4.2** and summarises the key issues raised and identifies how SSEN Transmission proposes to respond.

## 6. CONCLUSION

This Report on Consultation documents the consultation process undertaken during the routeing stage of the Blarghour Wind Farm Connection Project from February 19<sup>th</sup> - April 2<sup>nd</sup> 2026. The consultation programme was designed to engage statutory and non-statutory consultees, landowners, local communities and members of the public, and to seek feedback on the rationale for and approach to the selection of a Preferred Route for the Proposed Development.

The consultation process generated informed feedback from a range of stakeholders. Responses identified a number of environmental, technical and land-use considerations relevant to the project and provided guidance to inform the subsequent alignment stage and the scope of further assessment work.

Several consultees highlighted matters requiring further consideration at the alignment stage, including potential effects on specific environmental receptors, the need for additional survey information, and the importance of continued engagement, assessment and mitigation as the design evolves. These matters are considered appropriate to be addressed through alignment refinement, detailed environmental assessment and ongoing consultation.

Overall, while a range of constraints and concerns were identified through consultation, none were considered insurmountable or unavoidable at the route level or such that an alternative Preferred Route would be required. Issues raised in relation to Route 3 are considered capable of being addressed through careful alignment selection and detailed design and mitigation at subsequent stages of the project.

The consultation process has therefore confirmed that Route 3 remains the Preferred Route, and it will be taken forward as the Proposed Route into Stage 3 (Alignment Selection). All consultation responses received to date will be carried forward to inform alignment development and the accompanying assessments.

### 6.1 Next Steps

The project will now proceed to Stage 3 (Alignment Selection), commencing with the identification and appraisal of alignment options within the Proposed Route. This work will be informed by the consultation responses summarised in this report, together with further targeted consultation, desk-based review and detailed environmental and technical surveys.

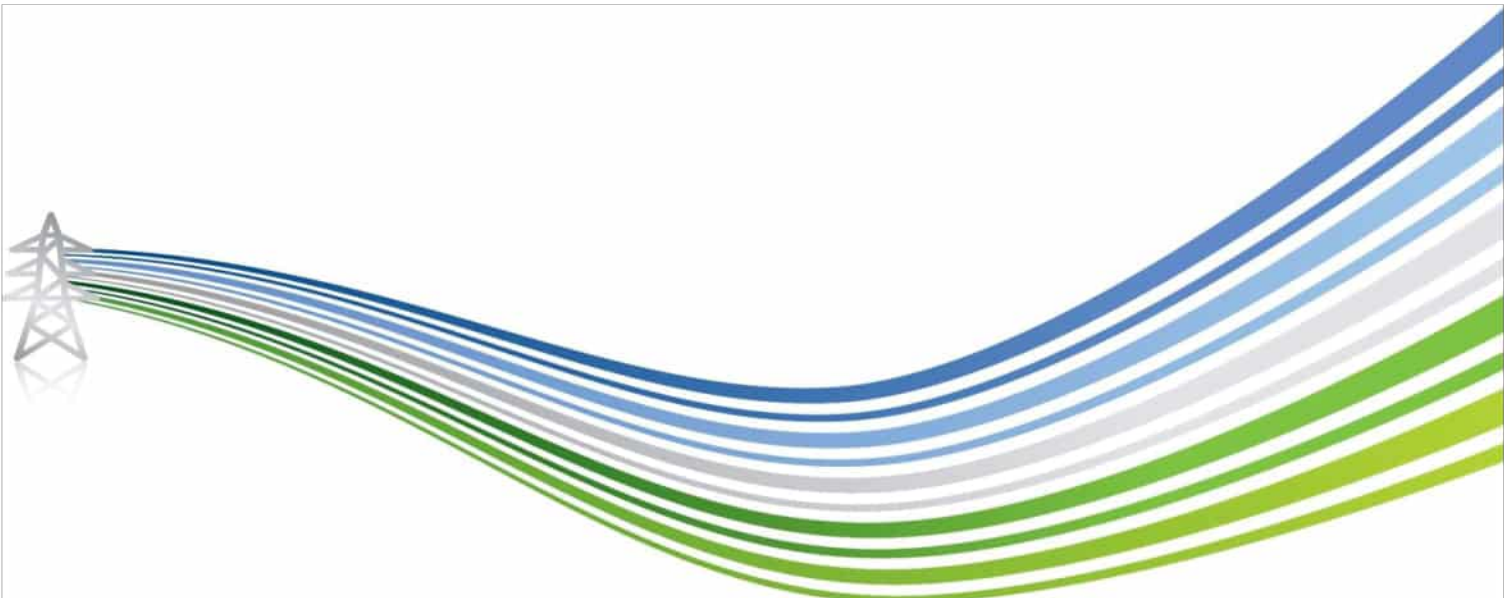
The findings of these studies will inform the selection of a Preferred Alignment. Formal consultation on the alignment options and the Preferred Alignment is anticipated during Summer 2026, ahead of progression towards the consenting stage.

## APPENDIX A: CONSULTATION DOCUMENT (FEBRUARY 2026)

# **Blarghour 132 kV Wind Farm Connection**

## **Consultation Document**

**January 2026**



# CONTENTS

<b>GLOSSARY</b>	<b>I</b>
<b>PREFACE</b>	<b>1</b>
<b>EXECUTIVE SUMMARY</b>	<b>2</b>
<b>1. INTRODUCTION</b>	<b>3</b>
1.1 Purpose of this Document	3
1.2 Document Structure	3
1.3 Next Steps	3
<b>2. THE PROPOSALS</b>	<b>6</b>
2.1 Need for the Project	6
2.2 Project Overview	6
2.3 Construction Activities	7
<b>3. ROUTE SELECTION PROCESS</b>	<b>9</b>
3.1 Guidance Documents	9
3.2 Route Selection History	9
3.3 Main Considerations	9
3.4 Baseline Conditions	10
3.5 Appraisal Method	11
<b>4. DESCRIPTION OF ROUTES</b>	<b>13</b>
4.1 Identification of Route Options	13
<b>5. ENVIRONMENTAL, ENGINEERING AND COST APPRAISAL</b>	<b>15</b>
5.1 Introduction	15
5.2 Route 1	15
5.3 Route 2	20
5.4 Route 3	25
5.5 Comparison of Routes and Preferred Option	30
<b>6. CONSULTATION ON THE PROPOSAL</b>	<b>32</b>
6.1 Introduction	32
6.2 Next steps	32

## GLOSSARY

<b>Term</b>	<b>Definition</b>
Above Ordnance Datum (AOD)	The term 'Ordnance Datum' refers to the height of mean sea level. Therefore Above Ordnance Datum, means above the height of mean sea level.
Alignment	A centre line of an overhead line route, along with location of key angle structures.
Alignment (Indicative Proposed)	An alignment for the overhead line identified following public consultation that is taken forward to EIA and detailed design.
Preferred Alignment	An alignment for the overhead line taken forward to stakeholder consultation following a comparative appraisal of alignment options.
Proposed Alignment	An alignment taken forward to consent application. It comprises a defined centre line for the overhead line and includes an indicative support structure (tower or pole) schedule, also specifying access arrangements and any associated construction facilities.
Amenity	The natural environment, cultural heritage, landscape, and visual quality. Also includes the impact of SSEN Transmission's works on communities, such as the effects of noise and disturbance from construction activities.
Ancient Woodland	Woodland listed on the Ancient Woodland Inventory (AWI) Scotland, which has been in continuous existence since before 1750 in Scotland and is important for biodiversity and cultural identity. Ancient semi-natural woodland is Ancient Woodland composed of mainly locally native trees and shrubs that derive from natural seed fall or coppice rather than from planting.
Angle Tower	Support structure (tower or pole) which allows a change in direction of the overhead line.
Area of Panoramic Quality (APQ)	These are areas of regional importance in terms of their landscape quality.
Barrier and Collision Effects	Barrier effect is where the development creates an obstacle to regular movements of birds (e.g. to and from breeding sites or migration routes). Collision effects are where the proposed development poses a risk of harm to birds through direct contact.
BNG	Biodiversity Net Gain
Centre Line	The linear connection between the central point of each support structure along the length of the overhead line.
Circuit	Overhead line or underground cable consisting of multiple conductors, to carry electric current.
Commercial Forestry	Planting, maintaining and growing trees for commercial timber production.
Conductor	A metallic wire strung from structure to structure, to carry electric current.
Consultation	The dynamic process of dialogue between individuals or groups, based on a genuine exchange of views and, normally, with the objective of influencing decisions, policies, or programmes of action.
Corridor	A linear area which allows a continuous connection between the defined connection points.
Desk-based Assessment	A desktop appraisal using existing information (e.g. from online sources, mapping and through information requests to relevant organisations).
European Protected Species	European protected species are those species listed on: <ul style="list-style-type: none"> <li>• Habitats Regulations 1994 Schedule 2 – European protected species of animal</li> <li>• Habitats Regulations 1994 Schedule 4 – European protected species of plants</li> </ul> They comprise species of plants and animals protected by law throughout the European Union.

<b>Term</b>	<b>Definition</b>
Environmental Impact Assessment (EIA)	A formal process set down in The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 used to systematically identify, predict and assess the likely significant environmental impacts of a proposed project or development.
Gardens and Designed Landscape (GDL)	The Inventory of Gardens and Designed Landscapes lists those gardens or designed landscapes which are considered by a panel of experts to be of national importance.
Geographical Information Systems (GIS)	A spatial system that creates, manages, analyses, and maps all types of data.
Habitat	Term most accurately meaning the place in which a species lives, but also used to describe plant communities or agglomerations of plant communities.
Kilovolt (kV)	One thousand volts.
Landscape Character Type (LCT)	Landscape character is defined as the distinct, recognisable and consistent pattern of elements in the landscape. It is these patterns that give each locality its 'sense of place', making one landscape different from another, rather than better or worse.
Listed Building	Building included on the list of buildings of special architectural or historic interest and afforded statutory protection under the 'Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997' and other planning legislation. Classified categories A – C(s).
Local Nature Conservation Site (LNCS)	LNCSs identify locally important natural heritage that could be affected by development.
Major Crossing	Major crossings include other electric lines of 132kV and above, railways, rivers/loch (200m+), navigable watercourses, motorways and other major roads, and major pipelines.
Micrositing	The process of positioning individual structures to avoid localised environmental or technical constraints. A limit of deviation of 100m horizontal and 20% vertical for towers, and a 50m limit of deviation for tracks is proposed for this project.
Minor Crossing	Minor crossings include all road crossing and minor watercourses not considered major. Private tracks and driveways may also be considered where the need for access to be maintained is present, or where relatively high traffic volumes are anticipated.
Mitigation	Term used to indicate avoidance, remediation, or alleviation of adverse impacts.
National Scenic Area (NSA)	A national level designation applied to those landscapes considered to be of exceptional scenic value.
Operational Corridor	The area needed for the safe operation and maintenance of the Overhead Line.
Ordnance Survey (OS)	Ordnance Survey is the national mapping agency for Great Britain.
Overhead line (OHL)	An electric line installed above ground, usually supported by lattice steel towers or trident wood poles.
Proposed Development	The construction and operation of the 132 kV overhead line and underground cable to connect the Blarghour Wind Farm to the proposed Creag Dhubh Substation.
RAG	Red/Amber/Green, rating applied for the comparative appraisal.
Report on Consultation Document	A report that documents the result of a consultation process.
Route	A linear area of approximately 1 km width (although this may be narrower/wider in specific locations in response to identified pinch points / constraints), which provides a continuous connection between defined connection points.
Preferred Route	A route for the overhead line taken forward to stakeholder consultation following a comparative appraisal of route options.
Proposed Route	A route taken forward following stakeholder consultation to the alignment selection stage of the overhead line routeing process.

<b>Term</b>	<b>Definition</b>
Routeing	The work undertaken which leads to the selection of a proposed alignment, capable of being taken forward into the consenting process under Section 37 of the Electricity Act 1989.
Scheduled Monument	A monument which has been scheduled by the Scottish Ministers as being of national importance under the terms of the 'Ancient Monuments and Archaeological Areas Act 1979'.
Semi-natural Woodland	Woodland that does not obviously originate from planting. The distribution of species will generally reflect the variations in the site and the soil. Planted trees must account for less than 30% of the canopy composition.
Sites of Special Scientific Interest (SSSI)	<p>Areas of land and water that are designated for their natural heritage in terms of:</p> <ul style="list-style-type: none"> <li>• flora – i.e. plants</li> <li>• fauna – i.e. animals</li> <li>• geology – i.e. rocks</li> <li>• geomorphology – i.e. landforms</li> <li>• a mixture of these natural features</li> </ul> <p>SSSI's form a set of nationally important natural areas in the UK. SSSIs in Scotland are notified by NatureScot under powers granted by the Nature Conservation (Scotland) Act 2004.</p> <p>The aim of the SSSI network is to maintain an adequate representation of all natural and semi-natural habitats and native species across Britain.</p>
Sky-lining	The process of positioning an overhead line along the top of an elevated area.
Special Area of Conservation (SAC)	SACs in Scotland are designated by Scottish Ministers under the EC Habitats Directive (Directive 92/43/EEC). They are areas which have been identified as best representing the range and variety within the European Union of habitats and (non-bird) species listed on Annexes I and II to the Directive.
Special Protection Area (SPA)	An area designated under the Wild Birds Directive (Directive 74/409/EEC) to protect important bird habitats. Implemented under the Wildlife and Countryside Act 1981.
SSEN Transmission	Scottish and Southern Energy Networks Transmission.
Stakeholders	Organisations and individuals who can affect or are affected by SSEN Transmission works.
Study Area	The area within which the corridor, route and alignment study takes place.
Substation	Part of the electrical transmission and distribution system that transforms voltage from high to low, or the reverse, before switching to another electricity network.
Terminal Pole	A pole required where the line terminates either at a substation or at the beginning and end of an underground cable section.
The National Grid	The electricity transmission network in Great Britain.
Volts	The international unit of electric potential and electromotive force.
VP	Vantage Point
Wild Land Area (WLA)	Those areas comprising the greatest and most extensive areas of wild characteristics within Scotland.
Wirescape Impact	A landscape dominated by overhead wires.

## PREFACE

This Consultation Document has been prepared by ERM on behalf of Scottish and Southern Electricity Networks Transmission (SSEN Transmission), to seek comments from all interested parties on the Blarghour Wind Farm Connection project.

This Consultation Document is available online at: <https://www.ssen-transmission.co.uk/projects/project-map/blarghour-wind-farm-connection-project/>.

**Public consultation** face to face event detailing the proposals described in this document will be held at the following time:

Thursday 5 March, from 2pm - 7pm, Loch Fyne Hotel, Inveraray, PA32 8XT.

Comments on this document should be sent to:

Caitlin Marini  
Scottish & Southern Electricity Networks (SSEN) Transmission  
1 Waterloo St  
Glasgow  
G2 6AY  
Email: [Caitlin.Marini@sse.com](mailto:Caitlin.Marini@sse.com)  
Mobile: 07901135758

All comments are requested by **30<sup>th</sup> March 2026**

## EXECUTIVE SUMMARY

SSEN Transmission is proposing to construct and operate a 132 kV overhead line (OHL) to connect the consented Blarghour Wind Farm to the Creag Dhubh Substation, which is currently under construction (the ‘proposed development’). The developer of Blarghour Wind Farm has been granted consent (ECU00005267) by the Scottish Government’s Energy Consents Unit under Section 36 of the Electricity Act 1989. An application was subsequently submitted to vary the original consent to an 84 MW wind farm (ECU00004754).

Three route options have been identified to achieve the connection and these have been appraised against environmental, engineering and economic criteria. This Consultation Document invites comments from all interested parties on the three route options under consideration.

From an environmental perspective Route 2 is preferred by a small margin. Route 2 has a lower potential for impact to cultural heritage features including the setting of Inveraray Garden and Designed Landscape and non-designated heritage assets. Route 2 runs along the A819 for a shorter distance with lower potential for visual impacts on road users and residential properties. Route 2 does not contain woodland listed on the ancient woodland inventory but may provide a barrier effect and collision risk to eagles using the area.

From an engineering perspective, Route 3 offers the best balance of safety, compliance, and programme certainty, with all major risks well understood and effectively mitigated. Route 3 benefits from greater existing access provisions and reduced constraints in respect to the existing 132 kV Inveraray – Taynuilt double circuit OHL.

From an economic perspective Route 3 is preferred as it has the lowest capital cost.

The overall Preferred Route for the connection between the consented Blarghour Wind Farm and the consented Creag Dhubh Substation is Route 3, achieved through consideration and balancing of environmental, engineering and economic appraisals of the route options. Careful design of alignment options within the route will be required to minimise impacts on ancient woodland, visual and heritage receptors.

Face to face consultation events will be held at Loch Fyne Hotel on **Thursday 5<sup>th</sup> March** between 2pm and 7pm. Meetings will be arranged with statutory and other stakeholders. The responses received, and those sought from statutory consultees and other key stakeholders will inform further consideration and design of the Preferred Route leading to the identification of a Proposed Route to take forward to the alignment and consenting stages.

Please submit your comments to Caitlin Marini, Community Liaison Manager, SSEN Transmission, 1 Waterloo St, Glasgow, G2 6AY ([Caitlin.marini@sse.com](mailto:Caitlin.marini@sse.com)). All comments are requested by 30<sup>th</sup> March 2026.

# 1. INTRODUCTION

## 1.1 Purpose of this Document

Scottish and Southern Electricity Networks Transmission (hereafter referred to as 'SSEN Transmission'), operating under licence held by Scottish Hydro Electric Transmission plc is the electricity transmission licence holder in the north of Scotland and has a duty under Section 9 of the Electricity Act 1989 to 'develop and maintain an efficient, coordinated and economical system of electricity transmission and to facilitate competition in the generation and supply of electricity.' SSEN Transmission also has obligations to offer non-discriminatory terms for connection to the transmission system, both for new generation and for new sources of electricity demand.

SSEN Transmission, as part of these duties, is proposing to construct and operate a new 132 kilovolt (kV) single circuit overhead line (OHL) to connect the consented Blarghour Wind Farm (ECU00004754) to the wider electricity network (hereafter referred to as 'the Proposed Development'). The Proposed Development will extend approximately 11 km and be comprised of Trident 'H' poles. The OHL will connect from the proposed substation within Blarghour Wind Farm to the Creag Dhubh Substation, which is currently under construction.

This document presents the findings of an environmental, engineering and cost appraisal of the three route options identified by SSEN Transmission and describes the process by which a Preferred Route for the OHL has been selected. The Preferred Route is considered to provide the optimal opportunity to achieve an economically viable, technically feasible and environmentally sound alignment within it. This Consultation Document invites comments from all interested parties on the three route options under consideration (**Figure 1**).

## 1.2 Document Structure

This Consultation Document comprises the following sections:

- Section 1: Introduction;
- Section 2: The need for the proposals – describes the project need, the project overview, and consultation history;
- Section 3: Route selection process – describes the process for selecting the route, based on environmental, engineering and economic considerations;
- Section 4: Description of routes – describes the identification of route options and provides a summary of each route option (1, 2 and 3);
- Section 5: Comparative appraisal – a summary of the environmental, engineering and economic topics, followed by a comparative analysis summary and a description of the Preferred Route; and
- Section 6: Consultation on the proposals – invites comments on the preferred option process, the identification of Preferred Route and next steps.

## 1.3 Next Steps

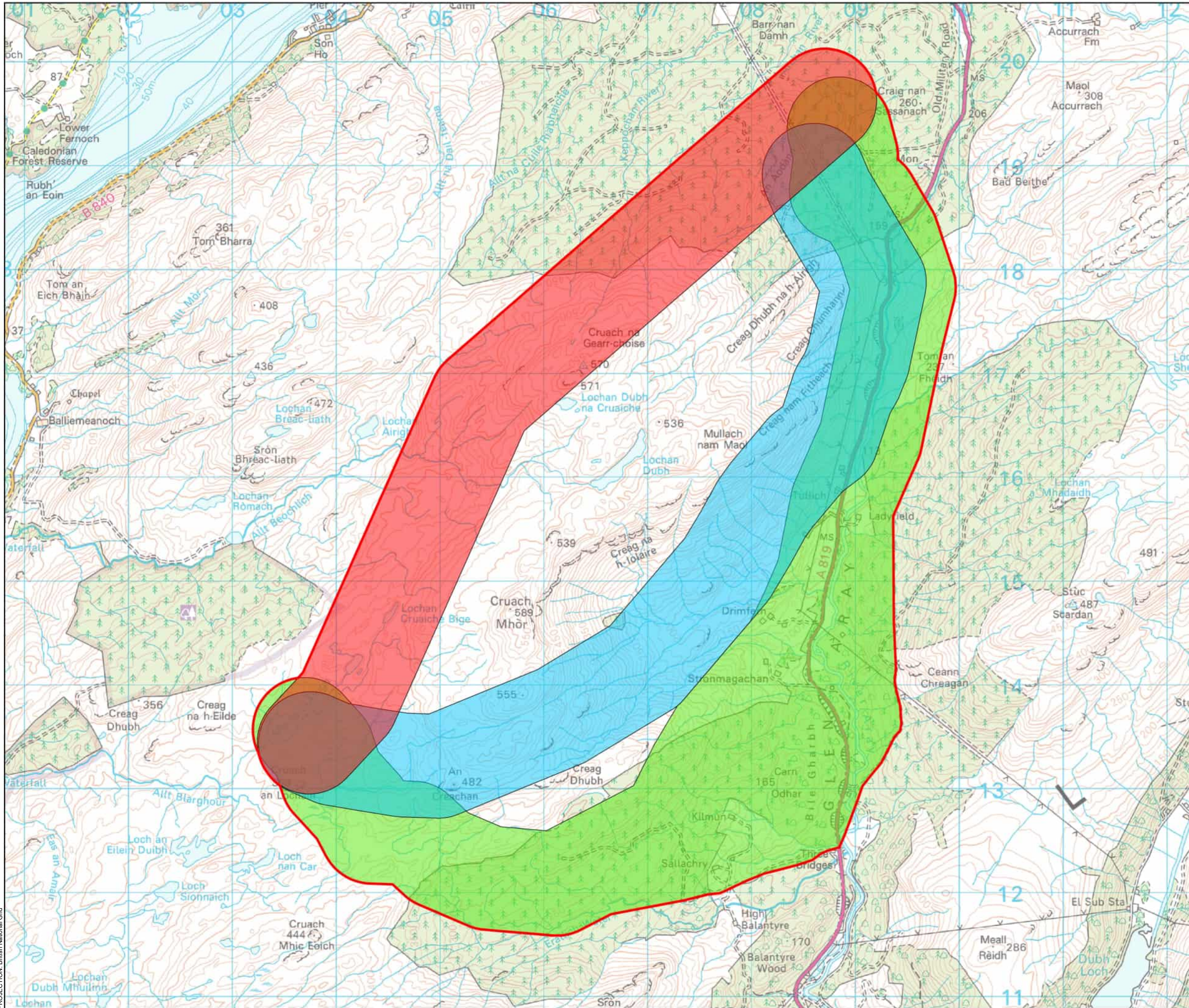
As part of the consultation exercise, comments are sought from members of the public, statutory consultees, and other stakeholders on the Preferred Route option put forward in this report.

A Report on Consultation will be published after the consultation period has ended, which will document the consultation responses received, and the decisions made considering these responses to select a Proposed Route. The Proposed Route will go forward to Alignment Selection, Stage 3.

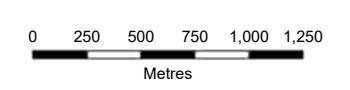
Further engineering and environmental studies will be undertaken to identify a Preferred Alignment within the Proposed Route. Consultation on a Preferred Alignment will be undertaken in Summer 2026.

Upon completion of the alignment selection process a Proposed Alignment will be selected and further technical and environmental assessment will be undertaken. This will culminate with an application to Scottish Ministers for consent for the construction and operation of an OHL under section 37 of the Electricity Act 1989.

The intention is to submit the application for consent in Q4 2026.



- Proposed Study Area
- Route 1
- Route 2
- Route 3



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**Figure 1**  
Area of Search



## 2. THE PROPOSALS

### 2.1 Need for the Project

The developer of Blarghour Wind Farm has been granted consent by the Scottish Government's Energy Consents Unit under Section 36 of the Electricity Act 1989. An application was subsequently submitted to vary the original consent to an 84 MW wind farm (ECU00004754), which has a contracted connection date of March 2029. SSEN Transmission has a statutory duty under Schedule 9 of the Electricity Act 1989 to connect the new development to the transmission network by the contracted connection date.

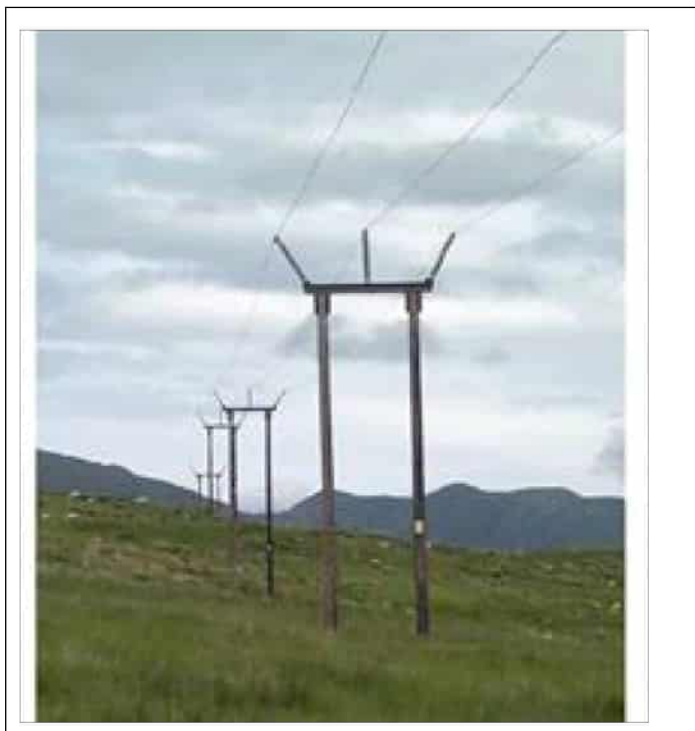
### 2.2 Project Overview

The type of technology solution proposed and appraised for this connection are routes comprised of Trident 'H' poles terminating within each substation compound via a downlead.

Generally, the height, including extensions, for the Trident 'H' poles is 11-17 m. The selection of the type of supports suitable for the OHL (wood or steel pole) are being considered separately to the OHL routeing process. The final designation of support type is generally dependent on three main factors: altitude, weather and the topography of the route. The size of supports and span lengths will also vary depending on these factors, with supports being closer together at higher altitudes to withstand the effects of greater exposure to high winds, ice and other weather events. The support configuration, height and the distance between supports will therefore only be fully determined after a detailed engineering alignment study.

The proposed Trident 'H' poles will support three conductors (wires) on three insulators positioned at the top of the pole. A typical design for a Trident 'H' pole structure can be seen in **Photograph 2.1**.

**Photograph 2.1: Indicative Trident 'H' Pole**



## 2.3 Construction Activities

Key tasks during construction will involve:

- Establishment of suitable laydown areas for material and installation of temporary track solutions as necessary;
- Establishment of temporary construction compounds / welfare units;
- Upgrades to existing tracks and potentially new tracks where required;
- Delivery of structures and materials to site; and
- Assembly and erection of Trident 'H' pole structures and stays.

Installation of the Trident 'H' poles will involve the following tasks:

- Excavation of a suitable area for the Trident 'H' poles, and backfilling after installation of the pole;
- In some pole locations, it may be necessary to add imported hardcore backfill around the pole foundations to provide additional stability in areas where the natural sub soils have poor compaction qualities;
- In some pole locations where shallow bedrock is present, it may be necessary to break or remove rock to accommodate pole foundations;
- Conductors will be installed on the poles using full tension stringing to prevent the conductor coming into contact with the ground; and
- Remedial works will be carried out to reinstate the immediate vicinity of permanent infrastructure and the footprint of any temporary infrastructure, returning any ground disturbed to pre-existing use.

### 2.3.1 Forestry Removal

Any woodland removal which may be required prior to the construction work will be identified and described once an alignment has been identified for the OHL. Any removal of sections of commercial forest will be undertaken in consultation with Scottish Forestry and affected landowners. After felling, any timber removed that is commercially viable will be sold and the remaining forest material dealt with in a way that delivers the best practicable environmental outcomes and is compliant with waste regulations.

An operational corridor will be required to enable the safe operation and maintenance of the Proposed Development. This will vary depending on the type of woodland (based on species present) in proximity to the Proposed Development. In areas of native woodland, it is usually possible to provide a narrower operational corridor due to a reduced risk of trees falling on the OHL.

### 2.3.2 Access During Construction

The access strategy has not yet been determined. A more detailed plan for access during construction will be prepared once a Proposed Alignment has been identified. Where possible, existing access tracks will be used and upgraded as required. New access tracks may be required and where there is a justified long-term requirement they will be left in place.

Where ground conditions permit, it is preferable to construct the infrastructure without an access track (e.g. on dry and level pasture). Temporary matting may be used in sensitive areas subject to an assessment of gradients and ground conditions. Preference will be given to lower impact access solutions including the use of low ground pressure tracked personnel vehicles and temporary track solutions in boggy / soft ground areas to reduce any damage to, and compaction of, the ground.

New access tracks (permanent or temporary) to angle / tension pole positions would be desirable for operational and maintenance purposes and for storm control. Tracks may be floated over areas of peat, or may use cut and fill approaches, subject to ground conditions and gradients.

### 2.3.3 SSEN Transmission's Biodiversity Ambition

SSEN Transmission is committed to protecting and enhancing the environment by minimising the potential impacts from their construction and operational activities. As part of this approach, SSEN Transmission has made commitments within its Sustainability Strategy (2018) and Sustainability Plan (2019) for new infrastructure projects to:

- Ensure natural environment considerations are included in decision making at each stage of a project's development;
- Utilise the mitigation hierarchy to avoid impacts by consideration of biodiversity in project design;
- Positively contribute to the UN and Scottish Government Biodiversity strategies by achieving an overall 'No Net Loss' on new infrastructure projects gaining consent in 2020 onwards and achieving Net Gain on projects gaining consent in 2025 onwards; and
- Work with the supply chain to gain the maximum benefit during asset replacement and upgrades.

The design and evolution of this project will be carried out in line with these commitments.

## 3. ROUTE SELECTION PROCESS

### 3.1 Guidance Documents

The approach to route selection is informed by the following SSEN Transmission guidance:

- Procedures for Routeing Overhead Lines and Underground Cables of 132kV or above, SHE Transmission, 2020 (PR-NET-ENV-501)
- Biodiversity Net Gain Flow Chart, Guidance and Project Toolkit (FC-NET-ENV-500)

The guidance develops a process which aims to balance environmental, engineering and economic considerations throughout a staged route options process.

The principal routeing stages are:

- Stage 0: Routeing Strategy Development;
- Stage 1: Corridor Selection;
- Stage 2: Route Selection; and
- Stage 3: Alignment Selection.

The procedures note that, depending on the scale of the project or character of the area, it may be possible to combine Stages 1 and 2. In this case, given the relatively short distance and small study area, Stages 1 and 2 have been combined. In practice, this has been achieved by moving from Stage 0 to Stage 2, with no evaluation of alternative corridors completed.

The guidance develops a process which aims to balance environmental, technical and economic considerations throughout the route options process. In consideration of these principles, the method of identifying an environmentally Preferred Route option in this study has involved the following four key tasks:

- Identification of the baseline;
- Identification of alternative route options;
- Environmental, engineering and economic analysis of route options; and
- Identification of a preferred route option.

### 3.2 Route Selection History

A previous Preferred Route (Stage 2) and Preferred Alignment (Stage 3) for the Proposed Development were investigated between 2021 and 2023. The Preferred Alignment was presented at a public consultation event held in August 2023, following detailed environmental and technical assessment. Following the August 2023 consultation, detailed pre-construction ground investigation works for the Inveraray to Creag Dhubh Substation 275 kV OHL (ECU00003442) caused micro-siting amendments to 275 kV OHL alignment. As a result, the shared corridor for the proposed Blarghour Wind Farm Connection and the Inveraray to Creag Dhubh 275 kV OHL was narrowed, triggering new technical constructability considerations and environmental constraints. These considerations meant that the previously Preferred Alignment could not be progressed, and the project returned to Stage 2 Route Selection in 2025. The 2025 Route Selection process resulted in the identification of the newly proposed Route 3, which is now being formally consulted on.

### 3.3 Main Considerations

Route options were identified following appraisals, which considered the constraints identified during the desk-based baseline studies. The following has been taken into account during route selection (Stage 2) and will be considered in more detail at the next stage - alignment selection (Stage 3).

- Avoid, if possible, major areas of highest amenity value (including those covered by national and international designations and other sensitive landscapes);
- Avoid by deviation, smaller areas of high amenity value;
- Try to avoid sharp changes of direction and reduce the number of larger angle poles required;

- Avoid sky lining the route in key views and where necessary, cross ridges obliquely where a dip in the ridge provides an opportunity;
- Target the route towards open valleys and woods where the apparent height of poles will be reduced and views broken by trees (avoid slicing through landscape types and try to keep to edges and landscape transitions);
- Consider the appearance of other lines in the landscape to avoid a dominating or confusing wirescape impact; and
- Consider technical issues related to clearances, connectivity, outages, maintenance, and faults.

### 3.4 Baseline Conditions

The following information sources have informed the desk-based baseline study to identify potential environmental constraints within and adjacent to the route options. The study area applied for natural heritage features was 20 km, for landscape and visual 15 km, and cultural heritage 2 km (Figure 1).

- Identification of environmental designated sites and other constraints, utilising GIS datasets available via Site Link and other sources. These include:
  - Special Areas of Conservation (SAC);
  - Special Protection Areas (SPA);
  - Proposed Special Protection Areas (pSPA);
  - Sites of Special Scientific Interest (SSSI);
  - National Scenic Area (NSA);
  - Wild Land Areas (WLA);
  - Royal Society for the Protection of Birds (RSPB) reserves;
  - Land capability for agriculture;
  - Ancient Woodland Inventory (AWI);
  - Geological Conservation Review Sites;
  - Carbon-rich soil, deep peat and priority peatland habitats; and
  - Areas at risk of flooding (SEPA flood map<sup>1</sup>).
- Identification of archaeological designations and other recorded sites, utilising GIS datasets available via Historic Environment Scotland Data Services and Local Historic Environment Teams. These include:
  - World Heritage Sites (WHS) and buffers;
  - Scheduled Monuments;
  - Category A, B and C listed buildings; and
  - Gardens and Designed Landscapes.
- Review of The Argyll and Bute Local Development Plan 2 (2024)<sup>2</sup> to identify local policies and further environmental constraints and opportunities, such as Local Nature Conservation Sites (LNCS), Areas of Panoramic Quality (APQ), core paths or other locations important to the public;
- Review of landscape character assessments of relevance to the Study Area;
- Review of Ordnance Survey (OS) mapping (1:50,000 and 1:25,000) and online GIS data sources from OS Open Data) and aerial photography (where available) to identify other potential constraints such as settlement, properties, walking routes, cycling routes etc.;
- Extrapolation of OS Vectormap GIS data to identify further environmental constraint including locations of watercourses and waterbodies, roads classifications and degree of slope; and
- Review of other local information through online and published media such as tourism sites.

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<sup>1</sup> <http://map.sepa.org.uk/floodmap/map.htm>

<sup>2</sup> The Argyll and Bute Local Development Plan 2 (2024)

3.4.1 Vantage Point Surveys

Vantage Point (VP) surveys are being undertaken across the Study Area. The VP surveys commenced April 2025 and are due to complete in March 2026. The VP surveys are being conducted according to industry standard methods<sup>3</sup> and in consultation with NatureScot, to understand the interaction between birds and potential OHLs along the route.

3.5 Appraisal Method

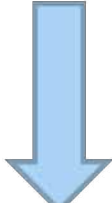
Appraisal of route options has involved systematic consideration against the following environmental, engineering and economic topic areas.

3.4.1 Environmental

- **Natural Heritage** - Designations, Protected Species, Habitats, Ornithology and Hydrology / Geology.
- **Cultural Heritage** - Designations and Cultural Heritage Assets.
- **People** - Settlements, Visual and Physical Effects.
- **Landscape** - Designations and Character).
- **Land Use** - Agriculture, Forestry and Recreation.

Environmental sensitivity has been considered qualitatively, based on professional judgement and utilising the Red, Amber, Green (RAG) rating. It has been applied to each topic area indicating potential impacts. This rating is based on a four-point scale as described in **Table 1** below. SSEN Transmission guidance “Procedures for Routeing Overhead Lines of 132 kV or above” has been followed.

**Table 1: Environmental RAG Rating for Comparative Analysis.**

 <p>Most Preferred</p> <p>Least Preferred</p>	No Impact	
	Lower Impact	High potential to accommodate the required infrastructure within the context of the consideration appraised
	Moderate Impact	Moderate potential to accommodate the required infrastructure within the context of the consideration appraised
	Higher Impact	Low potential to accommodate the required infrastructure within the context of the consideration appraised

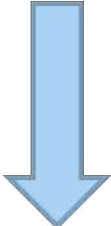
3.4.2 Engineering

- **Infrastructure crossings** – Major Crossings and Road Crossings.
- **Environmental design** – Elevation, Atmospheric Pollution, Contaminated Land and Flooding.
- **Ground conditions** – Terrain and Peat.
- **Construction / Maintenance** – Access.
- **Proximity** – Clearance Distance, Communication Masts and Metallic Pipelines.

Engineering sensitivity has been considered qualitatively, based on professional judgement and utilising the RAG rating. It has been applied to each topic area indicating potential impacts. This rating is based on a four-point scale as described in **Table 2** below. SSEN Transmission guidance “Procedures for Routeing Overhead Lines of 132 kV or above” has been followed.

<sup>3</sup> Scottish Natural Heritage (2025). Recommended bird survey methods to inform impact assessment of onshore wind farms. Available from <https://www.nature.scot/doc/recommended-bird-survey-methods-inform-impact-assessment-onshore-windfarms> [Accessed September 2025].

**Table 2: Engineering RAG Rating for Comparative Analysis.**

<p>Most Preferred</p>  <p>Least Preferred</p>	<b>No Impact</b>	
	<b>Lower Impact</b>	High potential to accommodate the required infrastructure within the context of the consideration appraised.
	<b>Moderate Impact</b>	Moderate potential to accommodate the required infrastructure within the context of the consideration appraised.
	<b>Higher Impact</b>	Low potential to accommodate the required infrastructure within the context of the consideration appraised.

3.4.3 Cost

Appraisal of route options has involved systematic consideration against capital cost including construction, diversions, public road improvements, felling and land assembly.

To allow comparative appraisal a RAG rating has been applied using the criteria described in **Table 3**.

**Table 3: Cost RAG Rating for Comparative Analysis.**

Red	Amber	Green
>140% of least cost option	120-140% of least cost option	< 120% of least cost option

## 4. DESCRIPTION OF ROUTES

### 4.1 Identification of Route Options

This Consultation Document summarises the appraisal of the three route options, Route Options 1, 2 and 3. The appraisal uses the criteria set out in **Section 3** to identify a Preferred Route option.

#### 4.1.1 Route 1

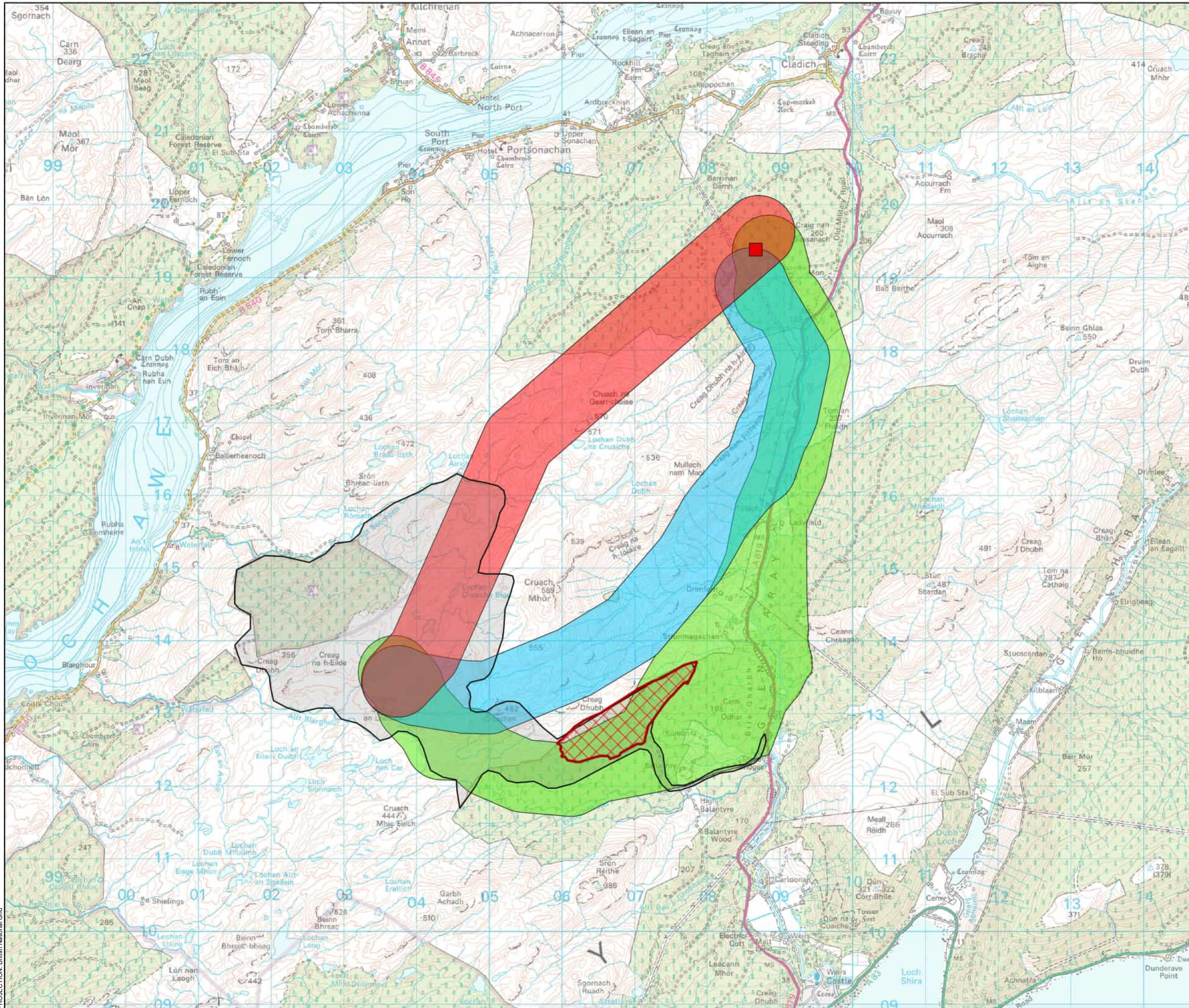
Heads north east from the consented Blarghour Wind Farm Substation for approximately 8 km, following the Cruach Mhor ridge line to Creag Dhubh Substation.

#### 4.1.2 Route 2

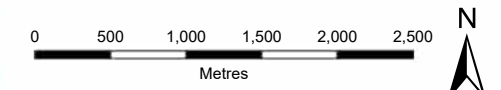
Heads east from the proposed Blarghour Wind Farm Substation for approximately 1 km before pivoting to the north east towards Drimfern for approximately 3 km. The route then continues north for approximately 5 km, following a similar route to the existing Inveraray – Taynuilt OHL running alongside the A819, before terminating at Creag Dhubh Substation.

#### 4.1.3 Route 3

Route 3 travels south east for approximately 3 km before turning north towards the A819 for approximately 3 km. The route aligns closely with the A819, crossing the road at Tullich and continuing parallel to the A819 in a northerly direction for approximately 4 km. It then crosses the A819 once more to the north west, near Old Military Road, before terminating at the Creag Dhubh Substation after approximately 1 km.



- Route 1
- Route 2
- Route 3
- Indicative Blarghour Wind Farm Boundary
- Blarghour Wind Farm Habitat Management Plan (HMP)
- Creag Dhubh Substation



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 SIZE: A3  
 PROJECT: 0780330  
 DATE: 26/01/2026

VERSION: A01  
 DRAWN: DN  
 CHECKED: SC  
 APPROVED: KG

**Figure 2**  
**Route Options**



## 5. ENVIRONMENTAL, ENGINEERING AND COST APPRAISAL

### 5.1 Introduction

This section presents a summary of the environmental, engineering and economic appraisal of the route options.

### 5.2 Route 1

#### 5.2.1 Environmental Baseline and Appraisal

Route 1 passes through an area of open craggy upland / moorland and commercial forestry, within a medium - large scale landscape, avoiding the smaller scale, more intimate landscape scale of Glen Aray. The connection to a proposed new substation at Creag Dhubh, west of the A819 and south of Cladich, is also situated in commercial forestry. Approximately half of Route 1 is located within an undesignated landscape. The northern section of Route 1 is located within the North Argyll Area of Panoramic Quality (APQ). The landscape is lightly settled, with no residential properties / settlements. This route option is situated centrally within the Craggy Upland LCT, and distant from visual receptors for long sections of the route, with potential for longer distant views from the local road network to the north west and north and potentially visible on the skyline.

Route 1 does not pass through any internationally, nationally, locally or non-statutory designated sites. The proximity to the Glen Etive and Loch Fyne SPA means there is potential for barrier and collision impacts to golden eagle (Qualifying Interest of the SPA) as they travel to and from this designated site.

Baseline ornithology surveys conducted by ERM in 2025 have recorded breeding evidence of golden eagles within the established disturbance distance for the species of 1000 meters<sup>4</sup>. The Glen Etive and Glen Fyne SPA and Important Bird Area (IBA) are located approximately 950 meters to the east at their closest point. The primary qualifying interest of the Glen Etive and Glen Fyne SPA is the breeding population of golden eagles. The potential risks of breeding disturbance, barriers, and collision impacts on golden eagles in relation to the Glen Etive and Glen Fyne SPA, as well as within the broader context of the Argyll West and Islands Natural Heritage Zone (NHZ 14) population and transient birds is high. The preliminary data reveals that these birds were both in flight and / or perched along Route 1. The construction and operational phases of Route 1 may cause breeding disturbance and have the potential to adversely affect the integrity of The Glen Etive and Glen Fyne SPA. No other sites designated for ornithological features that could be compromised have been identified. No other designated sites are located within a likely zone of influence of Route 1.

Route 1 crosses woodland, grassland and blanket bog habitats which may include GWDTE habitats. There will be direct impacts to these habitats from pole placement and access track construction. Indirect effects may also be experienced due to nearby construction activities e.g. disturbance to water supply, erosion of peat or deposition of dust. No areas of woodland listed on the Ancient Woodland Inventory (AWI) are located within Route 1. Areas listed on the Native Woodland Survey Scotland (NWSS) are not found within Route 1.

The route passes over one WFD watercourse (Allt Beochlich) in the centre of the route, and a tiny margin of the route in the south passes over the Allt Blarghour which is also a WFD designated watercourse. Numerous unnamed but OS mapped watercourses are crossed by the route. The extent of river flooding within Route 1 based on the SEPA Flood Maps is comparatively less than Routes 2 and 3.

Scotland's Soils Carbon and Peatland 2016 mapping indicates that Route 1 is predominantly situated across Class 2 peatland. There is also a localised area of Class 3 peatland in the central section of Route 1 and Class 5 peatland in the northern extents of the route.

There are no designated heritage assets within Route 1. There is one scheduled monument and one Category B listed building within 2.5 km of Route 1 that will require an assessment of potential change to the landscape in long-distance from the assets, which has the potential to introduce an impact on the setting. There are no known non-designated

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<sup>4</sup> Goodship, N.M. and Furness, R.W. (MacArthur Green) Disturbance Distances Review: An updated literature review of disturbance distances of selected bird species. NatureScot Research Report 1283.

assets within Route 1 or within 250 m of the Route. Route 1 encompasses no features listed on the Historic Environment Record (HER).

The environmental appraisal of Route 1 is provided in **Table 4**.

**Table 4: Route 1 Environmental RAG Impact Rating.**

RAG Impact Rating - Environmental	OHL Route 1		
Natural Heritage	Designations	International	L
		Regional	L
	Protected Species	European Species	L
		UK Species	L
	Habitats	Annex I	H
		GWDTE	M
		BNG	L
	Ornithology	Schedule 1	H
		BOCC	L
	Hydrology	Drinking Water	M
		Aquifer	M
Surface Water		M	
Cultural Heritage	Designations	WHS SM GDL Battlefields	L
		Sites and Monuments	L
	Assets		L
People	Dwellings		L
Landscape	Designations		M
	Character		M
	Visual		L
Land Use	Agriculture		L
	Forestry		M
	Recreation	Footpaths and Cycle Routes	L
		Highland Sports	L
Planning	Proposals		M
	Policy		H

### 5.2.2 Engineering Baseline and Appraisal

Route 1 follows the original high-elevation corridor along the Cruach Mhor ridgeline. While it presents moderate impacts for most engineering criteria, it is fundamentally constrained by its sustained high altitude and challenging terrain. The route traverses areas with significant elevation (average 425 m AOD, maximum 520 m), which increases wind and ice loading on structures, necessitating shorter spans or stronger, more expensive steel pole structures. Although the RAG ratings for peat and rock are low, Route 1 is heavily impacted by extensive Class 1 and 2 peatland, which covers approximately two-thirds of the alignment. This not only complicates construction but also introduces long-term maintenance challenges due to ground instability and environmental sensitivity. Access is another major constraint, as there are very few existing tracks or roads along the route, making both construction and future maintenance logistically difficult and costly. Despite some favourable headline RAG scores, these real-world engineering and operational factors

render Route 1 not viable. The cumulative risks associated with elevation, peat, and lack of access outweigh any theoretical advantages, and there are limited opportunities for effective mitigation.

The engineering appraisal of Route 1 is provided in **Table 5**.

**Table 5: Route 1 Engineering RAG Impact Rating.**

RAG Impact Rating – Engineering	OHL Route 1	
Environmental Design	Altitude	H
	Coastal	M
Topography	Terrain	L
	Waterbodies	L
	Slope	H
Ground Conditions	Peat	H
	Rock	H
	Flooding	M
Access	Road Networks	H
	Access Tracks	H
Existing Infrastructure	Roads	L
	Clearance	L
Existing Network	Connectivity	H
	Outages	H
Operational	Maintenance	H
	Flexibility	H
	Faults	H

5.2.3 Economic Appraisal

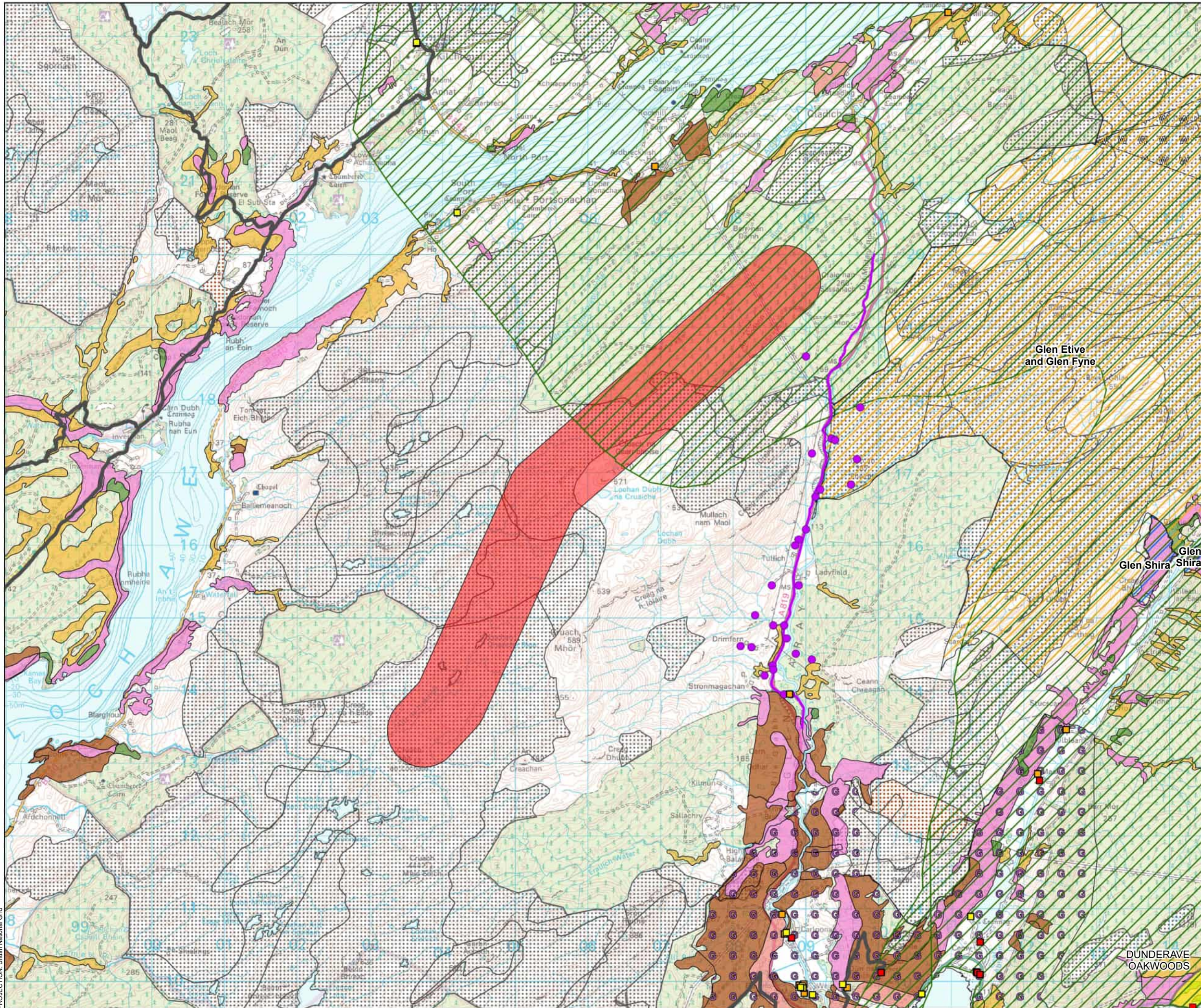
The approximate construction cost of the route has been calculated based on a standard per km rate derived from SSEN Transmission’s experience of similar projects. Route 1 has the highest capital cost of the three route options due to a number of factors, including but not limited to: high altitudes with specialist pole structures required as such, undulating topography and peatland areas. Operations (inspection and maintenance) have been allocated an amber rating due to the access difficulties and high altitudes of Route 1. Overall, Route 1 has a red RAG rating due to the capital cost.

The cost appraisal of Route 1 is provided in **Table 6**.

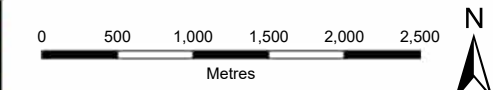
**Table 6: Cost RAG Rating for Route 1**

RAG Impact Rating – Cost	OHL Route 1	
Capital		H
Diversions		L
Public Road Improvement		L
Tree Felling		L
Land Assembly		L
Consent Mitigations		L
Inspections		M

RAG Impact Rating – Cost	OHL Route 1	
Maintenance		M
Total Cost		H



- Route 1
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)
- Carbon and Peatland Class 1
- Carbon and Peatland Class 2
- Local Nature Conservation Site (LNCs)
- Ancient Woodland Inventory (AWI)
- Antiquity 1a
- Antiquity 1b
- Antiquity 2a
- Antiquity 2b
- Antiquity 3
- Scheduled Monument
- Garden and Designed Landscape
- Wild Land
- Area of Panoramic Quality
- Core Path
- HER - Lines
- HER - Points
- Listed Building - Category A
- Listed Building - Category B
- Listed Building - Category C



SCALE: See Scale Bar	VERSION: A01
SIZE: A3	DRAWN: DN
PROJECT: 0780330	CHECKED: SC
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**Figure 3**  
**Route 1 Constraints**



PROJECTION: British National Grid

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### 5.3 Route 2

#### 5.3.1 Environmental Baseline and Appraisal

Route 2 passes through an area of open craggy upland / moorland and commercial forestry, within a medium - large scale landscape, and the smaller scale landscape of Glen Aray. The connection to a proposed new substation at Creag Dhuhb, west of the A819, south of Cladich, is also situated in commercial forestry. Approximately a quarter of Route 2, is located within the North Argyll APQ. The landscape is lightly settled, with very few residential properties / settlements. Route 2 is situated centrally within the craggy upland, and distant from visual receptors for approximately half of the route, with potential for longer distance views from the local road network to the north west and north. Within Glen Aray, there is the potential for views of Route 2 from the local road network, where the route is out with forestry, and viewed alongside an existing OHL. It should be noted that where Route 2 follows the A819, there is existing and proposed (in construction) electrical infrastructure, elements of which are composed of steel lattice towers, which will likely limit the visual intrusion of newer smaller infrastructure (pole-based line).

Route 2 passes through the internationally designated Glen Etive and Loch Fyne SPA. There is potential for barrier and collision impacts to golden eagle (Qualifying Interest of the SPA) as they travel to and from this designated site, there may be a physical loss of habitat from the designated site if the final design is situated within it.

Two known golden eagle territories are situated near Route 2 and considering that eagles are likely to fly and hunt in these remote areas, along with the elevation of Route 2 there is a risk that Route 2 may lead to a loss of suitable hunting habitat within each territory during both the construction and operational phases. These potential impacts pose a risk to the integrity of The Glen Etive and Glen Fyne SPA and the favourable conservation status within Argyll West and Islands (NHZ 14). No other sites designated for ornithological features that could be at risk have been identified, and no other designated sites fall within a likely zone of influence from Route 2.

An area of land within the AoS is proposed as part of the Blarghour Wind Farm to be subject to a Land Management Plan (LMP). The purpose of the LMP is to manage the habitats present within the area to promote the local golden eagle population. Route 2 is situated high on the hillside at its southern end and as such may lead to barrier effects or risk of collision for eagles flying between the LMP area and the SPA.

Route 2 crosses woodland, grassland and blanket bog habitats which may include GWDTE habitats. There will be direct impacts to these habitats from pole placement and access track construction. Indirect effects on habitats may also be experienced due to nearby construction activities e.g. disturbance to water supply, erosion of peat or deposition of dust. NWSS-listed woodlands are located within Route 2, but no AWI sites are present in this route.

The route passes over two WFD watercourses: the Allt Blarghour and River Aray. Numerous unnamed but OS mapped watercourses are crossed by the route. The extent of river flooding within Route 2 based on the SEPA Flood Maps is generally associated with the River Aray in the north of the route.

Scotland’s Soils Carbon and Peatland 2016 mapping indicates that Route 2 is situated in areas of Class 2, 3, 5 and 0 (mineral soils).

There are no designated heritage assets within Route 2. There is one Inventoried Garden & Designed Landscape and two Category B Listed Buildings within 2.5 km of Route 2 that will require an assessment of potential change to the landscape in long-distance from the assets, which has the potential to introduce an impact on the setting. For Route 2, there are three known non-designated assets within 250 m of the route. Route 2 encompasses 12 features (11 points and one linear feature) listed on the HER.

The environmental appraisal of Route 2 is provided in **Table 7**.

**Table 7: Route 2 Environmental RAG Impact Rating.**

RAG Impact Rating – Environmental	OHL Route 2		
Natural Heritage	Designations	International	M
		Regional	L

RAG Impact Rating – Environmental	OHL Route 2		
	Protected Species	European Species	L
		UK Species	L
	Habitats	Annex I	M
		GWDTE	M
		BNG	H
	Ornithology	Schedule 1	H
		BOCC	L
	Hydrology	Drinking Water	M
		Aquifer	M
		Surface Water	M
Cultural Heritage	Designations	WHS SM GDL Battlefields	M
		Sites and Monuments	L
	Assets		M
People	Dwellings		L
Landscape	Designations		M
	Character		M
	Visual		M
Land Use	Agriculture		L
	Forestry		M
	Recreation	Footpaths and Cycle Routes	L
		Highland Sports	L
Planning	Proposals		M
	Policy		M

### 5.3.2 Engineering Baseline and Appraisal

Route 2 was developed as a more practical corridor, extending east from Blarghour towards Drimfern before turning north to follow the A819 corridor to Creag Dhubh. This route offers improved terrain and access conditions compared to Route 1, supporting wood pole construction. However significant challenges remain with Route 2. The route presents the steepest maximum gradient (approximately 21.1%), which exceeds the preferred threshold for wood pole lines and introduces a higher risk of landslips and ground instability. While the RAG ratings for most criteria are moderate or low, the combination of steep slopes and limited access increases health and safety risks for construction operatives and maintenance teams. Feedback from early contractor engagement is that these conditions are such that it would not be possible to safely construct the Proposed Development within Route 2. Flooding is also a concern, with around 14% of the route lying within a 1-in-200-year flood zone. Although some of these risks can be mitigated through micro-siting and targeted engineering solutions, the overall risk profile is more difficult to reduce to ALARP (As Low As Reasonably Practicable) compared to other options.

The engineering appraisal of Route 2 is provided in **Table 8**.

**Table 8: Route 2 Engineering RAG Impact Rating.**

RAG Impact Rating – Engineering	OHL Route 2	
Environmental Design	Altitude	H
	Coastal	M
Topography	Terrain	L
	Waterbodies	L
	Slope	H
Ground Conditions	Peat	H
	Rock	H
	Flooding	H
Access	Road Networks	H
	Access Tracks	H
Existing Infrastructure	Roads	L
	Clearance	L
Existing Network	Connectivity	M
	Outages	H
Operational	Maintenance	H
	Flexibility	H
	Faults	H

### 5.3.3 Economic Appraisal

The approximate construction cost of this route option has been calculated based on a standard per km rate derived from SSEN Transmission’s experience of similar projects.

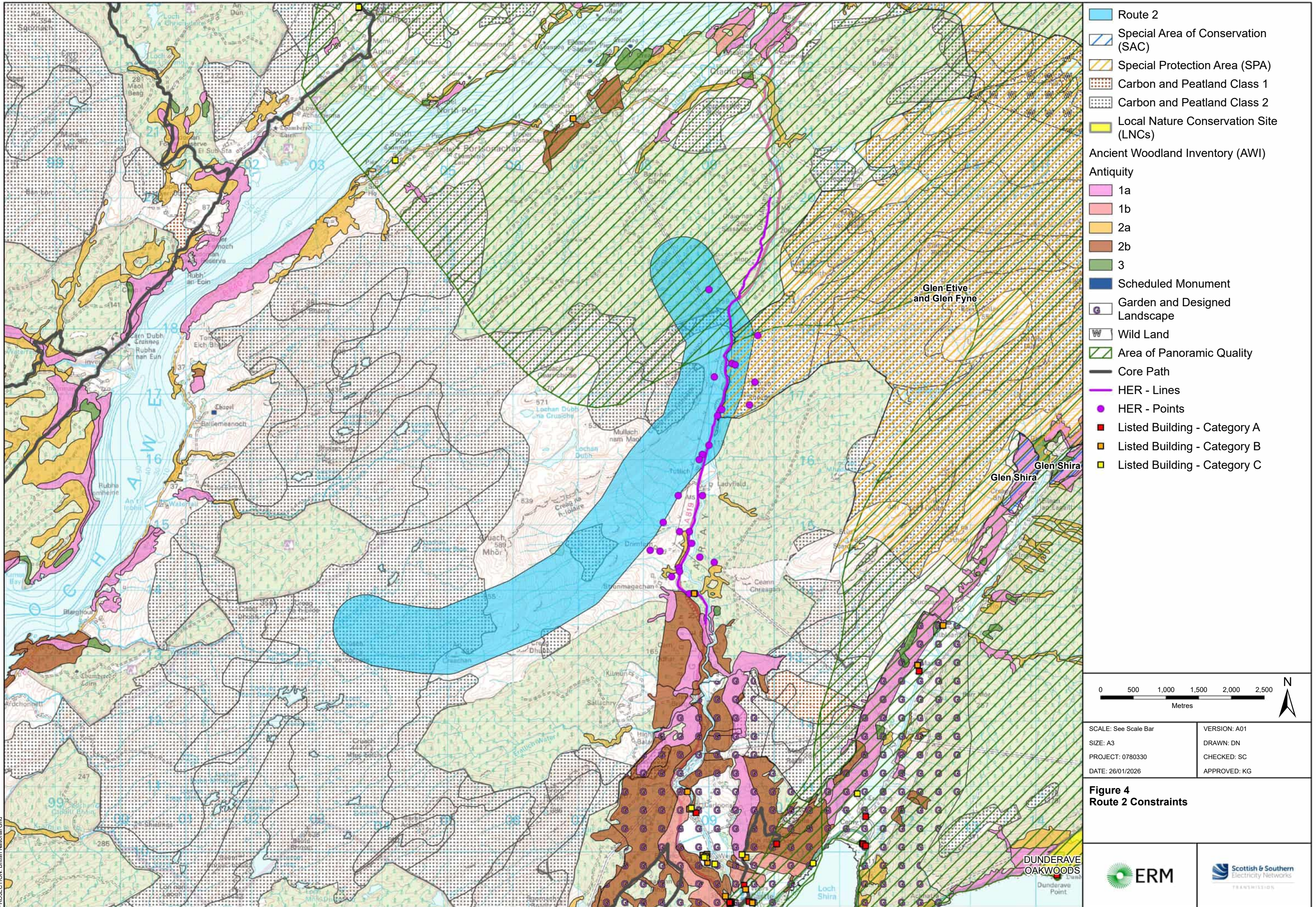
Route 2 has a lower capital cost than Route 1, however, due to requiring partial steel structures the Route still has a substantial cost. Operations (inspection and maintenance) have been allocated a green rating due to proximity to the A819 and general ease of access routes with respect to other OHL infrastructure projects within the vicinity. No public road improvements or tree felling is expected on Route 2. Route 2 has an amber RAG rating for diversions as the existing 132 kV Inveraray – Taynuilt double circuit OHL may have to be temporarily diverted to accommodate the Blarghour Wind Farm Connection OHL route.

The cost appraisal of Route 2 is provided in **Table 9**.

**Table 9: Cost RAG Rating for Route 2.**

RAG Impact Rating – Cost	OHL Route 2	
Capital		M
Diversions		M
Public Road Improvement		L
Tree Felling		L
Land Assembly		L
Consent Mitigations		L

<b>RAG Impact Rating – Cost</b>	<b>OHL Route 2</b>
<b>Inspections</b>	L
<b>Maintenance</b>	L
<b>Total Cost</b>	M



PROJECTION: British National Grid

## 5.4 Route 3

### 5.4.1 Environmental Baseline and Appraisal

Route 3 passes through an area of open craggy upland / moorland and commercial forestry, within a medium - large scale landscape, avoiding the smaller scale, more intimate landscape scale of Glen Aray. It passes south along the hillside of Glen Aray before passing west through commercial forests up through the hills. The northern section of Route 3 is located within the North Argyll APQ. The landscape is lightly settled, with few residential properties / settlements. Route 3 is situated centrally within the craggy upland, and distant from visual receptors for approximately half of the route, with potential for longer distant views from the local road network to the north west and north. Within Glen Aray, there is the potential for views of Route 3 from the local road network, where the route is out with forestry, and viewed alongside an existing OHL. It should be noted that within Glen Aray there is existing and proposed (in construction) electrical infrastructure, elements of which are composed of steel lattice towers, which will likely limit the visual intrusion of newer smaller infrastructure (pole-based line).

Route 3 passes through the internationally designated Glen Etive and Loch Fyne SPA. Whilst this route encroaches into the edge of the Glen Etive and Glen Fyne SPA, is considered less likely to result in impacts on golden eagle (Qualifying Interest of the SPA) on account of the location within the SPA being close to the busy A819 and scattered settlements. The part of the SPA close to the A819 and local properties is likely subject to a greater level of disturbance by people and road users, resulting in eagles likely avoiding this area. There may be a physical loss of habitat from the designated site if the final design is situated within it.

Baseline ornithology surveys conducted by ERM in 2025 have documented breeding evidence of golden eagles out with the established disturbance distance for the species of 1000 m. Preliminary findings suggest that although Route 3 crosses the boundary of the SPA, golden eagle activity is naturally buffered or protected by the local topography and elevation gradient. Route 3 is further away from any known sensitive breeding locations and is situated below sensitive flight locations by as much as 500 m (within the valley adjacent to the A819). Given the flight activity, the construction and operational phases of Route 3 are less likely to cause breeding disturbance and adversely impact the integrity of the Glen Etive and Glen Fyne SPA than other route options. Route 3 is less likely to lead to a loss of suitable hunting habitat within golden eagle territories. No other sites designated for ornithological features and with the potential to be compromised have been identified. No other designated sites fall within a likely zone of influence of Route 3.

Route 3 encompasses an area of land, proposed as part of the Blarghour Wind Farm development to be subject to a Land Management Plan (LMP) (**Figure 2**). The purpose of the LMP is to manage the habitats present to promote golden eagles. Route 3 allows sufficient space to enable future alignment options to pass the LMP area lower in Glen Aray to avoid potential barrier effects or risk of collision for eagles flying between the LMP area and the SPA.

Route 3 crosses woodland and grassland habitats which may include GWDTE habitats. There will be direct impacts to these habitats from pole placement and access track construction. Peatland habitats are potentially avoidable for the majority of Route 3 and as such impacts to these habitats are only likely in the far south of the route on the approach to the proposed Blarghour Wind Farm Substation. Within Route 3 there are a number of recorded areas of Ancient Woodland as per the AWI. These include Ancient Woodland (Antiquity 1a and 2a), Long-established woodlands of plantation origin (LEPO) (Antiquity 1b and 2b), and other woodlands on Roy woodland sites (Antiquity type 3). Depending on the location of the final alignment, there may be a loss of woodland cover and fragmentation effects on remaining woodland pockets. Indirect effects on habitats may also be experienced due to nearby construction activities e.g. disturbance to water supply, erosion of peat or deposition of dust. Woodlands listed on the NWSS are also present within Route 3.

The route passes over three WFD watercourses: the Allt Blarghour, Erralich Water, and River Aray. Numerous unnamed but OS mapped watercourses are crossed by the route. The extent of river flooding within Route 3 based on the SEPA Flood Maps is generally associated with the River Aray and is present through the majority of the route.

Scotland's Soils Carbon and Peatland 2016 mapping indicates that Route 3 is situated in areas of Class 2, 3, 5 and 0 (mineral soils).

There are two designated heritage assets which clip the southern edge of Route 3, Inveraray Castle Garden and Designed Landscape (GDL00223) and Category B listed Glen Aray School and Outhouse (LB11523) which is located in Route 3.

There are a total of 13 designated assets located within 2.5 km of Route 3 (inclusive of GDL00223 and LB11523) that may require an assessment of potential change to the landscape in long-distance from the assets, which has the potential to introduce an impact on the setting. There are 26 known non-designated assets within Route 3 and an additional six non-designated assets within 250 m of the route. This includes prehistoric assets such as cairns and portions of the historic Military Road from Tyndrum to Inveraray (now mostly aligned to the A819).

The environmental appraisal of Route 3 is provided in **Table 10**.

**Table 10: Environmental RAG Rating for Route 3.**

<b>RAG Impact Rating - Environmental</b>	<b>OHL Route 3</b>		
<b>Natural Heritage</b>	Designations	International	H
		Regional	L
	Protected Species	European Species	L
		UK Species	L
	Habitats	Annex I	M
		GWDTE	M
		BNG	L
	Ornithology	Schedule 1	M
		BOCC	L
	Hydrology	Drinking water	M
		Aquifer	M
		Surface water	M
<b>Cultural Heritage</b>	Designations	WHS SM GDL Battlefields	H
		Sites and Monuments	M
	Assets		H
<b>People</b>	Dwellings		M
<b>Landscape</b>	Designations		M
	Character		M
	Visual		M
<b>Land Use</b>	Agriculture		L
	Forestry		M
	Recreation	Footpaths and cycle routes	L
		Highland sports	L
<b>Planning</b>	Proposals		M
	Policy		M

#### 5.4.2 Engineering Baseline and Appraisal

Route 3, following the refined A819 corridor, is the preferred engineering option due to its superior access and constructability. Running adjacent to the A819 and existing tracks, it offers logistical advantages and a gentler terrain

with an average gradient of 3.7% and a maximum of 17.6%, making it ideal for continuous wood pole trident construction. While altitude and terrain risks are rated high, they are manageable and outweighed by the route's accessibility. Key constraints include peat and flooding, with approximately 41% of the alignment crossing Class 1 and 2 peatland and over 30% within flood zones; however, these are predictable and mitigable through SSEN measures such as bog shoes, reinforced foundations, micro-siting, and temporary stone access tracks. Impacts on road networks and property clearances, particularly near the A819, require early coordination and careful design but remain controllable. The Drimfern area to the south provides flexibility for landowner engagement and environmental avoidance without compromising technical feasibility, though it introduces minor design complexity due to potential interaction with the proposed Inverary to Creag Dhubh Substation 275 kV overhead line Large Onshore Transmission Infrastructure (LOTI) project and existing Blarghour Wind Farm habitat management zones, foreshadowing potential construction and access constraints. However, this is offset by benefiting by the access proposed by the LOTI project. Overall, Route 3 offers the best balance of safety, compliance, and programme certainty, with all major risks well understood and effectively mitigated.

The engineering appraisal of Route 3 is provided in **Table 11**.

**Table 11: Engineering RAG Rating for Route 3.**

RAG Impact Rating – Engineering	OHL Route 2a	
Environmental Design	Altitude	M
	Coastal	M
Topography	Terrain	L
	Waterbodies	H
	Slope	H
Ground Conditions	Peat	H
	Rock	H
	Flooding	H
Access	Road Networks	L
	Access Tracks	L
Existing Infrastructure	Roads	L
	Clearance	H
Existing Network	Connectivity	M
	Outages	H
Operational	Maintenance	M
	Flexibility	M
	Faults	M

#### 5.4.3 Economic Appraisal

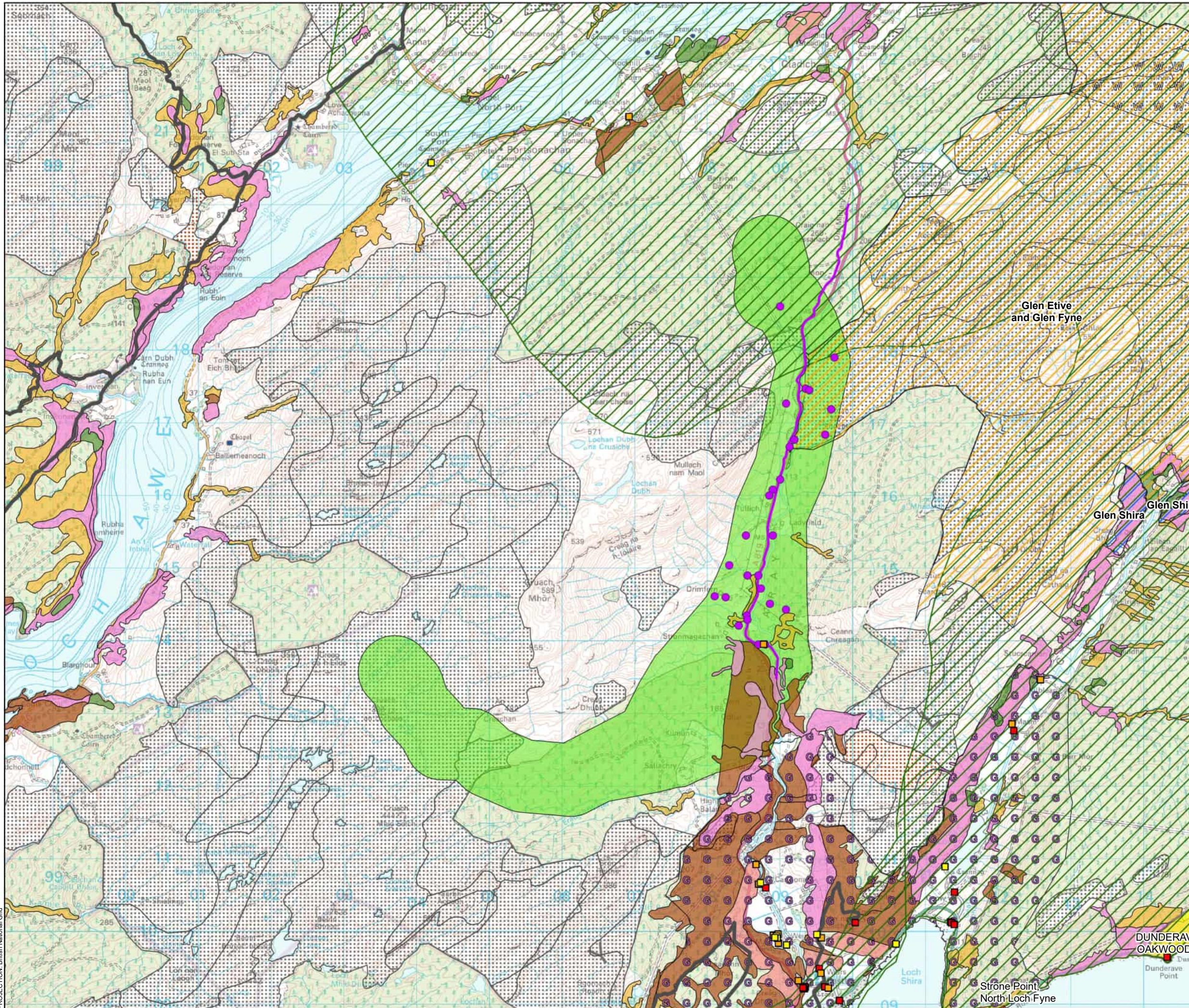
The approximate construction cost of this route option has been calculated based on a standard per km rate derived from SSEN Transmission's experience of similar projects.

Route 3 has the lowest capital cost of the three route options and is rated as green as the cost difference between the different route options is substantial. Operations (inspection and maintenance) have been allocated a green rating due to proximity to the A819 and general ease of access routes with respect to other OHL infrastructure projects within the vicinity.

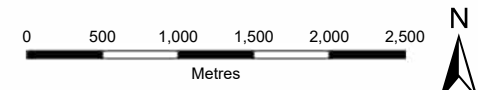
The cost appraisal of Route 3 is provided in **Table 12**.

**Table 12: Cost RAG Rating for Route 3.**

RAG Impact Rating – Cost	OHL Route 3
Capital	L
Diversions	M
Public Road Improvement	L
Tree Felling	L
Land Assembly	L
Consent Mitigations	L
Inspections	L
Maintenance	L
<b>Total Cost</b>	<b>L</b>



- Route 3
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Special Protection Area (SPA)
- Carbon and Peatland Class 1
- Carbon and Peatland Class 2
- Local Nature Conservation Site (LNCs)
- Ancient Woodland Inventory (AWI)**
- Antiquity**
- 1a
- 1b
- 2a
- 2b
- 3
- Scheduled Monument
- Garden and Designed Landscape
- Wild Land
- Area of Panoramic Quality
- Core Path
- HER - Lines
- HER - Points
- Listed Building - Category A
- Listed Building - Category B
- Listed Building - Category C



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PROJECT: 0780330	CHECKED: SC
DATE: 26/01/2026	APPROVED: KG

**Figure 5**  
**Route 3 Constraints**

**ERM**

**Scottish & Southern**  
Electricity Networks

PROJECTION: British National Grid

## 5.5 Comparison of Routes and Preferred Option

### 5.5.1 Comparison of Routes 1, 2 and 3

A comparison of the three route options has identified similar RAG scoring across many environmental topics. On balance, Route 2 is considered to be the environmentally Preferred Route selected in preference of Route 3.

Whilst all route options have cultural heritage features within the 2 km Study Area that may experience effects to setting, Route 3 is closer to these and partially clips the boundary of the GDL (GDL00223 Inveraray Castle) and also contains 26 Non-Designated Assets that would require to be avoided if practicable. Route 2 presents a less constrained route avoiding a greater number of these assets, passing by the GDL at a greater distance than Route 3 and is likely screened by topographical features and woodland to a greater degree than Route 3.

Route 3 would be visible from the A819 and follows the road alignment for a greater distance than Route 2 meaning it is more exposed and will likely have a higher visual impact on road users. It should be noted that within Glen Aray there is existing and proposed (in construction) electrical infrastructure, elements of which are composed of steel lattice towers, which will likely limit the visual intrusion of newer smaller infrastructure (pole-based line). Route 3 contains more residential properties, and the potential for visual impacts is higher.

Route 3 is the only route to encompass areas of woodland listed on the AWI (category 1a, 2a, 2b and 3). Route 1 and 2 contain no AWI. AWI is an ecologically diverse resource for which there is a presumption against its loss with certain categories (1a and 2a) considered irreplaceable as they are technically very difficult to restore, recreate or replace once destroyed.

Route 2 and 3 have similar potential to impact blanket bog and peatland habitats. Peat depths in Route 2 are likely greater than Route 3, based on initial probing data. Route 1 passes through the greatest volume of peat. Peatland is a material consideration under NPF4 and there is a presumption against its loss, given its value as a carbon sink.

Route 3 whilst encroaching the edge of the Glen Etive and Glen Fyne SPA to a greater extent than Route 2, is considered less likely to result in impacts on golden eagle on account of the location within the SPA being close to the busy A819 and scattered settlements. The part of the SPA close to the A819 and local properties is likely subject to a greater level of disturbance by people and road users, resulting in eagles likely avoiding this area. The location of Route 3 in Glen Aray means it is likely to be less of a risk of collision as it is naturally buffered or protected by the local topography, elevation gradient and presence of taller electrical infrastructure, suggesting golden eagles are more likely to fly over it, as identified in preliminary flight activity survey results.

The Blarghour Wind Farm development is to be subject to a LMP. The purpose of the LMP is to manage the habitats present within the area to promote the local golden eagle population. Route 2 may potentially lead to barrier effects or risk of collision for eagles flying between the LMP area and the SPA and therefore pose a negative impact on the objectives of the LMP. Whilst Route 3 encompasses the Blarghour Wind Farm LMP area, sufficient space is afforded within the route option to allow future alignments to pass the LMP area lower in Glen Aray to avoid potential barrier effects or risk of collision for eagles flying between the LMP area and the SPA.

All route options scored similarly in the hydrology appraisal, however it is noted that there is a greater flood extent and more WFD watercourses associated with Route 3.

The potential for greater cultural heritage constraints, the presence of woodland listed on the AWI and closer proximity to residential properties mean Route 2 is preferred in comparison to Route 3 and is the environmentally preferred route option.

However, from an engineering perspective, Route 2 presents a health and safety risk to construction operatives, particularly in relation to working on steep and potentially unstable ground and the risk of disturbance-induced peat or ground movement. In addition, constrained access creates an ongoing operational risk for inspection and fault response.

Route 1 is not practically deliverable. The route is characterised by sustained high elevation, extensive interaction with Class 1 and Class 2 peatland, a lack of viable access, and a reliance on more complex construction solutions, including significant lengths of steel trident structures. These constraints materially increase construction risk, restrict

opportunities for mitigation through micro-siting, and create unacceptable whole-life inspection and maintenance challenges.

As a result Route 3 offers the best balance of safety, compliance, and programme certainty, with all major risks well understood and effectively mitigated. Route 3 benefits from significantly improved access, including numerous existing tracks within 1 km of the alignment and close adjacency to the A819, generally shallower terrain (average gradient ~3.7%, maximum ~17.6%), and full suitability for continuous wood pole trident construction along its length.

From an economic perspective Route 3 is preferred as it has the lowest capital cost.

Overall, after a comparative appraisal of Routes 1, 2, and 3, and consideration of environmental, engineering and cost considerations, Route 3 is the preferred route option.

#### 5.5.2 Selection of Preferred Route

The Preferred Route for the connection between the Blarghour Wind Farm and Creag Dhubh Substation is Route 3. This is because Route 3 offers the best balance of safety, compliance, and programme certainty, with all major risks well understood and effectively mitigated. Route 3 benefits from greater existing access provisions and reduced constraints in respect to the 132 kV Inveraray – Taynuilt double circuit OHL. These elements all contribute to a route option which is lower in cost providing better value to customers.

Careful design of an OHL alignment within Route 3 will be required to minimise impacts on ancient woodland, visual receptors, heritage receptors and to minimise impacts on golden eagles using the area. Although Route 2 is the preferred alignment from an environmental perspective, it has been assessed as unsafe to construct and would pose an ongoing operational risk for inspection and fault response.

## 6. CONSULTATION ON THE PROPOSAL

### 6.1 Introduction

SSEN Transmission places great importance on, and is committed to, consultation and engagement with all parties and stakeholders likely to have an interest in proposals for new projects such as this. Stakeholder engagement is an essential part of an effective development process.

The proposals detailed in this report have been developed through environmental and technical analysis of the route options. The potential for environmental effects remains and further assessment and design will be important in giving detailed consideration to the development and integration of mitigation measures to address significant environmental effects identified.

When providing comment and feedback, SSEN Transmission would be grateful for your consideration of the questions below. We are keen to receive your views and comments in regards to the following:

- Do you feel sufficient information has been provided to enable you to understand what is being proposed and why?
- Which of the three options would you consider the best option for SSEN Transmission to develop? Please provide an explanation of your answer.
- Which of the three options would you consider the least preferable option for SSEN Transmission to develop? Please provide an explanation of your answer.
- Are there any potential risks or benefits associated with this project, that you believe have not been included in the Consultation Document?
- Do you have any other comments on the Proposed Development?

### 6.2 Next steps

A series of events will be held in March 2026 (see Preface) and meetings will be arranged with statutory and other stakeholders. The responses received, and those sought from statutory consultees and other key stakeholders will inform further consideration and design of the Preferred Route leading to the identification of a Proposed Route to take forward to the alignment and consenting stages.

Please submit your comments to:

Caitlin Marini, Community Liaison Manager  
Scottish and Southern Electricity Networks (SSEN) Transmission  
1 Waterloo St  
Glasgow  
G2 6AY  
([catlin.marini@sse.com](mailto:catlin.marini@sse.com))

All comments are requested by **30<sup>th</sup> March 2026**.

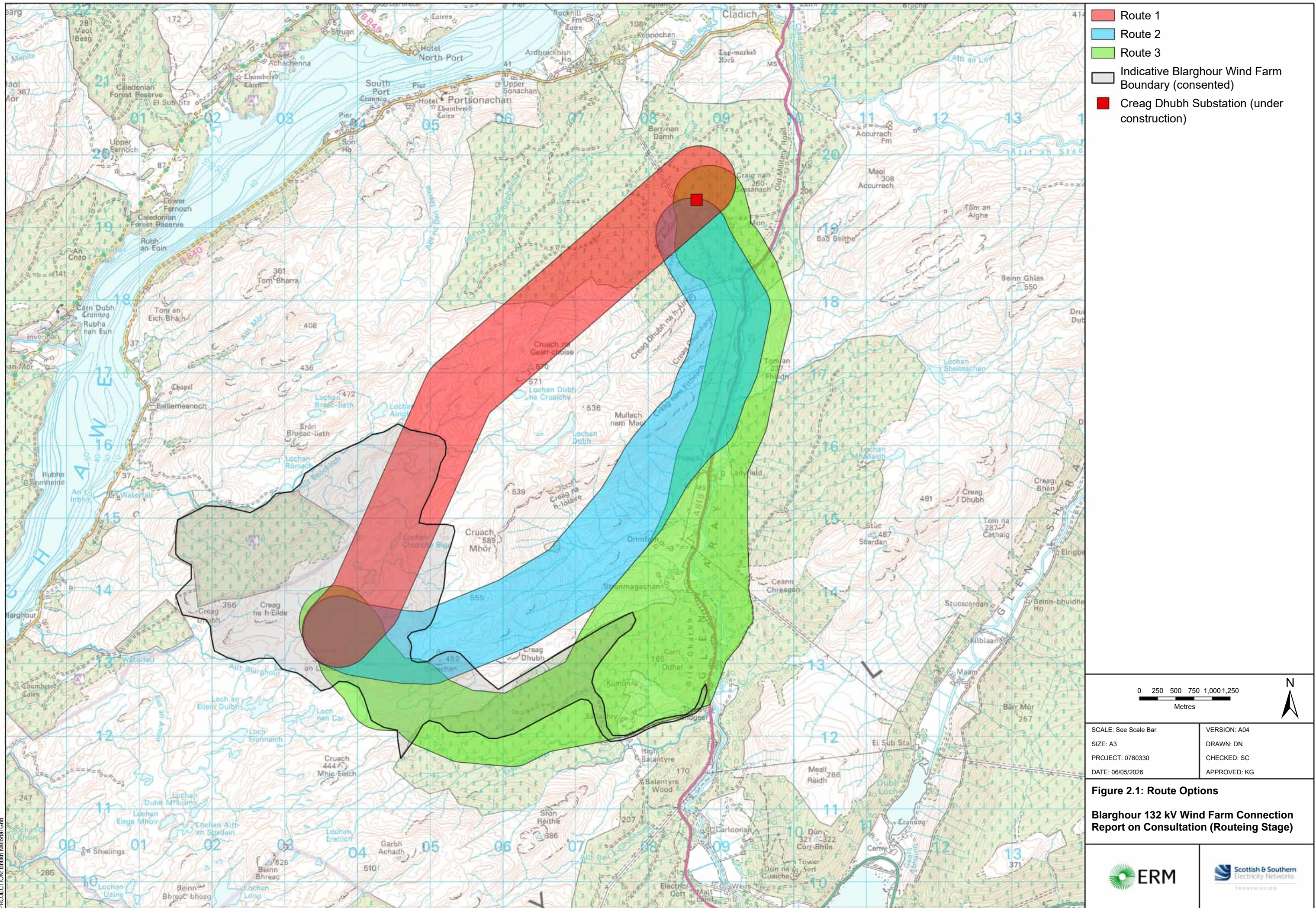
## **APPENDIX B: FIGURES**

**Figure 2.1: Route Options**

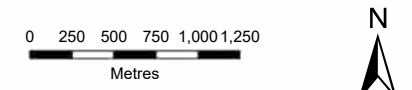
**Figure 2.2: Cultural Heritage Constraints**

**Figure 2.3: Landscape and Visual Constraints**

**Figure 2.4: Natural Heritage Constraints**



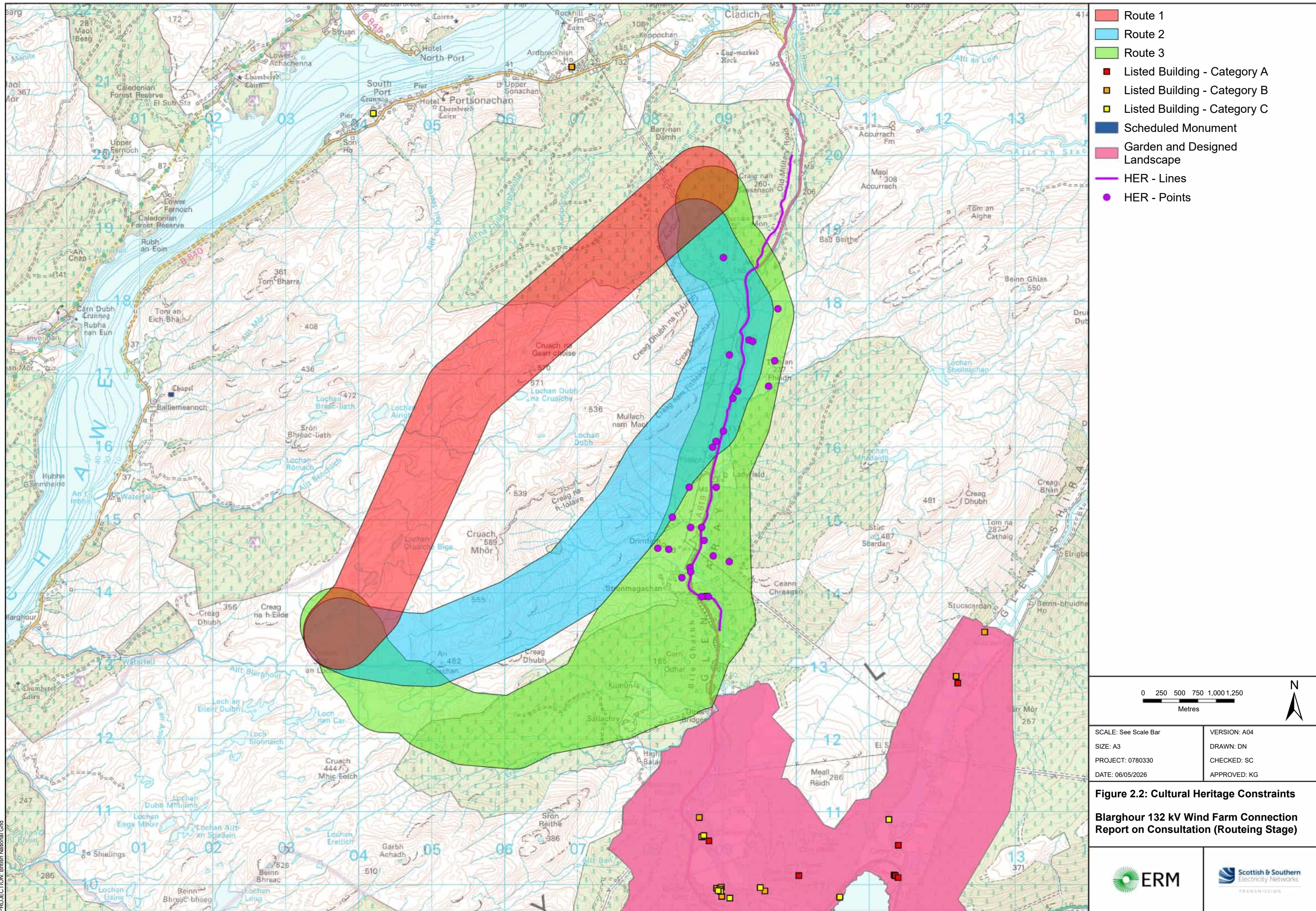
- Route 1
- Route 2
- Route 3
- Indicative Blarghour Wind Farm Boundary (consented)
- Creag Dhubh Substation (under construction)



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DATE: 06/05/2026	APPROVED: KG

**Figure 2.1: Route Options**  
**Blarghour 132 kV Wind Farm Connection Report on Consultation (Routeing Stage)**





- Route 1
- Route 2
- Route 3
- Listed Building - Category A
- Listed Building - Category B
- Listed Building - Category C
- Scheduled Monument
- Garden and Designed Landscape
- HER - Lines
- HER - Points

0 250 500 750 1,000 1,250  
Metres

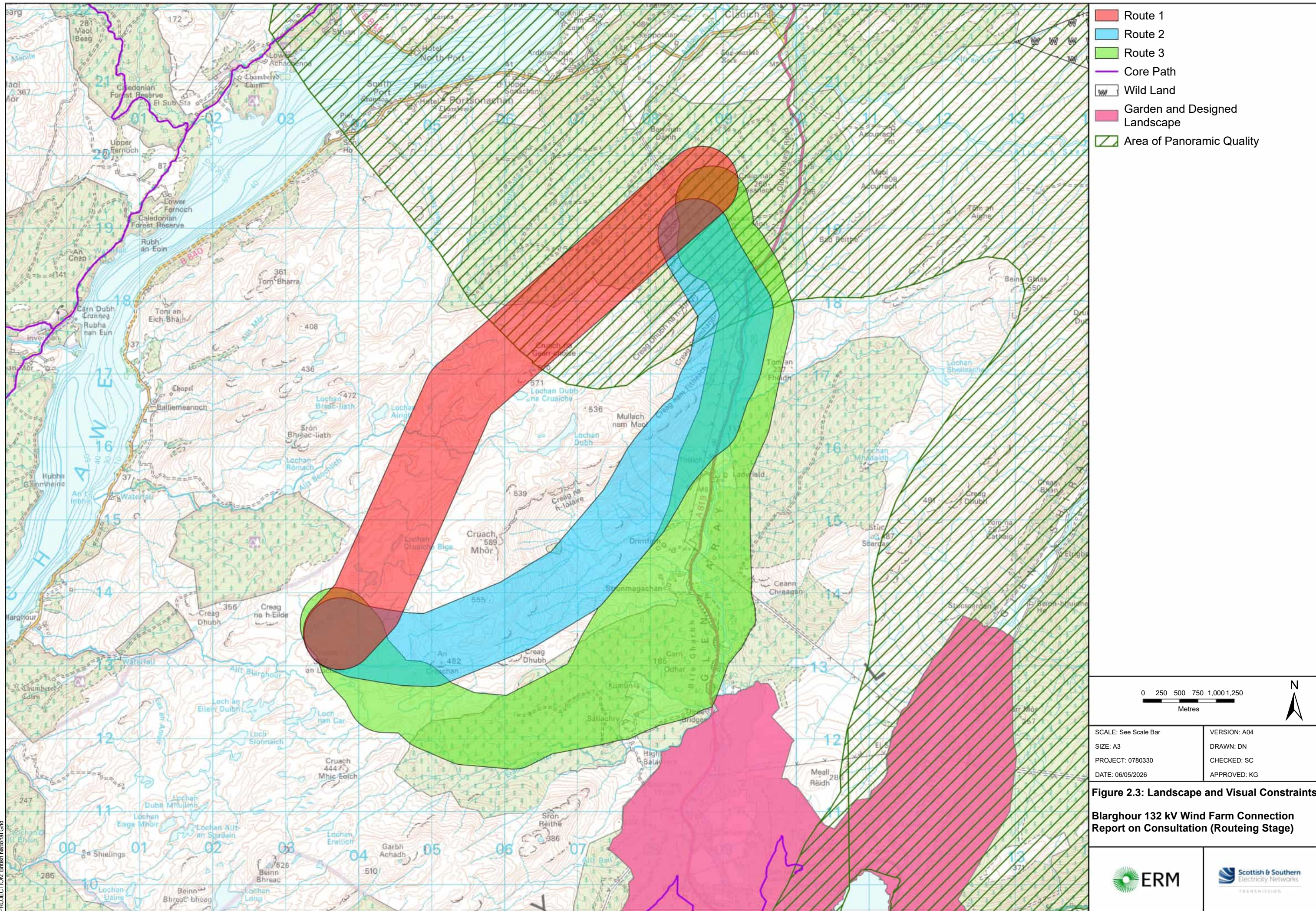


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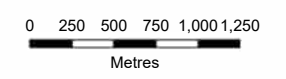
**Figure 2.2: Cultural Heritage Constraints**  
Blarghour 132 kV Wind Farm Connection Report on Consultation (Routeing Stage)



PROJECTION: British National Grid



- Route 1
- Route 2
- Route 3
- Core Path
- Wild Land
- Garden and Designed Landscape
- Area of Panoramic Quality

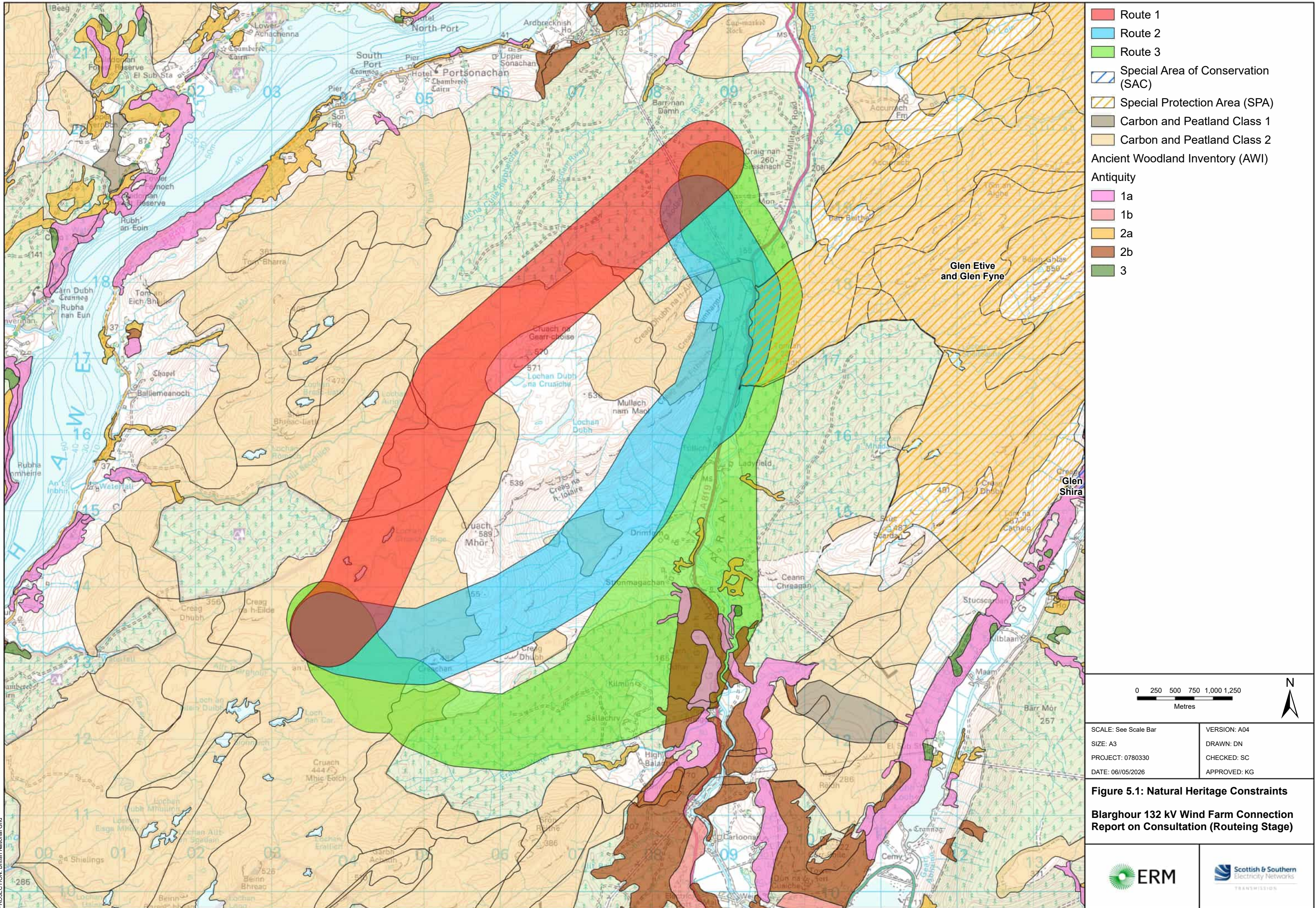


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DATE: 06/05/2026	APPROVED: KG

**Figure 2.3: Landscape and Visual Constraints**

**Blarghour 132 kV Wind Farm Connection  
Report on Consultation (Routeing Stage)**





**Figure 5.1: Natural Heritage Constraints**  
**Blarghour 132 kV Wind Farm Connection Report on Consultation (Routing Stage)**

## **APPENIDX C: CONSULTATION PROMOTIONAL MATERIALS**

# Blarghour Wind Farm Connection



TRANSMISSION

## Overhead Line Routing Consultation

SSEN Transmission invites you to come and share your views with us at our upcoming public consultation event.

### What is happening?

SSEN Transmission is holding a public consultation event to gain views and feedback on our routing options for our Blarghour Wind Farm Connection Project. Our consultation period opens on **19 February until 2 April 2026**.

### Why this project is required

Due to the increase in renewable energy generation in Argyll, some of the existing network needs to be upgraded and reinforced to ensure supply and support the transition to net zero emissions.

### Why are you consulting on this project again?

We are consulting again because ground investigation works undertaken after our 2023 consultation demonstrated that the previously identified preferred route could not be delivered as planned. Consequently, new route options have been developed, and we are now seeking your views on the newly identified potential route 3.

All stakeholders are invited to provide feedback specific to the proposals at this stage until **2 April 2026**.

*Any comments made to us as the Applicant are not representations to Scottish Ministers as the decision makers. There will be opportunity to make formal representations to Scottish Ministers via the Energy Consents Unit following the submission of the section 37 application.*



You are invited to attend our drop-in consultation event:

**Thursday 5 March, 2-7pm**

**Loch Fyne Hotel,  
Inveraray, PA32 8XT**

**More information overleaf.**

This map shows the proposed Blarghour wind farm connection to Creag Dhubh substation.

Blarghour Wind Farm  
Creag Dhubh Substation  
Inveraray

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Delivered by



If you have any questions, please do not hesitate to contact our Community Liaison Manager:

**Caitlin Marini**

1 Waterloo St, Glasgow, G2 6AY

 @ssentransmission

Tel: 07901 135 758

Email: [caitlin.marini@sse.com](mailto:caitlin.marini@sse.com)

 @SSETransmission



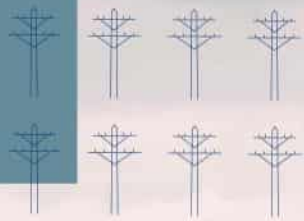
For further information about this project, access to the consultation material and the feedback form can be found on the project webpage: [ssen-transmission.co.uk/blarghour](https://ssen-transmission.co.uk/blarghour)



# Blarghour Wind Farm Connection

Overhead Line Routeing Consultation

March 2026



[ssen-transmission.co.uk/blarghour](https://ssen-transmission.co.uk/blarghour)

# Contents

Powering change together	03	RAG assessment	12
Project overview	04	Potential route	14
Project timeline	06	Other projects in the area	15
Technology choice	07	Have your say	16
Routeing options	08	Your feedback	17
Route assessment	10		

## The public consultation event will be taking place on:

Thursday 5 March, 2–7pm  
Loch Fyne Hotel, Inveraray, PA32 8XT



# Powering change together



**The time has come to further enhance Scotland’s energy infrastructure, providing power for future generations as we move towards net zero.**

The shift to a cleaner, more sustainable future is about more than climate change. It’s about ensuring future generations have the same opportunities to thrive as we have all had.

Countries around the world are investing in their energy infrastructure to support the demands of modern economies and meet net zero targets. The UK is leading the way in building a modern, sustainable energy system for the future.

## We all have a part to play

When it comes to net zero, we have to be in it together. The UK and Scottish governments have ambitious net zero targets, and we’re playing our part in meeting them.

We work closely with the National Energy System Operator (NESO) (previously National Grid Electricity System Operator) to connect vast renewable energy resources—harnessed by solar, wind, hydro and marine generation—to areas of demand across the country. Scotland is playing a big role in meeting this demand, exporting two thirds of power generated in our network.

**But there’s more to be done. By 2050, the north of Scotland is predicted to contribute over 50GW of low carbon energy to help deliver net zero. Today, our region has around 9GW of renewable generation connected to the network.**

At SSEN Transmission, it is our role to build the energy system of the future.

**We’re investing over £20 billion into our region’s energy infrastructure this decade, with the potential for this to increase to over £30 billion. This investment will deliver a network capable of meeting 20% of the UK’s Clean Power 2030 target and supporting up to 37,000 jobs, 17,500 of which will be here in Scotland.**



Scan the QR code with your smartphone to find out more about how these policies have been assessed and determined.

## Who we are

We’re responsible for maintaining and investing in the electricity transmission network in the north of Scotland. We’re part of SSE plc, one of the world’s leading energy companies with a rich heritage in Scotland that dates back more than 80 years. We are also closely regulated by the GB energy regulator Ofgem, who determines how much revenue we are allowed to earn for constructing, maintaining and renovating our transmission network.

## What we do

We manage the electricity network across our region which covers a quarter of the UK’s land mass, crossing some of the country’s most challenging terrain. We connect renewable energy sources to our network in the north of Scotland and then transport it to where it needs to be. From underground/subsea cables and overhead lines to electricity substations, our network keeps your lights on all year round.

## Working with you

We understand that the work we do can have an impact on communities. So we’re committed to minimising our impacts and maximising all the benefits that our developments can bring to your area. We’re regularly assessed by global sustainability consultancy AccountAbility for how we engage with communities. That means we provide all the information you need to know about our plans and how they will impact communities like yours. The way we consult is also a two-way street. We want to hear people’s views, concerns, or ideas and harness local knowledge so that our work benefits their communities: today and long into the future. You can share your views with us at: [ssen-transmission.co.uk/talk-to-us/contact-us/](https://ssen-transmission.co.uk/talk-to-us/contact-us/)

# Project overview

Scottish and Southern Electricity Networks Transmission (SSEN Transmission) is proposing to construct and operate a 132kV overhead line (OHL) to connect the consented Blarghour wind farm to our new Creag Dhubh substation currently in construction.

## Project background

Coriolis Energy and ESB are the developers for Blarghour wind farm. Originally consented as a 57.8MW development (EC00005267) comprising 17 turbines up to 136.5m in height, the wind farm has since been subject to a variation application (ECU00004754). The variation, approved in August 2024, allows for a revised layout of 14 turbines with increased tip heights of up to 180m, resulting in an increased installed capacity of 67.2MW.

The proposed development includes the construction and operation of a single circuit 132kV OHL, with downleads at either end to connect directly into Blarghour wind farm substation and Creag Dhubh substation.

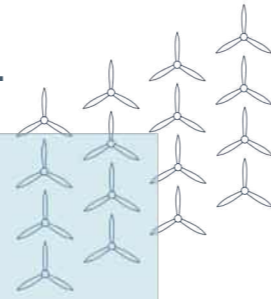
A previous preferred route and preferred alignment for the proposed development was investigated between 2021 and 2023. The preferred alignment was presented at a public consultation event held in August 2023, following detailed environmental and technical assessment. Following the August 2023 consultation, detailed pre-construction ground investigation works for the Inveraray to Creag Dhubh substation 275kV OHL (ECU00003442) caused micro-siting amendments to the 275kV OHL alignment. The micro-siting resulted in a narrowing of the shared corridor for the proposed Blarghour wind farm connection and the Inveraray to Creag Dhubh 275kV OHL, and the ground investigation work triggered new technical constructability considerations and environmental constraints. As a result, the previously preferred alignment could not be progressed, and a process to identify new route options for the Blarghour wind farm connection was initiated. In Q4 2025, this process resulted in the identification of the proposed Route 3, which is now being formally consulted on, in line with our internal routing guidance procedures. Following consultation, further analysis will be conducted on Route 3 to identify alignment options.

## Project overview

The proposed development will comprise the following:

- Installation of 1 x 132kV line disconnector on the Creag Dhubh side of the transformer circuit breaker at Blarghour substation;
- Construction of approximately 12km of single circuit 132kV OHL, comprising a hybrid OHL of wood and steel trident poles. The selection of pole type will depend on terrain and environmental constraints along the potential route between Creag Dhubh and Blarghour substations;
- The low-profile trident H wood poles would have a nominal height of approximately 12-15m, averaging at 14m (including insulators and support). The OHL would be composed of a combination of suspension poles, angle/tension poles, failure containment poles and terminal poles;
- Woodland removal will be identified after the proposed alignment route has been identified, undertaken in consultation with stakeholders, and managed to ensure safe operation, environmental compliance, and minimal impact based on woodland type.
- Construction access strategy will be developed following alignment confirmation, prioritising use and upgrade of existing tracks, low-impact temporary solutions, and permanent access where justified, with approaches adapted to ground conditions and woodland sensitivity.

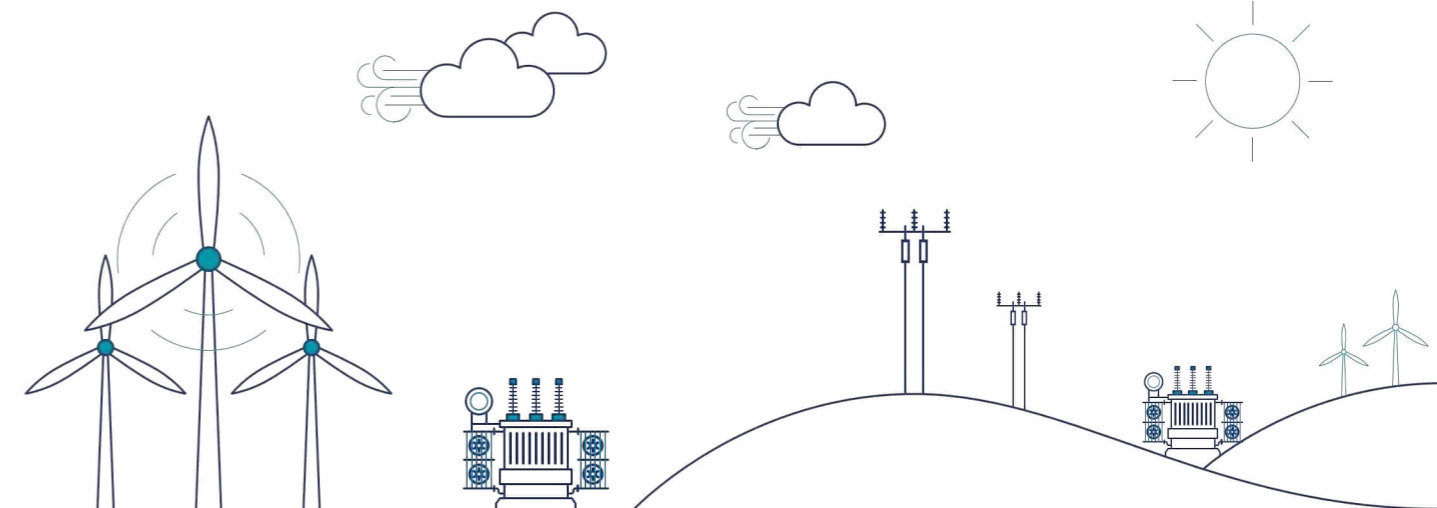
The proposed development will likely require Section 37 consent supported by an Environmental Impact Assessment (EIA). Submission of the application to the Energy Consents Unit of the Scottish Government is currently planned for November 2026.

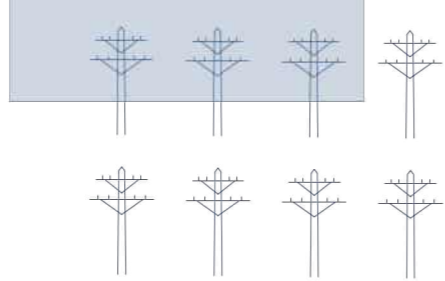


## Site location

The proposed development is situated approximately 4.7km to the north-east of Inveraray in Argyll and Bute.

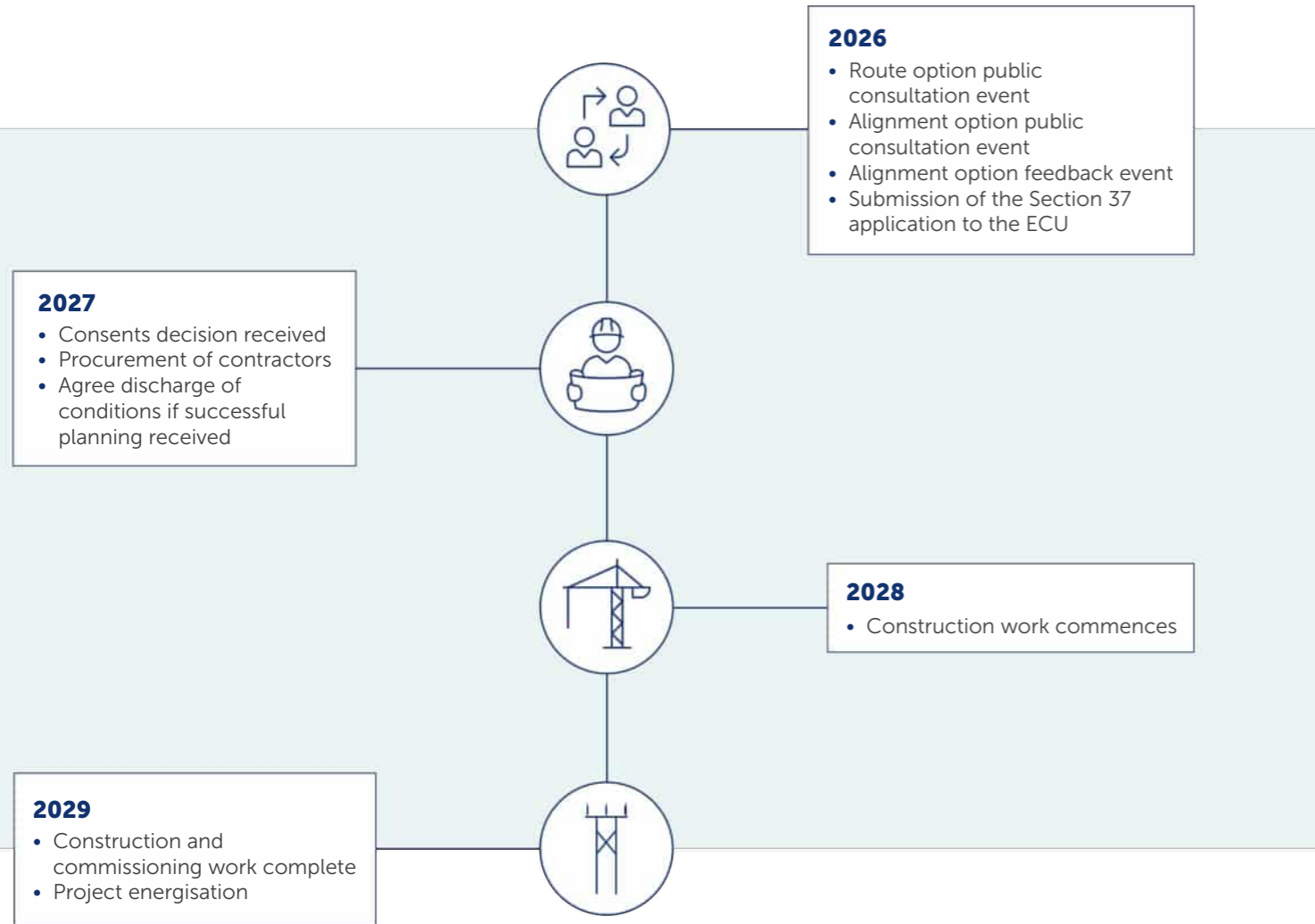
- The northern section of the new potential route is located at Creag Dhubh substation and lies within an area of commercial conifer forestry;
- The central section of the new potential route runs adjacent to and intersects the A819, skirting and overlapping the boundary of the Glen Etive and Glen Fyne Special Protection Area (SPA) that is designated for breeding golden eagles (Aquila chrysaetos). The new potential route then traverses the River Aray and its smaller tributaries, crossing areas of rough grazing, commercial conifer forestry, broadleaved woodland, mixed woodland, standing water, and field margins;
- The southern section of the new potential route is located within Three Bridges Plantation, an area of commercial conifer forestry. Recent felling in the north-eastern part of the plantation has resulted in the removal of approximately 10% of the forestry; and,
- The far south western section of the new potential route is located within upland grazed moorland/heath, peatlands with blanket bog and wet heath below rocky outcrops and ridges before terminating at the Blarghour wind farm substation.





# Project timeline

\*dates are subject to change.



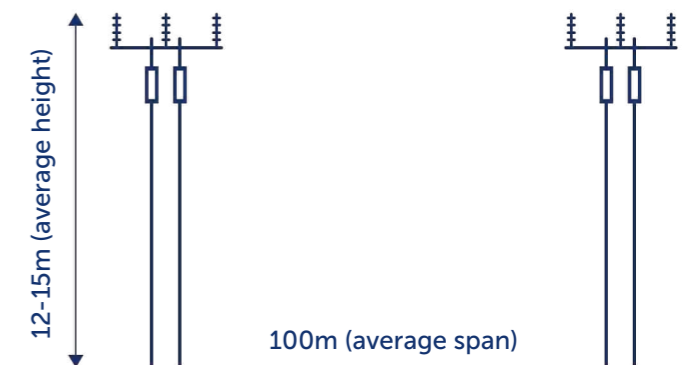
# Technology choice

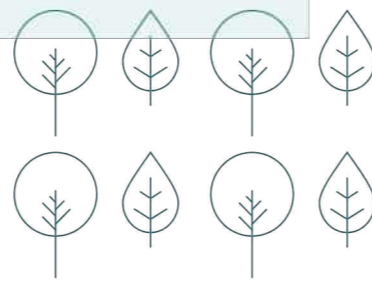
The proposed approximately 12km overhead line between Blarghour windfarm substation and Creag Dhubh substation will use trident wood pole structures operating at 132kV. This choice was made following a detailed review of alternatives, considering cost, constructability, availability, engineering feasibility, environmental impact, and public acceptability.

Wood pole trident structures are a proven and widely used technology. They are familiar to contractors and supported by established installation and maintenance practices, which makes them reliable and straightforward to deliver. Their lighter, modular design makes them easier to transport and install, particularly in areas with limited access, soft ground, or steep terrain. The use of existing forestry and windfarm tracks further reduces the need for new access roads or major civil works, limiting environmental disruption.

Alternative technologies were considered as part of the optioneering process. L7c steel lattice towers were discounted due to their greater height, weight, visual impact, and heavier foundation requirements. EaST steel trident poles were recognised as a robust option in some situations, but their heavier components, more complex erection process, and limited availability make them less suitable for widespread use. Trident wood pole structures were therefore selected as the most balanced option, providing a practical, cost-effective, and publicly acceptable solution.

From a visual and planning perspective, wood poles have a much lower impact than steel alternatives. Typical wood poles are 12 to 15 metres in height, compared with over 25 metres for steel lattice towers. This smaller size, combined with their natural timber appearance, means they blend more easily into rural and scenic landscapes. The design also includes fibre-optic cabling as standard, providing modern protection and control functions.



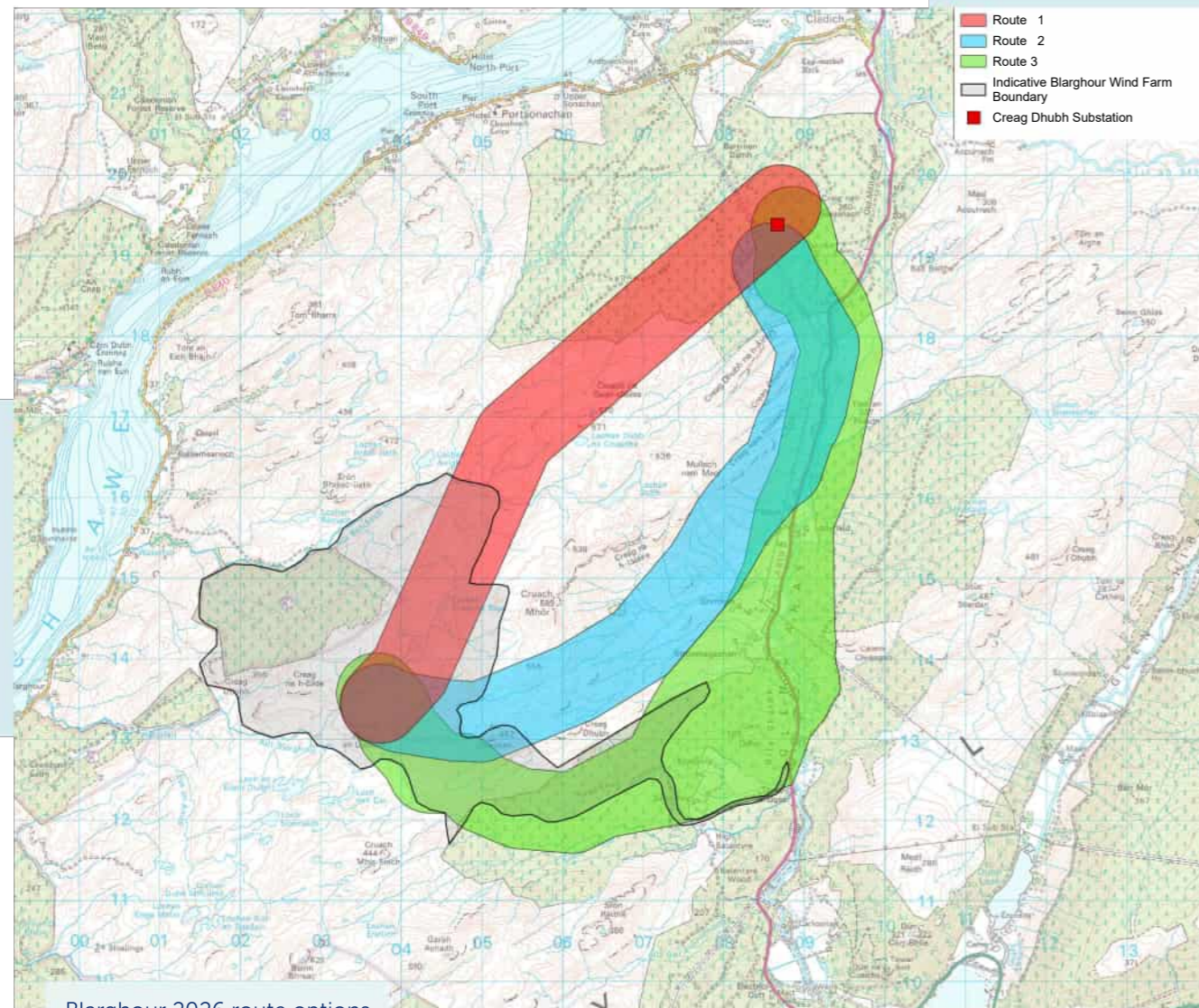


# Routeing options

Three route options were identified for appraisal at the routeing stage. A desk-based review has been undertaken supplemented by prior knowledge and experience of the area from historic surveys.

Initially, two route options — Route 1 and Route 2 — were identified and assessed for suitability in 2022 and were reconsidered anew in 2025 as the project returned to the routeing stage. To address the limitations of Routes 1 and 2, a new Route 3 was introduced as an alternative.

The three route options can be seen on the route options figure below.



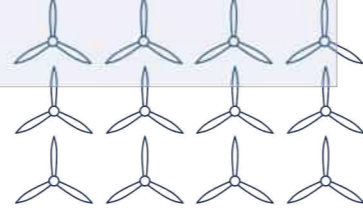
Three potential route options were identified for the Blarghour–Creag Dhubh overhead line connection. These were developed through desktop studies, site visits, and input from construction contractors, and were assessed using our internal routeing guidance methodology.

**Route 1** follows a high-elevation ridge line heading northeast from the consented Blarghour wind farm substation for approximately 8km, following the Cruach Mhor ridge line to Creag Dhubh substation. Upon exiting the Blarghour wind farm substation, the route passes multiple existing turbines to the south of the consented wind farm. A route assessment was completed for Route 1 in 2025; however, this option was considered less feasible from an engineering perspective due to lack of available access and the abundance of existing, protected raptors.

**Route 2** heads east from the proposed Blarghour wind farm substation for approximately 1km before pivoting to the north east towards Drimfern for approximately 3km. The route then continues north for approximately 5km, following a similar route to the existing Inveraray – Taynuilt OHL running alongside the A819, before terminating at Creag Dhubh substation.

**Route 3** travels southeast from the proposed Blarghour wind farm substation for approximately 3km before turning north towards the A819 for approximately 3km. The route aligns closely with the A819, crossing the road at Tullich and continuing parallel to the A819 in a northerly direction for approximately 4km. It then crosses the A819 once more to the north west, near Old Military Road, before terminating at the Creag Dhubh substation after approximately 1km.





# Route assessment

## Route 1 – Key considerations

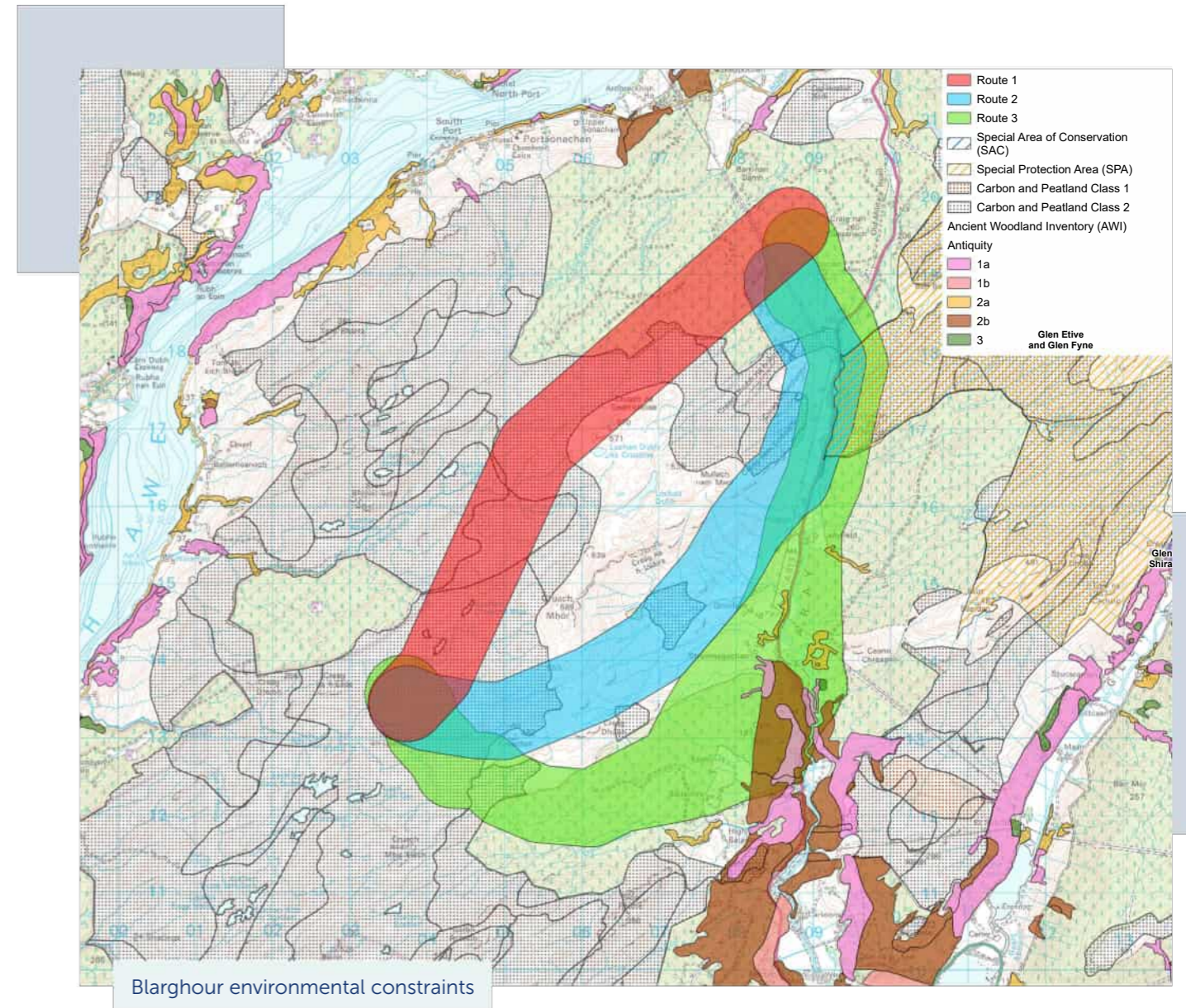
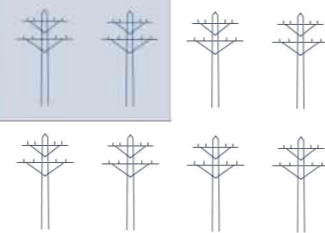
- Route 1 is the furthest from residential and cultural heritage receptors, but has a greater section of its length in the North Argyll Area of Panoramic Quality than Routes 2 and 3.
- The route is predominantly located in Class 2 peatland which is a deep peat and priority peatland habitat.
- Schedule 1 birds - particularly rare raptors - are known to be present or breeding along the Route 2 corridor.
- The nature and location of Route 1 means that it is not practically deliverable. The route traverses steep gradients, high value peatland, and lacks viable access infrastructure. As a result, the route has a material construction risk and unacceptable whole-life inspection and maintenance challenges.

## Route 2 – Key considerations

- Route 2 is anticipated to have the greatest adverse impact of the three route options on rare raptors known to be breeding in the area.
- A high level assessment using a biodiversity metric rates Route 2 as the least favoured of the three route options.
- Route 2 has less environmental constraints overall than Routes 1 and 3.
- Route 2 has the steepest maximum gradient of the three routes which exceeds preferred conditions for the wood pole technology type. The route also presents an unacceptable health and safety risk to construction operatives due to working on steep and potentially unstable ground, and the risk of disturbance-induced peat or ground movement.

## Route 3 – Key considerations

- Route 3 has the highest number of environmental constraints, particularly in relation to cultural heritage assets.
- Early survey data indicates that of the three route options, Route 3 is the least likely to lead to a loss of suitable hunting habitat for rare raptors breeding in the area.
- Of the three route options, Route 3 benefits from significantly improved access and generally shallower terrain. As a result, of the three routes, Route 3 is the most suitable for the chosen wood pole technology type and the only route assessed as having an acceptable level of construction risk.



Blarghour environmental constraints

After a comprehensive assessment, Route 3 has been confirmed as the most favoured route. Route 3 offers the best balance of practical delivery, environmental sensitivity, and long-term resilience. Summary comparison tables of all three routes is included in this consultation booklet. A Consultation Report including more detail on the route assessment, including illustrated environmental constraints figures for each of the route options, is available on the dedicated project website or in printed copies at the consultation event.



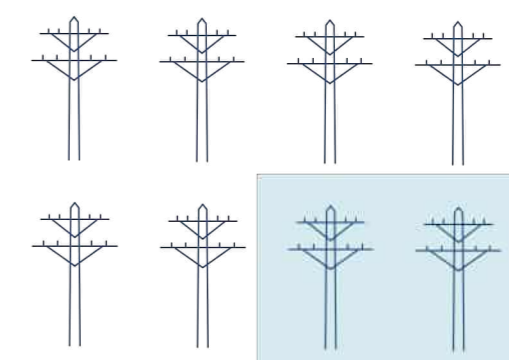
# RAG assessment

## Environment RAG rating of the three route options

	Category	Sub-topic	Route options		
			1	2	3
Natural heritage	Designations	International, European or National Designations	G	A	R
		Regional Designations	G	G	G
	Protected species	European protected species	G	G	G
		UK biodiversity action plan	G	G	G
	Habitats	Annex 1 habitats	R	A	A
		Groundwater dependant terrestrial ecosystems	A	A	A
		Biodiversity	G	R	G
	Hydrology/ Geology/ Hydrogeology	SG drinking water protected areas	A	A	A
		Aquifer providing regional/local resources	A	A	A
		Surface waters or aquifer providing water for agriculture or industrial use	A	A	A
Ornithology	Schedule 1 birds	R	R	A	
	Birds of Conservation Concern (BoCC)	G	G	G	
Cultural heritage	Designations	World Heritage Sites, Scheduled Monuments, Inventory Gardens and Designed Landscapes, Inventory Battlefields	G	A	R
		Sites and monuments record entries	G	G	A
	Cultural heritage assets	Listed buildings, Non-Inventory GDL, Conservation areas	G	A	R
People	Proximity to dwellings	Residential properties and other sensitive receptors	G	G	A
Landscape and visual amenity	Designations	National of Regional Designations: National Parks, National Scenic Areas, Inventory Gardens and Designed Landscape (GDL) Wild Land Areas	A	A	A
	Landscape character	Character assessments	A	A	A
	Visual	Settlements and Residential Properties, key transportation and recreational routes utilised by tourists and visitors to an area, vantage points and tourist destinations from where views and landscape appreciation is important	G	A	A
Land use	Agriculture	Agriculture land classification	G	G	G
	Forestry	Commercial forestry	A	A	A
	Recreation	Public footpath	G	G	G
Commercial sports		G	G	G	
Planning	Policy	National/regional local planning policy	A	A	A
		Proposals	R	A	A

## Engineering RAG rating of the three route options

Category	Sub-topic	Route options		
		1	2	3
Environmental design	Altitude	R	R	A
	Coastal	A	A	A
Topography	Terrain	G	G	G
	Waterbodies	G	G	R
	Slope	R	R	R
Ground conditions	Peat	R	R	R
	Rock	R	R	R
	Flooding	A	R	R
Access	Road networks	R	R	G
	Access tracks	R	R	G
existing infrastructure	Roads	G	G	G
	Clearance	G	G	R
Existing network	Connectivity	R	A	A
	Outages	R	R	R
Operational	Maintenance	R	R	A
	Flexibility	R	R	A
	Faults	R	R	A



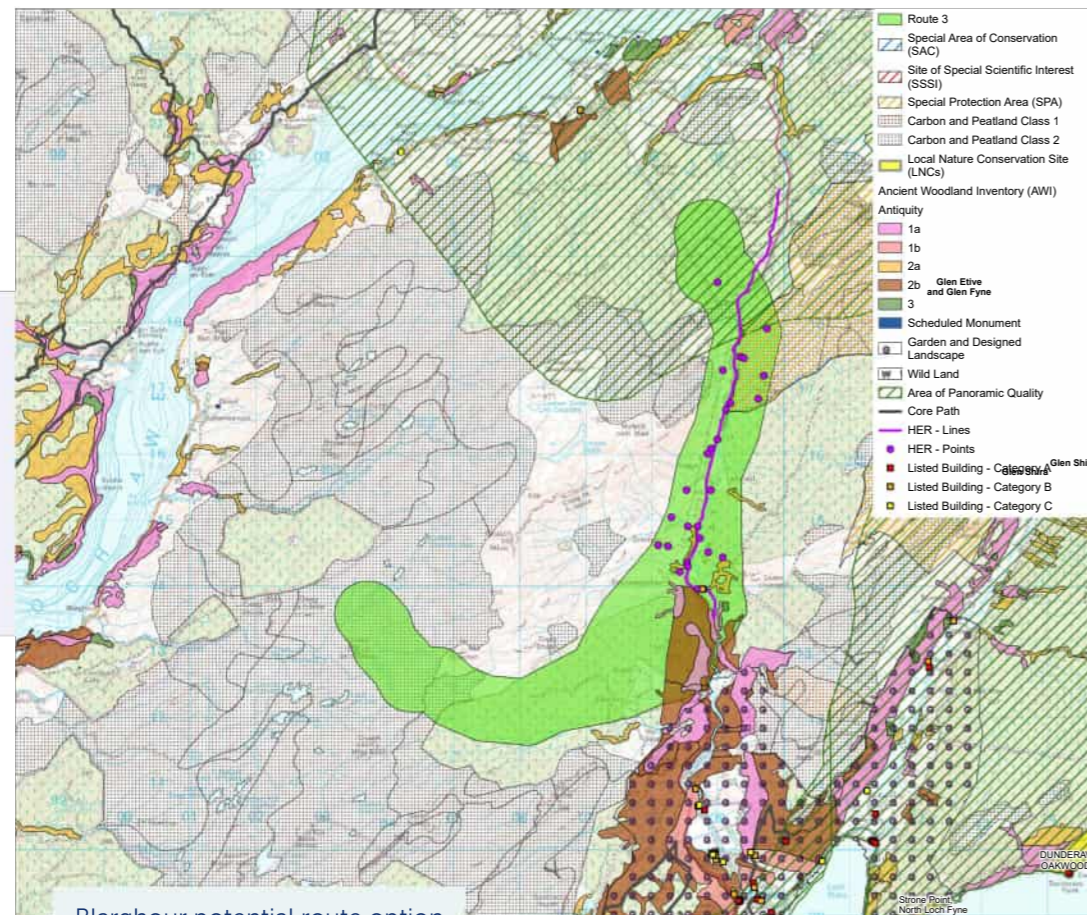
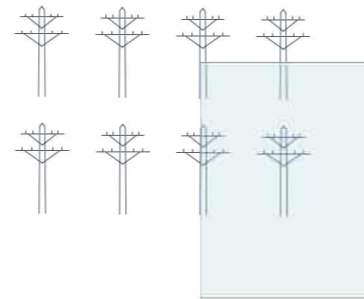
# Potential route

The routing assessment concluded that Route 3 is the potential route, which is believed to offer the overall best balance of technical and environmental impact considerations identified through the initial assessments.

This is now subject to consultation with stakeholders, where local and previously unknown considerations may confirm, or alter, the initial preference. Once a proposed route is confirmed it will be taken forward to the alignment selection stage of project development.

Whilst a potential route has been identified, this appraisal has demonstrated that there is high likelihood for the development to be constrained given the presence of the Glen Etive and Glen Fyne Special Protection Area (SPA) and impacts to peatland habitats. Potential constraints around ancient woodland, Schedule 1 ornithological sensitivities, Scheduled Monuments and the potential visual impact for residents and recreational users of the area have also been identified. The potential for cumulative effects across a number of topic areas with other existing and proposed electrical infrastructure projects has been noted and will be a key consideration during the alignment selection stage of the project. As such, should Route 3 be taken forward to the alignment selection stage as the proposed route following consultation, mitigation measures would need to be considered and implemented in order to minimise the potential for likely significant environmental effects.

The Route 3 option is presented on the potential route option figure below.



Blarghour potential route option

# Other projects in the area

## Creag Dhubh - Inveraray 275kV OHL

We are constructing a new 275kV double circuit overhead line between Creag Dhubh substation and a tee point on the Inveraray – Crossaig circuit. The overhead line is proposed to be between 8-12km.

The existing 132kV overhead line between Creag Dhubh substation and Inveraray switching station will be dismantled. As a result, Inveraray switching station will be disconnected from the Kintyre circuit.

Construction works commenced in June 2025.

## Creag Dhubh substation

This project consists of the construction of a new 275/132kV Gas Insulated Switchgear (GIS) substation at Creag Dhubh, with this connected from Creag Dhubh to the Scottish Power Transmission Dalmally – Windyhill 275kV OHL via 13.5km of proposed new 275kV double circuit steel tower OHL.

Construction works commenced in May 2024.

## An Suidhe substation

The An Suidhe substation project comprises of the construction of a new 275kV substation and overhead line, which will connect into the recently completed 275kV overhead line between Inveraray and Crossaig.

The existing overhead line is capable of operation at 275kV, but is currently routed into the existing An Suidhe 132kV substation, therefore the overhead line requires realignment to connect into the new substation. Associated access, drainage, fencing and landscaping are included in the project plans.

Construction works commenced in January 2025.

## Local renewable developments:

We know that local stakeholders are keen to understand the full extent of renewable developments being proposed in their local area.

Applications to connect to the transmission network in our licence area are made to National Grid ESO and undergo a lengthy process of assessment before we begin to develop a network connection for those developments.

We aim to be transparent about the renewable developments looking to connect to our network but are not permitted to disclose any details of these developments until they are in the public domain.

A list of projects that hold contracts for Transmission Entry Capacity (TEC) with National Grid, the Electricity System Owner is available from their website: [Transmission Entry Capacity \(TEC\) register | ESO \(nationalgrideso.com\)](https://www.nationalgrideso.com)

### Search Projects



# Have your say

We value community and stakeholder feedback. Without this, we would be unable to progress projects and reach a balanced proposal.

## The feedback period

We will accept feedback from now until **Thursday 2 April 2026**.

## How to provide feedback:

Submit your feedback online by scanning the QR code on this page or via the form on our project webpage at: [ssen-transmission.co.uk/blarghour](https://ssen-transmission.co.uk/blarghour)

Email the feedback form to the Community Liaison Manager, or write to us enclosing the feedback form at the back of this booklet.

## Our Community Liaison team

Each project has a dedicated Community Liaison Manager who works closely with community members to make sure they are well informed of our proposals and that their views, concerns, questions or suggestions are put to our project teams.

Throughout the life of our projects, you will hear from us regularly. We aim to establish strong working relationships by being accessible to key local stakeholders such as community councils, residents' associations and development trusts, and regularly engage with interested individuals.



To support everyone online, we provide accessibility and language options on our website through 'Recite Me'. The accessibility and language support options provided by 'Recite Me' include text-to-speech functionality, fully customisable styling features, reading aids, and a translation tool with over 100 languages, including 35 text-to-speech.

Please select "Accessibility" on our website to try out our inclusive toolbar."

## What we're seeking views on

We want you to share your thoughts and opinions on our plans, where you think we can make improvements, concerns about the impact of our work and any changes or refinements we can make.

We'll be actively looking to mitigate the impacts of the site as much as possible over the coming months, but it would be helpful to understand what you believe we should be doing to help minimise these impacts and if there are any opportunities to deliver a local community benefit you would like us to consider.

We encourage all interested community members to fill in a feedback form when submitting feedback, however if you prefer, you can email us to provide your feedback or ask any questions.

## Community Liaison Manager

Caitlin Marini

1 Waterloo St, Glasgow, G2 6AY

[caitlin.marini@sse.com](mailto:caitlin.marini@sse.com)

07901 135 758

## Additional information:



The best way to keep up to date is to sign up to project updates via the project webpage:

[ssen-transmission.co.uk/blarghour](https://ssen-transmission.co.uk/blarghour)

You can also follow us on social media:

@ssentransmission @SSETransmission

# Your feedback

Thank you for taking the time to read this information booklet. In order to record your views and improve the effectiveness of our information sessions, please complete this short feedback form.

Please complete in BLOCK CAPITALS. (Please tick one box per question only)

## Q1. Have we adequately explained the need for the connection of the Blarghour wind farm?

Yes  No  Unsure

Comments:

## Q2. Do you feel sufficient information has been provided to enable you to understand what is being proposed and why?

Yes  No  Unsure

Comments:



**Q3.** Are there any additional factors, or environmental features, that you consider important and should be brought to the attention of the project team?

Yes  No  Unsure

Comments:

**Q4.** Do you have any other comments about the potential route (Route 3)?

Yes  No  Unsure

Comments:

**Q5.** Is there anything you'd like to bring to our attention that you believe we may not have already considered during project development?

Comments:

**Q6.** What suggestions for social or environmental community benefit opportunities do you have that you would like us to consider or are there any local initiatives you would like us to support?

Comments:

**Q7.** Is there anything regarding the Blarghour wind farm connection project that you feel you require more information about? If so, please detail below.

Yes  No  Unsure

Comments:



**Q8. Do you have any other comments?**

Comments:

**Full name:** ..... **Email:** .....

**Telephone:** ..... **Address:** .....

We would like to send you relevant communications via email such as invitations to stakeholder events, surveys, updates on projects, services and future developments from the Scottish and Southern Electricity Networks group listed below. If you are happy to receive email updates please opt in by ticking the box below. You can unsubscribe at any time by contacting us at stakeholder.admin@sse.com or by clicking on the unsubscribe link that will be at the end of each of our emails.

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

**Thank you for taking the time to complete this feedback form.  
Please submit your completed form by one of the methods below:**

**Post:** 1 Waterloo St, Glasgow, G2 6AY

**Email:** caitlin.marini@sse.com

**Online:** ssen-transmission.co.uk/blarghour

For information on how we collect and process your data please see our privacy notice available at today's event. This can also be obtained online at: ssen-transmission.co.uk/privacy

Comments forms and all the information from today's event will also be available to download from the project website.

We intend to use Artificial Intelligence (AI) to assist our experienced teams in the analysis of your feedback, so we can categorise key points raised more quickly. You can learn more about how we're utilising AI at: ssen-transmission.co.uk/AIFAQ

Any information given on the feedback form can be used and published anonymously as part of Scottish and Southern Electricity Networks consultation report. By completing this feedback form you consent to Scottish and Southern Electricity Networks using feedback for this purpose.

Scottish and Southern Electricity Networks is a trading name of: Scottish and Southern Energy Power Distribution Limited Registered in Scotland No. SC213459; Scottish Hydro Electric Transmission plc Registered in Scotland No. SC213461; Scottish Hydro Electric Power Distribution plc Registered in Scotland No. SC213460; (all having their Registered Offices at Inveralmond House 200 Dunkeld Road Perth PH1 3AQ); and Southern Electric Power Distribution plc Registered in England & Wales No. 04094290 having its Registered Office at Number One Forbury Place, 43 Forbury Road, Reading, Berkshire, RG1 3JH which are members of the SSE Group.

# Blarghour Wind Farm Connection

## Overhead Line Routeing Consultation

SSEN Transmission invites you to come and share your views with us at our upcoming public consultation event.

### What is happening?

SSEN Transmission is holding a public consultation event to gain views and feedback on our routeing options for our Blarghour Wind Farm Connection Project. Our consultation period opens on **19 February until 2 April 2026**.

### Why this project is required

Due to the increase in renewable energy generation in Argyll, some of the existing network needs to be upgraded and reinforced to ensure supply and support the transition to net zero emissions.

### Why are you consulting on this project again?

We are consulting again because ground investigation works undertaken after our 2023 consultation demonstrated that the previously identified preferred route could not be delivered as planned. Consequently, new route options have been developed, and we are now seeking your views on the newly identified potential route 3.

All stakeholders are invited to provide feedback specific to the proposals at this stage until **2 April 2026**.

You are invited to attend our drop-in consultation event:

**Thursday 5 March, 2-7pm**  
**Loch Fyne Hotel,**  
**Inveraray, PA32 8XT**

**If you have any questions, please do not hesitate to contact our Community Liaison Manager:**

**Caitlin Marini**

1 Waterloo St, Glasgow, G2 6AY

**Tel:** 07901 135 758

**Email:** caitlin.marini@sse.com



@sentransmission



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For further information about this project, access to the consultation material and the feedback form can be found on the project webpage: [sentransmission.co.uk/blarghour](https://sentransmission.co.uk/blarghour)

*Any comments made to us as the Applicant are not representations to Scottish Ministers as the decision makers. There will be opportunity to make formal representations to Scottish Ministers via the Energy Consents Unit following the submission of the section 37 application.*