

Report on Consultation - Alignment Selection

Fasnakyle to Bingally 132 kV Connection

October 2026

Ref: LT000592



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GLOSSARY

Term	Definition
Alignment	A centre line of an overhead line, 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.
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.
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 (GWDEs)	GWDEs are types of wetlands that are specifically protected under the Water Framework Directive.
Habitat	Term most accurately meaning the place in which a species lives, but also used to describe plant communities or agglomerations of plant communities.
Kilovolt (kV)	One thousand volts.
Listed Building	Building included on the list of buildings of special architectural or historic interest and afforded statutory protection under the 'Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997' and other planning legislation. Classified categories A – C(s).
Mitigation	Term used to indicate avoidance, remediation or alleviation of adverse impacts.
National Scenic Area (NSA)	A national level designation applied to those landscapes considered to be of exceptional scenic value.
Overhead line (OHL)	An electric line installed above ground, usually supported by lattice steel towers or poles.
Plantation Woodland	Woodland of any age that obviously originated from planting.
Riparian Woodland	Natural home for plants and animals occurring in a thin strip of land bordering a stream or river.
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.
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.

Term	Definition
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)	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 Landscape Area (SLA)	Landscapes designated by The Highland Council which are considered to be of regional/local importance for their scenic qualities.
Special Protection Area (SPA)	An area designated under the Wild Birds Directive (Directive 74/409/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 Great Britain.
Volts	The international unit of electric potential and electromotive force.
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.

PREFACE

This Report on Consultation has been prepared by AECOM on behalf of Scottish Hydro Electric Transmission plc (SEEN Transmission). SEEN Transmission, operating under licence held by the Scottish Hydro electric Transmission plc, who owns, operates, and develops the high voltage electricity transmission system in the north of Scotland and remote islands.

This report provides a summary of the responses received from key stakeholders (including statutory and non-statutory consultees, local communities, landowners and individual residents) during consultation between March 2025 and August 2025 in response to the alignment options identified for a new 132 kV Underground Cable (UGC) and Overhead Line (OHL) supported by steel trident pole structures to connect the consented Bingally Substation to the National Grid at the existing Fasnakyle Substation.

Two in-person consultation events were undertaken to seek the views of the local community. The Consultation events are outlined in **Table 1-1**.

Table 1-1 Public Exhibitions

Location	Date	Time
Cannich Hall, Cannich, IV4 7LJ	25 March 2025	16:00 – 19:30
Cannich Hall, Cannich, IV4 7LJ	25 August 2025	15:30 – 19:00

A third consultation event is scheduled for 6 October 2026 to present the preferred design.

The consultation materials were made available online at the project website: <https://www.ssen-transmission.co.uk/projects/project-map/fasnakyle-to-bingally-132kv-connection/>.

This Report on Consultation describes how the feedback from the consultation has been informed the process of identifying a proposed alignment to be taken forward for the project.

EXECUTIVE SUMMARY

Scottish and Southern Electricity Networks Transmission (SSEN Transmission) operating under license held by Scottish Hydro Electric Transmission plc, is proposing to construct a new OHL and UGC transmission link for connection between the consented Bingally Substation and the existing Fasnakyle Substation.

The Proposed Development is a 132 kV connection between the existing Fasnakyle substation and consented Bingally Substation is up to approximately 10 km in length. The Proposed Development will comprise:

- Reconfiguration of a section of existing 275 kV OHL to carry two 132 kV circuits;
- New 132 kV towers and OHL section to connect the re-utilised 275 kV circuits to the proposed Cable Sealing End (CSE) compound;
- A proposed CSE compound;
- A 132 kV underground cable (UGC) section from the proposed CSE compound to the consented Bingally 400 kV substation; and
- Utilisation of any existing access tracks including the existing Beauly to Denny access, or new access tracks associated with the consented Bingally Substation.

The full access strategy has not yet been determined, however, where possible existing access tracks will be used and upgraded as required.

This Report on Consultation documents the consultation process which has been undertaken for the project during the route options stage between March 2025 and August 2025. The programme of consultation was designed to engage with stakeholders including statutory and non-statutory consultees, local communities, landowners, and individual residents in order to invite feedback on the alignment options under consideration.

The approach to route and alignment selection is being informed by SSEN Transmission's guidance '*Procedures for Routeing Overhead Lines and Underground Cables of 132 kV and above*'¹ which provides a framework to ensure environmental, technical and economic considerations are identified and appraised at each stage of the routeing process, including the alignment stage.

Four alignment options in total were assessed by the project team including input from an experienced environmental consultant and SSEN Transmission OHL engineers. The alignment options comprised of one OHL alignment and three UGC alignments; however, the three UGC Options are what consultees were to comment on. An overview of the alignment options and the initial engineering and environmental appraisal can be found in the Consultation Booklet².

This report summarises the responses received from consultees and stakeholders, and where relevant provides detail on the actions proposed in response to the issues raised. Having considered the consultation responses received, SSEN Transmission confirm that Alignment Option 2 is to be taken forward as the proposed alignment for the project. This alignment is considered to provide an optimum balance of environmental, technical, and economic factors.

¹ SSEN Transmission (September 2020), *Procedures for Routeing Overhead Lines and Underground Cables of 132 kV and above*.

² SSEN Transmission (2025). Fasnakyle to Bingally 132kV Connection. Available Online: <https://www.ssen-transmission.co.uk/globalassets/projects/fasnakyle-to-bingally-132kv-connection/august-2025-alignment-consultation/fasnakylebingally-consultation-booklet-v3.pdf> [Accessed: September 2026]

1. INTRODUCTION

1.1 Purpose of Document

- 1.1.1 This document has been prepared by Scottish and Southern Electricity Networks Transmission (SSEN) Transmission. SSEN Transmission, operating under licence held by Scottish Hydro Electric Transmission plc, owns, operates and develops the high voltage electricity transmission system in the north of Scotland and remote islands.
- 1.1.2 This Report on Consultation documents the consultation process for the proposed Fasnakyle to Bingally 132 kilovolts (kV) Connection between August 2025 and October 2025, during the alignment optioneering stage of the project. The consultation program was created to engage key stakeholders, including both statutory and non-statutory consultees, local communities, landowners, and individual residents. Its purpose is to invite feedback on the alignment options proposed in the Fasnakyle to Bingally Connection Consultation Booklet².
- 1.1.3 The report summarises the responses received and details the actions taken in response to the issues raised.

1.2 Objectives

- 1.2.1 The objectives of this report are:
- To document the consultation process between August 2025 and October 2025;
 - To summarise feedback received from consultees and stakeholders;
 - To document actions undertaken in response to feedback where relevant; and
 - To clearly set out how the proposed alignment has been informed by the consultation process.

1.3 Document Structure

- 1.3.1 This report is comprised of eight sections as follows:
- Introduction – setting out the purpose of the Report on Consultation;
 - Project Overview – outlines the background to the project and provides a description of the key elements;
 - Alignment Selection – summarises the route selection process;
 - The Consultation Process – describes the framework for consultation and methods which have been employed;
 - Consultation Responses from Statutory and Non-Statutory Consultees – summarises the response from these bodies;
 - Community Consultation Responses – summarises responses received from the local community;
 - Identification of the Proposed Alignment – describes how the comments and issues raised during consultation have helped inform the identification of a proposed route; and
 - Conclusions and Next Steps – provides a summary of the conclusions reached and actions going forward.

2. PROJECT OVERVIEW

2.1 The Need for the Project

- 2.1.1 SSEN Transmission owns and maintains the electricity transmission network across the north of Scotland and holds a license under the Electricity Act 1989³ to develop and maintain an efficient, co-ordinated and economical system of electricity transmission.
- 2.1.2 Due to the uprating of the Beaully to Denny Overhead Line (OHL) 275 kV circuit to operate at 400 kV, the existing Fasnakyle 275 kV substation requires an alternative connection into the transmission network. The existing Fasnakyle substation is physically constrained by its surroundings so cannot be upgraded to 400 kV in order to connect onto the Beaully-Denny OHL directly, therefore a connection is required between the 132 kV elements of the existing Fasnakyle substation (reconfigured to this voltage as part of a separate project) and the consented Bingally 400 kV Substation (the consented Bingally substation) to allow connection onto the wider transmission network.
- 2.1.3 Because the consented Bingally substation will operate at both 400 kV and 132 kV, the existing Fasnakyle substation is to be reconfigured to operate at 132 kV (as part of a separate project), such that the two substations can be connected together directly. This results in a requirement for two electrical circuits operating at 132 kV to be connected between the two substations. The Proposed Development forms the basis of this consultation.

2.2 National Planning Policy

- 2.2.1 Scotland's fourth National Planning Framework (NPF4) was published by the Scottish Government on 13th February 2023⁴. NPF4 is a long-term strategy for Scotland (to 2045) that guides spatial development, sets out national planning policies, designates national developments and highlights regional spatial priorities. Alongside adopted local development plans, NPF4 now forms part of the statutory development plan for decision making in Scotland. In NPF4, transmission infrastructure is supported in both National Development ND3 'Strategic Renewable Electricity Generation and Transmission Infrastructure' and in Policy 11 Energy, however proposals are required to be assessed against all relevant development plan policies.
- 2.2.2 The Proposed Development would form a vital element to deliver network and grid infrastructure required to deliver the UK and Scottish Government's 'Net Zero Strategy: Build Back Greener for net zero emissions and renewable energy electricity generation objectives'⁵.

2.3 Preferred Technology Solution

- 2.3.1 The proposed development has been split into north and south sections to allow for different technology options to be considered for the alignment which is shown in the Consultation Booklet and in **Figure 2-1** below.
- 2.3.2 For the northern section, the recommended technology will be the existing Beaully-Denny OHL and new cable sealing end compound (CSE compound). For the southern section, the recommended technology is a 132 kV underground cable (UGC) which connects the CSE compound to the Bingally Substation. Additional access tracks would be required to facilitate this junction.

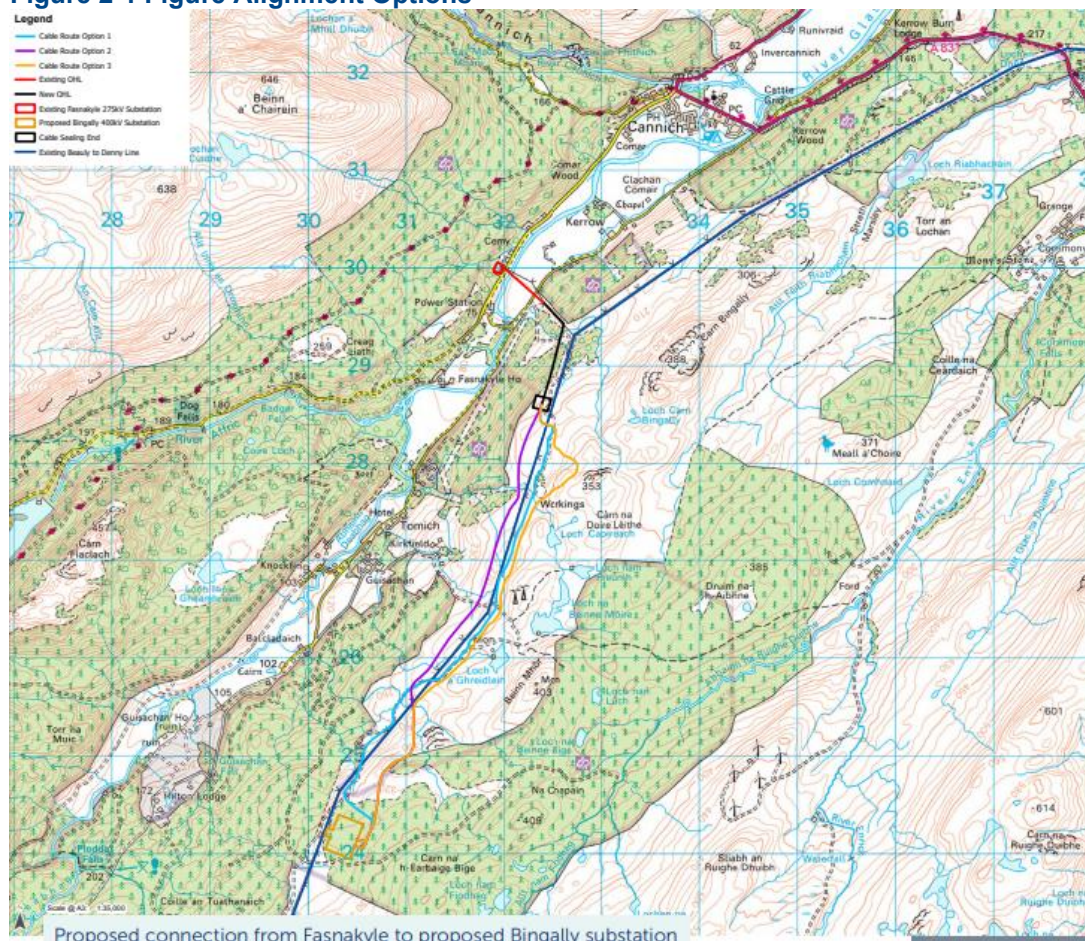
³ The UK Government (1989). Electricity Act 1989. [Online] Available at: <https://www.legislation.gov.uk/ukpga/1989/29/contents>

⁴ The Scottish Government (2023). National Planning Framework 4. [Online] Available at: <https://www.gov.scot/publications/national-planning-framework-4/>

⁵ The UK Government (2021). Net Zero Strategy: Build Back Greener. [Online] Available at: <https://www.gov.uk/government/publications/net-zero-strategy>

- 2.3.3 In the southern section, up to 7 km of UGC will be required connecting the new proposed cable sealing end compound to the consented Bingally Substation. The three UGC alignment options are what consultees have been asked to comment on. The alignment options are shown on **Figure 2-1** below.

Figure 2-1 Figure Alignment Options



- 2.3.4 The proposed CSE compound would require a permanent road access for maintenance, suitable for a cable test truck to operate and turn. The CSE compound is likely to be approximately 40 m x 50 m in size (excluding earthworks), in order to accommodate the plant and testing facilities required for its safe and reliable operation. A CSE compound is a ground-level platform used to transition between an OHL connection and an UGC. It usually contains an OHL terminal tower, as well as the electrical equipment needed to transfer below ground to the UGC. A typical CSE compound is shown in **Figure 2-2**.

Figure 2-2 Typical cable sealing end compound



2.4 Alternative Technology Options Considered

2.4.1 Prior to selecting the above technology options, a range of alternative options were considered in both the northern and southern sections. The criteria considered included technical (safety, access and ease of construction, security of supply), environmental (land use, landscape and visual, protected species, habitats, cultural heritage), economic (capital and operational costs) and operational (ease of maintenance, safety, restoration of supply).

2.4.2 Alternative options considered in the northern section included; replacing the existing 400 kV OHL towers with new steel lattice 132 kV OHL, replacing the 400 kV OHL towers with two sets of new wood pole 132 kV OHL, and replacing the 400 kV OHL with new 132 kV UGC. Ultimately, it was decided to retain the existing 400 kV OHL towers based on the following:

- From an engineering perspective, this would minimise works at Fasnakyle substation and the valley floor, but noted reconductoring would be required as well as a new tower arrangement and CSE compound at the top of the hill at the OHL “Tee” location, which would be complex;
- The environmental impact would remain similar to baseline conditions as well as minimising short-term construction impacts on this section due to reduction of works near to the River Glass;
- The consenting risks and timescales are reduced, based on the re-use of the existing OHL towers with reduced visual impacts;
- The programme option to meet the Beaully to Denny Upgrading (BDUP) energisation date are most favourable; and
- This option is likely to be the most cost effective, due to the re-use of the existing OHL towers, use of existing OHL wayleave and reduced programme (for this section).

2.4.3 Alternative options considered in the southern section included constructing new steel lattice towers with new double trident steel poles or double trident wood poles, instead of UGC. Despite being more cost effective, a new OHL would essentially have to run parallel to the existing Beaully to Denny OHL to tie into the CSE compound. This is less preferable due to the topography presence of existing infrastructure, leading to increased visual and engineering constraints for this option. An UGC was therefore considered the preferred technology option.

2.5 General Construction Activities

2.5.1 The Proposed Development design requirements are still being considered and the outcome of this will determine the specific construction requirements. The access strategy has not yet been determined, however,

where possible existing access tracks will be used and upgraded as required. An outline Construction Traffic Management Plan (CTMP) will be developed and will be included in the planning application. This will detail expected traffic volumes, cumulative traffic volumes considering the Proposed Development works and will be utilised during detailed design to optimise vehicle routes to and from the site.

2.6 Other considerations

Forestry Removal

- 2.6.1 Construction of the project may require the removal of sections of forestry, although detailed design would seek to minimise the impact of any removal. This would be undertaken in consultation with affected landowners. Scottish Forestry will be consulted, and the project will comply with the Scottish Government's Control of Woodland Removal Policy⁶.

Access

- 2.6.2 Utilisation of any existing access tracks including the existing Beaully to Denny access, or newly proposed tracks associated with the consented Bingally Substation will be prioritised. Permanent access tracks to underground cable junction boxes and the CSE compound will be required, access tracks will be constructed with imported, locally sourced and / or material won on site

Programme

- 2.6.3 It is anticipated that construction of the project would take place over an approximately 24-month period following the granting of consents, although detailed programming of the works would be the responsibility of the Contractor in agreement with SSEN Transmission.

Biodiversity Net Gain

- 2.6.4 Biodiversity Net Gain (BNG) is an approach to development that aims to leave the natural environment in a measurably better state than it was pre-development. SSEN Transmission has developed a BNG toolkit based upon the Natural England metric⁷, which aims to quantify biodiversity based upon the value of habitats for nature. It is an efficient and effective method for demonstrating whether development projects have been able to maintain or increase the biodiversity value of a development site after construction works.
- 2.6.5 The BNG toolkit would be applied to the Proposed Development to quantify the overall potential biodiversity impacts; this includes a biodiversity baseline assessment, analysis of habitat losses due to temporary works and permanent infrastructure, and analysis of biodiversity gains following reinstatement of habitats in areas of temporary construction work.

SSEN Transmission's Biodiversity Ambition

- 2.6.6 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

⁶ Forestry Commission Scotland (2009). *Control of Woodland Removal Policy*. [Online] [Accessed: 08/01/2025] available from: <https://www.forestry.gov.scot/publications/285-the-scottish-government-s-policy-on-control-of-woodland-removal>

⁷ Natural England Biodiversity Metric 3.1 (2022), Natural England [Available Online] <https://publications.naturalengland.org.uk/file/5450039124819968>

made commitments within its Sustainability Strategy (2024)⁸, Sustainability Action Plan (2024)⁹ and RIIO-T2 Business Plan¹⁰, for new infrastructure projects to:

- Ensure natural environment considerations are included in decision making at each stage of a project's development;
- Utilise the mitigation hierarchy to avoid impacts by consideration of biodiversity in project design;
- Positively contribute to the UN and Scottish Government Biodiversity strategies by achieving an overall 'No Net Loss' on new infrastructure projects gaining consent in 2020 onwards and achieving Net Gain on all new projects gaining consent in 2023 onwards; and
- Work with their supply chain to gain the maximum benefit during asset replacement and upgrades.

2.6.7 The design and evolution of the Proposed Development will be carried out in line with these commitments.

⁸ Sustainability Strategy: Pathway to 2030 (2024), SSEN Transmission [Available Online] [ssen-transmission-sustainability-strategy-2024](#)

⁹ Sustainability Action Plan 2024-2031 (2024), SSEN Transmission [Available Online]: [sustainability-action-plan.pdf](#)

¹⁰ A Network for Net Zero (2029), SSEN Transmission [Available Online], [A Network for Net Zero - SSEN](#)

3. ROUTE AND ALIGNMENT SELECTION

3.1 Overview

- 3.1.1 The approach to route and alignment selection is informed by SSEN Transmission's guidance '*Procedures for Routeing Overhead Lines and Underground Cables of 132 kV and above*'¹. This guidance provides a framework to ensure environmental, technical and economic considerations are identified and appraised at each stage of the routeing process.
- 3.1.2 The guidance splits the routeing stage of a project into four principal stages, as follows:
- Stage 0: Routeing strategy development;
 - Stage 1: Corridor Selection;
 - Stage 2: Route Selection; and
 - Stage 3: Alignment Selection.
- 3.1.3 Each stage is an iterative process and involves an increasing level of detail and resolution, bringing environmental, technical and cost considerations together in a way which seeks to achieve the best balance at each stage. The stages carried out can vary depending on the type, nature and size of a project and consultation is carried out at each stage of the process as appropriate.
- 3.1.4 The Proposed Development is currently at Stage 3: Alignment Selection, the objective of which is to define an indicative proposed alignment which can be taken forward into the consenting and EIA process. As detailed within the Consultation Booklet, three UGC alignment options were identified within the route selected at Stage 2. Appraisal of each alignment option was undertaken against a number of environmental, engineering and cost criteria set out within the SSEN Transmission guidance, as follows:

Environmental Criteria

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

Engineering Criteria

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

Economic Criteria

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

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

4. THE CONSULTATION PROCESS

4.1 Overview

- 4.1.1 In accordance with SSEN Transmission's guidance, a process of consultation at alignment optioneering stage has been undertaken. This section discusses the methods used to gather feedback from consultees on the Proposed Development.

4.2 Methods for Consultation

Consultation Booklet

- 4.2.1 The Fasnakyle to Bingally 132 kV Connection Consultation Booklet² was produced by SSEN Transmission which included a summary of the appraisal of the alignment options, taking account of environmental and engineering factors. The Consultation Booklet was made available via the project website: [Fasnakyle to Bingally 132 kV Connection - SSEN Transmission](#).
- 4.2.2 A number of statutory and non-statutory stakeholders were approached during the consultation period. **Table 4-1** details the stakeholders in the receipt of the Consultation Booklet, or otherwise informed of the website or public consultation event details:

Table 4-1: List of Stakeholders

Stakeholders	
Statutory Consultees	
The Scottish Government's Energy Consents Unit (ECU)	NatureScot
Scottish Environment Protection Agency (SEPA)	The Highland Council
Historic Environment Scotland (HES)	
Non-Statutory Consultees	
British Telecom (BT)	Transport Scotland
National Air Traffic Service (NATS) Safeguarding	National Gas
Scottish Water	Network Rail
Ministry of Defence (MOD)	Forestry Land Scotland (FLS)
The Royal Society for the Protection of Birds (RSPB)	Ness District Salmon Fisheries Board
Beaully District Salmon Fisheries Board	Sustrans Scotland
British Horse Society	Joint Radio Company
John Muir Trust	Mountaineering Scotland
Scottish Rights of Way and Access Society (ScotWays)	Scottish Wild Land Group (SWLG)

Stakeholders	
Visit Scotland	The Woodland Trust
Scottish Raptor Study Group	Scottish Wildlife Trust
Highlands and Islands Airports Limited (HIAL)	Fisheries Management Scotland
Scottish Forestry	National Grid
Civil Aviation Authority - Airspace	Defence Infrastructure Organisation
NATS Safeguarding	

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

1. Has the approach taken to select the Potential Alignment been clearly explained?
2. Out of the alignment options presented, so you have a preference? Please provide your reasons for this reference.
3. Is there anything you'd like to bring to our attention regarding the Potential Alignment that you believe we may not have already considered?
4. Do you feel, on balance, that the Potential Alignment selected is the most appropriate for further consideration?
5. Do you have any questions that were not answered within our materials or by the project team on the day?
6. Do you have any suggestions for local community benefits or local initiatives, such a volunteering, that we could support to leave a positive legacy in the area?

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

Public Consultation Events

4.2.5 An in-person consultation event took place for this project at the following location and time:

- 25 August 2025 – Cannich Hall, Cannich 15:30 - 7:00 pm.

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

5. COMMUNITY CONSULTATION RESPONSES

5.1 Introduction

- 5.1.1 **Table 5-1** sets out the feedback received by the local community and general public during the consultation event held on 25 August 2025. Responses by SSEN Transmission are also included, setting out the action to be taken where relevant.

Table 5-1: Consultation Event Public and Local Community Feedback

Feedback Comment	Response by SSEN Transmission
The consultee mentioned a house on MacColl Road that is owned by SSE. Could this be sold to Strathglass & Affric Community Company? The consultee also mentioned a road into Cannich Hall and around to shinty club field that could do with improvement. Is this something the project could support via project specific Community Benefit (CB) fund?	SSEN Transmission note the request for the investment in local and community infrastructure. This is will be considered in the next stages of the project.
The consultee wanted to know how SSEN will offset their carbon footprint. The consultee also wanted to know where the workers are coming from and where they will stay.	The consultee was advised on workers / accommodation. SSEN Transmission note the concerns regarding their carbon footprint and prepared the following via email: <i>“Regarding the question you raised on Monday around offsetting our carbon footprint, the Pathway to 2030 and clean power depends upon a safe, reliable, and resilient electricity transmission system that connects homes and businesses with renewable generators. The north of Scotland, with its vast renewable energy resource, plays a critical role in the energy transition. Our ambition is for our network to have the capability to meet 20% of Great Britain’s demand for clean power by 2030. This means investing to grow the network, while working with our stakeholders to ensure the transition is fair and sustainable. We recognise that the unprecedented pace and scale of network expansion will have impacts on communities, on the natural environment, and on the climate.</i> <i>We are committed to leaving a positive legacy, for people, the environment, the economy, and our wider world.</i> <i>Our Updated Sustainability Strategy sets out our priorities for a transition that is fair and sustainable. Developed through an inclusive and evidence-based process, this Strategy informs our decision making and action up to and including 2030.</i> <i>In 2024/25 alone, our existing network transmitted 17.1 TWh of renewable electricity, which displaced a total of 3.5 million tonnes</i>

Feedback Comment	Response by SSEN Transmission
	<i>of CO2e in one year. This is with 11GW of renewable generation capacity connected to our network. We estimate that our reinforcements out to 2030 will allow the connection of at least another 11GW, with corresponding increases to the amount of renewable electricity transmitted and associated carbon emissions displaced. In contrast, we estimate the total embodied carbon from our Pathway to 2030 construction programme to be around 2 million tonnes of CO2e. On this narrow basis, the carbon payback period for the network infrastructure would be less than a year.</i> <i>For more information visit SSEN Transmission- https://www.ssen-transmission.co.uk/about-us/sustainability/sustainability-strategy/</i> <i>Whole Life Carbon Assessments and Contractors' science based Targets</i> <i>In our needs case submissions to Ofgem for the Pathway to 2030 projects, we included a whole life carbon profile for the ASTI delivery plan. Total whole-life emissions across all ASTI projects were estimated at 2.1 MtCO2e. Note that every calculation of whole life carbon is an estimate, with accuracy increasing as the project develops. For these estimates, we use normalised carbon rates per km derived from a capital carbon study of similar SSEN Transmission infrastructure projects built during RIIO-T1. Going forward, we are working to align with PAS2080 the standard for carbon management in infrastructure projects and we have recently updated our Sustainability Works Information. This document now sets out a contractual requirement for our delivery partners to conduct 3 whole-life carbon assessments, one at project initiation, one after design has concluded and one after construction ends. This will mean that we will be able to refine our estimates of whole life carbon emissions over time. More importantly, our contract partners must also provide us with a carbon management plan that sets out the measures they intend to implement in order to reduce the whole-life carbon of the project. Monthly and quarterly updates against the carbon management plan are contractual requirements.</i> <i>Following the public release of our 2023/24 Annual Report, we are pleased to confirm that 70% of our suppliers by spend have now set GHG reduction targets verified by the Science-based targets initiative, increasing substantially from 47% in 2022/23 (p. 25 of the report). Science-based targets are a recognised standard for corporate climate action and they align with UK and Scottish Government targets.</i> <i>Thank you again for taking the time to share your concerns."</i>
The project team should survey the access road as it already has lots of potholes. The consultee requests	SSEN Transmission acknowledges the concerns regarding the condition of the access road and will consider its condition as part of the project's ongoing assessment. SSEN Transmission will also

Feedback Comment	Response by SSEN Transmission
for community benefit to be managed locally by the community.	consider opportunities for community benefits to be managed locally, where appropriate.
If the CSE compound was to be sited in the northern location, there are archaeological concerns within this area and the lost settlements extending from Kerrow.	SSEN Transmission acknowledges the archaeological concerns and will undertake appropriate heritage surveys to identify and protect archaeological assets. This will ensure that any potential impacts on both archaeological remains and their settings are appropriately considered and mitigated.
There is concern over traffic for future mobilisations and construction vehicles traveling through Tomich.	SSEN Transmission are aware of the concern over traffic and will prepare a CTMP for the environmental assessment which will be in place throughout construction and detail more information regarding traffic management.
There is question as to why SSEN are unable to UGC under the River Glass, especially when there are large offshore UGC. The consultee expressed a desire for all the OHLs to be replaced with UGC.	A full UGC solution between the existing Fasnakyle and proposed Bingally Substation is not feasible due to topographic and existing infrastructure constraints. At the northern section of the alignment, between the proposed CSE compound and the existing Fasnakyle Substation, there are a number of existing OHL towers operating at 275 kV. SSEN Transmission plan to reutilise existing infrastructure where possible to minimise infrastructural waste and to prevent potential additional environmental impacts that could otherwise be avoided.
The consultee requested clarity during future consultation events around National Energy System Operator (NESO), and their role.	The National Energy System Operator (NESO), a government organisation created following the UK's 2023 Energy Act, with the responsibility to plan and deliver energy for the present and future ¹¹ . SSEN Transmission work closely with the NESO 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. SSEN Transmission seek to clarify NESO and their role in future consultation events where relevant.
The consultee requested for less towers in the area, including the northern section.	In the northern section, SSEN Transmission propose to utilise existing infrastructure as much as possible limiting the number of additional towers in the area. SSEN Transmission will seek to minimise the number of towers required as the design progresses, while ensuring all necessary requirements are met. SSEN Transmission have considered the preference for fewer OHL towers as much as practicable, noting that the southern section is proposed to be fully UGC.
Consultees expressed confusion on the proposed OHL and UGC extents for each alignment option for the southern section of the Proposed Development and felt positively that the number of OHL towers proposed in the northern were lower than expected.	SSEN Transmission noted the confusion of the consultees and provided clarification at the consultation event where queries were raised. SSEN Transmission note that the consultation booklet ² describes and presents the proposed alignments for the northern and southern sections of the alignment. SSEN Transmission seek to provide further clarification on the extents for each alignment option. SSEN Transmission will seek to

¹¹ NESO (n.d) *About NESO*. Available at: <https://www.neso.energy/about-neso>

Feedback Comment	Response by SSEN Transmission
	minimise the number of towers required as the design progresses, while ensuring necessary requirements are met.
A number of consultees expressed preference for the new infrastructure in the northern section to be placed as close to the existing towers as possible, to reduce the visual impact.	SSEN Transmission note the preference for OHL infrastructure, if required, to be placed as close to the existing easement to minimise visual effects. SSEN Transmission seek to reutilise existing infrastructure in the northern section as much as possible, and to design the alignment to minimise the requirement for additional OHL.

5.1.9 **Table 5-2** sets out the feedback received by the local community and general public during the consultation period (August 2025 to October 2025) following the consultation event. Responses by SSEN Transmission are also included, setting out the action to be taken where relevant.

Table 5-2 Public and Local Community Feedback During the Consultation Period by Question

Feedback Comments Summary	Response from SSEN Transmission
Q1: Has the approach taken to select the Potential Alignment been clearly explained? The majority of the community respondents were 'unsure'. Respondents felt there was insufficient information about the project options and that the consultation did not clearly explain project need.	SSEN Transmission noted the community's regarding the need for the project. This need arises from the uprating of the Beaully to Denny Overhead Line 275 kV circuit to operate at 400 kV, the existing Fasnakyle 275 kV substation requires an alternative connection into the transmission network. The substation is physically constrained by its surroundings so cannot be upgraded to 400 kV in order to connect to the Beaully-Denny Overhead Line directly, therefore a connection is required between the 132 kV elements of the Fasnakyle substation (reconfigured to this voltage as part of a separate project) and the consented Bingally 400/132 kV substation to allow connection onto the wider transmission network. The project options have been selected in accordance with SSEN Transmission's OHL and UGC selection guidance bringing environmental, engineering and cost considerations together in a way which seeks to achieve the best balance across technical aspects. The selected alignment option will be subject to Environmental Assessment to identify any potential environmental effects and outline the mitigation methods to be adopted during construction/operation of the Proposed Development.
Q2: Out of the alignment options presented, do you have a preference? Please provide your reasons for this preference. The community responses were varied. Some expressed a preference for Option 3, as this is further from the community of Tomich, other respondents had no preference due to feeling ignored by the government and a	SSEN Transmission note the mixed responses for the preferred route option, and an overall preference for UGC technology rather than OHL. SSEN Transmission considered specific topic areas within the environmental, technical, and cost categories, assessing each in terms of the potential constraints on the options. A RAG rating was allocated to each topic to highlight where potential issues and constraints may arise. This rating has been used to facilitate the comparison of the different options. The appraisal seeks to compare the wider constraints and implications of each option on the topics (both individually and combined) and reach a reasoned conclusion,

Feedback Comments Summary	Response from SSEN Transmission
preference for alternative infrastructure such as underground cables. One respondent expressed a preference for Option 1, which follows the proposed Bingally Substation access track.	on balance across all topics, as to the option to take forward. Any weighting of the importance of certain criteria depends on project specific considerations. The culmination of this process identified a 'potential alignment' that will be taken forward to detailed design, environmental assessment and consent applications. For the southern section, this is Option 2, comprising an UGC solution, which can be seen in Figure 2-1.
Q3: Is there anything you'd like to bring to our attention regarding the Potential Alignment that you believe we may not have already considered? • The following concerns were raised: • Community respondents mentioned that the impact of the Proposed Development can be mitigated by situating all infrastructure on the east side of the existing Beaully-Denny OHL. • There was also concern over the access route for construction. The respondent feels the single track road at Tomich is unsuitable for construction traffic and suggests the community feel unheard on this; • Some respondents were unaware of contact details for SSEN. • Community respondents felt there is a lack of justification for project need. They felt that the carbon emissions, biodiversity protection, visual impact, cost to the community and traffic increase have not been addressed. • Community respondents also had strong concerns over visual impact of the Proposed Development.	SSEN Transmission note the issues raised by the community. Please see Q1 for the response to project need. • SSEN Transmission note preference for the UGC to be located on the eastern side of the existing Beaully-Denny OHL easement. This option has an increased number of engineering constraints compared to preferred alignment (Option 2) such as the presence of peat and rock and would be more constrained for the placement of joint bays along the alignment. • SSEN Transmission is exploring a range of access options to the site, both to the north and south of the development. The environmental assessment will include a traffic and transport assessment to assess the potential impacts of the Proposed Development on the local and wider transport network. This assessment and reporting will be submitted as part an application under Section 37 of the Electricity Act 1989 for the consideration of the Scottish Government's ECU. The assessment will identify any mitigation measures and commitments to be incorporated in the design, construction and operational phases of the proposed development. Mitigation measures will be identified during the environmental assessment and will be implemented during, construction through the use of a Construction Traffic Management Plan (CTMP). • SSEN Transmission invites community members to please direct any queries to Jeffrey.McKenzie@sse.com • As part of the environmental assessment, SSEN Transmission will undertake a Landscape and Visual Impact Assessment (LVIA) which will assess the potential impact of the Proposed Development from sensitive receptors and key local viewpoints with the aim of minimising visual impacts as much as possible. SSEN Transmission will work with The Highland Council (and potentially NatureScot) and SSEN Transmission landscape architects to ensure appropriate viewpoints are captured within the assessment, and appropriate design mitigation is put forward to the ECU in the application for consent under Section 37 of the Electricity Act 1989.

Feedback Comments Summary	Response from SSEN Transmission
Q4: Do you feel, on balance, that the Potential Alignment selected is the most appropriate for further consideration? The responses for this question were mixed. Some respondents felt there had been insufficient information to comment, that there had been a lack of consideration for the local community, and that an UGC solution should be progressed regardless of cost. Another respondent had concerns regarding accommodation for the workers once construction is underway, given that there are multiple proposals within the area. One respondent felt the alignment was the most appropriate.	SSEN Transmission noted the communities request for the full route to be an UGC. However, due to the Proposed Development's altitude and topography, it is not feasible to use UGC technology for the full route between the consented Bingally Substation and the Fasnakyle Substation. The full connection is ~6.5 km in length, with over ~5km of the preferred alignment proposed to be UGC technology representing majority of the connection, where feasible. SSEN Transmission will work with The Highland Council and potentially NatureScot (as statutory consultees) and our landscape architects to ensure appropriate viewpoints are captured within the assessment and appropriate design mitigation is put forward in the application for consent to the ECU under Section 37 of the Electricity Act 1989. SSEN Transmission acknowledge concerns regarding worker accommodation and will utilise local workforce where possible minimising the potential for overburdening local lodging options and public road networks.
Q5: Do you have any questions that were not answered within our materials or by the project team on the day? Community respondents raised the following questions: • Respondents requested SSEN to provide more information regarding traffic management before new access roads are constructed. • Respondents were unsure where the email address / contact details are for SSEN. • How does the proposed development contribute to low carbon net zero? • Respondents requested to provide more information regarding compensation for the local people who will experience visual impacts.	• SSEN Transmission are aware of the concern over traffic and will prepare a CTMP for the environmental assessment which will be in place throughout construction and detail more information regarding traffic management. • SSEN Transmission invites community members to please direct any queries to Jeffrey.McKenzie@sse.com. • SSEN Transmission is upgrading the network infrastructure to support the connection of additional renewable energy projects. These upgrades will enhance energy security by enabling greater use of home-grown, low-carbon electricity, while projects such as this will also contribute to achieving a 10% net gain in biodiversity. The Proposed Development will form one of the required upgrades to the Beaully Denny OHL to increase the energy capacity to 400 kV. This will facilitate the connection of renewable energy sources to our network in the north of Scotland. For more information on how the project contributes to a Net Zero future, please see: Projects delivering a Network for Net Zero - Pathway to 2030 - SSEN Transmission. • SSEN Transmission note visual concerns and will produce a LVIA which will assess the potential impact of the Proposed Development from visual receptors and key local viewpoints with the aim of avoiding and minimising visual impacts as much as possible.

Feedback Comments Summary	Response from SSEN Transmission
Q6: Do you have any suggestion for local community benefits or local initiatives, such as volunteering, that we could support to leave a positive legacy in your area? The following suggestions were provided: • SSEN should commit to planting new hedgerows along the new access route to mitigate visual impact and provide natural habitat. • The access road should be gated to restrict traffic use after construction completion. • SSEN should work with Forestry and Land Scotland (FLS) and other private landowners to ensure no trees are situated between the Proposed Development and Tomich / Plodda falls are felled long term, to mitigate potential noise pollution and visual impact. • SSEN should work with Trees for Life / RSPB etc. to plant up any barren land situated between the Proposed Development and Tomich / Plodda Falls with indigenous broad leaved trees. • SSEN should use its influence to have the existing nature reserve extended up to the border of the substation and in between the Proposed Development and Tomich to help with achieving the net gain benefit for wildlife which achieving the net gain benefit for wildlife which SSEN committed to. • Genuine engagement with the community, who currently feel overlooked and are worried about traffic routes to the Proposed Development. • Two strong suggestions that the Proposed Development should not go ahead.	SSEN Transmission notes all suggestions for community benefits and local initiatives and will work with THC to ensure the community is supported throughout the construction of the Proposed Development. A landscape mitigation plan will be developed in consultation with experienced ecologists to ensure that the Proposed Development is appropriately integrated into the surrounding landscape. The mitigation proposals will incorporate a range of suitable native species and habitat enhancements to soften the visual impact of the development and strengthen existing landscape features. A Biodiversity Net Gain assessment will be undertaken as part of the project.

6. IDENTIFICATION OF A PROPOSED ALIGNMENT

6.1 Overview

- 6.1.1 SSEN Transmission presented the three alignment options for the southern section of the Proposed Development alignment during a consultation even in August 2025. Statutory and non-statutory consultees and community stakeholders were invited to provide feedback and comment on the alignments presented.
- 6.1.2 SSEN Transmission has reviewed and considered the responses provided by stakeholders following the identification of alignment options, as set out within the Fasnakyle to Bingally 132 kV Connection Consultation Booklet². Responses to the general points raised by stakeholders through the consultation process are included in **Section 5** and **Section 5** above.

6.2 Proposed Alignment

- 6.2.1 Option 2 has been selected as the proposed alignment to take forward for the Proposed Development. This decision reflects the feedback provided during the consultation process, alongside a wider consideration of the site's suitability and potential to accommodate the Proposed Development in accordance with SSEN Transmission's guidance '*Procedures for Routeing Overhead Lines and Underground Cables of 132 kV and above*'¹.

7. CONCLUSIONS AND NEXT STEPS

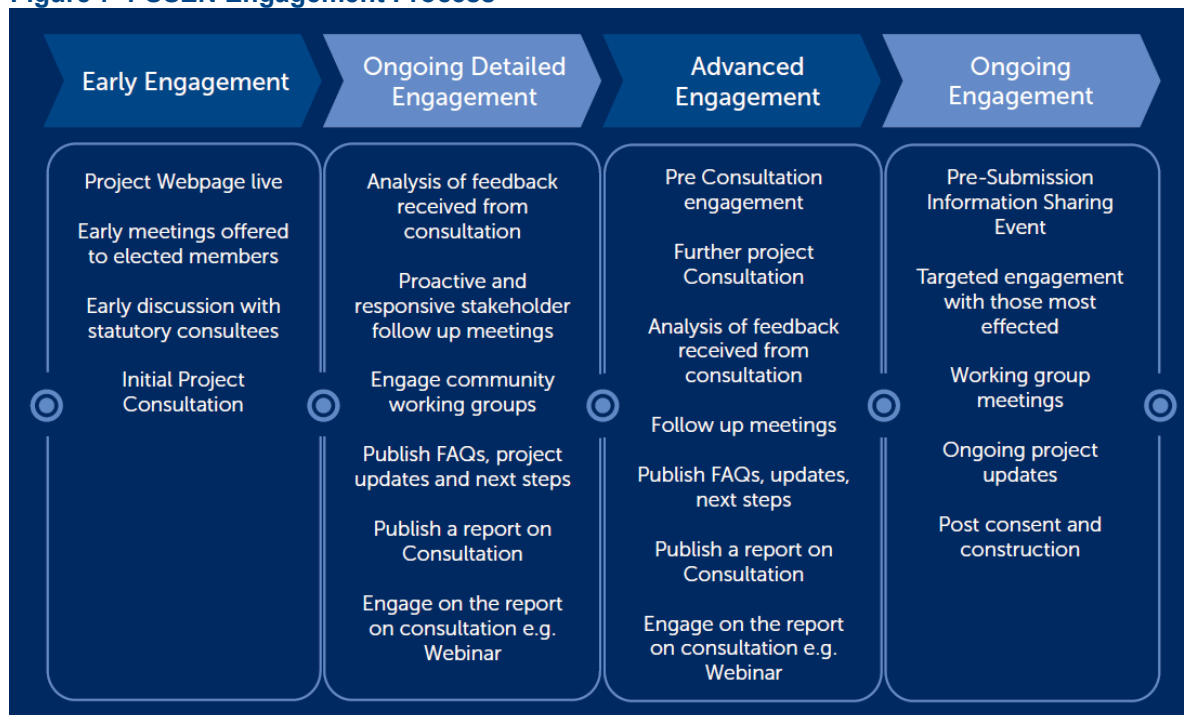
7.1 Conclusion

- 7.1.1 Due to the uprating of the Beauly to Denny Overhead Line 275 kV circuit to operate at 400 kV the existing Fasnakyle 275 kV Substation requires an alternative connection into the transmission network. The substation is physically constrained by its surroundings so cannot be upgraded to 400 kV in order to connect onto the Beauly-Denny OHL directly, therefore a connection is required between the 132 kV elements of the Fasnakyle Substation (reconfigured to this voltage as part of a separate project) and the consented Bingally Substation to allow connection onto the wider transmission network.
- 7.1.2 Because the consented Bingally Substation will operate at both 400 kV and 132 kV, the existing Fasnakyle Substation is to be reconfigured to operate at 132 kV (as part of a separate project), such that the two substations can be connected together directly. This results in a requirement for two electrical circuits operating at 132 kV to be connected between the two substations.
- 7.1.3 This Report on Consultation documents the consultation process which has been undertaken for the project between August 2025 and October 2025. The programme of consultation was designed to engage with stakeholders including statutory and non-statutory consultees, local communities, landowners and individual residents in order to invite feedback in response to the alignment options identified for the proposed Bingally 132 kV Grid Connection, as set out in the Consultation Booklet.
- 7.1.4 This report has described the key responses received and how this feedback has informed the identification of the Proposed Development to be taken forward to the consenting and Environment Assessment process of the project. With consideration of the stakeholder feedback received during the consultation process, it is confirmed that Option 2 should be taken forward as the proposed option within which to proceed with the application.

7.2 Next Steps

- 7.2.1 The period of consultation described in this report is part of an ongoing engagement process that spans to full development cycle for the project, where feedback is sought at different stages and engagement with stakeholders is continuous as SSEN Transmission refine proposals as seen in **Figure 7-1**.
- 7.2.2 Upcoming engagement includes an additional public consultation event scheduled for 06 October 2026. As with previous consultation events, a variety of feedback mechanisms will be in place to encourage as wide a range of responses as possible, including online or hard copy feedback forms, emails or letters, or notes from the consultation events. The consultation period will run from **06th October to 3rd November 2026**.
- 7.2.3 There will also be ongoing consultation with statutory and non-statutory consultees. Formally, this is being sought through the request for an EIA Screening Opinion, and if required a Scoping Opinion, from the ECU, which will seek guidance and opinion from a range of consultees and help to determine the scope of issues to be considered in the Environment Assessment. Throughout the Environmental Assessment process and up to the submission of the Section 37 application for consent, discussions will also be ongoing between various environmental specialists and consultees in order to ensure the Environmental Assessment is robust.

Figure 7-1 SSEN Engagement Process



7.3 Feedback

SSEN Transmission invite you to provide us feedback on the Fasnakyle to Bingally 132 kV Connection project.

SSEN Transmission will accept feedback from now until 03rd November 2026.

Please submit your feedback online via the form on our webpage at:

[Fasnakyle to Bingally 132kV Connection - SSEN Transmission](#)

Or email / write to our Community Liaison Manager

Jeffrey McKenzie: Jeffrey.McKenzie@sse.com