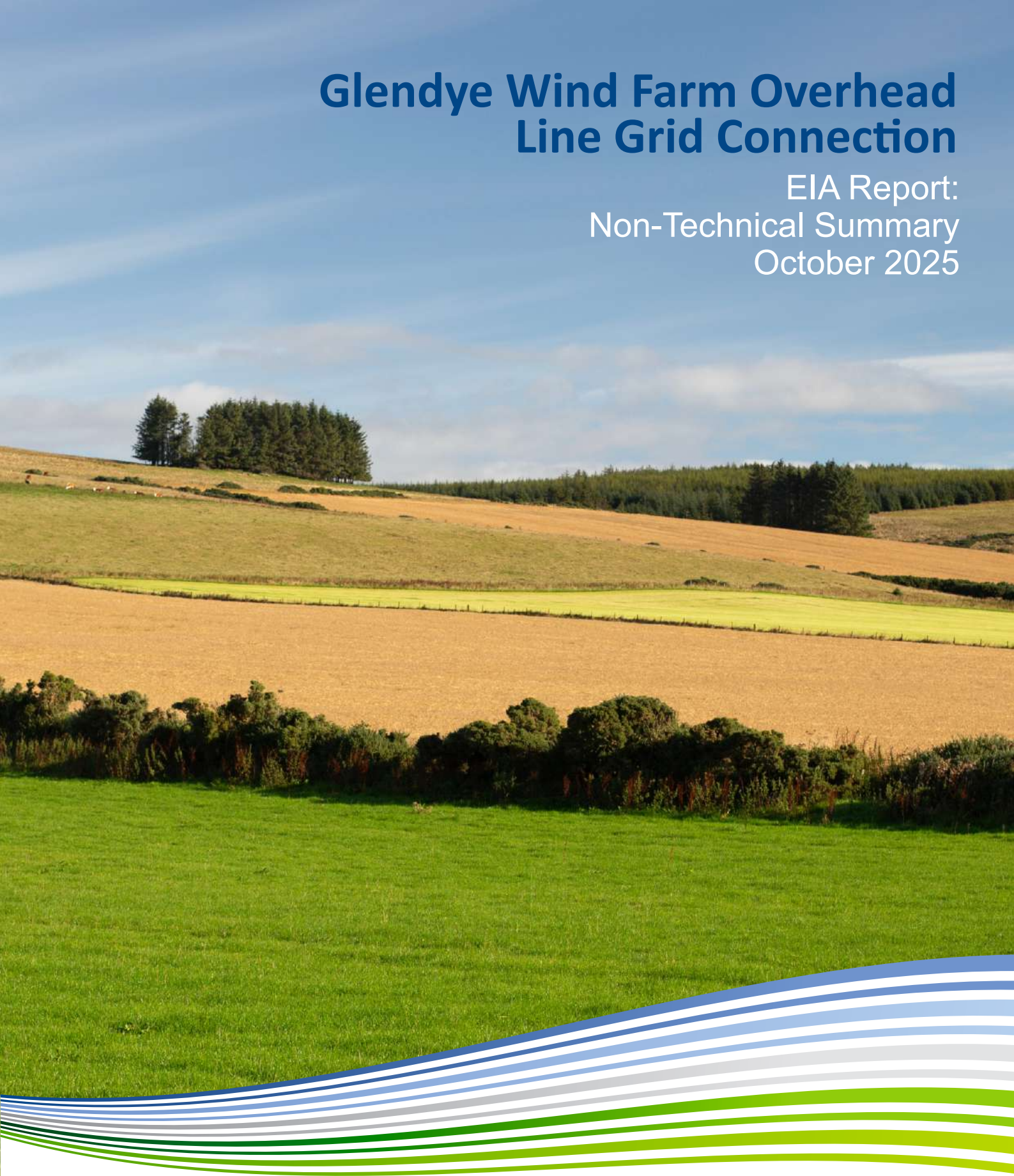

Glendye Wind Farm Overhead Line Grid Connection

EIA Report: Non-Technical Summary

October 2025

Scottish & Southern Electricity Networks

TRANSMISSION

Glendye Wind Farm Overhead Line Grid Connection

Environmental Impact Assessment (EIA)

Non-Technical Summary

October 2025

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1. INTRODUCTION AND BACKGROUND

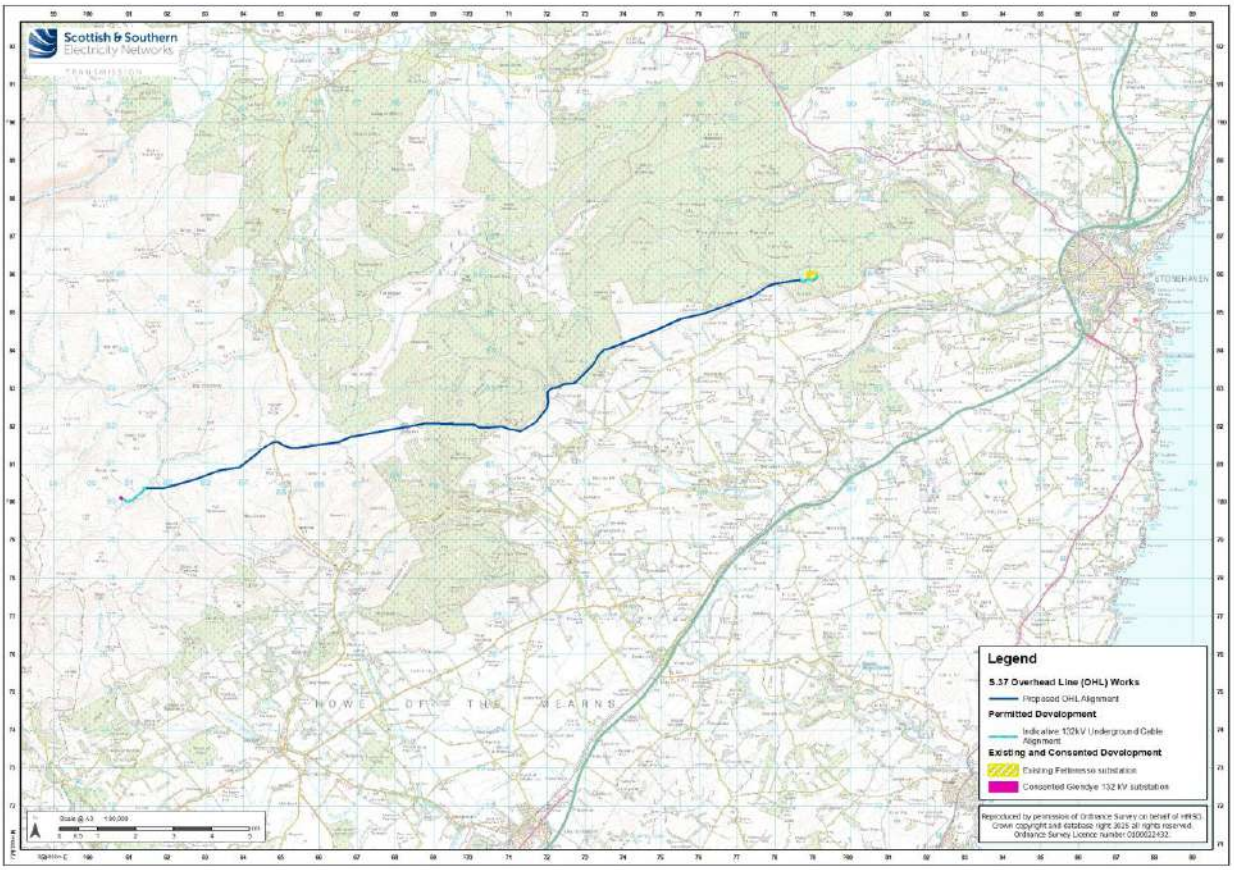
1.1 Overview

1.1.1 This Non-Technical Summary (NTS) forms part of the Environmental Impact Assessment Report ('EIA Report') for proposals for a new overhead line (OHL) to connect the consented Glendye Wind Farm to the electricity transmission network. It has been prepared on behalf of Scottish Hydro Electric Transmission plc ('the Applicant') who, operating and known as Scottish and Southern Electricity Networks Transmission ("SSEN Transmission"), own, operate, and develop the high voltage electricity transmission system in the north of Scotland and remote islands.

1.1.2 The Applicant seeks consent under section 37 of the Electricity Act 1989 to construct and operate approximately 19 km of new 132 kV overhead line (OHL) to connect the consented Glendye Wind Farm[1i] to the electricity transmission network at Fetteresso substation. The location of the project, referred to as the "Glendye Wind Farm Overhead Line Grid Connection" (and hereafter also referred to interchangeably as 'the Proposed Development'), is shown on **Plate 1.1** (see also **Figure 1.1)**.

1.1.3 An Environmental Impact Assessment ("EIA") has been undertaken for the Proposed Development in accordance with the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 to assess the likely significant effects of the Proposed Development. The findings of the EIA are presented in the EIA Report, including the measures which would be taken to prevent, reduce and, where possible, offset predicted likely significant adverse effects. The purpose of this document is to provide a summary of the EIA Report findings on a topic-by-topic basis as structured in the EIA Report, in non-technical language.

Plate 1.1: Overview of the Proposed Development Location



1 Received consent from the Scottish Government in October 2023 (ECU Reference: ECU00000676). Available at: https://www.energyconsents.scot/ApplicationDetails.aspx?cr=ECU00000676 (last accessed 25/06/2025)

1.2 Project Need

1.2.1 The Applicant owns and maintains the electricity transmission network across the north of Scotland and holds a transmission licence under the 1989 Act. In terms of section 9(2) of the 1989 Act, the Applicant has a statutory duty to develop and maintain an efficient, co-ordinated and economical system of electrical transmission, and a separate duty to facilitate competition between current and new generators of electricity.

1.2.2 The Glendye Wind Farm was granted consent by Scottish Ministers in October 2023. The wind farm would be constructed on both the Glen Dye and Fasque Estates, situated approximately 5 km northwest from the village of Fettercairn and approximately 12 km southwest from the village of Strachan, Aberdeenshire. The wind farm is anticipated to generate in excess of 104 megawatts (MW) and to comprise of 26 turbines which require connection to the electricity transmission network by late 2029.

1.2.3 The Proposed Development is driven by the need to connect the consented Glendye Wind Farm to the electricity transmission network at Fetteresso substation.

1.2.4 The Proposed Development is recognised in Scotland's fourth National Planning Framework (NPF4) as a National Development under 'ND3 Strategic Renewable Electricity Generation and Transmission Infrastructure'. It therefore forms a vital element to deliver network and grid infrastructure required to deliver the Government's legally binding targets for net zero emissions and renewable energy electricity generation objectives.

1.3 EIA Report Structure

1.3.1 The EIA Report consists of the following volumes:

Volume 1: Main Report;

Volume 2: Figures;

Volume 3: Visualisations (NatureScot guidelines)2 and;

Volume 4: Appendices to support each of the Chapters in the EIA Report where required.

1.3.2 Separate to the EIA Report, a Planning Statement and Pre-Application Consultation Report will also be submitted as part of the section 37 application.

1.4 Notifications

1.4.1 In accordance with Section 5 of the Electricity (Applications for Consent) Regulations 1990, and Regulation 14 of the EIA Regulations, the application and this EIA Report will be advertised in The Press and Journal and local/regional newspapers. Adverts will also be placed in the Edinburgh Gazette and on the Applicant's website.

1.4.2 Notice of the section 37 application, including this EIA Report and associated documents and figures, will be available for viewing at the following public locations during normal opening hours:

Banchory Library, Bridge Street, Banchory AB31 5SU. Banchory Library Opening Hours: Monday: 9am - 5pm, Tuesday: 9am - 6pm, Wednesday: Closed, Thursday: 9am - 6pm, Friday: Closed, Saturday: 10am - 2pm, Sunday: Closed);

Stonehaven Library, 35 Evan Street, Stonehaven AB39 2ET. Stonehaven Library Opening Hours: Monday: Closed, Tuesday: 9am - 6pm, Wednesday: 9am - 5pm, Thursday: Closed, Friday: 9am - 5pm, Saturday 10am - 2pm, Sunday: Closed; and

2 NatureScot (Formerly Scottish Natural Heritage (SNH)), (2017), Visual Representation of Wind Farms (Version 2.2) (SNH, 2017) Available at: https://www.nature.scot/sites/default/files/2019-09/Guidance%20-%20Visual%20representation%20of%20wind%20farms%20-%20Feb%202017.pdf (last accessed 07/08/2025)

Mearns Community Library, Aberdeen Rd, Laurencekirk AB30 1ZJ. Mearns Community Library Opening Hours: Monday: 2 - 6pm, Tuesday: Closed, Wednesday: 10am - 3pm, Thursday: 2 - 6pm, Friday: Closed, Saturday: 10am - 12pm, Sunday: Closed.

1.4.3 An electronic version of the report is available online at: https://www.ssen-transmission.co.uk/projects/project-map/glendye-windfarm-connection/

1.4.4 This EIA Report is available in other formats if required. For details, including costs, contact:

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2. THE ROUTEING PROCESS AND ALTERNATIVES

2.1 Introduction

2.1.1 The Proposed Development has been subject to a routeing process to establish a proposed route[3], alignment[4] and design solution that was determined to provide an optimum balance of environmental, technical and economic factors.

2.1.2 The process included a programme of consultation at both routeing and alignment stages, designed to engage with key stakeholders, including statutory and non-statutory consultees, local communities and landowners. This has enabled feedback on the rationale for, and approach to, the selection of the proposed route, alignment and technology solution of the Proposed Development.

2.1.3 Further review of the Proposed Development during the EIA stage of the project has also led to further refinement of the design, to minimise potential environmental effects, where practicable.

2.2 Design Solution

2.2.1 When considering technology options to provide a connection for the consented Glendye Wind Farm, there was an initial strategic choice to make between the use of underground cable (UGC) or OHL technology. The initial key distinguishing factor of these two technology types was their relative cost, with the most cost-effective solution to develop an efficient, co-ordinated and economical system of electricity transmission considered to be an OHL connection.

2.2.2 However, in addition to the cost of undergrounding, there are further technical, engineering, operational and environmental challenges associated with an UGC, which further contributed to the general design preference for a continuous OHL. These considerations are also discussed further below.

Economic Considerations

2.2.3 The cost of investing in the electricity transmission network is paid for by electricity consumers. Section 9(2) of the 1989 Act places a duty on the Applicant to develop and maintain an efficient, coordinated and economical system of electricity transmission. A number of relevant policy and cost analysis studies have been undertaken that highlight the cost effectiveness of OHL infrastructure compared to UGC over an equivalent distance, with independent reports concluding that UGC build costs are many times greater than an OHL[5].

Technical, Operational and Environmental Considerations of UGC

2.2.4 A key benefit of the use of UGC is that it can reduce landscape and visual impacts in certain circumstances by removing the need for OHL infrastructure. In an agricultural setting, UGC can, once installed, allow the ground to be farmed, provided the UGC is installed at a depth below that at which the field is ploughed. This can allow farmers to utilise the full area of their fields, whilst for OHL technology, agricultural activities may be locally affected by tower or pole locations.

2.2.5 However, there are many technical, operation and environmental challenges to consider when deploying UGC.

3 A linear area of approximately 1 km width (although this may be narrower/wider in specific locations in response to identified constraints), which provides a continuous connection between defined connection points.

4 A centre line of an overhead line or UGC.

5 Institute of Engineering and Technology (IET) Electricity Transmission Costing Study - An Independent Report (2012) , report by Parsons Brinkerhoff

2.2.6 The technical challenges involved in undergrounding are set out in the document "*The Challenges with undergrounding at 400kV*" [6] produced by SSEN Transmission. Though the challenges outlined in this document are discussed in relation to 400 kV infrastructure, these are also considered relevant and relative for determining differences between UGC and OHL at 132 kV voltages. The challenges set out in this document comprised an important part of the technical information provided to stakeholders during consultation.

2.2.7 A summary of the key challenges in using an UGC are set out below:

- During the construction period, a working corridor of between 30 m and 40 m wide would be required for cable installation, to accommodate access tracks, working and storage areas. UGC construction requires a continuous access along the entire length of the UGC cable section;
- The specialised equipment for UGC construction and weight of cable drums can require more substantial access infrastructure to accommodate heavier and larger equipment, compared to the requirements of OHL construction. An additional impact is the requirement for cable joint bays. UGC can only be transported in certain lengths ranging from 500 m – 1000 m and therefore cable joints are required at these intervals. These are generally below ground concrete structures where the cable joints are located. A single above ground link pillar is required within 10 m of each joint bay, which would be protected by stock proof fence. In addition, the joint bays require permanent access for operation and maintenance purposes. These elements are not required for OHL construction;
- Through areas of woodland, a corridor is required to be cleared of trees and other vegetation for installation and operational purposes, which is the case for both OHLs and UGCs. To ensure tree root growth does not damage UGCs, opportunities for tree retention in design, construction, and operation are limited;
- Peat and carbon-rich soils present a significant challenge to underground cabling. The Scottish Government's National Planning Framework 4 (NPF4[7]) clearly sets out that development proposals should seek to avoid or minimise impacts to peatland, carbon-rich soils and priority peatland habitats. Where the development of essential infrastructure will affect peatland, NPF4 clearly sets out that it would only be considered where there is a specific locational need and where it can be clearly demonstrated that no other alternative options are available to avoid excavating peat. The construction corridor associated with an UGC would result in a much larger area of habitat disturbance than in comparison to an OHL, and as a result would generate more excavated peat, with potentially greater risk of peat failures. Furthermore, the hydrological effect of UGC works in wetland and peatland areas (typical of those seen across the western extents of the Proposed Development where habitats support expansive areas of blanket bog with depths of peat ranging from 0.5 m to over 3 m deep) are generally considered greater than for OHL construction methods. In particular, the more granular and free draining backfill materials and sand required for much of the cable trenches installed for UGC's can effectively act as a subsurface drain, resulting in disruption to hydrological flow paths, drainage of water, and resulting in longer term disruption/degradation to surrounding habitats. These drying effects can be further exacerbated by the heat that is radiated out from UGCs. The larger, continuous and partially excavated working corridor required for UGC construction also increases the risk of pollution events and watercourse contamination; with an increased requirement for watercourse crossings and/or drilling under watercourses to install cables (although best practice construction and appropriate mitigation measures can be implemented to minimise and mitigate effects). This is also

6 SSEN Transmission: Challenges with undergrounding at 400 kV (online) Available at: https://www.ssen-)transmission.co.uk/globalassets/projects/2030-projects/2030-project-documents/the-challenges-with-undergrounding-at-400kv.pdf (last accessed 15/09/2025)

7 Scottish Government (2023) National Planning Framework 4: Explanatory report. (online) Available at: https://www.gov.scot/publications/national-planning-framework-4/ (last accessed 13/08/2025)

relevant in the context of this project, given the hydrological connectivity to the River Dee Special Area of Conservation (SAC) in the western extent of the Proposed Development.

- Excavations involved with underground trenches required for UGC construction have a higher likelihood to disrupt shallow groundwater systems, which can result in the lowering of groundwater levels in the immediate vicinity of the excavations. In contrast, OHLs are unlikely to alter groundwater flows. Cable trenches can also modify water drainage pathways to groundwater flows, with potential impacts on environmentally sensitive wetland habitats such as marshes and flushes, with heightened risk to groundwater fed Private Water Supplies (PWS).

- It is notably more challenging to find a suitable route and install UGC on undulating terrain and steep slopes such as those associated with upland areas. Where there is rock near to the surface this can require significant rock breaking activities. This can permanently alter the landscape setting removing the natural appearance and creating hard edges where a cable trench is positioned.

- Restoring power in the event of an UGC fault can take significantly longer than for an OHL. UGC faults often require extensive works, specialist resource, tools and equipment to locate the fault, followed by significant civils work to expose the damage, replace the damaged section and carry out the repairs. This presents significant risks to security of supply and network reliability. On the 132 kV circuit required for the Proposed Development, this would prevent the wind farm from generating and exporting to the national grid. It also impacts on SSEN Transmission's ability to meet its licence obligations of maintaining an efficient transmission network. Prolonged outages would potentially impact on SSEN Transmission's network availability requirements required by the Office of Gas and Electricity Markets (OFGEM) and the National Energy System Operator (NESO).

- The installation of UGC can often require crossing of infrastructure such as public roads or railways. These cannot always be excavated in the same manner as other areas, therefore Horizontal Directional Drilling (HDD) is often used. The use of this method leaves the cable section within the drill section inaccessible for repair and maintenance, due to the installation method "sealing" behind it. In the specific areas where HDD installation is deployed, it also results in the cable operating closer to cable ratings due to the depth at which it is installed. This can reduce the operational life of the cable.

- UGC can present risks of environmental pollution to watercourses due to cable surround material being washed out during flood events.

2.2.8 Overall, in consideration of the technical, environmental and economic challenges described above, the practical application of 132 kV UGC was not considered to be a reasonable alternative technology for the Proposed Development.

Partial Use of Underground Cable

2.2.9 Due to the technical constraints presented by existing and consented infrastructure on approach to the Glendye Wind Farm on-site substation and Fetteresso substation, the use of short sections of UGC is necessary to facilitate the connection.

2.3 Approach to Route and Alignment Selection

2.3.1 The approach to route and alignment selection has therefore been informed by the Applicant's routeing guidance, which 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.

2.3.2 Each stage is an iterative process and involves an increasing level of detail and resolution, bringing cost, technical and environmental considerations together in a way which seeks to achieve the best balance at each stage.

Routeing Strategy Development (Stage 0)

2.3.3 This stage sets out the proposed strategy for the routeing stage of a particular project, including the appropriate stages that should be followed and consultation requirements.

Corridor Selection (Stage 1)

2.3.4 Only one corridor option was identified due to the scale and location of the Proposed Development and the identified connection points between Glendye Wind Farm on-site substation and the existing Fetteresso substation, which constrain any alternative corridor options. The process therefore commenced with the assessment of alternative routes within this single wider 'Corridor' location.

Route Selection (Stage 2)

2.3.5 The route selection stage (Stage 2) of the Proposed Development involved the identification of route options within the Corridor. This included an appraisal of environmental, technical and economic constraints, prior to arriving at a proposed route to take forward to the alignment selection stage (Stage 3).

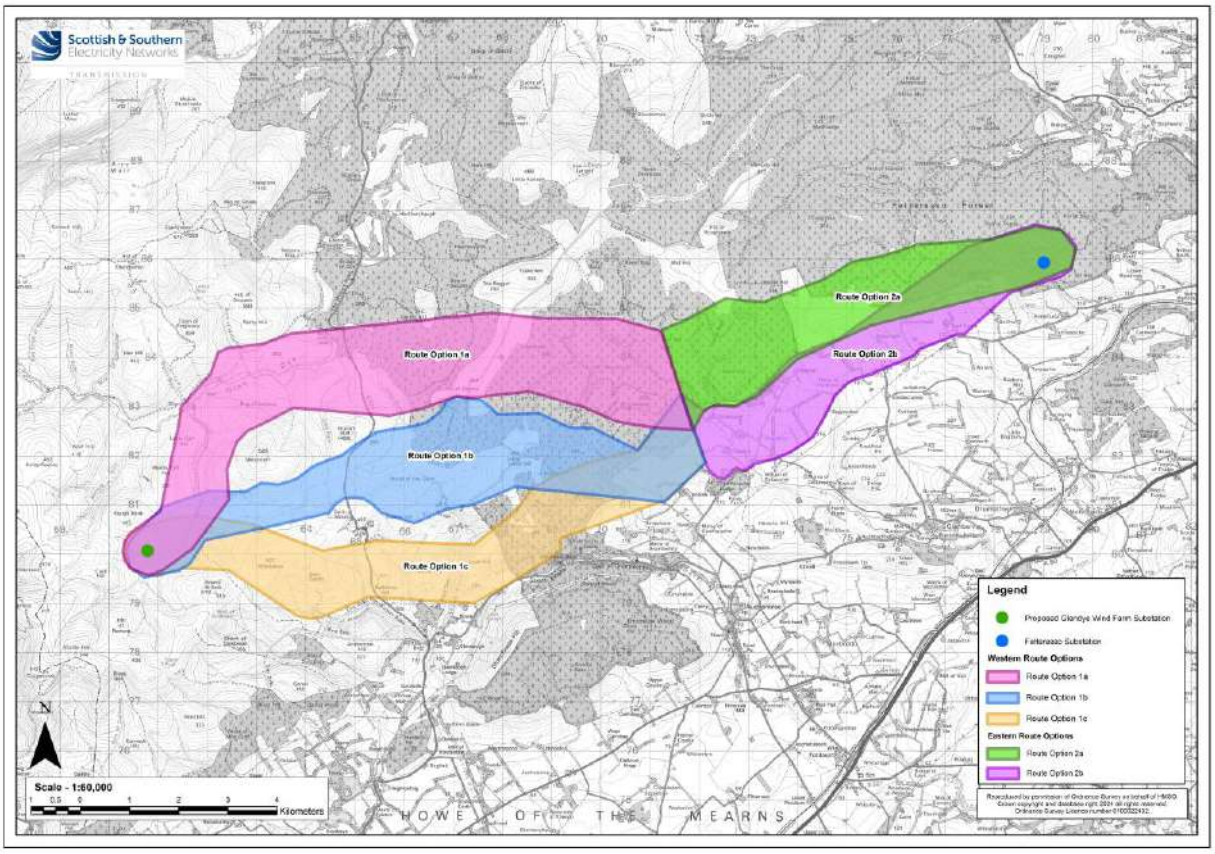
2.3.6 Route options were initially identified following desk-based review and site walkover surveys. In accordance with the steps outlined in the Holford Rules and SSEN Transmission guidance, the following principles were applied during the routeing stages of the Proposed Development:

- Avoid, where 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;
- Avoid sharp changes of direction and where possible, reduce the number of larger angle pole structures required;
- Avoid skylining 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 scale 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 effect; and
- Approach urban areas through industrial zones and consider the use of undergrounding in residential and valued recreational areas.

2.3.7 The route selection stage of the project involves the identification of route options (circa 1 km wide), and an appraisal of the environmental, technical and economic constraints of these route options, prior to arriving at a preferred route for the purposes of consultation and a proposed route to take forward to the alignment selection stage (Stage 3).

2.3.8 Route options were initially identified by the Applicant utilising a digital tool, with further analysis and refinement by the project team, including input from environmental and engineering professionals, taking both physical and development constraints into account. Route options are shown below in **Plate 2.1**.

Plate 2.1: Glendye Wind Farm Overhead Line Grid Connection Route Options



2.3.9 The appraisal of route options was set out in the Consultation Document (February 2024) and presented at public consultation events held in the area local to the Proposed Development on the 20th and 21st February 2024.

2.3.10 The Consultation Document provided a summary of project need, the route option process that had been undertaken and a description of the route options appraised. The Consultation Document sought comments from stakeholders and members of the public on the route option studies undertaken, and the rationale for, and approach to, the selection of the preferred route.

2.3.11 Comments received from all stakeholders (including members of the public) in response to the route stage consultation, were documented in a Report on Consultation, published in June 2024. The Report on Consultation also outlined the Applicant's responses provided at routeing stage consultation, along with confirmation of the action to be taken, where relevant. Decisions on routeing were based on this process and where possible, requirements identified from the routeing consultation were carried through to the alignment selection stage.

Alignment Selection (Stage 3)

2.3.12 The alignment selection stage of the project sought to determine an alignment, subject to an indicative Limit of Deviation following further review during the EIA stage. Following confirmation of the proposed route, the appraisal of alignment options was set out in a Consultation Document published in October 2024 and presented at public consultation events held in the local area between the 7th - 10th October 2024.

2.3.13 SSEN Transmission engaged an experienced OHL construction contractor to provide specialist technical input into the alignment stage to identify and explore the advantages, disadvantages and constructability of OHL

alignment options and design solutions. Alignment options were considered by the OHL contractor and project environment and engineering teams as part of the iterative alignment selection process.

2.3.14 The Consultation Document sought comments from stakeholders and members of the public on the alignment selection studies undertaken, and the reasons for the design decisions taken during the alignment selection stage, in the selection of the preferred alignment and design solution.

2.3.15 Comments received from all stakeholders (including members of the public) in response to the alignment stage consultation were documented in a Report on Consultation, published in February 2025.

2.3.16 The Report on Consultation also outlined the Applicant's responses provided at alignment stage consultation, along with confirmation of the action to be taken, where relevant. Further consultation events were held by the Applicant in the local area on the 3rd and 5th March 2025, to confirm the proposed alignment and address any questions from stakeholders in relation to that alignment.

2.3.17 The Report on Consultation also confirmed how SSEN Transmission responded to comments received by stakeholders on the preferred alignment and design solution, with details of the actions that would be taken forward as the Proposed Development progresses through to the EIA and consenting stage.

2.4 Further Consideration of Alternatives during the EIA Process

2.4.1 Consideration of alternatives during the EIA stage focussed on minor alignment changes and the siting of pole positions and ancillary infrastructure, as more detailed environmental and engineering information became available. The Applicant's decisions have been informed throughout by extensive experience of its own engineering and environmental teams and the expertise of external consultants appointed for the EIA process.

2.4.2 Furthermore, the Applicant recognises the sensitive nature of projects that introduce new transmission infrastructure into the landscape, and mindful of that sensitivity, has ensured the EIA process has been robust. Where impacts have been identified that cannot be avoided or further minimised, the NPF4 mitigation hierarchy has been applied, with the approach to mitigation and offsetting of impacts detailed within topic specific technical chapters of the EIA.

3. THE PROPOSED DEVELOPMENT

3.1 Overview of the Proposed Development

3.1.1 The Proposed Development is driven by the need to connect the consented Glendye Wind Farm to the electricity transmission network at Fetteresso substation.

3.1.2 The Proposed Development would comprise of 19.2 km of new single circuit 132 kV overhead line (OHL), supported by steel trident poles. Two short sections of 132 kV underground cable (UGC) would also be required at either end of the OHL, to facilitate connection to the Glendye Wind Farm on-site substation and Fetteresso substation. A wood pole terminal structure would facilitate the transition between OHL and UGC. New permanent and temporary access tracks would also be required to facilitate the construction and operation of the Proposed Development.

3.2 Development for which Section 37 Consent is sought

3.2.1 The Proposed Development would include the following works, for which section 37 consent under the 1989 Act is sought:

- The installation and operation of 19.2 km of new single circuit 132 kV OHL supported by steel trident poles, with the exception of the wood pole terminal structures.

3.3 Ancillary Development for which Deemed Planning Permission (as part of the application for section 37 Consent) is sought

3.3.1 Deemed planning permission under section 57(2) of the Town and Country Planning (Scotland) Act 1997 is sought (as part of the application for section 37 consent under the 1989 Act) for the following works that would be required as part of the Proposed Development, or to facilitate its construction and operation:

- The construction of two hardstanding areas surrounded by a palisade fence measuring approximately 20 m x 20 m, to site the wood pole terminal structures at either end of the connection that are required to facilitate the transition between OHL and UGC. These are located at approximate Ordnance Survey (OS) grid references NO 61386 80381 and NO 78696 85842;
- The formation of access tracks (permanent, temporary and upgrades to existing tracks) and the installation of culverts to facilitate access and ongoing maintenance where required;
- Working areas around infrastructure (i.e. around individual poles) to facilitate construction;
- Tree felling and vegetation clearance to facilitate construction and operation of the Proposed Development, ensuring compliance with the Electricity Safety, Quality and Continuity Regulations (ESQCR) 2002[8]; and
- Temporary measures to protect water crossings (e.g. scaffolding and temporary bridges), during Proposed Development construction.

3.4 Development which falls under the Town and Country Planning (General Permitted Development) (Scotland) Order 1992

3.4.1 The following works would fall under the Applicant's permitted development rights:

- The construction of two separate single-circuit 132 kV UGC connections at either end of the OHL to facilitate connection with Glendye Wind Farm on-site substation and Fetteresso substation.

8 The Electricity Safety, Quality and Continuity Regulations (2002), available at https://www.legislation.gov.uk/uksi/2002/2665/contents/made [Accessed 19/08/2025]

3.4.2 Deemed Planning Permission (as part of the application for the section 37 consent) is not sought for the UGC, as the installation of the UGC falls under the Town and Country Planning (General Permitted Development) (Scotland) Order 1992.

3.5 Associated Works

3.5.1 Other associated works are required to facilitate construction of the Proposed Development, or would occur as a consequence of its construction and operation. These works, listed below, do not form part of the description of the Proposed Development and are therefore not included in the application for statutory consents. On that basis they are therefore not assessed in detail in this EIA Report. The associated works are:

- Borrow pits for the sourcing of stone for the construction of access tracks, if required. Should borrow pits be required as a source of on-site aggregate, separate planning applications for these works would be sought by the Principal Contractor; and
- Temporary construction compounds and laydown areas would be required to facilitate construction of the Proposed Development. The final location and design of temporary site compounds and laydown areas would be confirmed by the Principal Contractor and separate planning permissions would be sought as required.

3.6 Description of Overhead Line (OHL)

Steel Trident H Poles

3.6.1 The proposed steel pole is based on a trident design requiring a matched pair of steel poles erected 2.5 m apart, with supporting crossarm steelwork linking the poles at the top to form a H pole. A total of 183 poles would be required, and each pole would be constructed from fabricated galvanised steel and would be grey in colour. Poles would on average be approximately 14 m in height, but would vary in height between approximately 11.1 m and 18.5 m depending on ground conditions.

3.6.2 The OHL would comprise a combination of suspension poles (for straight sections) and angle / tension poles (for changes in direction). The span length (distance between poles) would vary slightly depending on topography and altitude. Typically, the span length for the Proposed Development would be between approximately 80 m and 120 m.

3.6.3 The poles would carry one circuit, with three conductors in horizontal formation, supported by either glass, porcelain, or composite insulators which would be strung between each H pole forming a single circuit. The poles would also carry Optical Ground Wire (OPGW) which would be underslung between the poles. Stays would be required at angle poles and in areas of soft ground to provide stability for the OHL.

3.6.4 **Plate 3.1** shows photographs of typical steel trident H poles.

Plate 3.1: Example Steel Trident H Poles

3.6.5 To facilitate transition between the OHL and UGC, a wood pole terminal structure would be required at either end of the connection. These structures would be of a similar height to the steel trident poles, and would be located on a hard standing area, accessed by a permanent track.

3.7 Construction Programme and Working Hours

3.7.1 It is anticipated that construction of the Proposed Development would take place over a 30 month period, following the granting of consents, although detailed programming of the works would be the responsibility of the Principal Contractor in agreement with SSEN Transmission.

3.7.2 Construction activities would in general be undertaken during daytime periods. Weekend working would also be proposed with timings to be confirmed by the Principal Contractor in due course. Construction working is likely to be during daytime periods only. Working hours are anticipated 7 days a week between approximately 07.00 to 19.00 during March to September and 07.30 to 17.00 (or within daylight hours) during October to February. Working hours would be confirmed by the Principal Contractor and agreed with Aberdeenshire Council as planning authority. As working hours would be during daytime periods only, any lighting requirements in the hours of darkness during construction are anticipated to be minimal.

3.7.3 Employment of construction staff would be the responsibility of the Contractor; however, the Applicant would encourage the Contractor to make use of suitable labour and resources from areas local to the Proposed Development where possible.

3.8 Environmental Management during Construction

3.8.1 During construction, best practice measures will be applied, including the implementation of General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs) developed by the Applicant. A Construction Environment Management Plan (CEMP) will be developed and implemented by the Principal Contractor as a contractual requirement, aiming to avoid, minimise, and control adverse environmental impacts associated with construction of the Proposed Development. Monthly inspections and quarterly audits by SSEN Transmission will ensure CEMP compliance, managed on-site by an Environmental Clerk of Works (ECoW) and supported by other environmental professionals where required.

Reinstatement

3.8.2 Reinstatement works are generally undertaken during construction (and immediate post-construction phase) and aim to address any areas of ground disturbance and changes to the landscape as part of the construction works. Such works would involve the reinstatement of areas disturbed during the construction phase.

SSEN Transmission's Biodiversity Ambition

3.8.3 Biodiversity Net Gain (BNG) ensures that nature is left in a better state after development, achieved through a toolkit developed by SSEN Transmission based on the Natural England Biodiversity Metric. This toolkit quantifies biodiversity by habitat value, allowing assessment of development projects' impact on biodiversity post-construction. SSEN Transmission is committed to minimising environmental impacts by ensuring natural environment considerations are considered throughout project development stages, utilising mitigation hierarchy to avoid impacts, contributing positively to biodiversity strategies and collaborating with the supply chain for maximum benefit. As part of this approach, SSEN Transmission has made commitments to ultimately ensure a 10% net gain for biodiversity in line with the Applicant's biodiversity ambition and environmental legacy commitments[9], Sustainability Strategy[10] and Sustainability Plan[11].

3.9 Operation and Maintenance

3.9.1 In general, OHLs require very little maintenance. Regular inspections are undertaken to identify any unacceptable deterioration of components, so that they can be replaced. From time to time, inclement weather, storms or lightning can cause damage to either the insulators or the conductors on OHLs. If conductors are damaged, short sections may have to be replaced.

3.9.2 During the operation of the Proposed Development, it may be necessary to manage vegetation through the means of an Operational Corridor (OC), to maintain required safety clearance distances from infrastructure.

3.10 Decommissioning the Proposed Development

3.10.1 If the Proposed Development were to be decommissioned, all components of the OHL (inclusive of steel from the poles, conductors and fittings) would be removed from site and either recycled or disposed of appropriately.

3.10.2 A method statement would be agreed with Aberdeenshire Council setting out the detail of the decommissioning process for the OHL.

3.10.3 Efforts would be made to repurpose the Proposed Development for future connections prior to any decommissioning. Consent to be applied for is therefore in perpetuity.

9 SSEN Transmission (2023). Delivering a positive environmental legacy. https://www.ssen-transmission.co.uk/globalassets/documents/sustainability-and-environment/environmental-legacy-booklet

10 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

11 Our Sustainability Plan: Turning Ambition into Action. (2019) SHE Transmission. https://www.ssen-transmission.co.uk/media/3215/our-sustainability-plan-consultation-report.pdf

4. EIA APPROACH, SCOPE AND CONSULTATION

4.1 EIA Approach

4.1.1 EIA is a process that considers how a proposed development is predicted to change existing environmental conditions and what the consequences of such changes will be. It therefore informs both the project design and the decision-making processes related to the granting of development consents or planning permission.

4.1.2 The EIA Report has been prepared in accordance with the EIA Regulations and current best practice guidance. The proposed methodologies for the assessment of likely significant effects for each topic area covered in the technical chapters of the EIA Report have been the subject of consultation with statutory and non-statutory consultees.

4.1.3 The result of the assessment is the determination of whether the likely effects of the Proposed Development on the receptors in the study area would be significant or not significant, and, adverse or beneficial.

4.1.4 The EIA has examined potential effects of the Proposed Development on the following factors:

- Landscape and Visual;
- Ecology;
- Ornithology;
- Soils, Geology and Water;
- Cultural Heritage;
- Traffic and Transport;
- Forestry; and
- Socio-economic, Tourism and Recreation.

4.1.5 Each of the above factors are considered in technical topic-based reports that each include an assessment of the likely significant effects of the Proposed Development on the particular receptors of relevance to the topic, a description of the proposed mitigation measures relevant, and, confirmation of the predicted residual effects. The consideration of cumulative effects is also discussed where relevant in each specialist topic.

4.1.6 Mitigation measures are identified to prevent, reduce or remedy any potentially significant adverse environmental effects identified, beyond that already taken into account as normal good practice (i.e. embedded mitigation for example, the Construction Environment Management Plan). Such measures would be implemented during detailed design, construction and / or operation of the Proposed Development.

4.2 Pre-application Consultation

4.2.1 SSEN Transmission has sought to maintain an open dialogue with local communities within the vicinity of the Proposed Development throughout the evolution of the project. This has included carrying out consultation events during the route and alignment selection stages, engaging with Community Councils, landowners, residents, community groups and businesses that may be affected by the Proposed Development. SSEN Transmission has held parallel communication with other stakeholders, including statutory consultees, to understand their views on the proposals at the route and alignment selection stages, which has led to key areas of design evolution and development.

4.2.2 The appraisal of route options was set out in a Consultation Document[12], published in February 2024, and presented at public consultation events held in the area local to the Proposed Development on the 20th and 21st February 2024. Comments received from all stakeholders (including members of the public) in response to the

12 Glendye Wind Farm Overhead Line Grid Connection Consultation Document (Route Options) (February 2024), produced by SSEN Transmission

route stage consultation, were documented in a Report on Consultation[13], published in June 2024. The Report on Consultation also outlined the Applicant's responses provided at routeing stage consultation, along with confirmation of the required actions, where relevant.

4.2.3 Following confirmation of the proposed route, the appraisal of alignment options was set out in a Consultation Document[14] published in October 2024 and presented at public consultation events held in the local area between the 7th - 10th October 2024. Comments received from all stakeholders (including members of the public) in response to the alignment stage consultation, were documented in a Report on Consultation[15], published in February 2025. The Report on Consultation also outlined the Applicant's responses provided at alignment stage consultation, along with confirmation of the action to be taken, where relevant. Further consultation events were held by the Applicant in the local area on the 3rd and 5th March 2025, to confirm the proposed alignment and address any questions from stakeholders in relation to that alignment.

4.2.4 Both the route and alignment stage consultation processes, the consultation responses, SSEN Transmission's responses to the consultation feedback and the subsequent actions taken where relevant, are further described in the Pre- Application Consultation (PAC) Report. This is included with the application as supporting information.

4.3 Screening

4.3.1 A Screening Opinion of the Scottish Ministers was issued on 20th November 2024[16] and determined that the Proposed Development does constitute 'EIA Development', and any forthcoming application for consent under section 37 of the 1989 Act should be accompanied by an EIA Report.

4.4 Scoping

4.4.1 A Scoping Report[17] was submitted to Scottish Ministers by the Applicant in November 2024 to support a formal request under Regulation 12 of the EIA Regulations for a Scoping Opinion, to determine the information to be provided within the EIA Report. A Scoping Opinion was provided by the Scottish Ministers in February 2025.

4.4.2 Key issues raised by the Scoping Opinion have shaped the EIA Report.

4.5 Further Consultee Engagement

4.5.1 Stakeholder consultation has been ongoing since the early stages of the Proposed Development and has continued throughout the Scoping and EIA process.

13 Glendye Wind Farm Overhead Line Grid Connection: Report on Consultation (Route Options) (June 2024), produced by SSEN Transmission
14 Glendye Wind Farm Overhead Line Grid Connection: Consultation Document: (Alignment Options) (October 2024), produced by SSEN Transmission
15 Glendye Wind Farm Overhead Line Grid Connection: Report on Consultation (Alignment Options) (February 2025), produced by SSEN Transmission
16 The Scottish Governments Energy Consents Unit – The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 Screening Opinion (November 2024) (online) available at: https://www.energyconsents.scot/ApplicationDetails.aspx?cr=ECU00005197 [last accessed 07/08/2025]
17 Scoping Report – Glendye Wind Farm Overhead Line Grid Connection – November 2024, produced by SSEN Transmission

5. LANDSCAPE AND VISUAL

5.1 Landscape and Visual

5.1.1 A Landscape and Visual Impact Assessment (LVIA) has been undertaken for the Proposed Development in accordance with best practice guidance, the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3).

5.1.2 A study area of 1.5 km from the proposed OHL alignment has been applied, which is considered appropriate to identify all potential significant effects.

5.1.3 The LVIA considers the two separate subjects of landscape and visual amenity as follows:

- The landscape assessment has considered the potential effects of the Proposed Development on landscape character, landscape designations and protected landscapes; and
- The visual assessment has considered the potential effects of the Proposed Development on the visual amenity of those receptors present within the landscape, including established views from residential receptors and routes.

5.1.4 The LVIA also gives consideration to cumulative effects occurring as a result of the addition of the Proposed Development to the cumulative baseline.

5.1.5 Mitigation measures are proposed to help minimise effects of the Proposed Development and are considered within the assessment of operational effects. These include the use of best practice construction and restoration techniques that would be detailed within a Construction Environmental Management Plan (CEMP).

5.2 Landscape Effects

5.2.1 The landscape assessment has established that there would be some limited (not significant) effects on landscape character. However, the scale of the moorland landscape in the western part of the study area and forested nature of large parts of the eastern study area would help to accommodate the Proposed Development within the landscape, with little perceptible change to landscape characteristics. Over time, the Proposed Development is unlikely to result in any noticeable change to the landscape character of the study area.

5.2.2 No significant effects are predicted for any other landscape character types (LCTs) designated or protected landscapes within the study area, as a result of the Proposed Development during either construction or operation.

5.3 Visual Effects

5.3.1 The visual assessment identified a number of temporary significant visual effects affecting residents within building-based receptor groups B1 (Bogburn, Corsebauld, and West Bogton) and B3 (Mains of Inchbreck, Bogton, Brawliemuir, Bogjurgan, and Cleuchhead), and users of the route R1 (B974), within the study area. These effects are predicted to reduce to not significant in the longer term, as construction activity ceases and temporary access tracks and works areas are reinstated. All other visual effects are predicted to be not significant. Overall, the visual effects are not predicted to lead to any notable long-term reduction to visual amenity within the study area.

5.4 Cumulative Landscape and Visual Effects

5.4.1 The LVIA has considered the potential for cumulative effects where the Proposed Development could combine with other consented, proposed and reasonably foreseeable future developments which could increase the level of predicted effects.

5.4.2 The cumulative landscape and visual assessment has identified that there would be no significant cumulative landscape or visual effects arising from the addition of the Proposed Development to the cumulative baseline during operation.

6. ECOLOGY

6.1.1 An assessment has been undertaken of the potential impacts of the Proposed Development on terrestrial ecology (non-avian) features including designated sites, habitats and protected species, and reaches conclusions as to the predicted likely significance of residual effects. The assessment is based on best practice guidance including the Chartered Institute for Ecology and Environmental Management (CIEEM) Guidelines for Ecological Impact Assessment in the UK and Ireland (2018).

6.1.2 Statutory and non-statutory sites for nature conservation are present within 5 km of the Proposed Development. This includes hydrological connectivity to the River Dee Special Area of Conservation (SAC), the intersection of Ancient Woodland Inventory (AWI) sites and a Local Nature Conservation Site (LNCS).

6.1.3 Most of the Survey Area within the western reaches of the Proposed Development consists of blanket bog and upland heathland habitats, whereas the central and eastern reaches are dominated by conifer plantations and agricultural farmlands. Evidence of protected species was recorded across the Survey Area, including evidence of pine marten, otter, red squirrel, badger and herptiles. In addition, there is suitable habitat for bats, water vole, wildcat and fish species.

6.1.4 Potential impacts associated with the construction phase include: habitat loss and / or fragmentation, potential disturbance to protected species and construction related pollution impacts. Potential impacts associated with the operational phase include: disturbance and vegetation management, required for routine maintenance activities for OHL infrastructure and the operational corridor.

6.1.5 The Proposed Development has been designed to avoid, and failing which minimise, impacts on important habitats and protected species where practicable. This has been achieved through an iterative design process and commitment to embedded mitigation. This process, combined with further commitments to the implementation of mitigation measures both prior to construction and throughout the construction period, followed by monitoring once operational, allowed for potential effects on several habitats and species present to be scoped-out of the assessment. The following Important Ecological Features (IEFs) were taken forward to the assessment stage: Shoolbraid / Belhangie Woods AWI site, blanket bog habitat, upland heathland habitat, other broadleaved woodland habitat, other Scots pine woodland habitat, wildcat, roosting bats and badger.

6.1.6 The ecological impact assessment (EcIA) concluded that following the successful implementation of mitigation measures, guided by Species Protection Plans (SPPs), an Outline Biodiversity Enhancement Plan (oBEP) and General Environmental Management Plans (GEMPs), residual effects upon AWI sites and protected species are considered Negligible and Not Significant, and residual effects upon habitats are considered Minor Adverse and Not Significant. The oBEP will be developed further to compensate for the effects on habitats lost and where possible will further enhance habitats to achieve an overall Biodiversity Net Gain (BNG) and beneficial impact overall.

6.1.7 A Shadow Habitats Regulations Assessment (HRA) has been undertaken for the Proposed Development, to meet the requirements of the Conservation of Habitats and Species Regulations 2017. An assessment of the impacts from the Proposed Development on the qualifying features of the River Dee SAC has been undertaken. The Shadow HRA concludes there would be no adverse impact on the integrity of any European site as a result of the Proposed Development, following the implementation of mitigation measures.

6.1.8 No significant in combination effects for ecology are predicted with any proposed or consented projects within the study area.

7. ORNITHOLOGY

7.1.1 An ornithological assessment has been carried out to determine the potential effects of the Proposed Development on ornithological features, to reach conclusions as to the predicted likely significance of effects on ornithology. The assessment follows current best practice and details the methods used to establish the bird species and populations present that may be affected by the Proposed Development, together with the process used to determine their importance. The ways in which bird species might be affected (directly or indirectly) by the Proposed Development are explained and an assessment is made with regards to the significance of these effects.

7.1.2 Ornithological surveys have been undertaken to characterise the avian baseline conditions, consisting of flight activity survey based on strategically located vantage points (to assess flight activity and inform any subsequent necessary collision assessment), breeding birds survey, breeding raptor survey and targeted black grouse survey. Consultations with relevant stakeholders has taken account of relevant ornithological features of primary concern. While no flight activity was recorded throughout the vantage point surveys at collision height, target species were recorded using habitats affected by the Proposed Development. The breeding bird, raptor, and black grouse surveys identified and confirmed target bird species, which were assessed in detail and where relevant were incorporated into the scheme design process as key constraints.

7.1.3 Important ornithological features (IOFs) scoped into further assessment are assessed in terms of construction and operational impacts: no significant effects on IOFs resulting from the Proposed Development were identified alone or in combination (i.e. cumulatively) with other relevant schemes within the wider Zone of Influence. That assessment incorporated best practice methods as 'embedded' mitigation. Given that no significant effects were identified, there was no strict need for any additional mitigation of residual impacts. However, by way of a precautionary approach, further specific mitigation is presented in the form of line markers to be used along a specific stretch of the Overhead Line where target species are known to be more active. Species protection plans are also proposed for target species recorded as active and where these may relocate within a Zone of Influence between the point of the baseline being characterised and work commencing on site.

7.1.4 Two internationally designated (European) sites within potentially connective distances of the Proposed Development were identified as having potential connectivity: Fowlsheugh Special Protection Area (SPA) and the Montrose Basin SPA. A shadow Habitats Regulations Appraisal has been undertaken and is presented as an appendix to the EIA Report. This considers the relevant pressure pathways and any likely significant effects on IOFs presented by the Proposed Development. Further consultation is ongoing with specific stakeholders in relation to a specific target species, as outlined in a separate Confidential Appendix of the EIA Report, as well as with the raptor study group and other relevant land managers. These data are expected to assist in refining targeted species protection plans, as part of a subsequent mitigation strategy to be finalised prior to construction commencing on site and to be included as part of any conditions of consent.

7.1.5 Enhancements with respect to biodiversity are proposed and presented as a separate, dedicated Appendix to the EIA Report that accounts for both ornithology and terrestrial ecology.

8. SOILS, GEOLOGY AND WATER

8.1.1 An assessment has been undertaken of the potential effects on geology (including soils and peat) and the water environment (hydrology and hydrogeology) during the construction and operational phases of the Proposed Development.

8.1.2 Information for the study area was compiled using baseline information from a desk study, verified by an extensive programme of field work. The assessment undertaken considered the sensitivity of receptors identified during the baseline study and mitigation measures incorporated in the development design. It has also considered potential future changes to baseline conditions.

8.1.3 The scope of the assessment was informed by pre-application advice, scoping and consultation responses received during the routeing and alignment stages of the Proposed Development design process.

8.1.4 The assessment is supported by Appendices that consider potential effects on carbon rich soils and peat (outline peat management plan), peat stability (peat landslide hazard risk assessment) and peatland condition (peatland condition assessment). Potential effects on nearby private water supplies and a schedule of proposed watercourse crossings associated with the Proposed Development are also provided in supporting appendices.

8.1.5 The design of the Proposed Development has been informed by a detailed programme of peat depth probing, consistent with National Planning Framework 4 (NPF4), and it has been shown that wherever possible areas of deep peat have been avoided. The assessment of peat and carbon rich soils has considered all of the Proposed Development infrastructure, including temporary and permanent access tracks. A project specific peat management plan, peatland condition assessment and peat landslide hazard and risk assessment has been prepared. These assessments confirm the carbon rich soils and peat disturbed by construction of the Proposed Development are limited in volume and that these areas can be readily and beneficially reused for reinstatement works following completion of construction.

8.1.6 A detailed peatland condition assessment has been completed, considering key hydrological, ecological and land-use based indicators of peatland condition. In summary it confirms that the peat deposits within the footprint of the Proposed Development are found to be extensively drained and modified, with numerous areas of active erosion. Subject to adoption of best practice industry safeguards, it is concluded that the Proposed Development would not result in any significant adverse effects to peatlands during construction or operation.

8.1.7 Subject to adoption of best practice construction techniques and a site-specific Construction Environmental Management Plan (CEMP), no significant adverse effects on geology (including soils and peat), hydrology and hydrogeology have been identified. The CEMP would include provision for drainage management plans and would be used to safeguard water resources and manage flood risk. A commitment to deploy Sustainable Drainage Systems (SuDS) in these plans has been made. The CEMP also includes provision of a Pollution Prevention Plan. The CEMP would be agreed with statutory consultees, including Scottish Environment Protection Agency (SEPA), prior to any construction works being undertaken.

8.1.8 Notwithstanding these safeguards, a programme of predevelopment, construction and post construction water quality monitoring is also proposed. Monitoring results would be used to confirm that the Proposed Development does not have a significant adverse effect on the water environment and would be used to ensure the effectiveness of any good practice or remedial measures implemented. Further, additional site investigation is proposed as part of the detailed design stage of the Proposed Development, to ensure ground stability risk is not increased as a direct consequence. A geotechnical risk register and programme of monitoring is therefore proposed, with agreement of monitoring type and frequency with statutory consultees, secured by a predevelopment planning condition.

9. CULTURAL HERITAGE

9.1.1 An assessment has been undertaken on the potential effects on heritage assets (historic environment sites and features, archaeology and built heritage) from the construction and operation of the Proposed Development, based on a desk-based assessment and walkover survey, and includes a setting assessment for designated assets occurring within 1.5 km of the Proposed Development (Outer Study Area). Consideration has also been given to designated heritage assets beyond 1.5 km, where these have been identified specifically by statutory consultees.

9.1.2 Eighteen heritage assets have been identified within the Inner Study Area, most of which relate to medieval or later settlement and agricultural activity. The potential for undiscovered archaeological remains is assessed as low to negligible within areas of modern commercial forestry located within the central section of the Proposed Development. In undisturbed areas across the Proposed Development, there is a low to moderate potential for buried archaeology; however, due to the limited land-take required by the separate elements of the Proposed Development (such as poles), the overall likelihood of encountering unknown archaeological remains during construction is considered low.

9.1.3 Construction works may directly affect two heritage assets, with a further six located within the micro siting allowance, also known as the Limit of Deviation (LoD). There is potential for adverse effects of moderate significance on four of these heritage assets, while the remaining impacts are not considered significant. Mitigation measures have been set out to avoid, reduce or offset the predicted effects, with residual construction impacts assessed as no more than minor adverse (not significant). Such measures include the appointment of an Archaeological Clerk of Works (ACoW) during construction and the exclusion of heritage assets from construction working areas, with ground-breaking works at proposed pole positions and proposed access tracks located as far away from known heritage assets as reasonably practicable and as advised by an ACoW. The assessment identified some assets that would require the placement of high visibility markers facing the working area, ensuring implementation of an archaeological exclusion zone, providing effective protection of these features during the construction phase.

9.1.4 The assessment has considered the effect of the Proposed Development on the settings of heritage assets within the site and in the wider landscape. Two designated heritage assets; Cairn o'Mount cairns scheduled monument (SM4968) and Brawliemuir Farmhouse Category C Listed Building (LB9311) lie within 1.5 km of the Proposed Development. Effects on their setting are assessed as negligible (not significant).

9.1.5 There are no predicted significant cumulative impacts on heritage assets in the Inner or Outer Study Areas from the Proposed Development, in combination with other cumulative developments.

10. FORESTRY

10.1.1 An assessment has been undertaken which considers the potential for significant effects on the forest resource, forest management and access during construction and operation of the Proposed Development.

10.1.2 The Proposed Development is predicted to result in the loss of 49.63 hectares (ha) of woodland due to the requirement to create an Operational Corridor (OC) for the construction and safe operation of the Proposed Development. No felling is required for creation of access tracks.

10.1.3 It is anticipated that there would be a requirement for a further 60.11 ha of management felling of commercial conifer forest within the National Forest Estate (NFE) managed by Forestry and Land Scotland (FLS), to mitigate the risk of windblow. This management felling would be undertaken only with the landowner's consent and would require replanting. Felling permission for the areas of management felling would be granted by Scottish Forestry. This felling permission would, as a standard condition of consent, secure the landowner's commitment to appropriately restock those felled areas.

10.1.4 There are three separate woodland properties that lie within the OHL Limit of Deviation (LoD); two woodland creation schemes supported through Forestry Grant Schemes (FGS), and the mature, first and second rotation, Mearns Forest, which is managed by FLS as part of the NFE, and comprises Fetteresso Forest and Drumtochty Forest.

10.1.5 Mitigation through design seeks to avoid tree felling where practicable, with utilisation of currently unplanted ground where possible. An area listed in the Ancient Woodland Inventory (AWI) as Long-established (of plantation origin) (LEPO) 1860 is present to the north of Corsebauld and West Bogton. The current species here are Sitka spruce with some planted broadleaved trees. Some felling is proposed within this area.

10.1.6 No significant effects were identified from the direct loss of woodland. The effects of woodland removal, in forestry terms, were assessed as not significant, on the basis of the relatively low magnitude of change in the context of the regional resource, and the low to medium sensitivity of the types of woodland present in the study area.

10.1.7 Given that the Proposed Development would result in the permanent loss of woodland, the Applicant is committed to making arrangements to plant off-site the equivalent area of woodland as compensatory planting, meeting the Scottish Government's Control of Woodland Removal Policy (CoWRP) objective of no net loss of woodland. The development of compensatory planting scheme agreements will be progressed with landowners following consent of the Proposed Development.

11. SOCIO-ECONOMIC, TOURISM AND RECREATION

11.1.1 An assessment has been completed to consider the predicted effects on socio-economic activity, tourism and recreation activity during construction and operation of the Proposed Development.

11.1.2 The Proposed Development is expected to generate 68.0 person years of employment (PYEs) at the regional level (Aberdeenshire), and a further 153.4 PYEs at the national level (across Scotland), over the construction phase. This equates to a gross value added (GVA) injection of £5.5 million at the Aberdeenshire level and £13.4 million in the rest of Scotland. When taking multiplier effects into account, the total employment effects during construction will be 104.1 PYEs (with a GVA effect of £9.6 million) at the regional level and a further 294.5 PYEs nationally (with a further GVA effect of £30.1 million). When adding the Aberdeenshire figures and the rest of Scotland figures, the total direct economic impact of the Proposed Development is 221.4 PYE and a GVA impact of £18.9 million. When multipliers are taken into account, the total economic impacts at the Scottish level are 398.6 PYEs and a GVA effect of £39.7 million. These do not include impacts outside of Scotland. Around 25% of the Scottish economic benefits will fall within Aberdeenshire; a significant proportion of economic benefits will be contained within the local area due to the existing travel to work containment levels.

11.1.3 The assessment demonstrates that there are beneficial socio-economic effects across the construction and operational phases of the Proposed Development. For example, the local economy would be supported by the Proposed Development through direct and indirect employment and expenditure opportunities. As no specific mitigation measures are proposed in relation to potential socio-economics effects during the construction or operational phase, the predicted residual construction (temporary) effects of the Proposed Development on the economy are deemed to be Minor Beneficial and not significant at the national and regional level. The residual operational effects of the Proposed Development on the economy are deemed to be Negligible and not significant at both the regional and national level.

11.1.4 The review of the tourism asset base includes a review of the notable visitor attractions across Aberdeenshire and locally. None of these are located close to the Proposed Development. The residual construction and operational effects of the Proposed Development on tourism and recreational receptors are therefore deemed Negligible and not significant.

11.1.5 There are potential beneficial effects in relation to the construction and operation phases of the Proposed Development, both in direct economic and employment benefits, in the context of the cumulative sites. In terms of direct economic and employment benefits, the predicted residual cumulative effect during construction is deemed to be temporary Moderate Beneficial and significant. It is likely that there would be other local operational employment opportunities as a result of the other consented energy developments; however, these are relatively limited in nature and as such a Negligible and not significant residual cumulative effect is predicted.

11.1.6 It is possible that the construction of the Proposed Development simultaneously with other schemes nearby could lead to a greater decrease in the availability of tourist accommodation within the area surrounding the site, particularly as there are limited accommodation opportunities within the local area. However, it is unlikely that this would cause a significant effect, and businesses would benefit during the 'off peak' season when there would usually be less demand for accommodation; therefore, Minor Beneficial and not significant residual cumulative effects during construction are predicted. Cumulative effects in tourism and recreational terms during operation are expected to remain Negligible and not significant, as there is no reliable evidence that tourists are dissuaded from visiting an area where there are investments in renewable energy and associated infrastructure.

11.1.7 The Applicant has committed to maximise the economic opportunities for the local area, business and communities in the Aberdeenshire Council area where possible, with commitment to using the local supply chain where feasible. The Applicant's principal contractors are also encouraged to do the same. The Applicant

brings a track record in supporting local causes and community investments through its investments and operation, and this would also be the case in terms of the Proposed Development.

12. TRAFFIC AND TRANSPORT

12.1.1 An assessment of traffic and transport effects on the public road network associated with the construction phase of the Proposed Development has been undertaken.

12.1.2 The assessment considers the direct effects during construction on increased traffic flows in the surrounding Study Area, including upon local road users and local residents. A review of the potential effects of the Proposed Development on severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation and accidents / road safety has been undertaken. The operational phase of the Proposed Development would not have any significant effects on the public road network as a result of the low levels of traffic that are forecast and is therefore scoped out of the assessment.

12.1.3 The study area encompasses the area over which all desk-based and field data were gathered to inform the traffic and transport assessment. The study area comprises the following road links:

- B966, southwest of Fettercairn;
- C2K Lang Stracht;
- B974 Cairn o' Mount; between the proposed construction access and Banchory;
- C7K between Drumtochty and Auchenblae;
- Kintore Street in Auchenblae;
- C1K between Mains of Glenfarqhuar and Stonehaven;
- A957 Slug Road between Stonehaven and Crathes;
- A93 between Banchory and Crathes;
- B9077 between the A957 and the Chap Quarries; and
- A90 between Stonehaven and Stracathro.

12.1.4 The Proposed Development would lead to a temporary increase in traffic volumes on the road network within the Study Area during the construction phase, but not to the extent that there would be a significant adverse effect on the receptors analysed in this assessment. Traffic volumes would fall outside the peak period of construction.

12.1.5 The assessment confirms the predicted residual effects (i.e. after the implementation of mitigation) would be minor in nature and not significant. There are no long-term detrimental transport or access issues associated with the construction phase of the Proposed Development. Nevertheless, a series of complementary mitigation measures and management plans have been proposed to help further reduce the impacts of locally increased traffic flows during the construction phase. This includes a detailed Construction Traffic Management Plan (CTMP), to help reduce the negligible traffic impact of the Proposed Development construction on the Study Area.

13. SUMMARY

13.1.1 This Non-Technical Summary provides a summary of the predicted effects identified within the EIA Report for the Glendye Wind Farm Overhead Line Grid Connection, together with a summary of the key mitigation measures that have been committed to by the Applicant as a means of preventing, reducing, or if possible, offsetting that effect.

13.1.2 Any remaining predicted effects after taking into account available mitigation measures are known as 'residual effects'. Following the application of mitigation measures, residual adverse and significant effects are predicted to remain for the following:

Landscape and Visual

- Temporary significant visual effects affecting residents within building-based receptor groups B1 (Bogburn, Corsebauld, and West Bogton) and B3 (Mains of Inchbreck, Bogton, Brawliemuir, Bogjurgan, and Cleuchhead), and users of the route R1 (B974), within the study area. These effects are predicted to reduce to not significant in the longer term as construction activity ceases and temporary access tracks and works areas are reinstated.

Socio-Economic

- There are potential beneficial effects in relation to the construction and operation phases of the Proposed Development, both in direct economic and employment benefits, in the context of cumulative sites. In terms of direct economic and employment benefits, the predicted residual cumulative effect during construction is deemed to be temporary Moderate Beneficial and significant.

13.1.3 The Proposed Development is not predicted to have residual adverse significant effects on all other topics scoped into the EIA Report.

Scottish & Southern Electricity Networks
TRANSMISSION

Legend

S.37 Overhead Line (OHL) Works

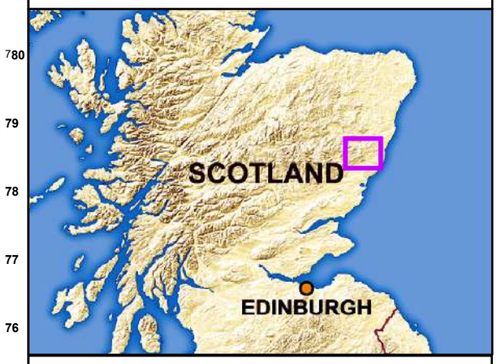
- Proposed OHL Alignment

Permitted Developement

- Indicative 132 kV Underground Cable Alignment

Existing and Consented Development

- Existing Fetteresso substation
- Consented Glendye 132 kV substation



Project No:	LT468/469
Project:	Glendye Wind Farm Overhead Line Grid Connection
Title:	Non-Technical Summary: Figure 1.1: Overview of the Proposed Development
Drawn by:	CG
Date:	01/09/2025
Drawing:	123008-NTS-D1.1-1.0.0

Scale @ A3: 1:90,000

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