

Skye Reinforcement Project

Non Technical Summary

September 2022



Scottish & Southern
Electricity Networks

TRANSMISSION

CONTENTS

| | | |
|------------|---|-----------|
| 1. | INTRODUCTION AND OVERVIEW | 3 |
| 1.1 | Overview | 3 |
| 1.2 | Alternative Alignment in Section 3 – Broadford to Kyle Rhea | 4 |
| 1.3 | Project Need | 5 |
| 1.4 | EIA Report Structure | 7 |
| 1.5 | Notifications | 7 |
| 2. | PROJECT DESCRIPTION | 9 |
| 2.1 | Project Overview | 9 |
| 2.2 | Description of Overhead Line Infrastructure | 9 |
| 2.3 | 132 kV Underground Cable Installation | 12 |
| 2.4 | Cable Sealing End Compounds | 13 |
| 2.5 | Construction Programme | 14 |
| 2.6 | Construction Employment and Hours of Work | 14 |
| 2.7 | Construction Traffic | 14 |
| 2.8 | Environmental Management during Construction | 14 |
| 2.9 | Operation and Maintenance | 15 |
| 2.10 | Dismantling of the Existing OHL | 15 |
| 2.11 | Decommissioning the Proposed Development | 15 |
| 3. | THE ROUTING PROCESS AND ALTERNATIVES | 16 |
| 3.1 | Introduction | 16 |
| 3.2 | Corridor Selection (Stage 1) | 16 |
| 3.3 | Route Selection (Stage 2) | 16 |
| 3.4 | Alignment Selection (Stage 3) | 17 |
| 3.5 | Further Consideration of Alternatives during the EIA Process | 18 |
| 4. | EIA APPROACH, SCOPE AND CONSULTATION | 19 |
| 4.2 | Approach to Mitigation | 19 |
| 4.3 | Consultation with the Local Community | 19 |
| 5. | LANDSCAPE AND VISUAL | 20 |
| 5.1 | Landscape and Visual | 20 |
| 5.2 | Section 3: Alternative Alignment – Landscape and Visual | 23 |
| 6. | ECOLOGY | 24 |
| 6.2 | Section 3: Alternative Alignment – Ecology | 25 |
| 7. | ORNITHOLOGY | 26 |
| 7.2 | Section 3: Alternative Alignment - Ornithology | 27 |
| 8. | WATER ENVIRONMENT | 29 |
| 8.2 | Section 3: Alternative Alignment - Water Environment | 29 |
| 9. | GEOLOGY AND SOILS ENVIRONMENT | 30 |
| 9.2 | Section 3: Alternative Alignment - Geology, Peat and Soils | 30 |
| 10. | CULTURAL HERITAGE | 31 |
| 10.2 | Section 3: Alternative Alignment: Cultural Heritage | 31 |
| 11. | FORESTRY | 33 |
| 11.2 | Section 3: Alternative Alignment - Forestry | 33 |
| 12. | TRANSPORT | 35 |
| 12.2 | Section 3: Alternative Alignment – Traffic and Transport | 35 |
| 13. | SOCIO-ECONOMICS, RECREATION AND TOURISM | 36 |
| 13.2 | Section 3: Alternative Alignment – Socio-economic, Tourism and Recreation | 36 |
| 14. | SUMMARY | 38 |
| 14.2 | Alternative Alignment within Section 3 | 38 |

Figures

Figure 1.1a: Overview of Proposed Development

1. INTRODUCTION AND OVERVIEW

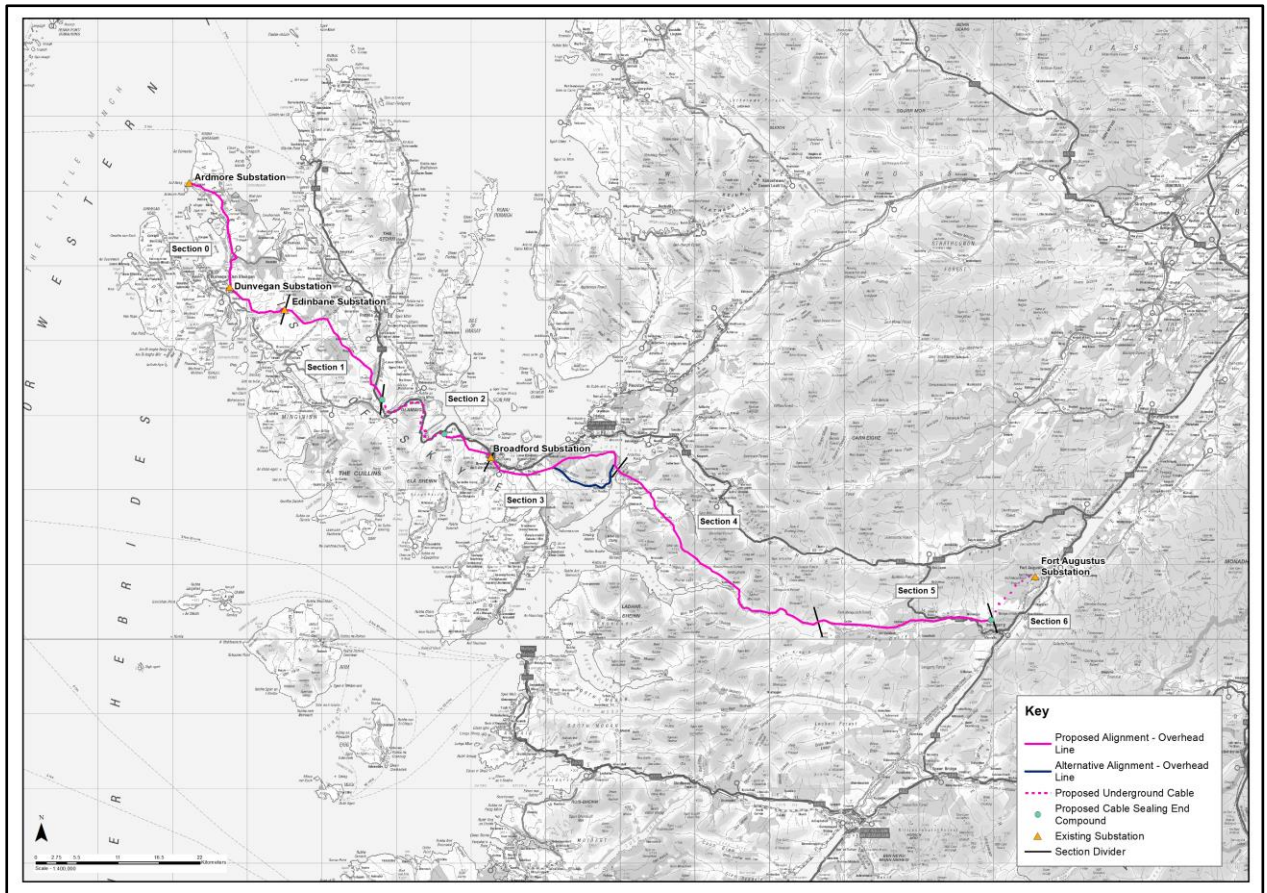
1.1 Overview

- 1.1.1 This Non-Technical Summary (NTS) forms part of the Environmental Impact Assessment Report ("EIA Report") 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 EIA Report has been prepared to accompany an application for consent under section 37 of the Electricity Act 1989 ("the 1989 Act"). The application seeks consent to construct and operate a new transmission connection that extends over a distance of approximately 160 km and would primarily comprise approximately 110 kilometres (km) of new double circuit steel structure 132 kV overhead transmission line (OHL) between Fort Augustus Substation and Edinbane Substation, and approximately 27 km of new single circuit trident H wood pole (H pole) OHL between Edinbane Substation and Ardmore Substation. This electricity transmission project would also include approximately 24 km of underground cable¹, proposed by the Applicant to mitigate likely significant landscape and visual effects, or as a means of rationalising the existing OHL network. A temporary diversion of the existing 132 kV OHL at Inchlaggan for approximately 750 m would also be required.
- 1.1.3 The electricity transmission project is referred to as the Skye Reinforcement Project (and hereafter also referred to interchangeably as "the Proposed Development"). The Proposed Development is required to replace existing assets that are approaching the end of their operational life and provide additional capacity on the transmission network for new renewable generation. Following completion of the Proposed Development, the existing 132 kV OHL between Fort Augustus Substation and Ardmore Substation would be dismantled and removed. An overview of the Proposed Development is shown on **Plate 1.1** (see also **Figures 1.1a to 1c: Overview of the Proposed Development**).
- 1.1.4 The Proposed Development comprises a Proposed Alignment for the OHL and, as described below, an Alternative Alignment between Broadford and Kyle Rhea, within Section 3² of the project.
- 1.1.5 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 an EIA Report, including the measures which would be taken to prevent, reduce and, where possible, offset predicted likely significant adverse effects.
- 1.1.6 Other associated works include extensions to Broadford and Edinbane Substations, and at Quoich Tee Switching Station, near Kingie. Separate consent would be sought by the Applicant for these works as they do not form part of the Proposed Development.

¹ Deemed planning consent under Section 57(2) of the Town and Country Planning Act 1997 would be sought for the installation and operation of underground cables.

² Given the length of the route for the Proposed Development, for the purposes of this EIA Report, the route for the new 132 kV transmission connection has been split into seven defined geographical 'sections'. This is discussed further in Part 1.6 of this Report.

Plate 1.1: Overview of the Proposed Development



1.2 Alternative Alignment in Section 3 – Broadford to Kyle Rhea

1.2.1 As referred to above, this application also seeks consent for an alternative option within Section 3 of the project between Broadford and Kyle Rhea, referred to as the “Alternative Alignment”. The Alternative Alignment would follow the same alignment as the Proposed Alignment from Broadford Substation to the minor road to Glen Arroch. At this point, the Proposed Alignment continues eastwards following a similar course to the existing OHL around the headland to the existing crossing towers at Kyle Rhea, whereas the Alternative Alignment would follow the minor road through Glen Arroch and Kyclerhea Glen. Prior to reaching the settlement at Kyclerhea, the Alternative Alignment is routed in a northerly direction via the lower slopes of Beinn Bhuidie and through commercial forestry to the existing crossing towers at Kyle Rhea. The total length of the Alternative Alignment would be approximately 20.8 km in length, whereas the Proposed Alignment in Section 3 would be 20 km. The Proposed Alignment and Alternative Alignment within Section 3 of the project is shown on **Plate 1.2**.

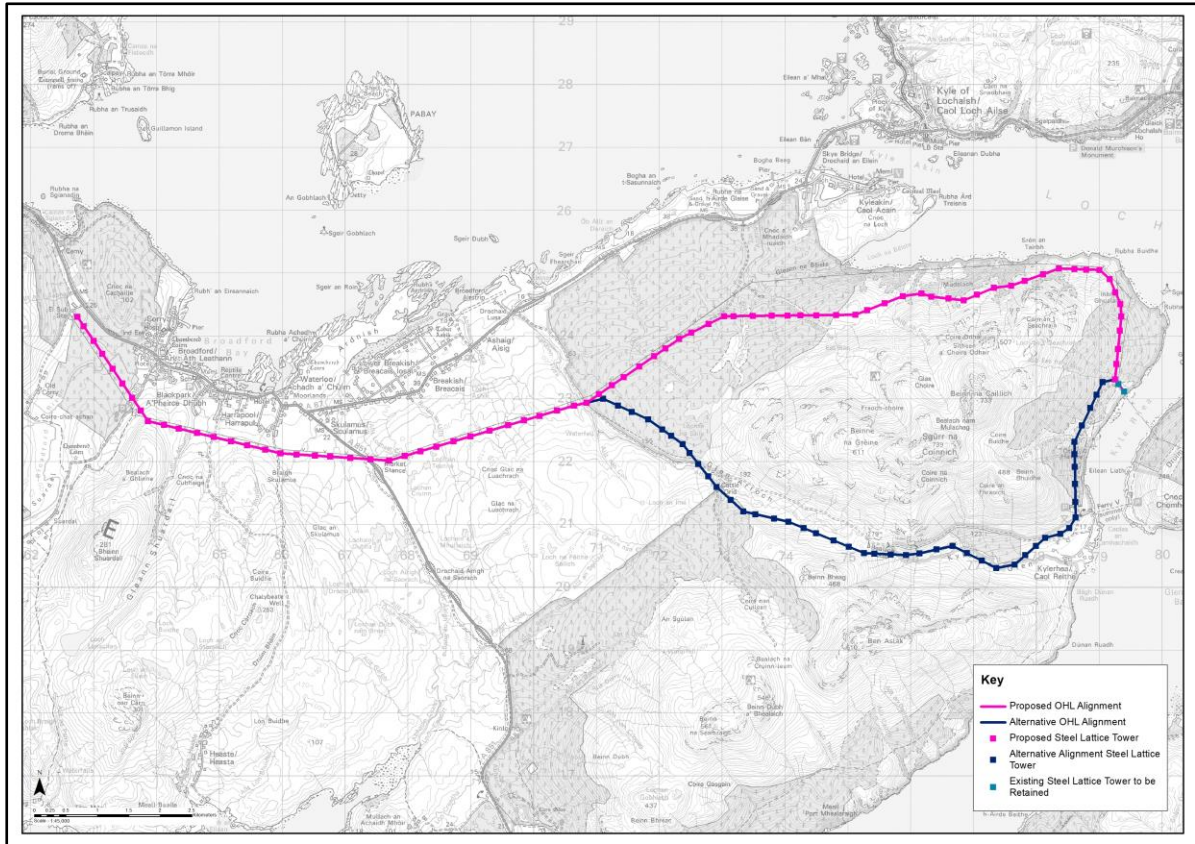
1.2.2 The decision to include both options within the consent application has been made by the Applicant given that both the Proposed Alignment within Section 3 and the Alternative Alignment cross the Kinloch and Kyleakin Hills Special Area of Conservation³ (SAC). This is a European site for nature and its designation as such means that Scottish Ministers have duties as the competent authority under the “Habitats Regulations”⁴ to consider prior to making a decision on whether the project should receive consent, including whether feasible alternatives exist.

³ Also designated as a Site of Special Scientific Interest (SSSI).

⁴ The Conservation of Habitats and Species Regulations 2017

1.2.3 The Applicant's preference is to construct and operate the Proposed Alignment.

Plate 1.2: Proposed Alignment and Alternative Alignment within Section 3 of the Project



1.2.4 The Applicant has provided information for Scottish Ministers to inform this decision in the form of a shadow Habitats Regulations Appraisal (“shadow HRA”) with the EIA Report. The shadow HRA predicts that, after the consideration of mitigation measures, an adverse effect on the integrity of four of the SAC’s qualifying features (Western acidic oak woodland, blanket bog, wet heathland with cross-leaved heath and dry heaths) cannot be ruled out for either the Proposed Alignment or the Alternative Alignment within Section 3.

1.2.5 Only one of the options would be built and the Applicant requests that Scottish Ministers consent only one of the two options. This approach avoids the need to bring forward a separate application, and allows all relevant issues to be considered together. Doing so is important to ensuring security of supply is maintained, and that proposed renewable developments in support of Net Zero targets can be accommodated within reasonable timescales.

1.3 Project Need

1.3.1 The existing 132 kV OHL from Fort Augustus to Ardmore on the Isle of Skye (“the existing OHL”) is the sole connection from the mainland electricity transmission system to Skye and the Western Isles. Recent studies into the condition of the existing OHL (see **Plate 1.3** for example photographs) have confirmed that the OHL between Quoich Tee Switching Station (near Kingie) and Ardmore Substation requires to be rebuilt in order to fulfil the Applicant’s statutory duty to ensure security of supply.

Plate 1.3: Photographs showing the condition of assets on the existing OHL



- 1.3.2 An additional driver for the Proposed Development is that as a result of an increase in renewable energy generation projects for which access to the electricity transmission network is being formally requested, there is a requirement to increase the capacity of the existing OHL for the entirety of its length between Ardmore and Fort Augustus. This would in turn support the UK and Scottish Government national energy policy targets for Net Zero and improve the security of supply for Skye and the Western Isles.
- 1.3.3 As a result, SSEN Transmission has analysed the needs case and system planning requirements for the project to ensure the approach for upgrading the transmission network serving Skye ensures that the best sustainable long-term solutions are identified.
- 1.3.4 SSEN Transmission proceeded with submission of the Final Needs case to Ofgem in July 2022. The Final Needs Case submission supports the need for SSEN Transmission to undertake the reinforcement of the Skye OHL circuit that will cover the full 160 km length of the existing Skye 132 kV single circuit OHL from Fort Augustus Substation to Ardmore on the Isle of Skye, which Ofgem is being asked to approve. The total

investment cost is currently estimated to be £488m and from additional cost benefit analysis carried out by SSEN Transmission it is estimated that the significant wider economic and environmental benefits that would be created from the recommended Skye reinforcement option would be:

- The creation of over £300m and £1.2bn to the local and UK economies respectively over the lifetime of the asset; and
- £160m of net benefit to society based on the whole life carbon profile of the recommended Skye reinforcement option.

1.4 EIA Report Structure

1.4.1 Given the length of the route for the Proposed Development, for the purposes of this EIA Report, the route for the new 132 kV transmission connection has been split into seven defined geographical 'Sections' to describe more easily the Proposed Development and baseline environmental factors. These 'Sections' are broadly defined as follows:

- Section 0 – Ardmore to Edinbane;
- Section 1 – Edinbane to North of Sligachan;
- Section 2 – North of Sligachan to Broadford;
- Section 3 – Broadford to Kyle Rhea;
- Section 4 – Kyle Rhea to Loch Cuaich;
- Section 5 – Loch Cuaich to Invergarry; and
- Section 6 – Invergarry to Fort Augustus.

1.4.2 This EIA Report consists of the following volumes:

- Volume 1: Main Report;
- Volume 2: Technical topic based reports;
- Volume 3: Figures;
- Volume 4a: Visualisations to NatureScot guidelines⁵;
- Volume 4b: Visualisations to The Highland Council guidelines⁶;
- Volume 5: Appendices to support each of the Chapters in the EIA Report where required;
- Volume 6: EIA of Alternative Alignment; and
- Non-Technical Summary.

1.4.3 A Planning Statement is also included with the application as supporting information.

1.5 Notifications

1.5.1 The section 37 application will be advertised in the Press and Journal and West Highland Free Press newspapers. Adverts will also be placed in the Edinburgh Gazette.

1.5.2 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:

- Portree and Raasay Service Point, Tigh-na-Sgìre, Park Lane, Portree, IV51 9GP (normal opening hours Monday to Friday 1.30pm to 4.30pm);
- Broadford Library and Service Point, Old Corry Road, Broadford, IV49 9AB (normal opening hours Tuesday to Friday 10.30am to 2pm and 3pm to 5pm); and

⁵ Scottish Natural Heritage (SNH), (2017), Visual Representation of Wind Farms (Version 2.2) (SNH, 2017)

⁶ The Highland Council (THC), (2016), Visualisation Standards for Wind Energy Developments (THC, 2016)

- Fort Augustus Village Hall, Bunoich Brae, Fort Augustus, PH32 4DG (opening of the hall to be arranged by appointment by calling 01320 366800).

1.5.3 An electronic version is available online at <https://www.ssen-transmission.co.uk/projects/skye-reinforcement/>

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

Joanne Nicolson

Lead Consents and Environment Manager

Scottish and Southern Electricity Networks

10 Henderson Road

Inverness

IV1 1SN

Email: joanne.nicolson@sse.com

Tel: 07584 313070

2. PROJECT DESCRIPTION

2.1 Project Overview

- 2.1.1 Between Fort Augustus Substation and Edinbane Substation, the Proposed Development would primarily comprise the construction of a new double circuit steel structure 132 kV OHL, totalling approximately 110 km in length. In two distinct areas within this part of the route of the Proposed Development; in Section 2 within the vicinity of the Cuillins, and in Section 6 between Loch Lundie and Fort Augustus Substation, underground cabling is proposed to either mitigate likely significant landscape and visual effects (in the case of Section 2) or rationalise the existing OHL network (in the case of Section 6). CSE compounds would be required to facilitate the transition between OHL and underground cable.
- 2.1.2 Between Edinbane Substation and Ardmore Substation, approximately 27 km of new single circuit trident wood pole (H pole) OHL is proposed.
- 2.1.3 The formation of new access tracks would be required to facilitate both the construction and, in places, the maintenance of the Proposed Development. In general, proposed construction access would be taken via the existing public road network and would make use of existing forest and estate tracks as far as practicable, upgraded as required. It is anticipated that access would mainly be achieved through upgrade of existing and installation of new tracks, both temporary and permanent. Floating stone road or trackway panel construction (typically a short term solution) may be installed in sensitive areas such as over deeper areas of peat. All new tracks would be constructed in accordance with best practice construction methods, and with reference to NatureScot's good practice guide on constructing tracks in Scottish uplands⁷.
- 2.1.4 To ensure safe access to the Proposed Development, operational access would be required in areas which are remote, or where terrain is difficult. This is essential for the maintenance and repair of the OHL and to ensure SSEN Transmission comply with their legislative obligations, particularly in relation to the Health and Safety at Work Act 1974⁸ and Construction (Design and Management) Regulations 2015⁹.
- 2.1.5 Where operational access is required, this would likely range from use of all-terrain vehicle (ATV) routes with no formal track to a stone road suitable for 4x4 vehicle access, approximately 2.5 m in width.
- 2.1.6 Following completion of the Skye Reinforcement Project, the existing 132 kV OHL would be dismantled and removed.

2.2 Description of Overhead Line Infrastructure

Steel Lattice Towers

- 2.2.1 The steel lattice towers to be used for this project would be constructed from fabricated galvanised steel and would be grey in colour. The towers would likely comprise a 'L7' series of steel lattice tower (an example photograph of which is shown in **Plate 2.1**). The span length (distance between towers) would vary slightly depending on topography and land usage. Typically, span lengths for the L7 standard tower are 290 m. Tower heights would also vary, depending on local topography, but would typically be in the region of 27 m to 33 m in height.
- 2.2.2 It is proposed to use the existing crossing towers at Kyle Rhea. This includes two crossing towers at Kyle Rhea, along with adjacent anchor towers, which would require steel work strengthening to support the

⁷ Constructed tracks in the Scottish Uplands (Updated September 2015), Scottish Natural Heritage.

⁸ <https://www.legislation.gov.uk/ukpga/1974/37/contents> - accessed 08/07/2022

⁹ <https://www.legislation.gov.uk/uksi/2015/51/contents/made> - accessed 08/07/2022

additional weight of the new OHL conductors, and reinforcements to the existing foundations. A photograph of the crossing towers taken from the Skye side of Kyle Rhea is included in **Plate 2.2**.

Plate 2.1: Photograph of Steel Lattice Tower Double Circuit (L7 series)



Plate 2.2: Photograph of Existing Crossing Towers at Kyle Rhea



H Wood Poles

2.2.3 Between Ardmore Substation and Edinbane Substation (Section 0 of the project), it is proposed that the existing 132 kV wood pole OHL would be replaced with a new 132 kV trident wood pole (H pole) OHL. The new OHL would have a nominal height of approximately 13 m (this could range between 10 m and 16 m in height above ground level (including insulators and support), depending on local terrain and ground conditions).

2.2.4 A schematic of a wood pole (suspension pole) is shown in **Plate 2.3**, while a photograph of a H pole is shown in **Plate 2.4**.

Plate 2.3: Wooden H Pole Schematic

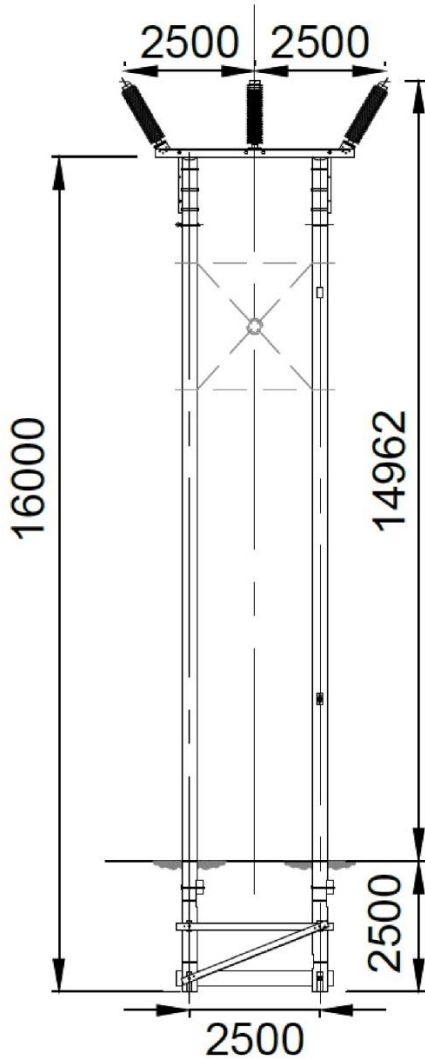
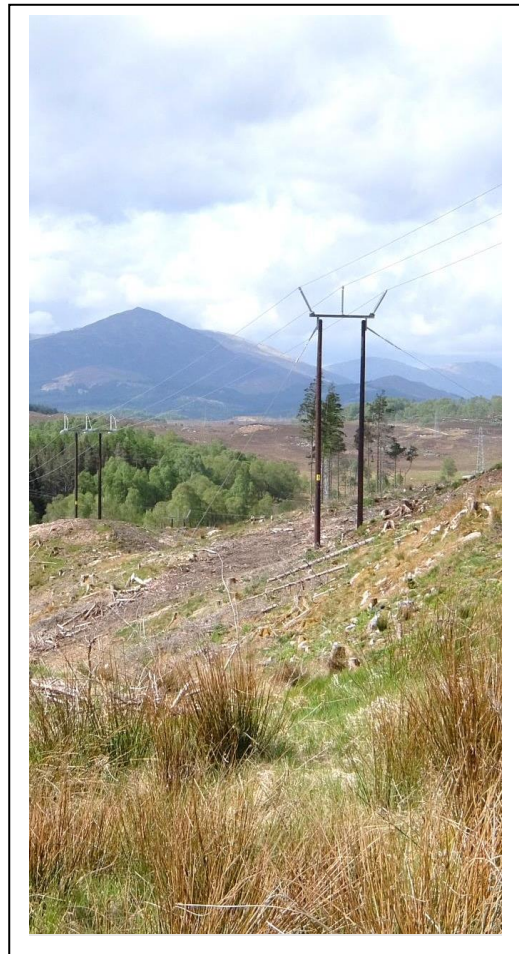


Plate 2.4: Photograph of H Pole



2.3 132 kV Underground Cable Installation

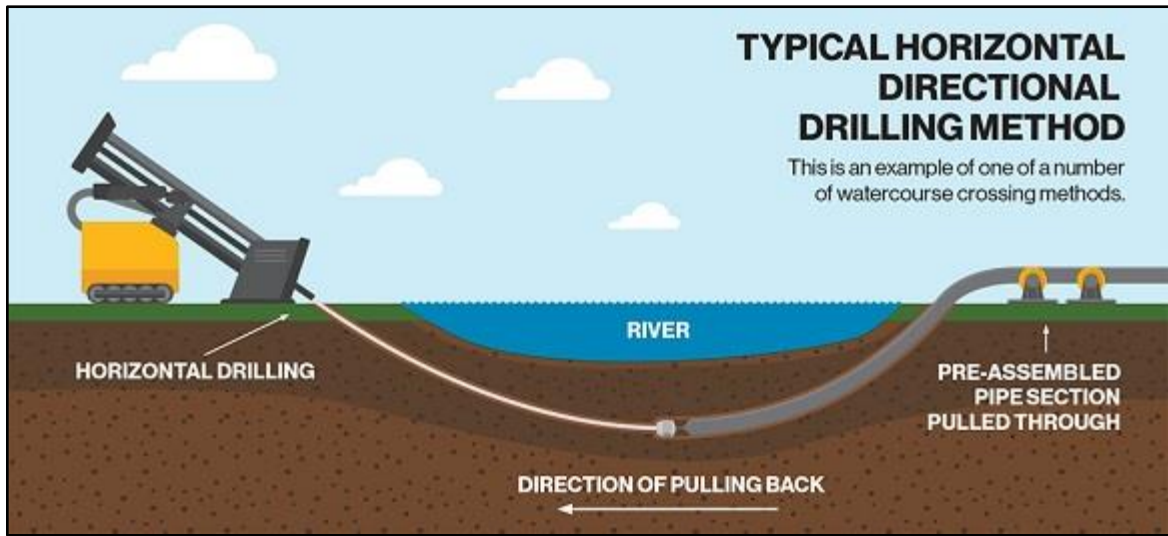
- 2.3.1 Approximately 24 km of double circuit 132 kV underground cable would be installed as part of the Proposed Development. This includes approximately 15 km within Section 2, from the north of Sligachan to Luib and approximately 9 km within Section 6, from within the vicinity of Loch Lundie to Fort Augustus Substation.
- 2.3.2 The overall cable construction corridor would typically be approximately 37 m wide to accommodate excavation and cable installation equipment and store excavated materials during construction for reinstatement once the installation process is complete. A temporary haul road would be constructed along the length of the cable during the construction phase, with the circuits installed on either side. A photograph showing an underground cable being laid as part of a double circuit installation is included in **Plate 2.5**.

Plate 2.5: Photograph of Underground Cable Installation



- 2.3.3 Approximately 1.8 km of underground cable within Section 2 of the transmission connection would be installed under the A87, between Sligachan and Sconser. Whilst the precise method of installation would be determined by the successful Principal Contractor, it is anticipated that a trench would be cut in a single carriageway of the road for each of the two circuits, with the bundles of cable laid in each trench. This would require one circuit to be installed in a single side of the carriageway, with traffic management measures in place to maintain flows of traffic along the other side of the carriageway. It is anticipated that closed sections of carriageway can be kept to a minimum as works would happen sequentially and it should not be necessary to close the entire length of carriageway within which the circuit is being installed. Once one circuit is installed, the road would be reinstated and the same process repeated on the other carriageway for the second circuit. The duration of these works along the A87 is anticipated to be approximately 12 weeks.
- 2.3.4 Watercourse crossing methods for underground cable installation would be tailored for each crossing dependent on the watercourse width and water volumes. Crossings would either be trenched within the watercourse channel and backfilled, or for watercourses over 2 m wide and where conditions allow. Horizontal Direct Drill (HDD) would be utilised which would involve directional drilling beneath the watercourse channel. See **Plate 2.6** below.

Plate 2.6: Typical HDD Method



2.4 Cable Sealing End Compounds

2.4.1 Cable Sealing End (CSE) compounds are required to facilitate the transition from underground cable to OHL (and vice versa). As part of the Proposed Development, three CSE compounds are proposed; North of Sligachan, at Luib and near Loch Lundie. A photo of a CSE compound is shown in **Plate 2.7**.

Plate 2.7: Example of a Cable Sealing End Compound



2.5 Construction Programme

2.5.1 It is anticipated that construction of the project would take place over a 36 month period (approximately), following the granting of consents and discharge of pre-commencement conditions. A further seven months (approximately) would be required for dismantling works associated with the existing OHL.

2.6 Construction Employment and Hours of Work

2.6.1 SSEN Transmission takes community responsibilities seriously. The delivery of a major programme of capital investment provides the opportunity to maximise support of local communities.

2.6.2 Employment of construction staff would be the responsibility of the Principal Contractor but SSEN Transmission encourages the Principal Contractor to make use of suitable labour and resources from areas local to the location of the works. It is likely that there would be a number of separate teams working at the same time at different locations along the Proposed Development route.

2.6.3 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 March to September and 07.30 to 17.00 (or within daylight hours) October to February.

2.7 Construction Traffic

2.7.1 Construction of the Proposed Development would give rise to regular numbers of staff transport movements, with work crews travelling to work site areas from a series of site compound areas located throughout the route.

2.7.2 Vehicle movements would be required to construct temporary or upgraded access roads; deliver the foundation and relevant components and conductor materials to site; and deliver and collect materials and construction plant from the site compounds to work areas.

2.7.3 A Traffic Management Plan would be prepared by the Principal Contractor, in consultation with SSEN Transmission, The Highland Council and Transport Scotland. The Traffic Management Plan would describe all mitigation and signage measures that are proposed on the public road network.

2.8 Environmental Management during Construction

2.8.1 All works would be carried out in accordance with the Applicant's General Environmental Management Plans (GEMPs) and Species Protection Plans (SPPs), which have been developed by the Applicant to ensure best practice working methods are adapted to minimise potential environmental effects.

2.8.2 A contractual management requirement of the successful Principal Contractor would be the development and implementation of a Construction Environmental Management Plan (CEMP). This document would detail how the successful Principal Contractor would manage the site in accordance with all commitments and mitigation detailed in the EIA Report, statutory consents and authorisations, and industry best practise and guidance.

2.8.3 Reinstatement works would generally be undertaken during construction (and immediate post-construction phase) and will 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.

2.8.4 A site reinstatement and restoration plan has been prepared to describe the principles and best practice guidance and measures that would be followed in the reinstatement and restoration of disturbed ground. This would be developed by the Applicant, the Principal Contractor and consenting authorities as required prior to construction commencing. In more sensitive areas, further site specific measures are required to ensure

successful reinstatement, including site specific soil and peat management measures, and the employment of specialist advisers (i.e. Ecological Clerk of Works and Landscape Clerk of Works).

2.9 Operation and Maintenance

2.9.1 In general, OHLs and underground cables 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.

2.9.2 During the operation of the Proposed Development, it would be necessary to manage vegetation within an operational corridor to maintain required safety clearance distances.

2.10 Dismantling of the Existing OHL

2.10.1 Following completion of the Proposed Development, the existing 132 kV OHL would be dismantled and removed.

2.10.2 To dismantle the existing OHL, access to each pole or tower location would be required. In the majority of cases, this would require access by tracked vehicles to each pole or tower location. Existing access tracks would be utilised as far as practicable. It is not anticipated that any new access tracks would be required to facilitate dismantling. In areas of steep terrain or in areas where particular environmental sensitivities may favour alternative methods, removal by helicopter is proposed.

2.11 Decommissioning the Proposed Development

2.11.1 The Proposed Development would not have a fixed operational life.

3. THE ROUTEING PROCESS AND ALTERNATIVES

3.1 Introduction

3.1.1 A routeing study was undertaken to consider technical, economic and environmental factors in evaluating the reasonable alternatives for the Proposed Development. The objective of the routeing study was to identify a proposed alignment and associated Limit of Deviation (LoD) which is technically feasible and economically viable and which causes the least disturbance to the environment and to the people who live, work, visit and enjoy recreation within it.

3.1.2 The approach to route and alignment selection has been informed by SSEN Transmission's guidance¹⁰. The guidance splits the routeing stage of a project into four principal stages, as follows:

- Stage 0: Routeing Strategy Development¹¹;
- 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 cost, technical and environmental considerations together in a way which seeks to achieve the best balance at each stage.

3.2 Corridor Selection (Stage 1)

3.2.1 A Corridor had been identified for the previously named Fort Augustus to Skye Project, when the proposed solution was to develop a wood pole OHL to run in addition to the existing 132 kV OHL connection. As the project evolved into the Skye Reinforcement Project (i.e. the Proposed Development), the Corridor was reviewed in tandem with the conclusions of the reinforcement strategy¹² to determine its appropriateness in delivering the specific needs of the project. This review concluded that, subject to an extension of the Corridor to Ardmore (given the Fort Augustus to Skye project terminated at Dunvegan), the Corridor continued to represent the appropriate geographical area within which the identification and appraisal of route options (Stage 2) should be carried out.

3.3 Route Selection (Stage 2)

3.3.1 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).

3.3.2 Route options were identified for each Section of the project following desk-based review and site walkovers. Indicative route options were identified at 1 km widths to allow for subsequent identification of alignments during the next stage of the process (Stage 3).

3.3.3 The appraisal of route options was set out in a Consultation Document¹³, published in March 2020. 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

¹⁰ SSEN Transmission (March 2018), Procedures for Routeing Overhead Lines of 132kV and above (updated in September 2020 to include underground cables of 132 kV and above)

¹¹ Setting out the proposed strategy for the routeing stage of a particular project.

¹² Skye Overhead Line Reinforcement Strategy, Document Reference T2BP-STR-0006 (SSEN Transmission). Available via <https://www.ssen-transmission.co.uk/media/3847/skye-overhead-line-reinforcement-strategy.pdf>

¹³ Skye Reinforcement Project: Consultation Document: Route Options (March 2020), produced by SSEN Transmission

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.

3.3.4 It had been intended to hold face to face consultation events at several locations along the route following publication of the Consultation Document in March 2020. However, as a result of the COVID 19 pandemic these events had to be cancelled. To continue engagement on the project SSEN Transmission developed an online consultation tool and hosted virtual consultation events, to enable the local community and stakeholders to experience the full exhibition from home on a computer, tablet or mobile device.

3.3.5 The virtual consultation events took place via the project website <https://www.ssen-transmission.co.uk/projects/skye-reinforcement/> at the following times:

- 9 June 2020; 14:00 – 16:00;
- 10 June 2020; 10.00 – 12.00; and
- 11 June 2020; 18:00 – 20:00.

3.3.6 Comments received from stakeholders in response to the Consultation Document (March 2020), or following virtual consultation events, were documented in a Report on Consultation, published in November 2020¹⁴.

3.3.7 The Report on Consultation confirmed that the preferred route in Sections 0, 1, 4, 5 and 6 of the project would be taken forward as the proposed route for the consideration of alignment options at Stage 3 of the route and alignment selection process. In Section 2 (North Sligachan to Broadford) and Section 3 (Broadford to Kyle Rhea), the Report on Consultation confirmed that given the consultation responses received and the sensitivities and challenges present within these sections, further engineering and environmental review of the options available was required prior to identifying a proposed route, preferred alignment and design solution.

3.4 Alignment Selection (Stage 3)

3.4.1 The alignment selection stage of the project sought to determine an alignment (subject to an indicative Limit of Deviation subject to further review during the EIA stage) within the proposed route identified during the route options stage, typically including the location of terminal and angle support structures, sealing end compounds for underground cables, and the definition of an access strategy. Within Sections 2 and 3 of the project, further consideration of route options was undertaken in parallel with alignment studies.

3.4.2 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.

3.4.3 The appraisal of the alignment selection stage of the project was set out in a Consultation Document: Alignment Selection¹⁵, published in September 2021. 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.

3.4.4 Public consultation events detailing the preferred alignment and design solution described in the Consultation Document¹²: were held at the following dates and locations:

- Dunvegan Community Hall, Dunvegan, 28 September 2021
- Broadford Village Hall, Broadford, 29 September 2021

¹⁴ Skye Reinforcement Project: Report on Consultation (November 2020), produced by SSEN Transmission

¹⁵ Skye Reinforcement Project: Consultation Document: Alignment Selection (September 2021), produced by SSEN Transmission

- Glenelg Village Hall, Glenelg, 30 September 2021
- Kyleakin Village Hall, Kyleakin, 04 October 2021
- Glengarry Community Hall, Invergarry, 05 October 2021
- Fort Augustus Village Hall, Fort Augustus, 06 October 2021

3.4.5 Virtual consultation events were also held via the project web page <https://www.ssen-transmission.co.uk/projects/skye-reinforcement/> on 13 October 2021.

3.4.6 Comments received from stakeholders in response to the Consultation Document¹², or following virtual consultation events, were documented in a Report on Consultation, published in March 2022¹⁶.

3.4.7 The Report on Consultation also confirmed how SSEN Transmission have responded to comments received by stakeholders on the preferred alignment and design solution and detailed the actions that would be taken forward as the project progresses through to the EIA and consenting stage.

3.5 Further Consideration of Alternatives during the EIA Process

3.5.1 The work that was undertaken during the route and alignment stages of the project enabled a rigorous consideration of reasonable alternatives with respect to route options, alignment selection and the consideration of different detailed design solutions available for the project. In particular, the decision by the Applicant to underground approximately 15 km of the transmission connection within Section 2 of the project through the Cuillin Hills NSA was taken in order to mitigate likely significant landscape and visual effects on receptors within this part of the route. Also, it was considered that the proposed undergrounding in Section 6 would address concerns over potential cumulative effects and provide some rationalisation of existing and future OHLs in this area, particularly in the approach to Fort Augustus Substation.

3.5.2 The consideration of alternatives during the EIA stage of the project focussed on pole and tower positions and the siting of ancillary infrastructure as a result of more detailed environmental and engineering information, including NVC habitat survey, peat probing and ground investigation results.

3.5.3 Changes to the design of the alignment of the route for the Proposed Development during the EIA stage of the Skye Reinforcement Project were generally minor in nature given the work undertaken during the alignment selection stage. It included the siting of infrastructure away from sensitive habitats or deeper areas of peat where practicable, whilst given cognisance to the technical requirements for constructing and operating the Proposed Development in often remote areas, and in challenging terrain.

3.5.4 A particular focus centred upon the siting of infrastructure within the Kinloch and Kyleakin Hills SAC / SSSI. Given the sensitivities of this site, the environmental and engineering teams worked closely to achieve an alignment and tower locations that minimised impacts on priority habitats, and other qualifying features of the designated site where possible. Access considerations were also an important part of the design process through the SAC / SSSI. NVC habitat and peat probing results were used in tandem with engineering analysis and expertise to establish the most appropriate form of access through this sensitive area during both construction and operation. A combination of cut and floating access tracks have been designed through the SAC / SSSI, dependent on habitat type, terrain and slope. The determination of track type during the EIA stage of the project within the SAC / SSSI helped to inform the iterative EIA and HRA process through this part of the route.

¹⁶ Skye Reinforcement Project: Report on Consultation (March 2022), produced by SSEN Transmission

4. EIA APPROACH, SCOPE AND CONSULTATION

4.1.1 Environmental Impact Assessment (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 grant of development consents.

4.1.2 An EIA Scoping Report was issued to the Energy Consents Unit (ECU) of the Scottish Government in December 2021 and a Scoping Opinion was provided by the ECU in April 2022. The responses, contained within the Scoping Opinion, were considered in detail during the EIA process and were used to inform the scope of the EIA.

4.2 Approach to Mitigation

4.2.1 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 (CEMP)). Such measures would be implemented during detailed design, construction and / or operation of the Proposed Development. Any remaining predicted effects after taking into account available mitigation measures are known as 'residual effects'.

4.3 Consultation with the Local Community

4.3.1 SSEN Transmission has sought to maintain an open dialogue with local communities spread across the route of the Proposed Development throughout the evolution of the project. This has included carrying out consultation events during the route option and alignment selection stages, engaging with local elected members such as Ward Councillors and Community Councils and engaging with landowners, residents and businesses that may be affected by the Proposed Development.

4.3.2 Consultation events with local communities were held during the route and alignment selection stages of the project, as described in Chapter 3 of this NTS. SSEN Transmission also maintained dialogue with all community and ward councils along the route and has sought to keep members up to date on project progress, and any upcoming consultation events. In addition to regular update meetings with MPs and MSPs, SSEN Transmission has also hosted a number of meetings with local elected members and community forums.

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 (GLVIA)¹⁷. This has considered the potential effects of the Proposed Development on landscape character, designated and protected landscapes, and also the potential effects of the Proposed Development on the visual amenity of those present within the landscape, including established views from residential areas, routes and other outdoor locations within a 1.5 km study area from the proposed OHL alignment within Section 0 (which would comprise wood poles), and 2.5 km from the proposed OHL alignment (or cable alignment) for Sections 1 to 6 (which would comprise a mix of steel lattice towers and underground cable).
- 5.1.2 The LVIA has been carried out on a Section by Section basis. However, it also gives consideration to the potential for cumulative effects between Sections of the Proposed Development, along with other related developments.
- 5.1.3 The LVIA takes account of embedded mitigation measures developed when establishing the preferred alignment and technology solutions for the Proposed Development. It also includes and assumes the application of general mitigation measures concerning the use of best practice procedures to be applied during the construction and reinstatement of the Proposed Development.

Landscape Character

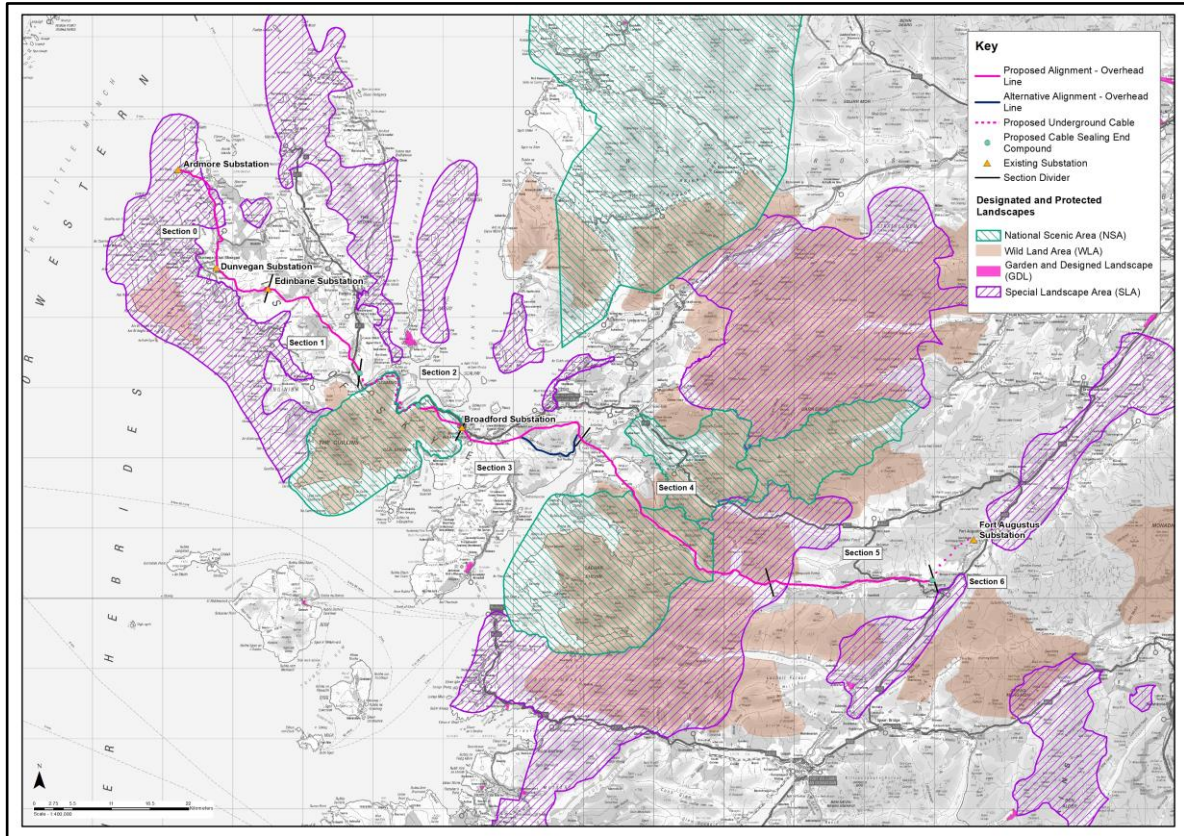
- 5.1.4 The landscape assessment has identified that there would be no significant effects to landscape character during both construction and operational phases, within Sections 0, 3, 5 and 6 of the Proposed Development.
- 5.1.5 Significant adverse landscape effects during construction are anticipated within parts of Sections 1, 2 and 4. These Sections contain the greater areas of remote and mountainous landscapes within the study area, considered to be of higher sensitivity to development of the type proposed.
- 5.1.6 During operation, following reinstatement, and with the application of mitigation measures to minimise the effects of tracks, the majority of these effects would reduce and become not significant. Residual significant effects would be limited to localised parts of the landscape within Section 1 and Section 2, comprising more remote and unmanaged areas where the Proposed Development would involve the replacement of the existing wood pole OHL with steel lattice towers, and therefore a more noticeable degree of change to landscape components would be experienced.
- 5.1.7 Elsewhere, the similarity of the proposed steel lattice towers or wood poles to those which would be replaced, following a largely similar alignment, and / or the presence of other development or land management activities would lead to a less pronounced change in landscape characteristics and no longer term significant effects are predicted.
- 5.1.8 There would also be some limited beneficial effects in parts of Section 2, between Glen Varragill and Luib, and in Section 6, where the existing wood pole OHL would be replaced with an underground cable.

¹⁷ Landscape Institute and Institute of Environmental Management and Assessment. (2013). Guidelines for Landscape and Visual Impact Assessment, Third Edition.

Designated and Protected Landscapes

5.1.9 The assessment of designated and protected landscapes has considered potential effects on National Scenic Areas (NSAs), Wild Land Areas (WLAs), Special Landscape Areas (SLAs) and sites included on the Inventory of Gardens and Designed Landscapes (GDLs), giving special consideration to potential effects on identified Special Qualities of these areas. **Plate 5.1** shows the Proposed Development in relation to these areas.

Plate 5.1: Designated and Protected Landscapes



5.1.10 The landscape effects described above are anticipated to lead to a localised significant effect to the landscape character of the Cuillin Hills NSA during construction within Section 2, however, this effect would be temporary with no longer term significant effects to any of the NSA special landscape qualities. There would also be some benefit elsewhere around the edge of the NSA, where an existing wood pole OHL would be removed and the Proposed Development undergrounded. This part of the Proposed Development would also lead to limited effects to the wild land character and some wild land qualities of WLA 23 Cuillin, but these would be not significant during both construction and operation phases.

5.1.11 Significant temporary and localised landscape effects to WLA 18. Kinlochhourn – Knoydart – Morar are anticipated during construction within Section 4. This is also anticipated to lead to a localised significant effect to the Knoydart NSA within the same area; however, these effects again would be temporary, during the construction phase only with no long term significant effect. Effects on the remaining part of the Knoydart NSA are not anticipated to be significant. There would be no significant effects to the character and Special Qualities of the Moidart, Morar and Glen Shiel SLA which also falls within Section 4.

5.1.12 There would be no significant effects during construction or operation for any other designated or protected landscapes within the study area.

Visual Effects

- 5.1.13 The visual assessment has identified that there would be a limited number of significant visual effects during construction and operation within Sections 1, 2, 4 and 5, affecting residents, tourists and visitors, travellers and recreational users. No significant visual effects have been identified for Sections 0, 3 and 6.
- 5.1.14 During construction, temporary significant effects are anticipated for the following locations or routes where the appearance of construction activities is anticipated to form a noticeable reduction in the quality of visual amenity for those present:
- Within Section 1: Residents located in Glen Vic Askill, Glenmore and Mugeary; travellers using the B885; and recreational users of two paths at Glen Vic Askill and to the north of Loch Connan;
 - Within Section 2: Residents located at Luib and Strollamus, visitors to Sligachan hotel and campsite; travellers on the A87, and the Sconser to Moll minor road around Loch Ainort; recreational receptors using footpaths and tracks around Luib and Strollamus, and along the northern shore of Loch Sligachan to Peinachorrain; and visitors to laybys located at the head of Loch Ainort;
 - Within Section 4: Residents located in Glen More, near Balavoulin; travellers / recreational users of the minor road to Kinloch Hourn; and recreational users of walking routes which form parts of the Kinloch Hourn Drove Road Heritage Path between Balvraid (in Gleann Beag) and Kinloch Hourn, and a localised part of a track to the north of Loch Coire Shubh; and
 - Within Section 5: Residents located at Leacan Dubh and Munerigie.
- 5.1.15 During operation the number and spread of significant effects would be reduced with longer term effects occurring only at a few locations within Sections 1, 2 and 5 where the steel lattice towers, replacing an existing wood pole OHL, would appear larger and more prominent in the view. These locations are summarised as follows:
- Within Section 1, for recreational users of a Core Path and residents at an isolated property at Glen Vic Askill, residents at a properties at Mugeary and travellers on the B885 minor road;
 - Within Section 2, for recreational users of a footpath close to Luib (the Torrin Ring from Luib);
 - Within Section 5, for residents of properties at Leacan Dubh and Munerigie.

Cumulative Effects

- 5.1.16 The cumulative assessment identified a small number of additional cumulative effects as follows:
- Cumulative visual effects for users of a Core Path near Glen Vic Askill, resulting from Section 1 of the Proposed Development, when considered in addition to Section 0 of the Proposed Development and the Edinbane Substation Extension and the consented Glen Ullunish Wind Farm;
 - Cumulative landscape effects around the Sligachan area for Section 2 of the Proposed Development, when considered in addition to Section 1 of the Proposed Development;
 - Cumulative visual effects for travellers on the A87 for Section 2 of the Proposed Development, affecting in addition to Sections 1 and 3 of the Proposed Development; and
 - Cumulative visual effects for users of the Kinloch Hourn Minor Road for Section 4 of the Proposed Development, when considered in addition to Section 5 of the Proposed Development.
- 5.1.17 The majority of these cumulative effects would occur during the construction phase of the Proposed Development only, but cumulative effects to Core Path near Glen Vic Askill are also predicted to occur during the operational phase of the Proposed Development.

5.2 Section 3: Alternative Alignment – Landscape and Visual

- 5.2.1 An LVIA has been undertaken for the Alternative Alignment within Section 3 of the project through Glen Arroch.
- 5.2.2 The assessment has established that significant landscape and visual effects and cumulative landscape and visual effects would occur within an area around Glen Arroch and Kyle Rhea where the OHL would form a noticeable feature within the landscape and views.
- 5.2.3 Whilst some of these effects would reduce to non-significant levels during the operation of the Proposed Development, the presence of steel lattice towers and permanent new access tracks within this area is predicted to lead to on-going significant landscape effects through Glen Arroch and Kyclerhea Glen, which comprises a locally valued landscape, and significant visual effects for residents and visitors accessing some parts of this area. Mitigation measures are proposed which may help to offset some of these effects.
- 5.2.4 Landscape and visual effects to the remaining parts of the study area including the Broadford area and east of Kyle Rhea strait would be not significant.

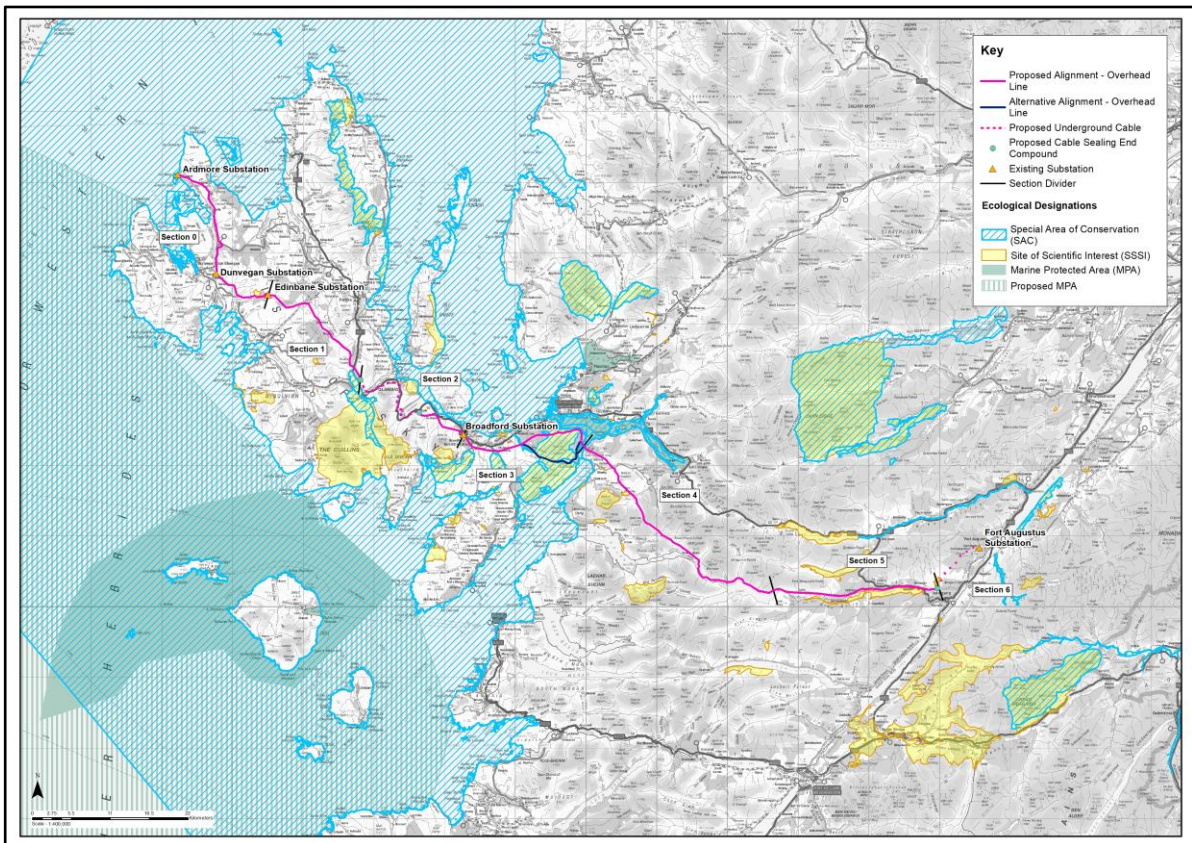
6. ECOLOGY

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

6.1.2 The scope of the ecological assessment and baseline conditions were determined through a combination of desk study, field surveys, and consultation with relevant organisations. This process established ecological features that could potentially be impacted by the Proposed Development. The Proposed Development overlaps with the Kinloch and Kyleakin Hills SAC and Site of Special Scientific Interest (SSSI) and passes through areas of habitat listed on the Ancient Woodland Inventory. Most of the study area consists of open upland heath and bog habitats. Patches of other habitat types break up the expanses of wet heath and blanket bog; with the respective communities often forming complex mosaics and transitional areas. Protected species including badger, bats, hares, otter, pine marten, red squirrel and reptiles are likely to be within the study area, with a number of watercourses providing suitable habitat for salmonid populations.

6.1.3 Plate 6.1 shows the Proposed Development in the context of ecologically designated sites.

Plate 6.1: Ecological Designated Sites



6.1.4 The Proposed Development has been designed to minimise impacts on important habitats, peatland and protected species as far as practicable. This has been achieved through embedded mitigation and the iterative design process. This process, combined with further commitments to certain mitigation measures pre-construction, during construction, and during operation, allowed potential effects on several habitats and species present to be scoped-out of the assessment.

- 6.1.5 The following Important Ecological Features (IEFs) were taken forward to the assessment stage: the Kinloch and Kyleakin Hills SAC and SSSI sites (including lichen and bryophyte assemblages), ancient woodland, broadleaved woodland, blanket bog (including wet modified bog), wet heath, dry heath and otter.
- 6.1.6 The most tangible effect during construction of the Proposed Development on most IEFs would be direct habitat loss due to the construction of infrastructure, in addition to some indirect drainage effects on wetland habitats. Dismantling of the existing OHL could have beneficial effects on woodland habitats due to removal of the need for maintaining an operational corridor, although could cause disturbance to otter through proximity of suitable habitat and known resting sites. Operational impacts could have adverse impacts on the woodland habitat of the Kinloch and Kyleakin Hills SAC and SSSI through maintenance of the operational corridor.
- 6.1.7 The assessment concluded that there would be residual significant adverse effects on the Kinloch and Kyleakin Hills SAC and SSSI, and on ancient woodland during construction; predicted significant beneficial effects on the Kinloch and Kyleakin Hills SAC and SSSI and ancient woodland due to the dismantling of the existing OHL; and predicted significant adverse effects on the Kinloch and Kyleakin Hills SAC and SSSI during operation. There would also be a potentially significant adverse effect on the Kinloch and Kyleakin Hills SAC and SSSI through an in-combination effect with a Scottish Forestry Alliance (SFA) woodland expansion project.
- 6.1.8 A detailed assessment of the impacts on the qualifying features of the Kinloch and Kyleakin Hills SAC has been undertaken in a Shadow HRA for the Proposed Development to meet the requirements of the 2017 Habitat and Species Regulations and to provide information for Scottish Ministers, as competent authority, to consider.
- 6.1.9 To compensate residual significant adverse effects on the Kinloch and Kyleakin Hills SAC and SSSI habitats, a Habitat Management Plan (HMP) would be developed for the relevant qualifying features affected. Significant adverse effects through the loss of ancient woodland would be reduced through compensation planting, which would be detailed in a HMP for habitats outwith the SAC. The HMP would also be designed to reduce the effects on other IEF habitats and provide enhancement at the Site.

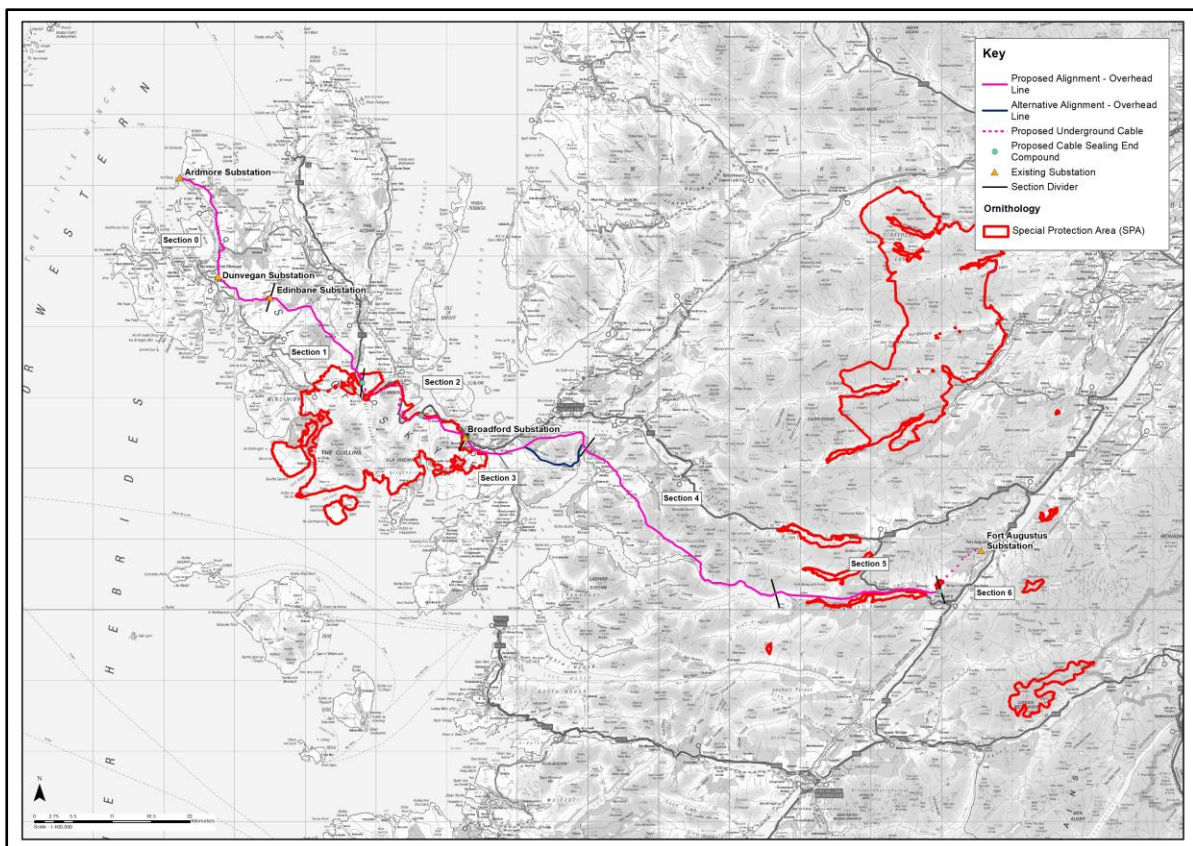
6.2 Section 3: Alternative Alignment – Ecology

- 6.2.1 An assessment of the potential effects of the Proposed Development with an Alternative Alignment within Section 3 of the project has been undertaken.
- 6.2.2 The assessment concluded that, as with the Proposed Alignment within Section 3, there would be residual significant adverse effects on the Kinloch and Kyleakin Hills SAC and SSSI, and on western acidic woodland during construction (but none during operation) and significant beneficial effects on the Kinloch and Kyleakin Hills SAC and SSSI and western acidic oak woodland due to dismantling of the existing OHL.
- 6.2.3 Overall, the Alternative Alignment would be expected to have similar effects on IEF's as the Proposed Alignment within Section 3, however, many of the predicted impacts for the Alternative Alignment were assessed as slightly lower magnitude. This includes a reduced impact on the Kinloch and Kyleakin Hills SAC and SSSI compared to the Proposed Alignment, impacting 14.42 ha of qualifying habitat during construction as opposed to 16.73 ha (0.27 % of the site rather than 0.32 %). No operational impacts on the SAC are anticipated with the Alternative Alignment.
- 6.2.4 To compensate residual significant adverse effects on the Kinloch and Kyleakin Hills SAC and SSSI habitats, a Habitat Management Plan (HMP) would be developed for the relevant qualifying features affected. Significant adverse effects through the loss of ancient woodland would be reduced through compensation planting, which would be detailed in a HMP for habitats outwith the SAC. The HMP would also be designed to reduce the effects on other IEF habitats and provide enhancement at the Site.

7. ORNITHOLOGY

- 7.1.1 An ornithology assessment has been carried out to determine the potential effects of the construction and operation of the Proposed Development, along with dismantling works associated with the existing OHL, on bird species identified during survey work.
- 7.1.2 The assessment follows current best practice and focuses on potential direct and indirect effects on key bird receptors. The baseline surveys, carried out between April 2016 and continued until the end of August 2021, followed standard methods (SNH 2014, 2017) and included: Moorland Bird surveys; Scarce Breeding Bird surveys; Black Grouse surveys; Flight Activity (vantage point) surveys and Coastal Bird surveys (within selected Sections of the OHL route).
- 7.1.3 Plate 7.1 shows the Proposed Development in the context of European designated sites for ornithology.

Plate 7.1: European Designated Sites for Ornithology



- 7.1.4 The impact assessment considered the various potential effects arising from the construction and operation of the Proposed Development or in relation to the dismantling of the existing OHL for each Section of the Proposed Development and the Proposed Development as a whole. The assessment evaluated the significance of these effects on bird species of high and moderate Nature Conservation Importance (NCI) for which a population is known to be present, or potentially present, in the vicinity of the Proposed Development. The assessment of cumulative effects was limited to species of high or moderate importance, for which there is a likely effect assessed as minor or above (for an individual Section).
- 7.1.5 Four bird species were included in the impact assessment, white-tailed eagle, golden eagle, black-throated diver and common scoter. These species were considered to be of high NCI due to their listing as Annex I species (Birds Directive) and Schedule 1 of the Wildlife and Countryside Act 1981, as amended by the Nature Conservation (Scotland) Act 2004). It was possible to 'scope out' the effects on a number of other species of

high Nature Conservation Importance by virtue of their ecology, absence, distance from the Proposed Development, small numbers, low levels of activity and the nature and location of this activity.

- 7.1.6 Habitat loss arising from the construction of the Proposed Development is unlikely to result in adverse impacts upon any bird species. Any impacts are likely to be negligible and not significant. Population reductions due to habitat loss, displacement and/or collision mortality are also likely to be minimal. Where “hot spots” of flight activity have been identified, mitigation by way of bird flight diverters (along parts of new OHL in Sections 1 and 5) has been proposed to reduce the potential for collision effects. Any impacts are likely to be negligible and not significant for all bird species.
- 7.1.7 The contribution of adverse effects accrued by the Proposed Development to regional populations would be undetectable and so cumulative effects of the Proposed Development with existing and planned developments in the region have been judged as being unlikely to have a significant effect on existing bird populations.
- 7.1.8 Overall, it is concluded that the Proposed Development would not have a significant effect on birds. There would be permanent operational beneficial effects as a result of undergrounding approximately 24 km of the Proposed Development and the subsequent removal of the existing OHL in Sections 2 (part) and 6.
- 7.1.9 As the Proposed Development passes through or in the vicinity of European designated sites; the Cuillins Special Protection Agency (SPA) (Golden eagle) (Sections 1, 2 and 3 of the project) and the West Inverness-shire Lochs SPA / SSSI (Black-throated diver and Common Scoter)(Sections 5 and 6 of the project), information is presented in the form of shadow HRAs to allow the competent authority to consider the requirement for an assessment of potential effects of the Proposed Development on the integrity of the two SPAs. This information demonstrates that the Proposed Development would not have an adverse effect on the integrity of either SPA.

7.2 Section 3: Alternative Alignment - Ornithology

- 7.2.1 An ornithology assessment has been carried out to determine the potential effects of the construction and operation of the Alternative Alignment within Section 3 of the project.
- 7.2.2 One bird species was included in the assessment of the Alternative Alignment, white-tailed eagle. This species is considered to be of high NCI due to their listing as Annex I species (Birds Directive) and Schedule 1 of the Wildlife and Countryside Act 1981, as amended by the Nature Conservation (Scotland) Act 2004). It was possible to 'scope out' the effects on a number of species of high NCI by virtue of their ecology, absence, distance from the Alternative Alignment, small numbers, low levels of activity and the nature and location of this activity.
- 7.2.3 Habitat loss arising from the construction of the Alternative Alignment is unlikely to result in adverse impacts upon any bird species. Any impacts are likely to be negligible and not significant. Population reductions due to habitat loss, displacement and/or collision mortality are also likely to be minimal. Where “hot spots” of flight activity have been identified mitigation, by way of bird flight diverters, has been proposed. In relation to the Alternative Alignment, the results of baseline surveys have identified a 'hot-spot' of white-tailed eagle flight activity around Kyle Rhea. The substantial majority of white-tailed eagle activity within Section 3 is to the south of the existing OHL crossing tower at Kyle Rhea. Therefore, the frequency of flight activity in proximity to the Alternative Alignment within Section 3 is considered to be significant and is likely to give rise to an increase in collision effects to those already presented by the existing OHL. As line marking is proposed for the duration of the operational period of parts of the Alternative Alignment within Section 3, the residual effects on all bird species are negligible and therefore not significant.
- 7.2.4 The contribution of adverse effects accrued by the Alternative Alignment within Section 3 of the Proposed Development to regional populations would be undetectable and so cumulative effects of the Alternative

Alignment with existing and planned developments in the region are judged as being unlikely to have a significant effect on existing bird populations.

- 7.2.5 Overall, it is concluded that the Alternative Alignment within Section 3 of the Proposed Development would not have a significant effect on birds under the terms of the EIA Regulations.

8. WATER ENVIRONMENT

- 8.1.1 An assessment has been undertaken on the potential effects on the hydrology and hydrogeology (the water environment) during the construction (including dismantling associated with the existing OHL) and operational phases of the Proposed Development.
- 8.1.2 Information for the assessment was compiled using baseline information from a desk study which was verified by an extensive programme of field work. The field work included investigation of private and public water supply sources in order to determine those which might be hydrologically connected to and at risk from the Proposed Development.
- 8.1.3 The assessment considers the potential effects associated with alteration of surface water or groundwater flow; impairment of surface water or groundwater quality; increase in flood risk; impairment of Drinking Water Protected Areas and private water supplies; and adverse effect on water dependent designated sites where there is a potential hydrologic connection to the Proposed Development. A schedule of proposed permanent watercourse crossings associated with the Proposed Development, has also been prepared.
- 8.1.4 The assessment was undertaken considering the sensitivity of receptors identified during the baseline study and considering mitigation measures incorporated in the development design, which included a buffer of at least 20 m to water features. There are limited locations where, as a consequence of engineering constraints, it has not been possible to maintain this buffer and these locations have been confirmed in the assessment. It is recognised that at these locations additional safeguards are required to protect the water environment and details of these are identified in this assessment. The assessment also considered potential future changes to baseline conditions.
- 8.1.5 Subject to adoption of best practice construction techniques and a project specific Construction Environmental Management Plan (CEMP), no significant adverse effects on the water environment have been identified. The CEMP includes provision for drainage management plans which will be agreed with statutory consultees, including SEPA and which will 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 which would also be agreed with statutory consultees including SEPA prior to any construction or dismantling works being undertaken.
- 8.1.6 Notwithstanding these safeguards, a programme of baseline and construction phase water quality monitoring is proposed which would be used to confirm that the Proposed Development does not have a significant effect on the water environment. The monitoring programme would also be used to ensure private water supplies, Drinking Water Protected Areas, and water dependant designated sites are safeguarded. It is proposed that the monitoring programme is agreed with statutory consultees.

8.2 Section 3: Alternative Alignment - Water Environment

- 8.2.1 An assessment has been undertaken of the Alternative Alignment within Section 3 of the project between Broadford and Kyle Rhea on hydrology and hydrogeology (the water environment) during the construction and operational phases.
- 8.2.2 The assessment followed the same approach and methods as have been undertaken for the Proposed Alignment, as discussed above. Similarly the assessment concluded that, with appropriate safeguards and a programme of baseline and construction phase water quality monitoring, particularly in relation to private water supplies at Kylerhea, no significant residual adverse effects on the water environment have been identified.

9. GEOLOGY AND SOILS ENVIRONMENT

- 9.1.1 An assessment has been undertaken on geology, peat and soils (the geology and soils environment) during the construction and operational phases of the Proposed Development, along with potential effects of dismantling the existing OHL.
- 9.1.2 Information for the assessment was compiled using baseline data from a desk study which was verified by an extensive programme of investigative field work.
- 9.1.3 The assessment has been undertaken considering the sensitivity of the receptors identified during the baseline study and considering the mitigation measures incorporated in the development design.
- 9.1.4 The scope of the assessment was determined through a combination of professional judgement, reference to relevant guidance documents and consultation with stakeholders through a formal EIA scoping process and pre-application advice.
- 9.1.5 Construction (including dismantling) and operation of the Proposed Development has the potential to result in the following effects: soil compaction and erosion; peat erosion or instability; adverse effects on geological designated sites; adverse effect on ground stability and adverse effects on contaminated land. However, subject to adoption of best practice construction techniques and a project specific CEMP, no significant adverse effects on the geology and soils environment have been identified for the Proposed Development.

9.2 Section 3: Alternative Alignment - Geology, Peat and Soils

- 9.2.1 An assessment has been undertaken on the geology and soils environment during the construction (including dismantling of the existing 132 kV existing OHL) and operational phases of the Alternative Alignment within Section 3 of the project.
- 9.2.2 The assessment followed the same approach and methods as has been undertaken for the Proposed Alignment, as discussed above. Similarly, the assessment concluded that, subject to the adoption of best practice construction techniques and implementation of a project specific CEMP, no significant adverse effects on the geology and soils environment have been identified for the Alternative Alignment.

10. CULTURAL HERITAGE

- 10.1.1 An assessment to consider the likely significant effects on cultural heritage assets from the construction and operation of the Proposed Development has been carried out. The assessment has been informed by comments and information provided by Historic Environment Scotland (HES) and The Highland Council. (THC)
- 10.1.2 The assessment identified and evaluated cultural heritage assets present within an Inner Study Area, which comprised 200 m corridor around the proposed OHL and UGC, and 50 m around access tracks, through the examination of desk-based resources and walk-over field survey. It was also designed to identify and evaluate heritage assets up to 2.5 km around the Proposed Development (Outer Study Area); these assets comprise scheduled monuments, listed buildings and a conservation area, in respect of which their settings could be affected.
- 10.1.3 A total of 208 heritage assets were identified within the Inner Study Area; 76 are recorded on THC Historic Environment record (HER) and 132 were identified during the desktop study and/or subsequent field surveys. None are statutorily designated.
- 10.1.4 Twenty-four of these assets are assessed to be of regional heritage importance (medium sensitivity), 156 of these are assessed to be of local heritage importance (low sensitivity) and 28 are of lesser importance (negligible sensitivity).
- 10.1.5 The Proposed Development has been designed to avoid upstanding heritage assets wherever possible. However, potential direct effects of moderate significance have been predicted for one asset of local importance (low sensitivity). Potential direct effects of minor significance have been predicted for 14 assets of regional importance (medium sensitivity) and 41 assets of local importance (low sensitivity). Potential direct effects of negligible significance have been predicted for three assets of regional importance (medium sensitivity), 89 assets of local importance (low sensitivity), and 16 assets of lesser importance (negligible sensitivity).
- 10.1.6 Mitigation measures are proposed to ensure the protection of surviving remains that lie in close proximity to Proposed Development groundworks. Following the application of mitigation measures, the significance of all residual direct effects would be reduced to negligible.
- 10.1.7 A total of 65 statutorily designated heritage assets were identified within the Outer Study Area. They comprise 11 Scheduled Monuments and one Category A Listed Building assessed to be of national heritage importance (high sensitivity), 30 Category B Listed Buildings and one Conservation Area assessed to be of regional heritage importance (medium sensitivity), and 21 Category C Listed Buildings assessed to be of local heritage importance (low sensitivity).
- 10.1.8 There would be effects of minor significance on the settings of ten scheduled monuments and one Category A Listed Building. All other effects on the settings of designated heritage assets in the Outer Study Area would be of no more than negligible significance.
- 10.1.9 Potential cumulative effects of minor significance on the settings of two Scheduled Monuments (Dun Arkaig, broch (SM 13662) and Old Corry, cairns (SM 13673)) are predicted, arising from the Proposed Development in combination with the proposed extensions to Edinbane Substation and Broadford Substation, and the approved Glen Uilinish Wind Farm (including access track). All other cumulative effects on the settings of designated heritage assets in the Outer Study Area would be of no more than negligible significance.

10.2 Section 3: Alternative Alignment: Cultural Heritage

- 10.2.1 An assessment of the likely predicted significant effects of the Alternative Alignment within Section 3 on heritage assets has been undertaken.

- 10.2.2 The study has identified 24 heritage assets within the Inner Study Area and 10 assets with statutory designations within the Outer Study Area.
- 10.2.3 The identified assets within the Inner Study Area are of the post-medieval and early modern period and comprise townships, farmsteads, shielings, historic field boundaries and cultivation remains. All 24 are non-designated heritage assets; four are of regional heritage value and medium sensitivity, 16 are of local heritage value and low sensitivity, and four are of limited heritage value and negligible sensitivity.
- 10.2.4 Designated assets within the Outer Study Area comprise one Scheduled Monument of national heritage value and high sensitivity, six Category B Listed Buildings of regional heritage value and medium sensitivity and three Category C Listed Buildings of local heritage value and low sensitivity.
- 10.2.5 Potential direct impacts arising from construction works have been identified that would affect up to 20 heritage assets within the Inner Study Area. These would result in potential adverse effects of minor significance on three heritage assets, and adverse effects of negligible significance on 17 others.
- 10.2.6 Mitigation measures set out to reduce predicted adverse direct impacts include archaeological investigation, recording, and archaeological monitoring. The scope and detail of mitigation work would be agreed with THC: HET. Following mitigation, all residual adverse effects would be of negligible significance.
- 10.2.7 The Alternative Alignment, when completed, would result in residual effects of minor significance on the setting of one Scheduled Monument and residual effects of negligible significance upon the settings of the Listed Buildings within the Outer Study Area.

11. FORESTRY

- 11.1.1 The Proposed Development is predicted to result in the direct loss of 100 ha of commercial woodland, 11 ha of ancient woodland and 7 ha of semi-natural woodland, due to the requirement to create an Operational Corridor (OC) for the construction and safe operation of the proposed OHL, including the creation of access tracks.
- 11.1.2 The assessment concluded that the removal of 11 ha of ancient woodland and 7 ha of semi-natural woodland, of which 0.15 ha is ancient woodland within the Kinloch and Kyleakin Hills Special Area of Conservation (SAC), would result in a significant adverse effect on both woodland types across the project, despite potential opportunities to reduce the amount of felling, subject to further detailed design. No significant effects were predicted for the removal of commercial woodland.
- 11.1.3 Given 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 objective of no net loss of woodland.
- 11.1.4 Furthermore, it is acknowledged that the creation of the OC would result in wider potential indirect effects on the surrounding woodland areas. These areas would be subject to potential increased risk of damage (windthrow). The Woodland Reports identify further areas of felling to leave a windfirm edge (categorised as an indirect secondary impact). Any felling undertaken outwith the OC would be solely under the control of the relevant landowner (and not the Applicant). It is the intention of the Applicant to encourage the landowners to follow this good practice in terms of redesign of their current Long-Term Forest Plans which in-turn would aim to follow UKFS for the implementation of the works required.
- 11.1.5 The assessment identified the potential for significant effects (pre-mitigation) on forest management, due to the requirement for forest managers to amend current objectives, plans and techniques for their forest, in particular, to incorporate the felling requirements for the OC into their long-term felling and landscape design plans. With the commitment to develop the 'Woodland Reports' for each of the forests and woodlands affected by the Proposed Development, this is deemed sufficient to reduce the residual effect on forest management to not significant.
- 11.1.6 No significant effects on forest operations access were identified.

11.2 Section 3: Alternative Alignment - Forestry

- 11.2.1 A summary of the likely significant predicted effects on forest and woodland areas of the Alternative Alignment during construction and operation has been undertaken. The assessment followed the same approach and methods as has been undertaken for the Proposed Alignment.
- 11.2.2 The Alternative Alignment would result in the requirement to create an operational corridor through Kyle Farm and Mudalach Woodland, owned by Scottish Ministers and managed by Forestry and Land Scotland. A woodland report has been prepared providing further information on the existing woodland and forest. Part of this woodland is commercial conifer plantation, with Lodgepole pine as its principal conifer species. Other parts of this woodland are included within the Kinloch and Kyleakin Hills SAC / SSSI noted for the Western Acidic Oak Woodland.
- 11.2.3 In comparison with the Proposed Alignment within Section 3, the Alternative Alignment would result in an increase to the amount of commercial woodland felling requirements. 19.89 ha of commercial woodland would be required to be felled to form the OC for the Alternative Alignment, whereas 9.4 ha of commercial woodland would be required to be felled to form the OC for the Proposed Alignment within Section 3. This would result in the total commercial woodland felling requirements across the project increasing from 100 ha to approximately 110 ha.

- 11.2.4 For semi-natural woodland, the Alternative Alignment would result in a reduction of 0.7 ha, of which 0.1 ha is ancient woodland within the Kinloch and Kyleakin Hills SAC within Section 3. This compares with a loss of 1 ha of semi-natural woodland (of which 0.15 ha is within the SAC) for the Proposed Alignment.
- 11.2.5 The Alternative Alignment within Section 3 would not alter the assessment findings for the Proposed Development as set out above for the Proposed Alignment within Section 3 of the project. The same good practice measures and compensatory planting requirements would apply.

12. TRANSPORT

- 12.1.1 An assessment of traffic and transport effects on the public road network associated with the construction phase (which includes the dismantling and removal of the existing OHL) 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. Where certain criteria is met in accordance with best practice guidance, a review of the effects on severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation and accidents / road safety, have been evaluated. These receptors were also evaluated cumulatively. 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.
- 12.1.3 The construction traffic would result in a temporary increase in traffic flows on the road network surrounding the Proposed Development. However, no link capacity issues are expected on any of the roads assessed due to the additional movements associated with the Proposed Development. The effects of construction traffic are temporary in nature and are transitory.
- 12.1.4 A series of mitigation measures and management plans have been proposed to help mitigate and offset the impacts of the traffic flows during the construction phase traffic flows. These would be implemented through a Construction Traffic Management Plan.
- 12.1.1 The assessment confirms that the predicted residual effects (i.e. after the implementation of mitigation) would be minor in nature and they would not be significant. There are no long-lasting detrimental transport or access issues associated with the construction phase of the Proposed Development.
- 12.1.2 The cumulative assessment considered the proposed extensions to Broadford and Edinbane substations as they are closely linked with the Proposed Development, and it is anticipated they will be constructed in the same time period. The cumulative assessment concluded that the road network would have sufficient capacity to accommodate combined flows of these three developments. It is anticipated that an overarching Traffic Management and Monitoring Plan would be produced if the developments were constructed at the same time.

12.2 Section 3: Alternative Alignment – Traffic and Transport

- 12.2.1 A summary of the likely predicted significant effects on transport of the Alternative Alignment within Section 3 of the project has been undertaken. Consideration has been given to whether the Alternative Alignment would result in any change to the assessment of effects predicted for the Proposed Development.
- 12.2.2 It was concluded that should the Alternative Alignment within Section 3 of the project be constructed, there would be a localised increase in traffic flows associated with this change. The wider study area effects would be unlikely to alter to any significant degree, but it is recognised that the impact on users and residents living along Glen Arroch Road will increase in significance and duration.
- 12.2.3 Whilst the effects of the Alternative Alignment would increase locally along the Glen Arroch Road, the proposed mitigation measures for the Proposed Development, including the use of a proposed Construction Traffic Management Plan, localised road enhancements and a Section 96 Abnormal Wear and Tear agreement, would still remain valid, albeit with localised enhancements to cater for the effects of any change in access and routing.
- 12.2.4 The conclusions of no likely significant residual effects would remain.

13. SOCIO-ECONOMICS, RECREATION AND TOURISM

13.1.1 An assessment of the potential and likely predicted socio-economic, recreation and tourism impacts as a result of the Proposed Development has been carried out in line with Scottish Government guidance on 'Net Economic Benefit and Planning'¹⁸.

13.1.2 The assessment considers the likely significance of effects of the Proposed Development on the economy in both quantitative and qualitative terms. In particular, it considers the effects of the Proposed Development on employment and economic output, as well as recreational and tourism assets and activities.

Socio-economic

13.1.3 As a significant investment (approximately £488 million) in a key economic sector, the Proposed Development supports both pillars of the national economic strategy and each of the broad priority areas set out in the strategy. It would provide contract and employment opportunities for Scottish and Highland based businesses throughout the construction and operational phases. The capital investment would enable a long-term security of supply and increasing capacity for renewable electricity generation across Skye and Lochalsh.

13.1.4 Construction and operation of the Proposed Development is predicted to have beneficial effects on the economies at both regional and national level. The Applicant has committed to maximise the economic opportunities for the local area and business and communities in the Highland Council area, where possible, committing to using local supply chain where feasible and their Principal Contractors are also encouraged to do the same.

Recreation and Tourism

13.1.5 A review of recreational and tourism assets included a review of notable visitor attractions, none of which are located in close proximity to the Proposed Development. Similarly, a review of core paths, rights of ways and hill tracks / mountain routes, has shown that these are largely unaffected by the Proposed Development. The tourism sector is important for Skye and Lochalsh, and review of secondary research has shown that visitors are not dissuaded from visiting or revisiting an area where renewable energy and transmission installations are present. It is unlikely that visitors would be dissuaded from visiting tourist attractions and using recreational routes, including viewpoints as a result of the Proposed Development. detrimental effects to the local area.

13.1.6 The routeing and alignment stage of the Proposed Development implemented mitigation by design including undergrounding through the Cullins, and near Fort Augustus, to mitigate likely landscape and visual significant effects. Community consultation has been undertaken to gain the views of local residents, and SSEN Transmission has taken on board as far as possible these views in developing the design of the Proposed Development, to minimise against any adverse recreational and tourism effects.

13.1.1 There would be no significant residual effects during construction or operation for any recreational or tourism receptors within the study area.

13.2 Section 3: Alternative Alignment – Socio-economic, Tourism and Recreation

13.2.1 An assessment has been undertaken to identify and describe likely predicted significant effects which may occur as a result of the Alternative Alignment by those living, working and visiting in the area, and to the wider recreational asset base.

13.2.2 The economic effects for the project as a whole are not expected to differ from those presented for the Proposed Development, comprising the Proposed Alignment. This is because the same level of works and

¹⁸ Scottish Government (2016): Net Economic Benefit and Planning

investment levels would be required for both the Proposed Alignment or Alternative Alignment within Section 3 of the project.

- 13.2.3 The review of the recreational and tourism asset base relevant to the Alternative Alignment identified the Glenelg to Skye Ferry, which is a seasonal operation. The tourism sector is important for Skye and Lochalsh, and the review of secondary research has shown that visitors are not dissuaded from visiting or revisiting an area where such development are present. It is considered unlikely that visitors would be dissuaded from using the ferry and the neighbour routes, including viewpoints, as a result of the Alternative Alignment. Notwithstanding the significant landscape and visual effects that have been predicted for the Alternative Alignment, due to there being few other tourism assets in the local area, there is unlikely to be any significant monetizable detrimental effects to the local area as a result of the Alternative Alignment.
- 13.2.4 There would be no significant residual effects during construction or operation for any recreational or tourism receptor within the study area.

14. SUMMARY

14.1.1 This Non-Technical Summary provides a summary of the EIA Report for the Skye Reinforcement Project. The main findings of the environmental impact assessment are summarised for the Proposed Development, concluding that likely significant residual effects (i.e. after mitigation) are predicted for:

Landscape and Visual

- Significant landscape effects during construction within Sections 1, 2 and 4, including localised significant effects to the Cuillin Hills NSA, Knoydart NSA, and WLA 18. Kinlochhourn – Knoydart – Morar.
- Significant landscape effects during operation limited to localised parts of the landscape within Sections 1 and 2, comprising more remote and unmanaged areas where existing wood pole OHL would be replaced with steel lattice towers, resulting in a more noticeable degree of change.
- No longer term significant effects to designated or protected landscapes.
- Limited beneficial landscape effects in parts of Section 2 and Section 6 where the existing wood pole OHL would be replaced with underground cable.
- Significant visual effects during construction for a number of residents, travellers on local roads and recreational users within Sections 1, 2, 4 and 5 where the appearance of construction activities is anticipated to form a noticeable reduction in the quality of visual amenity.
- Significant visual effects during operation at only a few locations within Sections 1, 2 and 5 where steel lattice towers replace existing wood pole OHL.
- A small number of significant cumulative landscape and visual effects within Section 1, 3 and 5 when considered in addition to other part of the Proposed Development, or other developments, but none where significant effects are not already predicted.

Ecology

- Significant residual adverse effects on the Kinloch and Kyleakin Hills SAC and SSSI and on ancient woodland during construction, and on the SAC and SSSI during operation of the Proposed Development.
- Significant beneficial effects on Kinloch and Kyleakin Hills SAC and SSSI and ancient woodland due to dismantling of the existing OHL.

Forestry

- Significant residual adverse effects on ancient woodland and semi-natural woodland during construction prior to micro-siting within the LoD.

Socio-economic, Tourism and Recreation

- Significant beneficial effects on the economies at both regional and national levels due to construction of the Proposed Development.

14.2 Alternative Alignment within Section 3

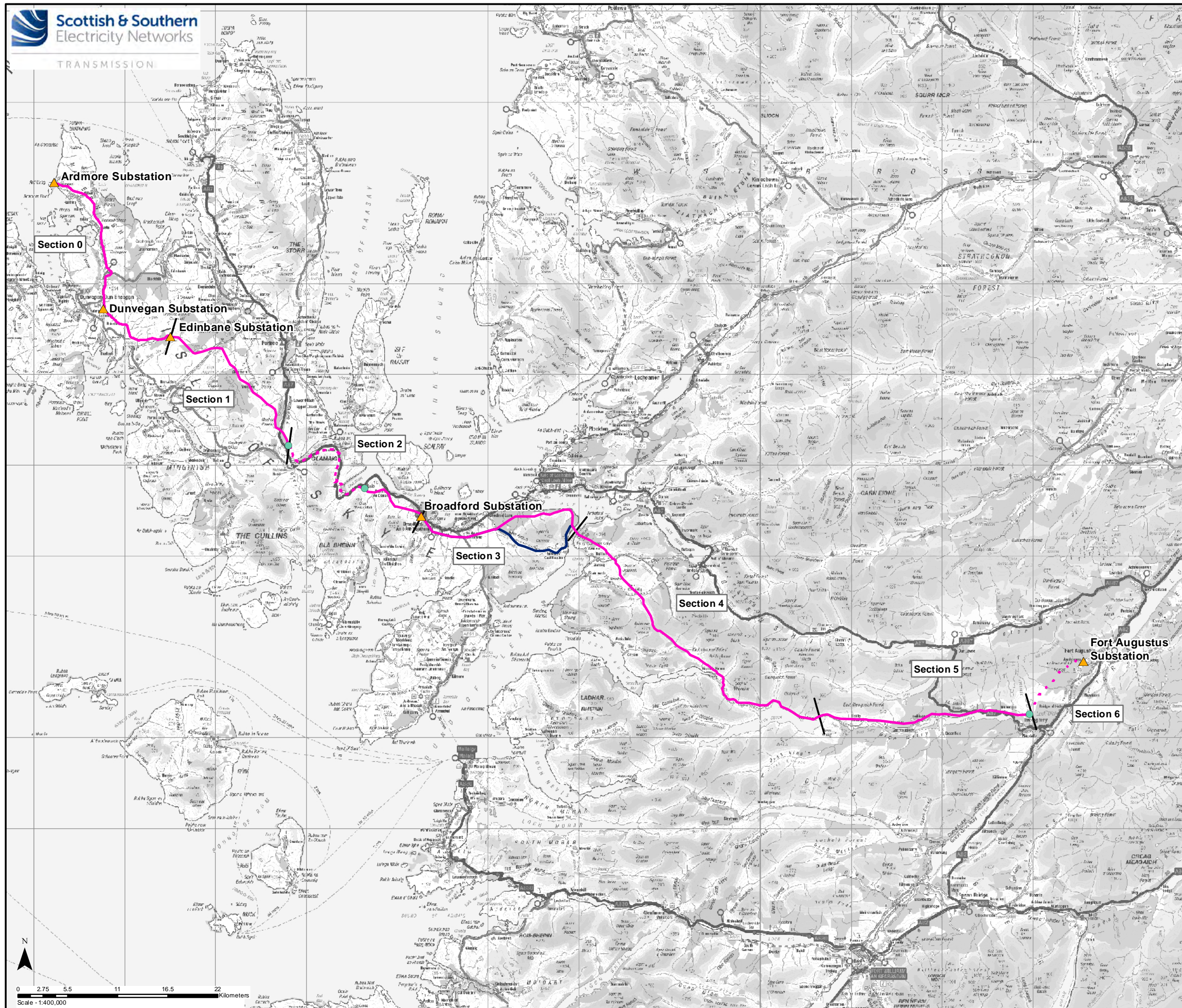
14.2.1 Within Section 3 of the project, an Alternative Alignment is proposed. The main findings of the environmental impact assessment for the Alternative Alignment within Section 3 concluded that likely significant residual effects (i.e. after mitigation) are predicted for:

Landscape and Visual

- Significant adverse effects within an area around Glen Arroch and Kyle Rhea where the OHL would form a noticeable feature within the landscape in a locally valued landscape, and significant visual effects for residents and visitors accessing some parts of this area.

Ecology

- Significant residual adverse effects during construction on the Kinloch and Kyleakin Hills SAC and SSSI and ancient woodland although impacting a slightly reduced area of qualifying habitat compared to the Proposed Alignment.
- Significant beneficial effects on Kinloch and Kyleakin Hills SAC and SSSI and ancient woodland due to dismantling of the existing OHL.



Key

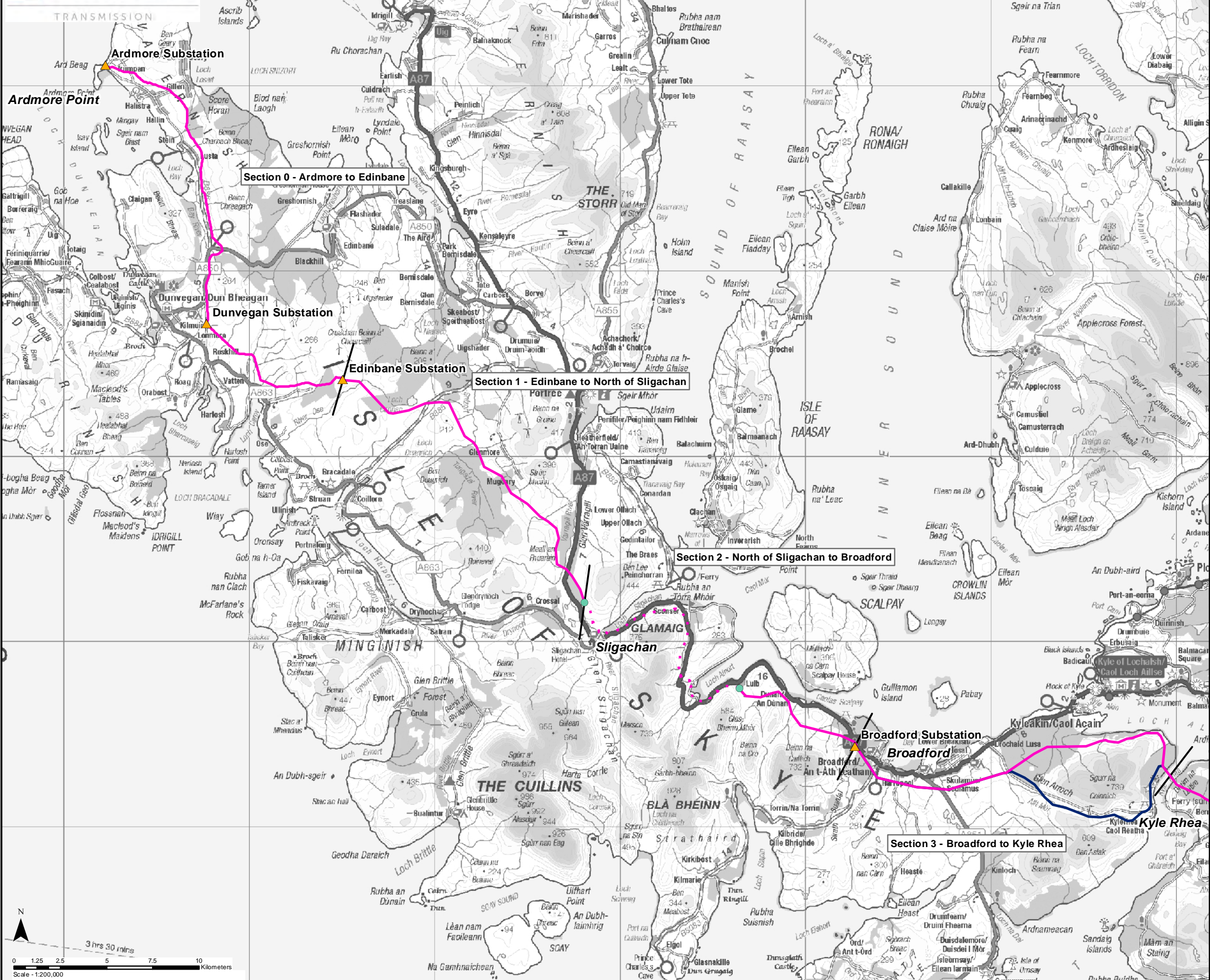
- Proposed Alignment - Overhead Line
- Alternative Alignment - Overhead Line
- - - Proposed Underground Cable
- Proposed Cable Sealing End Compound
- ▲ Existing Substation
- Section Divider

Reproduced by permission of Ordnance Survey on behalf of HMSO.
Crown copyright and database right 2022 all rights reserved.
Ordnance Survey Licence number EL273236.

Project No: LT91
Project: Skye Reinforcement Project
Non Technical Summary

Title: Figure 1.1a
Overview of Proposed Development

Drawn by: SK 25/08/2022
Drawing: 119026-D-NTS-1.1a-1-0.0

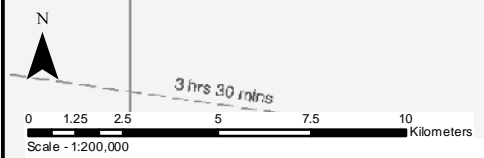


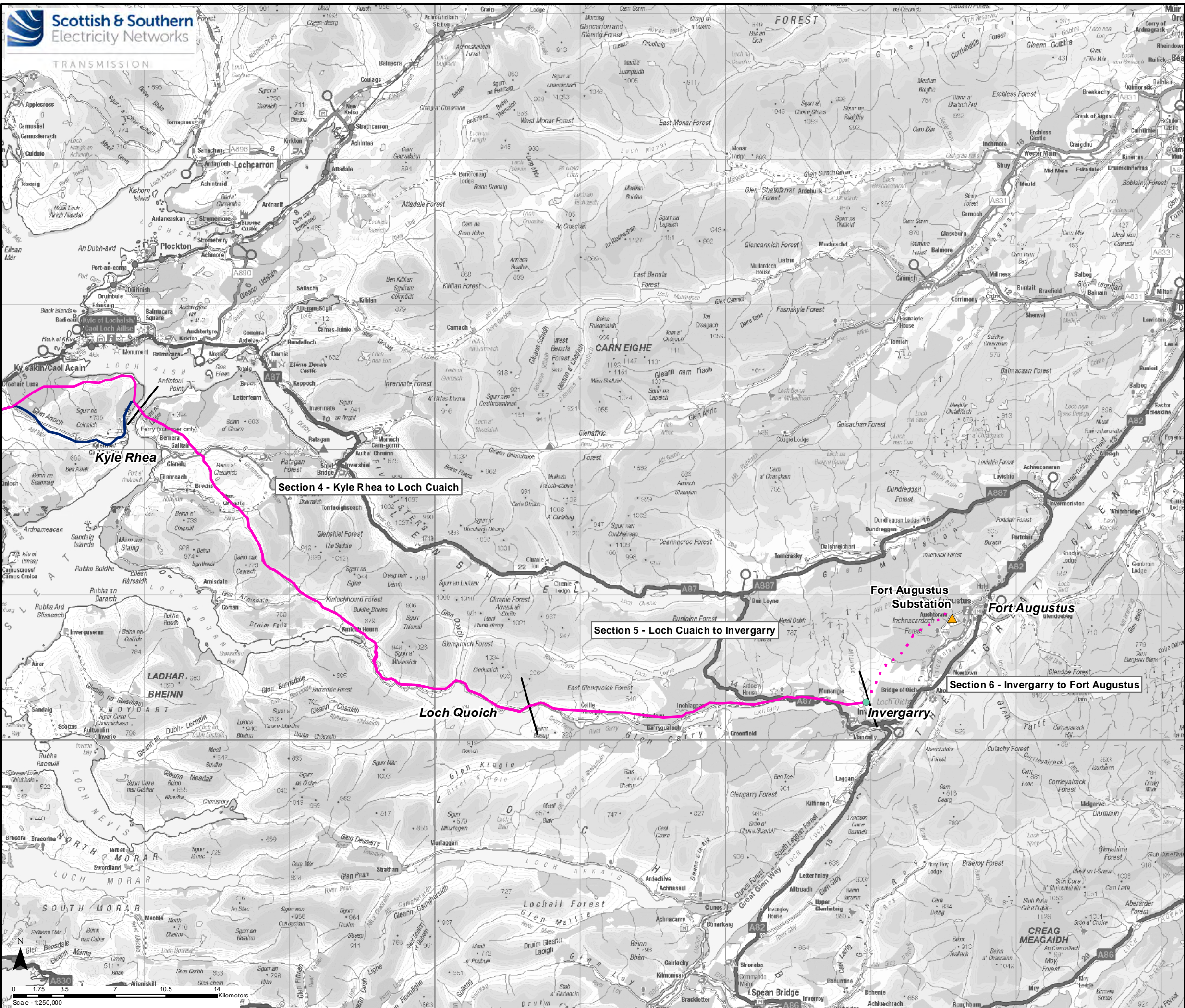
Key

- Proposed Alignment - Overhead Line
- Alternative Alignment - Overhead Line
- - - Proposed Underground Cable
- Proposed Cable Sealing End Compound
- ▲ Existing Substation
- Section Divider

Reproduced by permission of Ordnance Survey on behalf of HMSO.
Crown copyright and database right 2022 all rights reserved.
Ordnance Survey Licence number EL273236.

| | |
|-------------|---|
| Project No: | LT91 |
| Project: | Skye Reinforcement Project Non Technical Summary |
| Title: | Figure 1.1b Overview of Proposed Development |
| Drawn by: | SK |
| | 25/08/2022 |
| Drawing: | 119026-D-NTS-1.1b-1.0.0 |





- Key**
- Proposed Alignment - Overhead Line
 - Alternative Alignment - Overhead Line
 - - - Proposed Underground Cable
 - Proposed Cable Sealing End Compound
 - ▲ Existing Substation
 - Section Divider

Reproduced by permission of Ordnance Survey on behalf of HMSO.
Crown copyright and database right 2022 all rights reserved.
Ordnance Survey Licence number EL273236.

| | |
|-------------|---|
| Project No: | LT91 |
| Project: | Skye Reinforcement Project Non Technical Summary |
| Title: | Figure 1.1c Overview of Proposed Development |
| Drawn by: | SK 25/08/2022 |
| Drawing: | 119026-D-NTS-1.1c-1.0.0 |