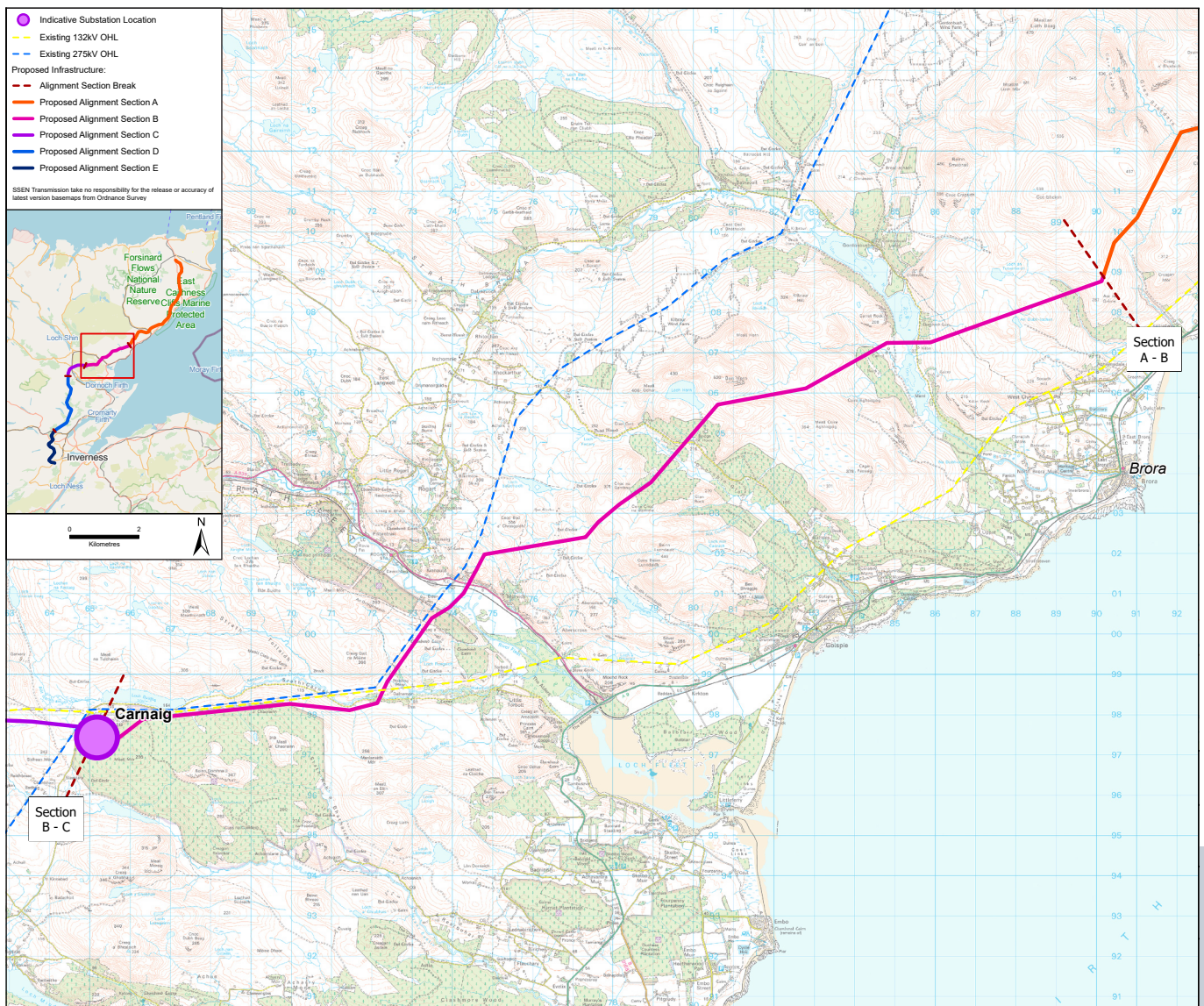


Section B: Brora to Loch Buidhe



Alignment Options Considered

In June 2024, we presented our Alignment Options for Section B. This section was split into 2 sub-sections for the purpose of alignment development and consultation (B1.1 and B1.2). The Potential Alignment options in these sections had been selected as on balance it is the least constrained option from both an environmental and engineering perspective. Due to a range of environmental and technical constraints, there was no Alternative Alignment options presented within section B.

The Potential Alignment has now been subject to further review following consultation, to ensure feedback has been considered fully and changes made where required.

Feedback

Concerns were received from the local community regarding visual amenity, wildlife and habitat, cultural heritage, access tracks and flood risk.

Response

From our studies and based on feedback, the Potential Alignment options continue to provide the best balance between environmental protection and engineering requirements for construction and operation.

We recognise key environmental considerations in this section include Ancient Woodland, Carrol Rock SSSI, Strathfleet SSSI, Strath Carnaig and Strath Fleet Moors SSSI/SPA, Loch Fleet, Loch Brora and Glen Loth SLA, peatland, recreational activities and the potential to affect the setting of scheduled monuments.

The key engineering constraints in the area included crossing of Loch Brora, A839, railway and existing overhead line infrastructure and topography and slopes.

A full suite of ecology, landscape and cultural heritage surveys and assessments is being undertaken and will be provided in the Environmental Impact Assessment (EIA) accompanying the s37 consent application.

Construction Access Strategy

We have now determined our proposed access routes for each tower location and established which of these are planned to be upgrades to existing access tracks or new temporary or permanent access tracks. In general, proposed construction site access would make use of existing forest and estate tracks as far as practicable, upgraded as required.

Maps showing our proposed access routes are available from ssen-transmission.co.uk/SLBB

Conclusion

For sub-sections B1.1 and B1.2 only one alignment option was identified as being viable due to the presence and complexity of environmental and engineering constraints. The Potential Alignment in all sub sections will be taken forward to consent application as Proposed Alignment Section B, as per the map overleaf.

For further details on the consultation process and feedback received you can download our Alignment Report on Consultation and Summary Report on Consultation from our website: ssen-transmission.co.uk/SLBB

