



Scottish & Southern
Electricity Networks

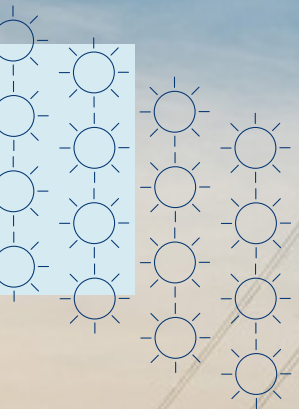
TRANSMISSION



Taynuilt - Creag Dhubh Reinforcement

Taynuilt and Nant Overhead Lines Reinforcement Routeing Consultation

March 2026



ssen-transmission.co.uk/taynuilt-creag-dhubh

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The consultation events will be taking place on:

Wednesday 11 March, 2–7pm
Taynuilt Village Hall, B835, Taynuilt, PA35 1JH

Thursday 12 March, 2–7pm
Portsonachan Village Hall, Portsonachan, PA33 1BJ



Powering change together



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

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

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

We all have a part to play

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

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

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

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

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

Who we are

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

What we do

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

Working with you

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

Project overview

About the project

The original transmission network in Argyll and Kintyre was constructed over 60 years ago and designed to transmit electricity to consumers in rural areas of low-density population.

As the UK strives for net zero (achieving a balance between the greenhouse gases put into the atmosphere and those taken out), SSEN Transmission has seen a significant increase in generator connection applications in Argyll and Kintyre, predominantly in renewable generation.

This means we need to increase our network capability in Argyll and Kintyre, beyond that already under current construction and public development, to enable the connection of further renewable generation and to export to the wider GB network.

What we are engaging on

We are seeking feedback from stakeholders and the local community on the proposed route options for both of the Taynuilt and Nant OHL reinforcements. Your input will help shape the final alignment and ensure the project delivers maximum value with minimal disruption.

The existing Taynuilt to Inveraray 132kV overhead line and Nant 132kV overhead line, commissioned in 1961, were built to historic design standards and incorporates lightweight towers, reduced electrical clearances, and limited lightning protection. These inherent design constraints restrict future reinforcement, increase fault susceptibility and limit the network's ability to support future generation connections.

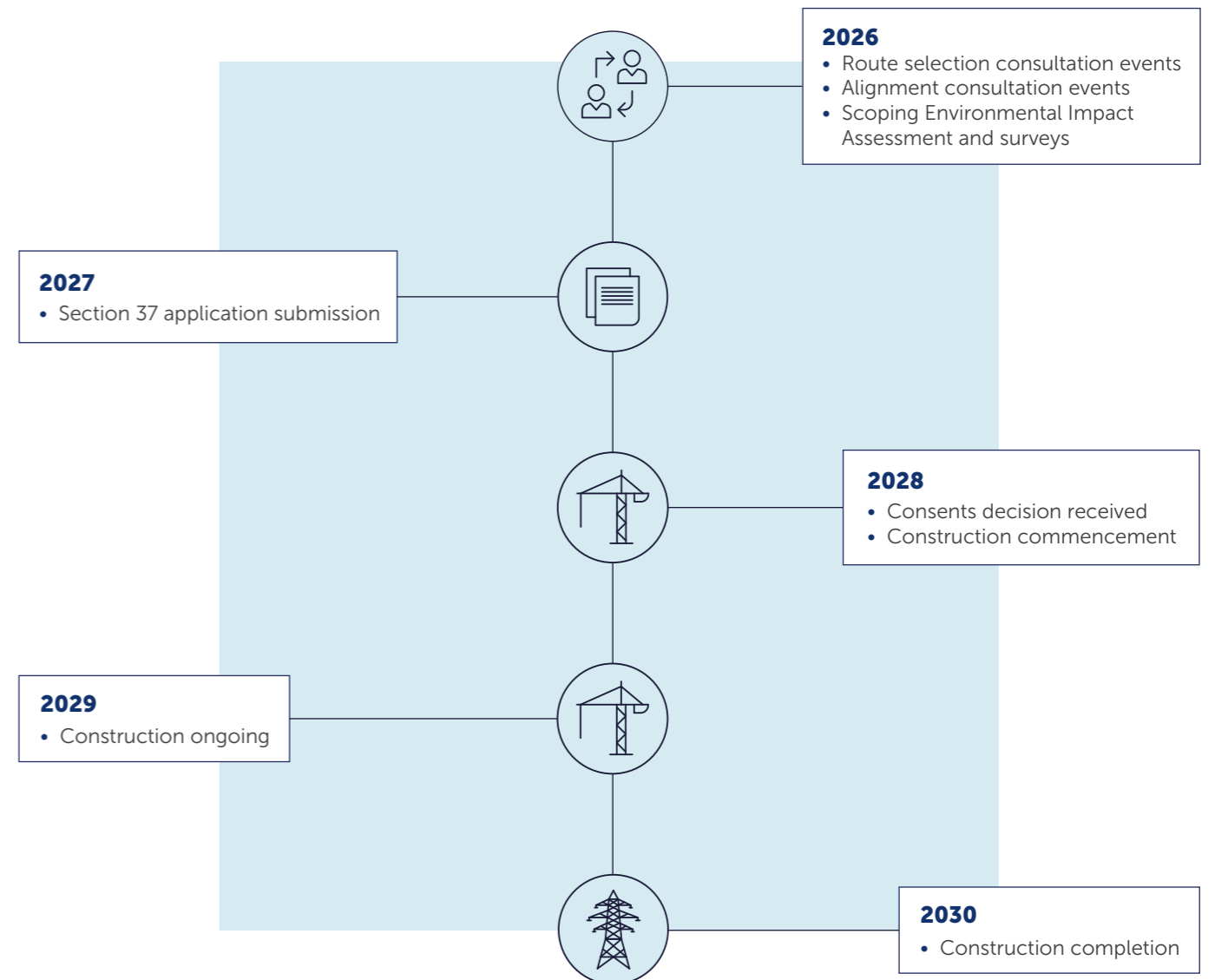
As part of this project it is proposed to extend the existing Fernoch 132kV overhead line to tee in into the new upgraded Taynuilt to Creag Dhubb overhead line. This will ensure the Fernoch substation remains securely connected to the network.



In terms of this renewable generation (i.e. windfarms), there are infrastructure requirements needed to connect generators to our Transmission network. These overhead line projects are a key infrastructure initiative designed to enhance the reliability and capacity of the electricity transmission network in the region. These projects are essential to support the growing demand for renewable energy integration and to ensure secure, sustainable power delivery for communities and businesses.

Project timeline

*Note: Timelines are indicative and subject to change.



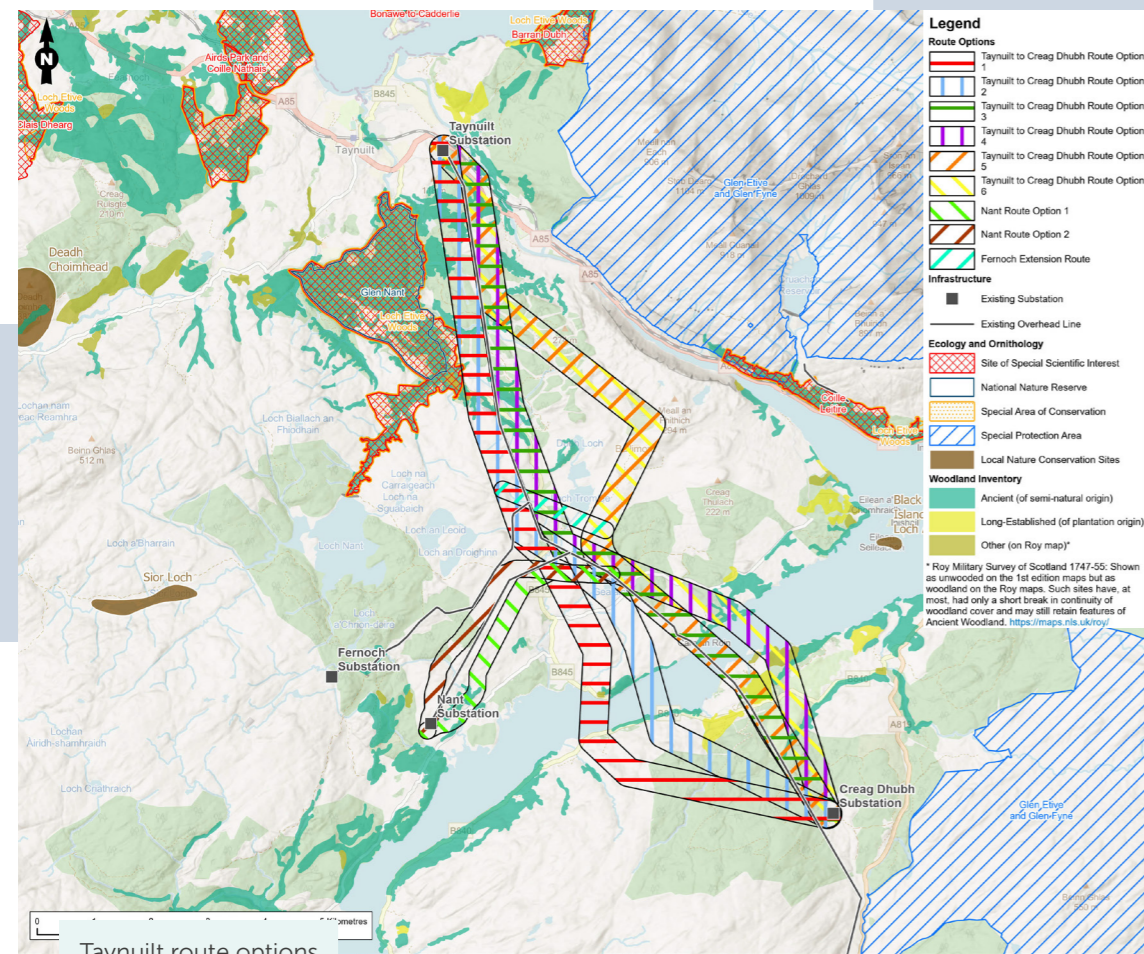
Taynuilt Overhead Line (OHL) reinforcement

About the Taynuilt OHL

The existing Taynuilt to Inveraray 132kV double circuit OHL suffers from heavy corrosion and the asset condition of the existing equipment is approaching the end of operational capability. The current OHL is at maximum capacity and thus would need upgraded or replaced with a higher capacity network to support future generation. The current circuit also has no sufficient protection from lightning strikes.

Therefore, it is proposed to rebuild approximately 12.5km of existing 132kV double circuit steel tower line between Taynuilt substation and the Creag Dhubh substation that is currently in construction. As part of this project, the existing 132kV OHL between Taynuilt and Creag Dhubh will be dismantled. A separate, consented project will be responsible for dismantling the existing 132kV OHL between Creag Dhubh substation and Inveraray.

It is intended to install the OHL to initially operate at 132kV but be designed to allow it to be upgraded to 275kV in the future with minimal works required. To maintain supply, the existing line would remain in place and operational whilst the replacement line is being constructed.



Technology choice

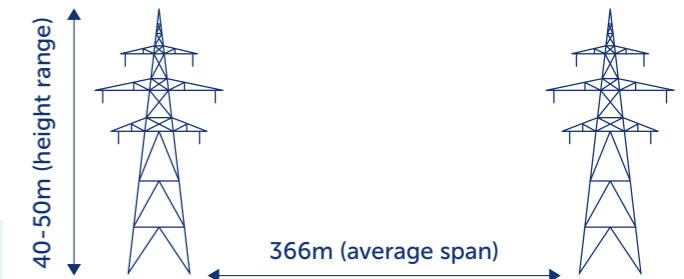
Engineering

For the Taynuilt to Creag Dhubh route, a new 275kV overhead line (initially operated at 132kV) comprising steel lattice towers with twin conductors shall be designed and installed.

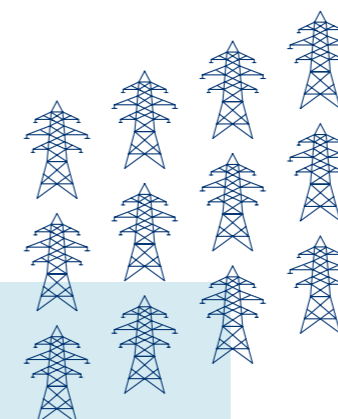
Why this technology has been chosen: This route forms part of a major reinforcement of the transmission network and is designed to operate at 275kV in the future. To safely carry the required power and perform reliably in west-coast weather conditions, a steel lattice tower overhead line is required for the following reasons.

- Steel lattice towers are proven in Scotland and perform well in strong winds and icy conditions
- Twin conductors provide the high electrical capacity needed, while reducing energy losses
- Fewer towers are required compared to smaller structures, reducing overall land-take along the route
- The design is future-proofed, avoiding the need for further major upgrades later
- This technology is fixed to meet long-term network and reliability requirements.

Typical tower heights: L8c towers typically ranging in height between 40 - 50m (carries by design/terrain).



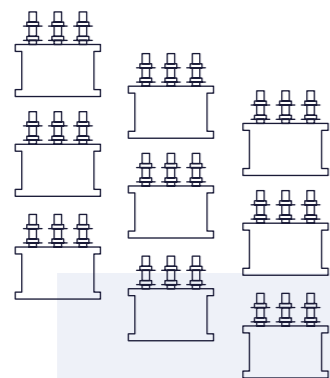
Conductors for this route: This route will use twin conductors, with two conductors installed per phase. This conductor arrangement has been selected because it provides the high electrical capacity required for a 275kV transmission line, while also reducing energy losses and performing well in windy and icy conditions. The selected conductor is already used elsewhere on the transmission network and has been chosen for its reliability, efficiency, and proven performance in Scotland. This is a proven technology used on current SSEN Transmission projects which will tie into Creag Dhubh substation.



Routing options

Six route options were identified which, as far as possible, avoided or minimised potential environmental issues. These were then compared and analysed in relation to environmental, engineering, and economic factors. This comparative analysis resulted in the identification of a potential route; i.e. one that on balance had the lowest risk of significant environmental effects whilst being technically and economically feasible. In this instance, routes were required to be oriented entirely to the east or entirely to the west of the existing OHL due to the need to retain operation of the existing overhead line during construction. The route selection process identifies a wide corridor in which a potential alignment for the overhead line can be determined. The options are:

- Route Option 1** is approximately 15.4km in length. Starting at Taynuilt substation, it heads south southeast, crossing the B845, and paralleling the west side of the existing OHL. The route then veers slightly, crossing the existing Nant OHL, before continuing south and passing east of Kilchrenan. After a 630m crossing of Loch Awe, near Taychreggan on the north shore and Portsonachan on the south shore, the route then turns eastward to reach the site of Creag Dhubh substation.
- Route Option 2** is approximately 14.7km in length. Starting at Taynuilt substation, it heads south southeast, crossing the B845, and paralleling the west side of the existing OHL. The route then veers east, before branching away from the existing OHL southward, passing southwest of Lochan na Gealaich. Following a 750m crossing of Loch Awe, east of Taychreggan and west of Achnacarron on the north side and in the vicinity of Upper Sonachan on the south side. The route then starts to head east to reach the site of Creag Dhubh substation.
- Route Option 3** is approximately 14.2km in length. It closely follows the path of the existing OHL, but stays slightly to the east along its entire alignment. Starting at Taynuilt substation, the route option initially travels southeast before veering south southeast, crossing the B845 and passing to the west of Barachander. It then veers eastward, passing to the northeast of Lochan na Gealaich. Following a 661m crossing of Loch Awe, northeast of Achnacarron on the north side and near Ardbrecknish on the south side. From there, the route travels south to reach Creag Dhubh substation.



- Route Option 4** is approximately 14.7km in length. Starting at Taynuilt substation, the route option initially travels southeast before veering south southeast, crossing the B845 and passing to the west of Barachander, staying immediately to the east of the existing OHL. It then veers eastward, branching away from the existing OHL to the north. Following a 975m crossing of Loch Awe, southwest of Hayfield on the north shore and northeast of Rockhill Farm on the south shore. The route then travels south to reach Creag Dhubh substation.
- Route Option 5** is approximately 15.2km in length. Starting at Taynuilt substation, the route option initially travels southeast before veering south southeast, staying immediately east of the existing OHL. It then veers eastward, away from the existing OHL, before switching back in a southwest direction, passing southeast of Loch Tromlee. The route rejoins the path of the existing OHL and travels southeast, passing to the northeast of Lochan na Gealaich. Following a 661m crossing of Loch Awe, northeast of Achnacarron on the north side and near Ardbrecknish on the south side. From there, the route travels south to reach Creag Dhubh substation.
- Route Option 6** is approximately 15.6km in length. Starting at Taynuilt substation, the route option initially travels southeast before veering south southeast, staying immediately east of the existing OHL. It then veers eastward, away from the existing OHL, before switching back in a southwest direction, passing southeast of Loch Tromlee. It then veers eastward. Following a 975m crossing of Loch Awe, southwest of Hayfield on the north shore and northeast of Rockhill Farm on the south shore. The route then travels south to reach Creag Dhubh substation.



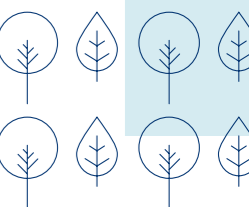
Environmental

To demonstrate the full extent of analysis undertaken on the six route options identified, we created Red Amber Green (RAG) rating tables which illustrate the level of associated risk to each consideration. A high risk is shown as red, a medium risk is shown as amber, and a low risk is shown as green. For further information on the route options analysis, please refer to the Consultation Document available from the project webpage or on request.

Environmental topic	Sub-topic	Route options					
		1	2	3	4	5	6
Natural heritage	Designations	H	H	H	H	H	H
	Protected species	L	L	L	L	L	L
	Habitats	H	H	H	H	H	H
	Ornithology	M	M	M	M	M	M
	Hydrology	H	H	H	H	H	M
Cultural heritage	Geology	H	H	H	H	M	M
	Designated heritage assets	M	M	M	M	M	M
People	Non-designated assets	L	L	L	L	L	L
	Proximity to dwellings	M	M	M	M	M	L
Landscape and visual	Designations	M	H	H	H	H	H
	Character	H	M	H	H	H	H
	Visual	H	H	M	M	H	H
Land use	Agriculture	L	L	L	L	L	L
	Forestry	M	M	M	M	M	M
	Recreation	M	M	L	L	L	L
Planning	Policy	L	L	L	L	L	L
	Proposals	M	M	L	L	L	L

Environmental constraints:

- Route Options 1 and 2 have a minor intersection with the Loch Etive Woods Special Area of Conservation (SAC) and Glen Nant Site of Special Scientific Interest (SSSI).
- All route options intersect areas of irreplaceable Annex I habitats, Ancient Woodland and Blanket Bog. Route Option 6 intersects the largest area of irreplaceable habitat.
- Schedule 1 bird species are known to be present across all route options. 1, 5 and 6 are the closest routes to golden eagle nest sites in Glen Etive and Glen Fyne Special Protection Area (SPA) respectively.
- Five of the route options cross Scottish Water Drinking Water Protected Areas (DWPA), with Route Option 6 being the only one that does not.
- All route options intersect significant areas of Class 1 or Class 2 peatland.
- All route options fall within the North Argyll Area of Panoramic Quality
- Five of the route options cross a varying number of Scheduled Monuments in their southern sections, only Route Option 1 does not cross any. There are no listed buildings, conservation areas, world heritage sites, inventory battlefields or inventory gardens and designated landscapes within the route options.



Engineering:

The engineering RAG (Red, Amber, Green) rating table provides a high-level comparison of the relative engineering risks associated with each route option. It considers factors such as the length of the Loch Awe crossing, ground conditions, flood risk, access for construction and maintenance, and the complexity of crossing existing infrastructure.

A green rating indicates lower engineering risk and fewer constraints, amber highlights areas where additional mitigation or careful design would be required, and red identifies aspects that present greater engineering challenge or risk. The table below helps to show how these factors combine across each route and informs the identification of the potential route option from an engineering perspective.

Category	Sub-topic	Route options					
		1	2	3	4	5	6
Infrastructure crossing	Major crossings	H	H	H	H	H	H
	Minor roads	H	H	H	H	H	H
Environmental design	Elevation	M	M	L	L	M	M
	Atmospheric pollution	M	M	M	M	M	M
	Contaminated land	L	L	L	L	L	L
	Flooding	M	H	M	H	H	H
Ground condition	Terrain	M	M	M	M	M	M
	Peatland	H	H	H	H	H	H
Construction and maintenance	Access	M	M	M	M	M	M
	Angle towers	H	H	L	M	H	H
Proximity	Clearance distance	M	M	M	M	M	M
	Windfarms	L	L	L	L	L	L
	Communication masts	H	H	H	H	H	H
	Urban developments	L	L	L	L	L	L
	Route length	L	L	L	L	L	L
	Distribution Network Operator (DNO) crossings	H	H	H	H	M	M

- **Route Option 1** (approx. 15.4km) includes a long Loch Awe crossing (approx. 630m), requiring tall towers and careful construction. The route also crosses multiple existing overhead lines, roads and watercourses, increasing construction complexity. Proximity to properties near Taychreggan and Portsonachan reduces flexibility in tower siting. Overall, the route is technically viable but constrained by the loch crossing and nearby infrastructure.
- **Route Option 2** (approx. 14.7km) requires a longer Loch Awe crossing (approx. 750m), increasing structural demands and construction risk. A greater proportion of the route lies within flood-prone areas, which could affect construction and long-term resilience. Access south of Loch Awe is more constrained. These factors make it less favourable than shorter-span alternatives.
- **Route Option 3** (approx. 14.2km) includes one of the shortest practical Loch Awe crossings (approx. 661m), reducing tower height and construction complexity. The route has the shortest overall length and requires fewer angle towers, lowering construction risk and land take. Good access is available along much of the route. Overall, this option presents the lowest combined engineering risk.
- **Route Option 4** (approx. 14.7km) includes a very long Loch Awe crossing (approx. 975m), which would require taller towers and introduces significant construction and visual impact risks. The route also passes through extensive forestry, increasing access and clearance requirements. These factors result in a higher level of engineering risk than other options.
- **Route Option 5** (approx. 15.2km) passes through large areas of peat, increasing ground-related construction risk and environmental sensitivity. Access is more limited in places, requiring additional access track construction. Although the Loch Awe crossing is shorter (approx. 661m), the ground and access constraints increase overall engineering risk.
- **Route Option 6** (approx. 15.6km) combines the longest Loch Awe crossing (approx. 975m) with extensive peatland and limited access. The longer route length increases the number of towers, construction duration and future maintenance effort. This option presents the highest overall engineering risk and is the least favourable from a constructability perspective.

RAG impact rating - cost parameters

Cost consideration	Factor	Impact rating					
		1	2	3	4	5	6
Capital	Construction	L	M	L	H	M	H
	Diversions	L	L	L	H	M	M
	Public road improvements	M	M	H	H	H	H
	Tree felling	M	M	M	M	M	M
	Land assembly	M	M	M	M	M	M
	Consent mitigations	M	M	M	M	M	M
Operational	Inspections	L	L	L	H	M	H
	Maintenance	L	L	L	H	M	H

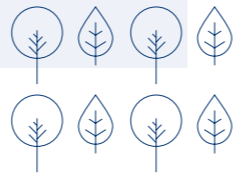
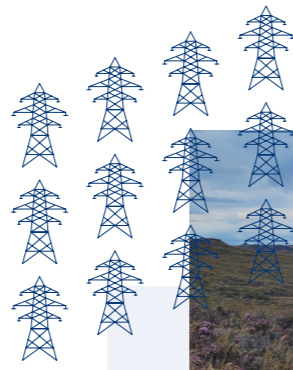
From a cost perspective, Route Option 3 is our most favoured choice because it has a relatively short loch crossing and is the shortest main route with fewer angle towers and best access. This route intersects the lowest amount of blanket bog. Due to its length and number of angle towers, it is also considered to have the lowest operational costs.



Potential route

The aim of our routing guideline process is to provide a balanced assessment of engineering and environmental factors in order to select a potential route for the proposed overhead line. Route Option 3 is considered as the overall favoured route because:

- It crosses the smallest combined area of blanket bog and ancient woodland, which are considered irreplaceable habitats.
- It maintains the greatest distance from known Golden Eagle nests in Glen Etive and Glen Fyne Special Protection Area (SPA).
- It has the joint shortest loch crossing of all route options at approximately 600m.
- It has the shortest overall length, fewer angle towers and good access throughout the route, lowering construction risk and land take.



Nant OHL reinforcement

About the Nant 132kV OHL

The existing Nant single circuit 132kV OHL was built in 1961 and is approaching the end of its operational capabilities due to poor asset condition and age. We are proposing to construct and operate a replacement single circuit 132kV OHL that meets current specifications and the modern strength and clearance requirements.

This is to comprise approximately 4.1km in length from the existing Nant substation and a hard tee into the Taynuilt to Creag Dhubh 132kV OHL. The replacement OHL will remain a single circuit 132kV OHL.

Technology choice

For the route between Nant substation and the tee in point on the Taynuilt-Creag Dhubh OHL line, a new 132kV overhead line comprising steel lattice towers with a single conductor shall be designed and installed.

Why this technology has been chosen:

Several options were assessed for this shorter connection. Along with meeting transmission safety and reliability standards a steel lattice tower overhead line has been selected for the following reasons:

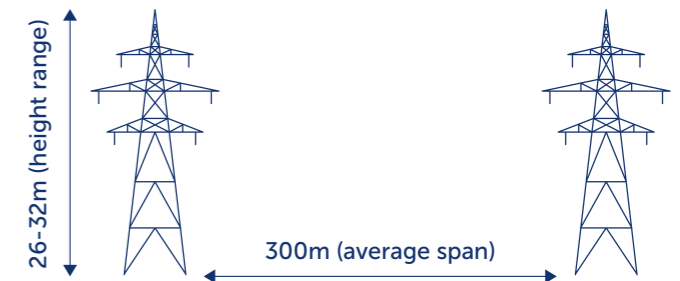
- Strong and reliable in exposed terrain;
- Fully compliant with transmission network requirements;
- Compatible with the existing and future overhead line network.

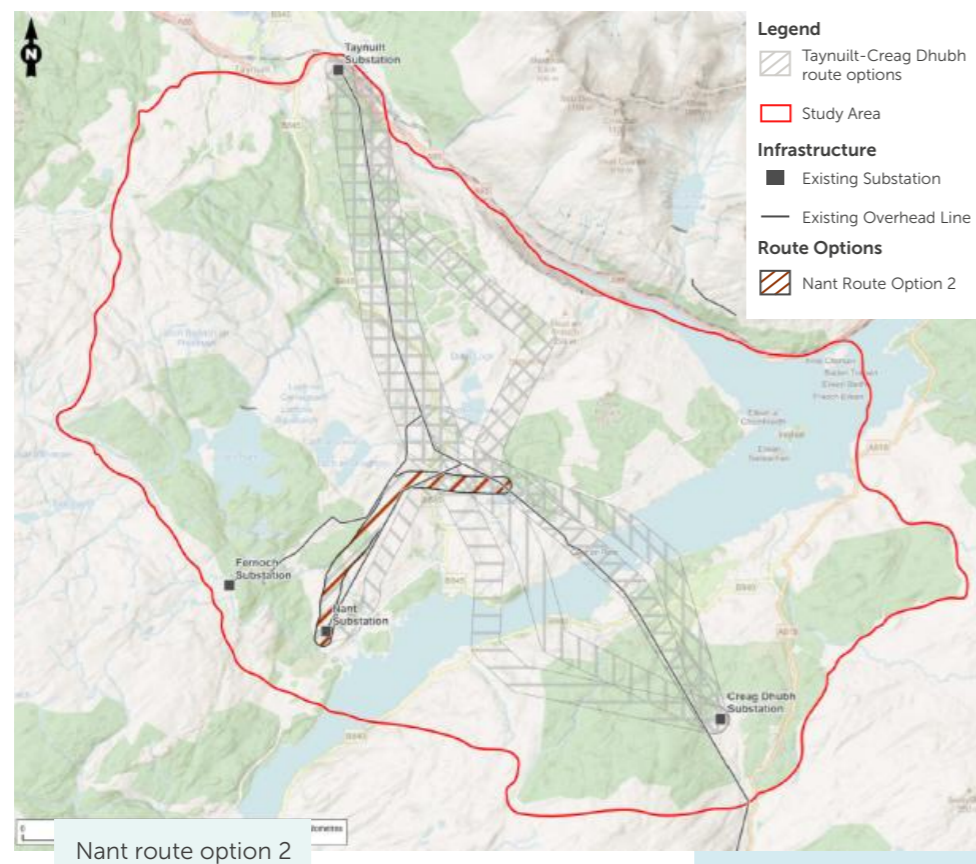
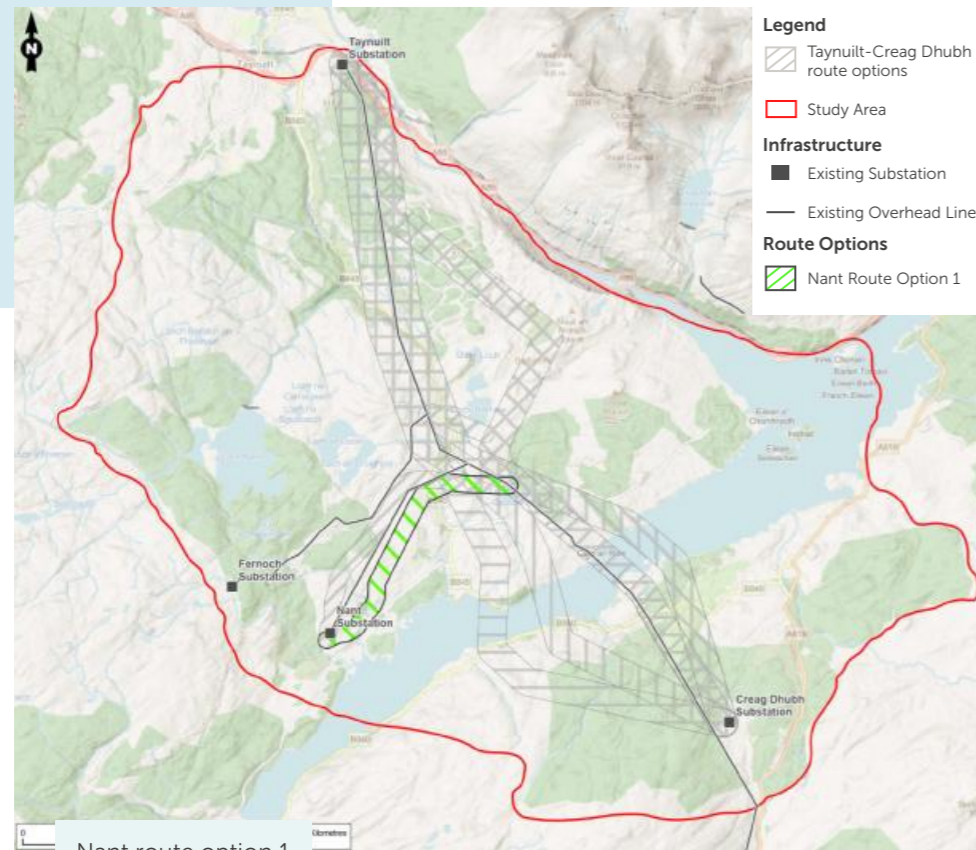
This option provides a robust and consistent connection to the main transmission line while minimising the number of structures required.

We will look to rationalise the structure type further as project design develops.

Conductors for this route: This route will use a single "UPAS" aluminium conductor on each phase, which is well suited to a 132kV overhead line. The UPAS conductor has been selected because it meets the required electrical capacity (198MVA) without being oversized, helping to limit cost and visual impact. It also performs well under local wind and ice conditions and is a proven conductor type already used on the wider transmission network.

Typical tower heights: L7 towers typically ranging in height between 26m to 32m (varies by design/height)

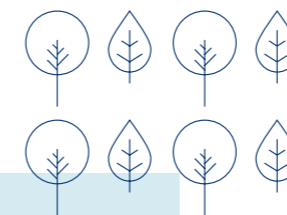




Routeing options

We have identified two route options for the new Nant 132kV overhead line.

This aims to progress towards a potential overhead line alignment in a systematic manner, which is technically feasible, economically viable, and could be anticipated to cause the least disturbance to the environment and to those who live, work and visit the area or use it for recreation.



Routeing assessment

- Nant Route Option 1** is approximately 4.82km in length. Starting at Nant substation, the route option heads east and northeast, staying to the south and east of the existing Nant OHL. It crosses the B845 road north of Kilchrenan and Kilchrenan Burn, heading east where it reaches the connection point of the existing Taynuilt to Inverary OHL and proposed Taynuilt to Creag Dhubh route options, immediately north of Lochan na Gealaich.
- Nant Route Option 2** is approximately 5.10km in length. Starting at Nant substation, the route option heads north and northeast, staying north and west of the existing Nant OHL. It then turns east, crossing the existing Nant OHL, and subsequently the B845 north of Kilchrenan and Kilchrenan Burn. Continuing east, it reaches the connection point of the existing Taynuilt to Inverary OHL and proposed route options, immediately north of Lochan na Gealaich.

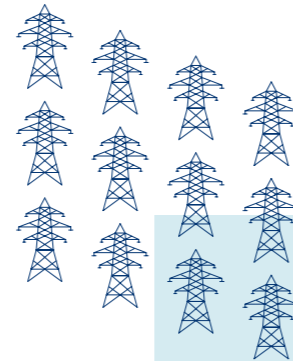
Environmental topic	Factor	Nant route options	
		1	2
Natural heritage	Designations	H	L
	Protected species	M	L
	Habitats	H	H
	Ornithology	M	M
	Hydrology	M	M
	Geology	M	M
Cultural heritage	Designated heritage assets	M	L
	Non-designated assets	M	M
People	Proximity to dwellings	L	L
Landscape and visual	Designations	M	M
	Character	M	M
	Visual	H	M
Land use	Agriculture	L	L
	Forestry	H	M
	Recreation	M	M
Planning	Policy	L	L
	Proposals	L	L

Environmental constraints:

- **Nant Route Option 1 and 2** intersect with irreplaceable blanket bog, they do not cross areas of Class 1 peatland but both Route Options cross Class 2 peatland.
- The eastern parts of both Route Options fall within the North Argyll Areas of Panoramic Quality (APQ), however bigger part of Route Option 1 is within the APQ.
- **Nant Route Option 1** intersects with Ancient Woodland areas around Craigoiste and along Allt Ath nan Each. This Route Option is approximately 300m to the Kilchrenan Burn and Shore Geological Conservation Site.
- **Route Option 2** only partially falls within Lowland Ridges and Moss Landscape Character, where majority of Route Option 1 is within this Landscape Character.
- There are no Scheduled Monuments or Listed Buildings within both Route Options.
- **Nant Route Option 1** intersects Core Path C173(e) and both Route Options also intersect Core Path C300(c), as it runs alongside the B845.

Engineering constraints:

The RAG rating table provides a high-level comparison of the relative engineering risks associated with each Nant route option. It considers factors such as peatland extent, ground conditions, infrastructure crossings, access for construction and maintenance, and the number of angle towers required. The table helps show how these risks combine across each route and informs the identification of the potential route from an engineering perspective.



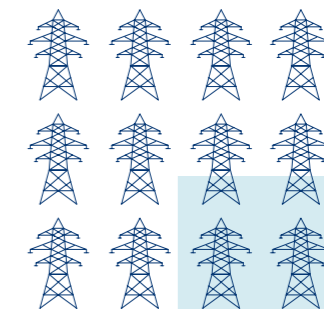
Category	Sub-topic	Nant route options	
		1	2
Infrastructure crossing	Major crossings	H	M
	Minor roads	L	L
Environmental design	Elevation	L	L
	Atmospheric pollution	M	M
	Contaminated land	L	L
	Flooding	L	L
Ground condition	Terrain	M	M
	Peatland	H	H
Construction and maintenance	Access	M	M
	Angle towers	H	L
Proximity	Clearance distance	M	M
	Windfarms	L	L
	Communication masts	L	L
	Urban developments	L	L
	Route length	L	L
	Distribution Network Operator (DNO) crossings	M	M

- **Nant Route Option 1** is approximately 4.8km in length. This route passes through a very high proportion of peatland (around 90% of the route), increasing engineering risk due to poor ground conditions, settlement potential and access challenges. It also requires crossing the existing 132kV overhead line and the B845, adding construction and interface complexity. A higher number of angle towers is required, increasing construction difficulty, land take and cost. Overall, this option presents higher engineering risk, primarily driven by peat extent and infrastructure crossings.
- **Nant Route Option 2** is approximately 5.1km in length. Although peat is still present, the overall peat coverage is significantly lower (around 46%), reducing ground-related construction risk. The route crosses the B845 only, avoiding overhead line crossings and reducing construction and safety risks. It requires fewer angle towers, simplifying construction and reducing land take. Overall, this option presents the lowest engineering risk of the Nant routes.

RAG impact rating - cost parameters

Category	Nant route options	
	1	2
Capitol	H	M
Diversions	M	L
Public road improvement	M	M
Tree felling	L	L
Land assembly	H	L
Consent mitigations	H	L
Inspections	H	L
Maintenance	H	M
Total cost	H	L

From a cost perspective, Nant Route Option 2 is the least constrained and most favourable choice. It indicates fewer challenges and reduced expenses compared to Option 1. This route avoids direct impacts on designated sites, protected species, and infrastructure, which helps to minimise costly mitigation measures. Additionally, it requires fewer angle towers (five compared to a greater number for Option 1), which significantly lowers both construction and land acquisition costs.



Potential route

The aim of our routing guideline process is to provide a balanced assessment of engineering and environmental factors in order to select a potential route for the new overhead line. Route Option 2 is considered as the overall favoured route because:

- Does not cross ancient woodland areas
- Intersects the smaller area of Class 2 peatland
- Lack of intersection with any designated heritage assets, and a significant level of natural screening from visual effects
- Has less intersection with associated habitats supporting protected species (woodlands)
- Offers more screening through landform and is less prominent in the landscape.
- It has fewer angle points, low elevation, simpler construction requirements, and better access, resulting in lower overall risk.
- It requires fewer angle towers and encounters less challenging ground conditions, resulting in lower construction and land acquisition costs overall.



Fernoch extension option

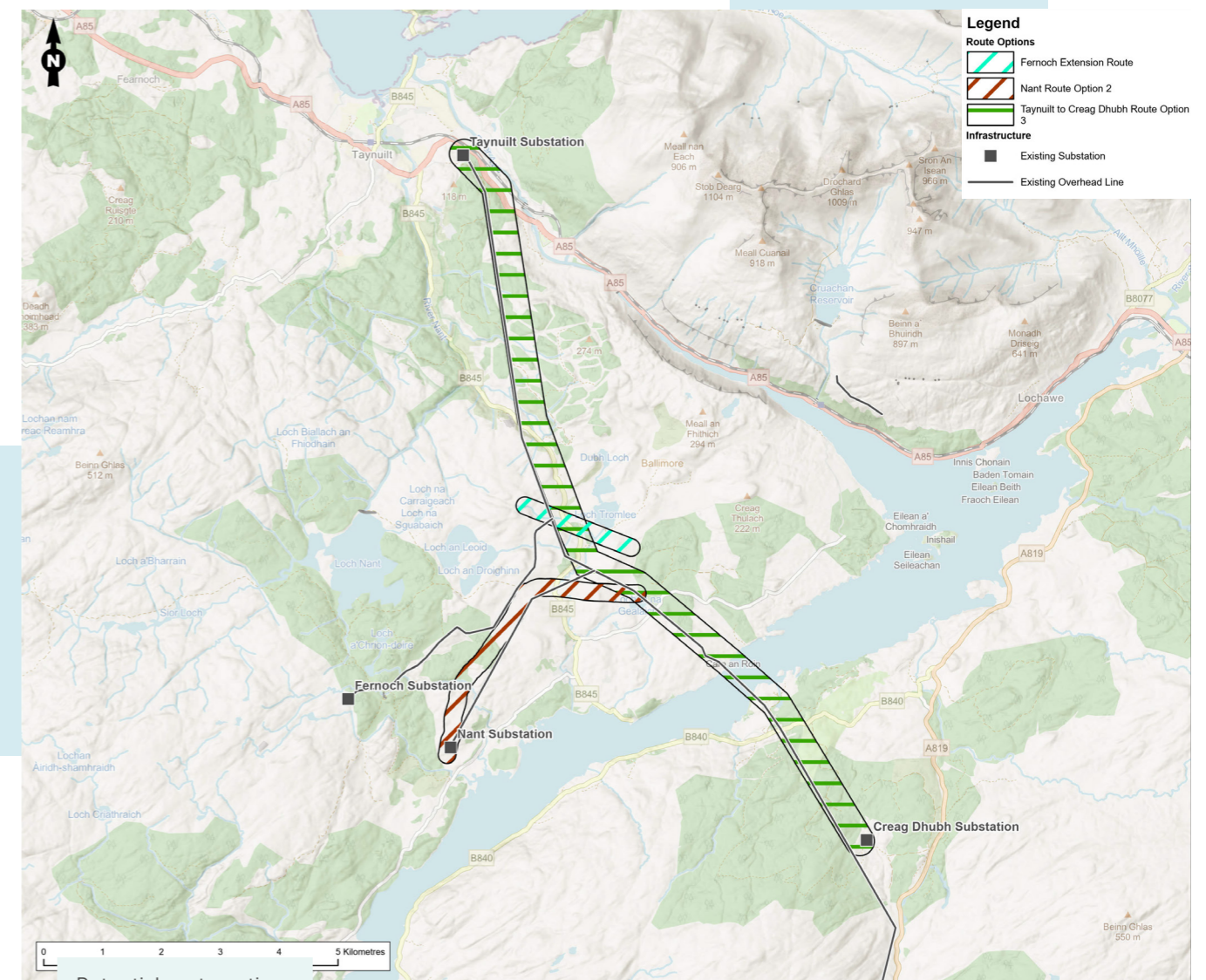
The Fernoch 132kV overhead line needs to be extended as the main transmission line between Taynuilt and Creag Dhubh is being rebuilt and upgraded. When this new line is constructed, the existing connection point that currently supplies Fernoch cannot remain in place, as it would no longer meet modern engineering, safety and capacity standards. Extending the line allows Fernoch substation to remain securely connected to the upgraded network while ensuring continued reliability of supply in the area.

Route option

The Fernoch extension option is approximately 1.21km in length. Starting at the connection point of the existing Fernoch OHL and existing Taynuilt to Creag Dhubh OHL. The Route Option heads southeast, south of Loch Tromlee, where it would connect on to the proposed Taynuilt to Creag Dhubh Route Options.

Environmental and engineering constraints:

- Crosses area of Class 1 Peat
- Avoids any impact on Ancient Woodland or designated sites
- Crosses Core Path C300(c) and B845 road
- The terrain in this area is generally flat moorland with some patches of forestry.
- Falls within Drinking Water Protected Area and Area of Panoramic Quality.



Potential route options

Have your say

We understand and recognise the value of feedback provided by the community and stakeholders. Without this valuable feedback, we would be unable to progress projects and reach a balanced proposal.

The feedback period

We will accept feedback from now until **Thursday 23 April 2026**.

How to provide feedback:

Submit your feedback online by scanning the QR code on this page or via the form on our project webpage at: ssen-transmission.co.uk/taynuilt-creag-dhubh

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

What we're seeking views on

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



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

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

Our Community Liaison team

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

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

Community Liaison Manager

Caitlin Marini



1 Waterloo Street, Glasgow, G2 6AY



caitlin.marini@sse.com



07901 135 758

Additional information:



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

ssen-transmission.co.uk/taynuilt-creag-dhubh

You can also follow us on social media:



@ssentransmission



@SSETransmission

Your feedback

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

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

Q1. Have we adequately explained the need for this project?

Yes

No

Unsure

Comments:

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

Yes

No

Unsure

Comments:



Q3. Are you satisfied that our approach taken to select our potential routes has been adequately explained?

Yes No Unsure

Comments:

Q4. Do you agree with our potential routes being taken forward for both the Taynuilt 275kV and Nant 132kV OHLs?

Yes No Unsure

Comments:

Q5. Are there any factors, or environmental features, that you think require further consideration?

Yes No Unsure

Comments:



Q6. Do you have any other comments or concerns in relation to the proposals?

Yes No Unsure

Comments:

Full name: **Email:**

Telephone: **Address:**

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

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

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

Post: SSEN Transmission, 1 Waterloo Street, Glasgow, G2 6AY

Email: caitlin.marini@sse.com

Online: <https://www.ssen-transmission.co.uk/taynuilt-creag-dhubh>

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

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

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

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

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Notes

