

Report on Consultation – Route Selection

Taynuilt to Creag Dhubh and Nant 132 kV Overhead Lines Reinforcement

September 2026



QUALITY MANAGEMENT

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GLOSSARY

Term	Definition
132 kV	132 kilovolts (132,000 volts) operating voltage electrical circuit.
275 kV	275 kilovolts (275,000 volts) operating voltage electrical circuit.
Biodiversity Net Gain (BNG)	An approach to development that aims to leave the natural environment in a measurably better state than it was pre-development. It focuses on the change in the biodiversity value of a site, comparing the pre and post construction biodiversity values to ensure a positive effect overall.
Class 1 Peatland	Nationally important carbon-rich soils, deep peat and priority peatland habitat. Areas likely to be of high conservation value.
Class 2 Peatland	Nationally important carbon-rich soils, deep peat and priority peatland habitat. Areas of potentially high conservation value and restoration potential.
Commercial Forestry	Plantation woodlands typically dominated by conifer species and managed predominantly for timber extraction.
Construction Traffic Management Plan (CTMP)	A site-specific traffic management plan that outlines how traffic will be managed during construction projects, aiming to minimize disruption, ensure safety, and manage vehicle movement to and from the site.
Consultation	The dynamic process of dialogue between individuals or groups, based on a genuine exchange of views, normally, with the objective of influencing decisions, policies or programmes of action.
Control of Woodland Removal Policy	A policy in the UK that regulates the removal of woodland to ensure that any deforestation is justified, and compensatory measures are taken to maintain environmental balance and biodiversity.
Corridor	A linear area which allows a continuous connection between defined connection points. The corridor may vary in width along its length; in unconstrained areas it may be many kilometres wide.
Effect	The change in condition of an environmental receptor (beneficial or adverse) arising as a result of a change brought about by the construction or operation of the Proposed Development.
Energy Consents Unit (ECU)	The department of the Scottish Government responsible for processing applications for consent under the Electricity Act 1989 on behalf of Scottish Ministers.
Environmental Impact Assessment (EIA)	A formal process codified by EU directive 2011/92/EU and subsequently amended by Directive 2014/52/EU. The national regulations are set out in The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017. The EIA process is set out in Regulation 4(1) of the regulations and includes the preparation of an EIA Report by the developer to systematically identify, predict, assess and report on the likely significant environmental impacts of a proposed project or development.
Ground Water Dependent Terrestrial Ecosystem (GWDTE)	Wetlands which critically depend on groundwater flows. They are safeguarded by the Water Framework Directive (WFD) and are sensitive to hydrological and ecological changes.
Habitat	Term most accurately meaning the place in which a species lives, but also used to describe plant communities or agglomerations of plant communities.
Historic Environment Scotland (HES)	Organisation responsible for investigating, caring for and promoting Scotland's historic environment.
Impact	Physical constructions or activities that may change or disturb the surrounding environment (e.g. erection of an OHL tower may impact the landscape resource).

Term	Definition
Kilometre (km)	Unit of length in the metric system, equal to 1000 metres.
Kilovolt (kV)	One thousand volts.
Mitigation	Term used to indicate avoidance, remediation or reduction of adverse impacts.
Native Woodland	Woodland recorded on the Native Woodland Survey of Scotland (NWSS). The NWSS identified and mapped the location, extent, type and condition of all of Scotland's native woodlands. Launched in 2014, it was the first authoritative inventory of Scotland's native woods and created a baseline for future monitoring of change.
NatureScot	Scotland's statutory nature conservation agency (formerly Scottish Natural Heritage (SNH)).
Overhead Line (OHL)	An electric line installed above ground, usually supported by lattice steel towers or poles.
Proposed Development	The Proposed Development refers to a 275 kV overhead line (OHL) connection between the existing Taynuilt substation and the currently under construction Creag Dhubh substation in Argyll, replacing the existing 132kV OHL. It includes details of the location, physical characteristics of the OHL, alignment, support structure schedule, access arrangements, and associated construction activities. It also covers the main features of the operational development and estimates of residues and emissions during both construction and operation, as per Schedule 4 of the EIA Regulations.
Route	A linear area of approximately 1 km width (although this may be narrower/wider in specific locations in response to identified pinch points / constraints), which provides a continuous connection between defined connection points.
Royal Society for the Protection of Birds (RSPB)	The RSPB is a non-statutory body incorporated by Royal Charter and registered as a charity since 1968. The RSPB works to protect and restore the natural world for birds and other wildlife.
Schedule Monument	A monument which has been scheduled by the Scottish Ministers as being of national importance under the terms of the 'Ancient Monuments and Archaeological Areas Act 1979'.
Scoping Opinion	An opinion adopted by the Scottish Ministers as to the scope and level of detail of information to be provided in the EIA Report.
Scottish Biodiversity List (SBL)	The Scottish Biodiversity List is a list of species and habitats of particular importance for the conservation of biodiversity in Scotland.
Scottish Environment Protection Agency (SEPA)	Scotland's principal environmental regulator, protecting and improving Scotland's environment.
Section 37 Application	An application for development consent under Section 37 of the Electricity Act 1989.
Sites of Special Scientific Interest (SSSI)	Areas of national importance. The aim of the SSSI network is to maintain an adequate representation of all natural and semi-natural habitats and native species across Britain.
Span	The section of overhead line between two supporting structures.
Special Area of Conservation (SAC)	An area designated under the EC Habitats Directive to ensure that rare, endangered or vulnerable habitats or species of community interest are either maintained at or restored to a favourable conservation status.
Special Protection Area (SPA)	An area designated under the Wild Birds Directive (Directive 74/409/EEC) to protect important bird habitats.
SSEN Transmission	Scottish Hydro Electric Transmission plc is a wholly owned subsidiary of the SSE plc group of companies. Operating and known as Scottish and Southern Electricity Networks Transmission (SSEN Transmission) it owns

Term	Definition
	and maintains the electricity transmission network across the north of Scotland and remote islands. It holds a licence under the Electricity Act 1989 to develop and maintain an efficient, co-ordinated and economical system of electricity transmission.
Stakeholders	Organisations and individuals who can affect or are affected by SSEN Transmission works.
Substation	A node on the network to allow safe control of the electricity network. This could include convergence of multiple circuits, transformation of voltage or other functions to maintain and operate the electricity network.
Vantage Point (VP) surveys	Observational studies conducted from specific locations that provide a clear view of an area, typically used in environmental assessments to monitor wildlife activity.
Volts (V)	The international unit of electric potential and electromotive force.
Abbreviations	
Abbreviation	Expanded Term
ALA	Abnormal Loads Assessment
ASL	Above Sea Level
BNG	Biodiversity Net Gain
CTMP	Construction Traffic Management Plan
ECU	Energy Consents Unit
EIA	Environmental Impact Assessment
GET	Golden Eagle Topography
GWDTE	Groundwater Dependent Terrestrial Ecosystems
kV	Kilovolt
LFA	Low Flying Area
LTFP	Long Term Forest Plan
MOD	Ministry of Defence
NHZ	Natural Heritage Zone
NNR	National Nature Reserve
NPF4	National Planning Framework 4
NVC	National Vegetation Classification
OHL	Overhead Line
PMP	Peat Management Plan
RoC	Report on Consultation
RSPB	Royal Society for the Protection of Birds
SAC	Special Area of Conservation
SEPA	Scottish Environment Protection Agency
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SSEN	Scottish and Southern Electricity Networks
VP	Vantage Point

EXECUTIVE SUMMARY

SSEN invited members of the public, statutory consultees and other key stakeholders to provide comment on the Route Options identified for a 275 kV overhead line (OHL) connection between the existing Taynuilt substation and the currently under construction Creag Dhubh substation in Argyll, replacing the existing 132kV OHL. As part of this project, it is also proposed to replace the existing Nant 132kV OHL as the condition of the existing assets is approaching end of its operational capabilities. The project also proposes to extend the existing single circuit 132kV Fernoch OHL to tee into the proposed Taynuilt to Creag Dhubh OHL.

This Report on Consultation documents the consultation process undertaken from March to May 2026. The programme of consultation was designed to engage with statutory and non-statutory organisations, in order to invite feedback on the study undertaken to identify the Potential Routes. Nine route options (for the three elements of the Proposed Development) were taken forward for consultation. Consultees were also invited to provide feedback on any factors or environmental features that may have been overlooked during the route selection process.

The consultation process included the publication of a Consultation Document (February 2026) to describe the evaluation of the different Route Options and invited stakeholders to provide their views. In addition, SSEN Transmission published a Consultation Brochure, and held two consultation events on the 11th and 12th of March 2026. This report presents a summary of the stakeholder consultation undertaken by SSEN Transmission, the feedback received and SSEN Transmission's responses to the issues raised.

Key issues emerging from consultation responses include:

- potential impacts on ornithology receptors including golden eagle and black grouse;
- potential impacts on ancient woodland and associated statutory designations;
- potential impacts on peatlands and habitats; and
- potential setting impacts of scheduled monuments.

The consultation process has confirmed the Potential Routes as being Route Option 3 for Taynuilt to Creag Dhubh, Route Option 2 for Nant connection and Fernoch Extension Route. Potential impacts from these route options upon environmental constraints was considered post consultation, resulting in an amended preferred route consisting of alterations throughout to increase the potential to avoid environmental constraints. The Potential Route Options are proposed to be progressed as the preferred routes, within which further study will seek to identify alignment options to further avoid key environmental constraints.

1. INTRODUCTION

1.1 Background

The original transmission network in Argyll 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, predominantly in renewable generation.

This means we need to increase our network capability in Argyll, 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.

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.

Therefore, it is proposed to replace the approximately 12.5 km of existing 132kV double circuit steel tower line between Taynuilt substation and the Creag Dhubh substation that is currently in construction with a new 14.2 km double circuit 275 kV OHL connection. As part of this project, the existing 132 kV OHL between Taynuilt and Creag Dhubh will be dismantled. It is proposed to construct and operate a replacement Nant single circuit 132kV OHL that meets current specifications and the modern strength and clearance requirements. As part of this project it is proposed to extend the existing Fernoch 132 kV overhead line to tee in into the new upgraded Taynuilt to Creag Dhubh OHL.

These three elements are hereafter referred to as the 'Proposed Development'. These works are necessary to increase the network capability in Argyll to enable the connection of future renewable energy generation projects and secure security of supply. This Report on Consultation documents the consultation on each of the Route Options (shown on **Figure 1: Route Options and Study Area, Appendix 1**).

1.2 Purpose of Document

The consultation programme was designed to engage key stakeholders including statutory and non-statutory consultees, local communities, landowners and residents to seek feedback on the rationale for, and approach to, selecting the Preferred Route Options (the Potential Routes).

The purpose of this Report on Consultation (RoC) is to document the responses received during the route selection consultation period and, where relevant, to demonstrate how the Potential Routes taken forward have been informed by this process.

This Report sets out the consultation undertaken including methods and publicity, and the consultees engaged and summarises the feedback received, including objections, concerns, questions and statements of support. It clearly sets out how stakeholder feedback has informed the decision on the option taken forward and sets out SSEN's responses to issues raised.

1.3 Document Structure

This report comprises five sections, as follows:

1. Introduction – sets out the purpose of the Report on Consultation;
2. The Proposals – outlines the background to the project and provides a description of the key elements;
3. The Consultation Process – describes the consultation framework and methods employed;
4. Consultation Feedback and Project Responses – summarises the responses received and explains how consultation comments and issues will be addressed; and
5. Conclusions and Next Steps – summarises the conclusions and sets out the next steps.

The main body of this document is supported by figures and appendices.

2. THE PROPOSALS

2.1 Proposal Overview

The Proposed Development would comprise of the construction of three distinct elements:

- The construction of approximately 14.2 km of new double circuit 275 kV OHL connection between the existing Taynuilt substation and new (under construction) Creag Dhubh substation supported by Steel Lattice Towers (L8).
- An approximately 5.1 km new single circuit 132 kV connection between the existing Nant substation and a hard tee into the proposed Taynuilt to Creag Dhubh OHL would be constructed supported by Steel Lattice Towers (L7); and
- The construction of up to 2.2 km of single circuit 132kV OHL to extend the existing Fernoch 132kV OHL to tee into the proposed Taynuilt to Creag Dhubh 275 kV OHL, supported by wood poles.

As part of this project, the existing 132 kV OHL between Taynuilt substation and Creag Dhubh substation, and the existing 132 kV OHL between Nant Substation and the Taynuilt to Creag Dhubh OHL, will be dismantled. The new Taynuilt to Creag Dhubh OHL would initially operate at 132 kV but will be designed to operate at 275kV in the future. To maintain supply, the existing line would remain in place and operational whilst the replacement line is being constructed.

The final design of support type is generally dependent on three main factors: altitude, weather and the topography of the route. The size of supports and span lengths will also vary depending on these factors, with supports being closer together at high altitudes to withstand the effects of greater exposure to high winds, ice and other weather events. The support configuration, height and the distance between supports will therefore only be fully determined after a detailed alignment survey. A typical Steel Lattice tower can be seen in **Plate 2-1**.



Plate 2-1: Typical steel lattice tower design (L8)

It is anticipated that construction of the Proposed Development would take place over a 24-month period, following the granting of consents, although a detailed programming of works would be the responsibility of the Principal Contractor in agreement with SSEN Transmission. Construction is estimated to start in Q4 2028 with completion in Q4 2030.

2.2 Route Options Appraisal

The comparative appraisal of each Site Option was undertaken in accordance with the methodology in SSEN Transmission guidance. The guidance¹ sets out a process for the consistent and rigorous selection of sites for new substations, switching stations and converter stations. Each process has a number of key stages, each increasing in detail and definition and bringing technical, environmental and cost considerations together in a way which seeks the best balance in accordance with the SSEN Transmission Network Operator's Licence and the Electricity Act 1989².

Study Area

The Study Area (see **Figure 2: Study Area and Context, Appendix 1**) was derived to provide an area sufficiently large enough to encompass a range of feasible Route Options between the key connection points at Taynuilt and Creag Dhubh substations, and Nant substation, while remaining proportionate to the scale of the

¹ Scottish and Southern Electricity Networks Transmission (2022) Procedures for Routeing Overhead Lines and Underground Cables of 132kV and above 2023; PR-NET-ENV-501

² HM Government (2017). Electricity Act 1989. [online] Available at: <https://www.legislation.gov.uk/ukpga/1989/29/contents>. [Accessed 01/05/2026]

Proposed Development. The Study Area was primarily constrained by steep topography and the Glen Etive and Glen Fyne Special Protection Area (SPA) to the north-east, wind farm developments, Glen Nant SSSI and Loch Nant to the west and Loch Awe to the south.

Route Options

Nine Route Options from three sections were considered and are presented below (see **Figure 1: Route Options and Study Area, Appendix 1**). For the determination of a Potential Route, one Route Option from each section was required to be selected.

- Taynuilt to Creag Dhubh section – Six Route Options;
- Nant section – Two Route Options; and
- The Fernoch Extension Route.

Taynuilt to Creag Dhubh Route Options

Route Option 1

Route Option 1 is approximately 15.4 km in length. Starting at Taynuilt substation, the Route Option heads south southeast through pastureland before entering woodland, crossing the B845 road, and paralleling the west side of the existing OHL. The Route Option then veers slightly eastward, crossing the Nant OHL, before continuing south, passing east of Kilchrenan. After a 630 m crossing of Loch Awe, near Taychreggan on the north shore and Portsonachan on the south shore, the Route Option then turns eastward through woodland to reach the site of the under construction Creag Dhubh substation. At Taynuilt, the Route Option starts at an elevation of 50 m above sea level (ASL), ascending to approximately 230 m before dropping down to 30 m to cross Loch Awe. The Route then ascends again to approximately 260 m upon reaching Creag Dhubh substation.

Route Option 2

Route Option 2 is approximately 14.7 km in length. Starting at Taynuilt substation, the Route Option heads south southeast through pastureland before entering woodland, crossing the B845 road, and paralleling the west side of the existing OHL. The Route Option then veers east, before branching away from the existing OHL south ward, passing southwest of Lochan na Gealaich. Following a 750 m 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 Option then starts to head east to reach the site of the under construction Creag Dhubh substation. At Taynuilt, the Route Option starts at an elevation of 50 m ASL, ascending to approximately 230 m before dropping down to 30 m to cross Loch Awe. The Route Option then ascends again to approximately 260 m upon reaching Creag Dhubh substation.

Route Option 3

Route Option 3 is approximately 14.2 km in length. Route Option 3 closely follows the path of the existing OHL but stays slightly to the east along its entire route. Starting at Taynuilt substation, the Route Option initially travels southeast before veering south southeast, crossing the B845 road and passing to the west of Barachander. It then veers eastward passing to the northeast of Lochan na Gealaich. Following a 661 m crossing of Loch Awe, northeast of Achnacarron on the north side and near Ardbrecknish on the south side. From there, the Route Option travels south to reach the under construction Creag Dhubh substation. At Taynuilt, the Route Option starts at an elevation of 50 m ASL, ascending to approximately 190 m before dropping down to 30 m to cross Loch Awe. The Route Option then ascends again to approximately 260 m upon reaching Creag Dhubh substation.

Route Option 4

Route Option 4 is approximately 14.7 km in length. Starting at Taynuilt substation, the Route Option initially travels southeast before veering south southeast through woodland, crossing the B845 road 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 975 m crossing of Loch Awe, southwest of Hayfield on the north shore and northeast of Rockhill Farm on the south shore. The Route Option then travels south to reach the under construction Creag Dhubh substation. At Taynuilt, the Route Option starts at an elevation of 50 m

ASL, ascending to approximately 190 m before dropping down to 30 m to cross Loch Awe. The Route Option then ascends again to approximately 260 m upon reaching Creag Dhubh substation.

Route Option 5

Route Option 5 is approximately 15.2 km in length. Starting at Taynuilt substation, the Route Option initially travels southeast before veering south southeast through pastureland before entering woodland, 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 Option rejoins the path of the existing OHL and travels, passing to the northeast of Lochan na Gealaich. Following a 661 m crossing of Loch Awe, northeast of Achnacarron on the north side and near Ardbrecknish on the south side. From there, the Route Option travels south to reach the under construction Creag Dhubh substation. At Taynuilt, the Route Option starts at an elevation of 50 m ASL, ascending to approximately 250 m before dropping down to 30 m to cross Loch Awe. The Route Option then ascends again to approximately 230 m upon reaching Creag Dhubh substation.

Route Option 6

Route Option 6 is approximately 15.6 km in length. Starting at Taynuilt substation, the Route Option initially travels south east before veering south south east through pastureland before entering woodland, staying immediately east of the existing OHL. It then veers eastward, away from the existing OHL before switching back in a south west direction, passing south east of Loch Tromlee. It then veers eastward. Following a 975 m crossing of Loch Awe, south west of Hayfield on the north shore and north east of Rockhill Farm on the south shore. The Route Option then travels south to reach the under construction Creag Dhubh substation. At Taynuilt, the Route Option starts at an elevation of 50 m ASL, ascending to approximately 250 m before dropping down to 30 m to cross Loch Awe. The Route Option then ascends again to approximately 230 m upon reaching Creag Dhubh substation.

Nant Route Options

Nant Route Option 1

Nant Route Option 1 is approximately 4.8 km in length. Starting at Nant substation, the Route Option heads east and northeast along the woodland on the lower slopes of Creag Loigste before running alongside the existing Nant OHL, staying to the south and east of this. The Route Option crosses the B845 road north of Kilchrenan and Kilchrenan Burn, heading east where it reaches the connection point of the existing Taynuilt to Inveraray OHL and proposed Taynuilt to Creag Dhubh Route Options, immediately north of Lochan na Gealaich. The Route Option starts at its lowest elevation of 51 m ASL, ascending to its maximum elevation of 153 m ASL before descending again to 100 m at the tee point.

Nant Route Option 2

Nant Route Option 2 is approximately 5.1 km in length. Starting at Nant substation, the Route Option heads north and northeast uphill avoiding the nearby woodland, staying north and west of the existing Nant OHL. The Route Option then turns east, crossing the existing Nant OHL in the immediate vicinity of the existing Fernoch OHL. The Route Option then crosses the B845 north of Kilchrenan, heading east where it reaches the connection point of the existing Taynuilt to Inveraray OHL and proposed Taynuilt to Creag Dhubh Route Options, immediately north of Lochan na Gealaich. The Route Option starts at its lowest elevation of 69 m ASL, ascending to its maximum elevation of 155 m ASL before descending again to 100 m at the tee point.

Fernoch Extension Route

The Fernoch Extension Route is approximately 2.2 km in length. Starting at the connection point of the existing Fernoch OHL and existing Taynuilt to Creag Dhubh OHL. The Route Options heads southeast, south of Loch Tromlee, where it crosses the existing Taynuilt to Inveraray OHL. This Route Option crosses the B845 road as well as a forestry access track. The Route Option passes close by to some existing houses which are on the B845 road. The terrain in this area is generally flat moorland with some patches of forestry. The Route Option intersects all of the proposed Taynuilt to Creag Dhubh Route Options.

Identification of Preferred Routes

As illustrated on **Figure 3: Preferred Route Option, Appendix 1**, Taynuilt to Creag Dhubh Route Option 3, Nant Route Option 2 and the Fernoch Extension Route were taken as the preferred solution in terms of technical, environmental and economic constraints.

3. THE CONSULTATION PROCESS

3.1 Consultation Process

3.2 The following methods were used to consult on the Potential Routes, as set out below. Who We Consulted With

Comments were invited from a range of stakeholders both with statutory and non-statutory interests in the consenting process. Consultees invited to comment as part of the consultation on the Potential Route Options are listed in **Table 3.1**.

Table 3.1: List of Stakeholder Groups	
Stakeholder Group	Consultees
Statutory Consultees	Argyll and Bute Council
	Historic Environment Scotland
	NatureScot
	Ministry of Defence
	Scottish Environment Protection Agency (SEPA)
	Scottish Forestry
	Scottish Water
	Transport Scotland
Non-Statutory Consultees	BT
	Civil Aviation Authority - Airspace
	Defence Infrastructure Organisation
	Fisheries Management Scotland
	NATS Safeguarding
	RSPB Scotland
	Scottish Rights of Way and Access Society (ScotWays)
	Scottish Wildlife Trust
	Visit Scotland
	Woodland Trust
	West of Scotland Archaeology Service
Community Councils and local organisations	Taynuilt Community Council Avich and Kilchrenan Community Council Glenorchy & Innishall Community Council
Landowners and Occupiers	A mail-drop to 1190 households within the vicinity of the Proposed Development

3.3 Methods of Consultation

Consultation Document

The Taynuilt to Creag Dhubh and Nant 132kV OHL Reinforcement Consultation Document and consultation booklet were published on the SSEN Transmission website on 25 February 2026 <https://www.ssen-transmission.co.uk/projects/project-map/taynuilt-creag-dhubh-reinforcement/> which set out the evaluation of the Route Options and invited stakeholders views. Comments were requested by the 23rd April 2026. This was extended to the 15th May 2026 on request by a few statutory consultees.

Booklet

The consultation booklet was also made available as a takeaway document and displayed as information boards at the consultation event.

3.3.1 Public Consultation Events

Public consultation events were held at the following locations:

Venue	Date	Number of attendees
Taynuilt Village Hall , Taynuilt, Argyll and Bute, PA35 1JH	Wednesday 11 March 2026 2pm till 7pm	23
Portsonachan Village Hall, Portsonachan, Argyll and Bute, PA33 1B	Thursday 12 March 2026 2pm till 7pm	18

The exhibition was advertised using several methods as shown in **Table 3.2**. A copy of the public notice is provided in **Appendix 2**. The notice was also circulated to local community councils and displayed in Taynuilt and Portsonachan Village Halls. The consultation booklet was made available as a takeaway document and displayed as information boards at the consultation event.

Table 3.2 – Summary of Consultation Promotion

Method	Recipients
Mail drop – Postcard	1190 local properties.
Emails to Stakeholder to advise of consultation	Councillors (Mid Argyll Ward and South Kintyre Ward), Community Councils (West Kintyre, East Kintyre, South Kintyre, Taynuilt, Avich & Kilchrenan, Glenorchy & Innishail and Tarbert & Skipness), as well as those who signed up to updates for the Project.
Press Advert	Oban Times 19, 26 February & 5 March 2026 Argyll Advertiser 20, 27 February & 6 March 2026
Posters	Posters displayed prior to events at: Taynuilt Village Hall & Portsonachan Village Hall
Social Media	Details and information regarding the event were posted on the SSEN Transmission project webpage as well as Facebook and LinkedIn

3.3.2 Consultation Questions

SSEN Transmission Stakeholders were invited to provide feedback considering the following questions, (see **Appendix 3**):

- Have we adequately explained the need for this project?
- Do you feel sufficient information has been provided to enable you to understand what is being proposed and why?
- Are you satisfied that our approach taken to select our potential routes has been adequately explained?

- Do you agree with our potential routes being taken forward for both the Taynuilt 275kV and Nant 132kV OHLs?
- Are there any factors, or environmental features, that you think require further consideration?
- Do you have any other comments or concerns in relation to the proposals?

4. CONSULTATION FEEDBACK AND PROJECT RESPONSES

In developing the Proposed Development, the design and safe operation of assets have been informed by technical, environmental and economic constraints, as well as stakeholder feedback. Engaging a wide range of stakeholders is essential to developing and shaping a solution that balances different views of stakeholders.. To ensure transparency, stakeholders must have the opportunity to see the feedback received during the consultation. This section of the report provides a response from SSEN Transmission on the comments provided by stakeholders invited to review the Consultation Document.

4.1 Statutory and Non-Statutory Stakeholder Feedback

In response to this consultation, feedback from members of the public has primarily been received via completed feedback forms. Feedback from landowners has been received via email and from onsite meetings. Some respondents also chose to voice queries and views via email. 15 completed feedback forms were received. Where emails were received which raised questions, these were responded directly to any topics raised.

In total, 26 consultation responses were received during the March-May 2026 consultation period, 11 from statutory and non-statutory consultees and 15 from members of the public.

All feedback was received prior to publication of the Report on Consultation and within a timeframe where inclusion was feasible.

Table 4.1 summarises the feedback provided by statutory and non-statutory consultees, as well as landowners and sets out SSEN Transmission's response to addressing the comments provided as the project progresses to the next development phase.

Through the consultation process a number of comments have been raised which require clarification or further assessment. These points include additional detail on the potential alignment, recommendations for continued consultation with stakeholders, and the importance of various surveys and assessments for protection of environmental aspects as the project evolves. This process will remain inclusive, seeking further consultation where appropriate.

Table 4.1: Statutory and Non-Statutory Consultee Responses		
Organisation	Comment	SSEN Transmission Response
Statutory Consultees		
Argyll and Bute Council	Other Relevant Considerations The need to ensure an acceptable workers Housing Strategy is provided to address the declared housing emergency will require to be addressed in any submissions (this can be subject to condition). Economic benefits and potential job creation will also be a potential material consideration in respect of the proposal particularly with respect to Policy 25 of NPF 4 and Policy 11 of LDP 2. Evaluation of Alternatives Evaluation of alternatives to the routes proposed and justification for these as part of likely EIA submission requirements. There will be a requirement to ensure that sufficient weight is given to the Nature Crisis as well as the Climate Crisis as set out in NPF 4 Policy 1, and ensure that sufficient weight is demonstrated to both avoiding and mitigating any Nature impacts associated with the proposals.	This is noted, Alternative technology options and design solutions were considered at this stage and explained in Consultation Document. However, further consideration of alternatives will be considered in the next stages of this project, in particular in the s37 application.
	Planning History There is no specific planning history associated with these proposals. However, it should be noted that there are a considerable number of grid improvement works taking place in the Argyll area by SSEN.	Noted.
	Known Constraints As you will no doubt be aware from your route evaluation exercises to date there is a considerable mosaic of complex constraints in seeking to construct overhead lines within the areas indicated. Multiple issues will arise which will require to be considered in any application proposals addressed including: • Landscape Impact of current proposals • Cumulative Landscape Impacts • Impact on Ancient Woodland • Cumulative Impact on Ancient woodland • Impact on Peat (Class 1 & 2) • Ornithology (including any cumulative raptor impacts) • Protected Species • Habitat Impacts	The potential for impacts upon environmental constraints was considered post consultation and as result the route option corridor has been widened in places to avoid existing constraints. It will continue to be considered through future design stages and assessment work. Effects would be minimised through construction design and the implementation mitigation to protect the environment. These elements and stakeholders are noted and their inclusion as a part of a future consultations will be considered.

Table 4.1: Statutory and Non-Statutory Consultee Responses

	• Biodiversity Impacts and Biodiversity Net Gain • Compensatory Planting • Traffic Impact Analysis for this project • Cumulative Traffic Impact Analysis (Road and Junction capacity) • Construction Traffic Management Plan • Sourcing of construction materials (Borrow Pit or other) • Appropriate mechanism to safeguard the public road from HGV damage if borrow pits not being used. • Workers Housing Strategy • NPF4 Policy 25 and LDP2 Policy 11 requirements in respect of socio-economic matters and Community Benefits. • Cultural and Historic Assets Impacts Owing to the complexity and sensitivity of these matters and the receiving environment further input is advised to be sought from. • NatureScot • SEPA • Transport Scotland • HES • Environmental Protection (Private Water Supplies) • Scottish Water	
	Natural Environment and Biodiversity It should be specifically noted that NPF 4 Policy 1 not only references the climate crisis, it also references a Nature Crisis which requires to be addressed with equal weighting. Due to potentially significant conflicts with NPF 4 Policy 1 in respect of the Nature Crisis due to identified impacts in RAG analysis it is suggested that compliance with planning policy should be rated as amber and not green as there are clear and tensions between competing planning objectives in respect of the current proposals. It is advised that once route planning has been advanced to more detailed stage that potential Nature impacts should be discussed with NatureScot and the Councils Biodiversity Officer at the earliest opportunity, including the evaluation as to whether an Appropriate Assessment is considered to be required (NatureScot). It is noted from past cases in this area that potential impacts on Otters may be a matter which requires specific detailed evaluation. As this is a S37 application such matters will be for the Scottish Ministers in consultation with NatureScot to address before any determination can be made.	The suggested amendments to the RAG rating are agreed. Engagement with NatureScot has already concerned in relation to impacts on protected species (Ornithology). Continued engagement with NatureScot and Argyll and Bute Council will be carried out during alignment and EIA stages in relation to habitats and other protected species.

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	Some of the identified habitats the route could potentially impact, particularly wet / dry heath and blanket bog will likely constitute Annex 1 habitats designated under the Habitats Directive. Habitats within the Study Area have the potential to comprise Ground Water Dependent Terrestrial Ecosystems (GWDTE) with SEPA guidance identifying acid grassland and wet heath as having moderate potential to support GWTDE. There would also appear to be potentially significant impact upon ancient woodland, some of which is likely comprise part of the Argyll Rainforest with the associated high habitat and biodiversity value. There will have to be a very clear justification provided if in selecting a route, impacts upon Nature are not minimised in comparison to other routes given the dual objectives of addressing both the Climate and Nature Crisis inherent in the wording of NPF 4 policy 1.	
	Built Environment There are no predicted impacts upon Taynuilt itself or other identified settlements given the proposed routing. However potential impacts upon the level of amenity enjoyed by individual residential properties associated with the development will have to be considered and evaluated.	Noted.
	Impact on Woodland [...] Submissions indicate that in total, Route Option 3 crosses 54.7 ha of Ancient Woodland (of semi-natural origin) and a small concentration of long-established woodland south of Loch Awe. These matters require to be considered carefully in respect of potential impacts and given the level of felling which has been undertaken to deliver other SSEN projects in the area it is considered that a cumulative evaluation of Ancient Woodland felling associated permitted and under construction SSEN projects should be undertaken as part of the evaluation process. The Councils Biodiversity Officer has expressed increasing concern at the cumulative impacts caused by incremental works to ancient woodland being undertaken. (This information will be available within previous SSEN submission documentation). NPF 4 Policy 6 carries substantial weight in respect of this matter. [...] There would appear to be potentially some ancient woodland and conifer felling proposed on the southern bank of Loch Awe related to routing the line to the Creag Dhubh substation and compensatory planting for all felling works should be provided within the Argyll and Bute Area and in accordance with the agreed Strategic Woodland Compensation scheme agreed between SSEN and the Planning Authority which will require to be updated to reflect these proposals.	Potential impacts on Ancient Woodland are a key constraint identified in the route selection appraisal and a key objective of the future alignment selection would be to reduce the impacts on Ancient Woodland as far as reasonably practicable. Impacts on Ancient Woodland were reconsidered during post consultation with the route corridor being widened in key areas to allow for avoidance of impacts on areas ancient woodland. As well as avoidance in alignment stage, design solutions will be investigated to allow for the avoidance of felling by the potential to span over areas of woodland.
	Historic Environment / Archaeological Matters	Noted.

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	There is potential archaeological interest in within the area. Appropriate archaeological conditions would require to be placed upon the grant of any future planning permissions in accordance with the usual requirements of WOSAS. [...] Dun Mhuirageul,dun Scheduled Ancient Monument (SM4013) SE of Taynuilt would appear to be in very close proximity to the proposed alignment corridor leaving Taynuilt. However, HES will provide detailed commentary on this and potential impacts. HES will provide more detailed comments on potential impacts on cultural assets of National Importance as part of the normal consultation process and therefore as the Planning Authority usually defers to their view on these matters I will not comment in further in this response. WoSAS can be approached in advance of any formal submission if more detailed archaeological comments are required.	
	Peat and Hydrology There is a complex mosaic of peat depth along the project route(s) and therefore it will be essential that a Peat management Plan is provided in sufficient detail to provide reassurance that these matters can be adequately addressed in accordance with current best practice. It is not considered appropriate to leave all details of this to be part of a conditional approval and such impacts should form an integral part of the balance of the decision for the proposals by the Scottish Ministers. [...] It is noted that there are potential impacts on Blanket Bog and therefore early consultation with SEPA on these potential impacts (and also other peat impacts and management/restoration proposals) should be undertaken. The Planning Authority would welcome the opportunity to be involved in these. [...] It is noted that works will be required in proximity to the shores of Loch Awe to facilitate the crossing of the Loch and therefore any necessary work should be discussed with SEPA and NatureScot to primarily ensure that construction activities would not likely result in adverse impacts on the Marine Environment.	An Outline Peat Management Plan will be included as part of a future s37 application, informed by a series of on-site surveys. Peat probing surveys will be carried out to inform any future application for consent through the EIA.
	Road Network, Parking and Associated Transport Matters Key roads through the Study area including A85, A819, B840 and B845. It is unlikely that the B845 nor the B840 will be suitable for significant HGV/construction traffic movements and therefore careful consideration should be given at this early stage as to how the proposed project will be built out and details of access proposals should be provided at S37 application stage to allow a realistic evaluation of the capacity and design of the local road network to accommodate necessary traffic movements.	The identified consultees are noted.

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	Roads improvements may be required and therefore early discussions with The Area Roads Manager James Jackson and Assistant Network Manager Callum Robertson are advised once further details are available. It will also be necessary to consult with Ian Woodcock at transport Scotland. The recently upgraded access arrangements formed to accommodate Creag Dhubh substation and Dalmally to Creag Dhubh Transmission Line may be able to allow access to the construction of the project on the southern banks of Loch Awe. However, these matters should be confirmed in future submissions. A cumulative TIA and CTMP will be required and should be submitted in support of the application and not left to conditional matters. As part of this evaluation, it should be clarified whether borrow pits are proposed and/or where materials for the construction of the project will be sourced from as Argyll and Bute has a fragile Road network in this locality and both safety and potential damage to the public road from construction traffic are matters of ongoing concern to both Officers and local residents. The use of Balachander Quarry for other SSEN project construction is already causing issues in respect of roads degradation and complaints from local residents on road safety. There may be a requirement for a roads bond to be provided by SSEN in respect of protecting the roads authority against any damage to the public road caused by the project and therefore early discussions on likely traffic generation and routing would be of considerable assistance to the Trunk and Local Roads Authorities. Given the extent and likely extended timescales SSEN will be undertaking construction activities in this part of Argyll a Memorandum of understanding with associated bond guarantees which would cover all future projects where damage to the public road may be identified could be the most appropriate way forward. Callum Robertson and/or Hugh O'Neil have ongoing discussions with David Fraser at SSEN on these matters connected to existing build projects. An access management plan will also be required in respect of ensuring safe access to the countryside for pedestrians and cyclists and any impacts on the ability to utilise core path network and/or National Cycle Routes.	
	General Comments on Environmental Sensitivities It is clear from reviewing the pre-application submission and route evaluation RAG analysis that there is not a route option which avoids all conflicts or sensitive receptors. There is a complex mosaic of constraints irrespective of which route is ultimately subject to a future S37 application. It will be for the S37 application and necessary EIAR to demonstrate that the chosen route accords with the required EIA approach to route selection. Considerable weight should be given to avoiding and/or minimising impact on Nature related assets given the objectives of NPF 4 Policy 1 and NPF 4 policy 6 in respect of biodiversity value of such assets. Where potential outcome conflicts occur (against competing policy priorities) you are advised to engage with both the Planning Authority and other relevant external statutory consultees to investigate whether an agreed position can be reached in advance of the formal submission of the S37 application as this would simplify and potentially	The approach regarding avoidance of constraints and engagement regarding competing priorities in noted. Challenges of the Preferred Route will require engagement with consultees as advised.

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	speed up the consideration of the application by both the Planning Authority and the ECU in what is accepted to be a difficult and complex route evaluation process to deliver desirable grid infrastructure upgrades which are accepted to be a National Priority development as set out in NPF 4. It will be vital that where significant environmental or other impacts are predicted, that detailed proposals indicating how SSEN have sought to avoid and if this is not possible mitigate against the impacts of the development are brought forward through the S37 and EIA process and I would suggest that prior to the submission of the S37 application a meeting with all of the main stakeholders is set up to assist the framing of the application and EIAR allowing early discussions on potential mitigation measures and clarifying the reasons for any weighted choices made.	
	Consultees for any Future S37 Application The following consultees are likely to be consulted by the Planning Authority in the event of a formal application being consulted. • Argyll and Bute Biodiversity Officer • Argyll and Bute Council Environmental Health • Argyll and Bute Flood Risk Assessor • Argyll and Bute Council Area Roads Manager • Argyll and Bute Council Access Manger • Relevant Community Councils As this will be a S37 application the responsibility for consultations to external organisations will be for the ECU/Scottish Ministers. However, in framing any report Officers will require to be aware of and take into account the views of other consultees such as • NatureScot • SEPA • HES • Scottish Water • Transport Scotland The ECU will undertake necessary wider consultations, and the views of all consultees will be reviewed by Officers in framing their report and related consultation response to the Scottish Ministers.	The identified consultees are noted.
	Potential Setting Impacts	Consultation with Historic Environment Scotland will be held as part of the EIA

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Historic Environment Scotland	The impacts of the proposals on the settings of assets within our remit should also be considered. Attention should be paid to the key views which contribute to the setting of an asset, including long distance views which contribute to the ability to understand, appreciate and experience the settings. Where the proposals would cut across these key views, they may raise issues of national interest to which we would be likely to object. We would be happy to give further advice on visualisations as more details on the proposals are made available. Usually, a photomontage visualisation will allow for the fullest assessment of the impacts of a scheme to be made and these would be sought in any instance where the potential for significant adverse impacts was identified. Wireline visualisations may be the most appropriate form of visualisation where views toward the proposals are curtailed by intervening forestry, forestry should not be relied on as screening impacts from the Proposed Development.	Scoping process on the locations and production of visualisations and potential impact will be assessed as part of the EIA.
	Preferred Route Options We note that route option 3 for the Taynuilt to Craeg Dhubh reinforcement has been identified as the preferred route, and that preferred routes for the Nant and Fernoch extensions have also been identified. These routes would pass close to a number of scheduled monuments but, in the case of the Taynuilt to Craeg Dhubh replacement, would appear to largely reuse the route of the current OHL. We do not yet have enough details on the proposals to provide meaningful advice on the level of potential impacts on the setting of scheduled monuments within or near the route corridor, and it is not clear to what extent the height and position of the OHL would change. At a minimum we would expect the setting of the monuments below to be assessed and visualisations produced illustrating the impacts on: • Loch Awe, Ceann Mara, Crannog, 150m SW of (SM4229) • Carn an Roin SM4193, Rockhill Farm, crannogs, 750m NE and 700m N of (SM4202) • Rockhill Farm, crannogs, 750m NE and 700m N of (SM4202) • Rockhill Farm, cairn, 400m WSW of (SM4201) • Loch Awe, Ceann Mara, Crannog, 150m SW of (SM4229) • Caisteal Suidhe Cheannaidh, Dun 470m NW of Achnacraobh (SM4120) • Loch Tromlee, Eilean Tigh Bhain, Fortified Dwelling (SM4037) • Dun Mhuirageul, dun SE of Taynuilt (SM4013) • Larach Bhan, cairn 350m NW of (SM4105) • Larach Bhan cairn, 1530m NW of (SM4104)	This is noted. Further environmental studies will be undertaken at the alignment stage which will consider the potential for impacts on cultural heritage sites and assets.

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	• Larach Bhan, cup marked rock (SM4049) • Loch Awe, Ceann Mara, crannog, 150m SW of (SM4229) • Keppochan cup marked stone, 600m ESE of (SM4186) • Barbreck cairn, 650m ESE of (SM4033)	
The Ministry of Defence	The application site falls within part of the UK Military Low Flying System designated specifically Low Flying Area 14 (LFA 14) an area within which fixed wing aircraft may operate low above ground level to conduct low level flight training. The addition of structures above 15 metres in this location has the potential to introduce a physical obstruction to low flying aircraft operating in the area. In order to assess the impact on LFA 14 the Ministry of Defence (MOD) must be further consulted at all future stages for this proposed development on the heights and locations of any tall and narrow structures so that a full assessment can be completed.	The Ministry of Defence will be included in future consultation activities as the design of the Proposed Development progresses, in particular the Environmental Impact Assessment (EIA) process.
NATS	NATS operates no infrastructure within 10km of the proposal in question and accordingly we have no concerns or comments on the Consultation.	Noted.
NatureScot	We are in agreement that Route Option 3 appears to be the best option at this stage. Based on the information provided to date it has a lower likelihood of impacting Loch Etive Woods Special Area of Conservation (SAC)/Glen Nant Site of Special Scientific Interest (SSSI) than some of the other route options. As it follows closely along the route of the existing OHL, this has the potential to minimise the amount of disruption and disturbance to neighbouring habitats and species and help combine impacts from the construction of the new OHL and removal of the existing OHL. We are also in agreement that Nant Route Option 2 appears to be the preferred option at this stage, however care must be taken to minimise impacts on the peatland habitat as far as possible (see below).	Noted.
	Ornithology We recommend coordination of surveys with the Argyll Raptor Study Group to avoid duplication of effort and to minimise disturbance. In addition, there will be a considerable amount of background information on the bird interest of this area. We recommend this is considered as part of the desk study and to help inform the scope of survey work. An assessment of potential impacts of the Proposal on the Natural Heritage Zone (NHZ) 14 golden eagle population, both on its own and in combination with the other developments in the area, is likely to be required. We recommend that potential impacts to wider countryside birds are assessed against the relevant NHZ 14 population following current guidance: https://www.nature.scot/doc/guidance-assessing-significance-impacts-bird-populations-onshore-wind-farms-do-not-affect-protected.	One year of ornithology vantage point (VP) surveys is currently underway and an additional six months of breeding bird VP surveys is being undertaken on additional VP locations after consultation with NatureScot. Potential effects on golden eagles have informed the route selection process and will continue to be considered and

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	The Proposal is located close to or within two golden eagle territories – G/LAE1 and G/LAE1A. Satellite data should be obtained to inform an assessment allowing for ground-truthing of the vantage points. Both of these territories are already constrained and may be put under further cumulative pressure in the future by other development projects such as wind farms. Potential effects of displacement/ loss of territory as a result of the Proposal need to be fully considered and whether the Proposal risks territory viability. In light of such, we would also highlight the requirement for a sufficient level of detail regarding construction methods and the likely requirement for a Species Protection Plan as part of the EIA Report given the location of the Proposal and surrounding developments. We wish to highlight that the Golden Eagle Topography (GET) model is available to developers to help consider impacts on golden eagles (https://www.nature.scot/doc/naturescot-statement-modelling-support-assessment-forestry-and-wind-farm-impacts-golden-eagles). In addition to golden eagle; white-tailed eagle, other Schedule 1 raptors, black grouse and divers are likely to be the main species of interest across the development. These should be assessed both for onsite impacts and also cumulative impacts from other operational and consented development at the relevant NHZ 14 level.	assessed as part of the alignment selection and EIA processes. As part of the proposed suite of surveys, specialist surveys on species such as black grouse will be carried out to inform the alignment selection, EIA and s37 application.
	Peatland As outlined in the consultation documents, there are high levels of Class 1 and particularly Class 2 peatland soils across the site. These are nationally important carbon rich soils, deep peat and priority peatland habitats that could have high conservation value. National Planning Framework 4 (NPF4) Policy 5 provides protection for carbon-rich soils and peatlands. Proposals must meet specific requirements including for assessment, project design, mitigation, production of a peat management plan and other appropriate plans required for restoring and/ or enhancing the site into a functioning peatland system capable of achieving carbon sequestration. We advise that habitat surveys should cover the entire development site. This will help inform redesign or micro-siting where necessary, and will also help identify potential areas for habitat restoration, offsetting and enhancement. The habitat assessment needs to encompass all areas affected by the Proposal, including, for example, areas indirectly affected by hydrological changes. There can be a split in detail that is submitted across the development boundary, for example the peat depth survey should cover the whole of the development boundary at a low resolution, with greater resolution at locations where the infrastructure is proposed. To help assess when a proposal could have a significant effect that NatureScot will consider as raising issues of national interest, we have developed an assessment framework based on guidelines for the selection of SSSI for bogs (see Annex 1 and Template of the guidance). We request that the Template is therefore completed by the Applicant and if infrastructure (including a 250m buffer) meets the criteria in the Template, an additional map is provided showing these locations (e.g. Sphagnum species) in relation to the Proposal. If available, shape files showing the location of infrastructure, National Vegetation Classification (NVC) communities and peat depths should also be supplied to us to aid our assessment.	Peat probing surveys and habitat surveys will be carried out across the site of the Proposed Development. A UK Habitat Classification survey will be undertaken in order to inform the alignment stage. The alignment stage will seek to avoid sensitive habitats, wherever practicable. Peatland assessment guidance will be followed and an assessment of peatlands would be included in the EIA and s37 application. Assessment of SSSIs will adhere to the framework guidelines referenced by NatureScot.

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	Additional Points We are seeing a growing number of applications retaining temporary access tracks as permanent. Constructed tracks can place considerable pressure on landscapes and habitats, introducing significant new features into otherwise 'natural' landscapes and affecting fragile upland plants, animals, landforms and soils. They also have the potential to alter drainage patterns, potentially resulting in serious erosion and loss of stored carbon, the generation of surplus peat and damage to the water environment. Therefore consideration is needed with regards to route planning, construction, landscape impacts, biodiversity impacts, and restoration of access tracks required for the OHL in order to avoid/ mitigate against the potential impacts. Additional consideration is required for tracks within/ near disturbance distance of specially protected bird species such as golden eagle, as mentioned previously. [...] NPF4 Policy 3(a) requires that all development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible. For national and major developments, or those subject to EIA, Policy 3(b) notes that proposals will only be supported where it can be demonstrated that they will conserve, restore and enhance biodiversity, including nature networks, so they are in a demonstrably better state than without intervention. The policy requires that significant biodiversity enhancements are provided, in addition to any proposed mitigation. Only when actions result in biodiversity being left in a better state than before development are positive effects secured.	A Biodiversity Net Gain (BNG) appraisal was included as part of the Route Selection Process. A full BNG assessment is proposed to support the s37 application. Included within this will be a consideration of the proposed access strategy for the Proposed Development.
SEPA	Our position and advice, is based on the planning authority determining that the proposal is classed as development that could be supported for the purposes of assessment under policies 5 Soils and 22 Flood risk and water management, as defined in NPF4. If this is not the case, please advise so we can re-consider our position and advice. We consider that this also covers the requirements in NPF4 policies 2 Climate mitigation and adaption, 3 Biodiversity and 11 Energy. To avoid delay and potential objection the submission must contain a series of scale drawings of sensitivities, for example peat depth, peat condition, Groundwater Dependent Terrestrial Ecosystems (GWDTE), proximity to waterbodies, overlain with proposed permanent and temporary development. This is necessary to ensure the layout of the development firstly avoids, then reduces and then mitigates significant impacts on the environment.	Noted.
	Site specific comments As much of the site is on peat, we expect the application to be supported by comprehensive survey work and a site-specific peat management plan, meeting the requirements set out in section 2 of Appendix 1 below. This must set out the information required by NPF4 policy 5 and clearly demonstrate how the mitigation hierarchy (as defined	

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	in NPF4) has been followed, to firstly avoid areas of peat, natural and near natural condition peat habitat, and, where this is not possible, to minimise the amount of peat that requires to be excavated. In this case, where it is clear that much of the site is likely to be peatland and/or wetland, we suggest you may wish to go straight to carrying out NVC survey without carrying out phase 1. [...]	appointment of the contractor, and an outline PMP will be included as part of the s37 application.
	Crossings must be designed to accommodate the 0.5% annual exceedance probability flows with an appropriate allowance for climate change, or information provided to justify smaller structures.	Noted.
Scottish Forestry	National Planning Framework 4 [...] Conclusion Scottish Forestry strongly advises the developer to ensure that any proposed changes to forests and woodlands fully address the requirements of the Control of Woodland Removal Policy and other relevant policies and guidance set out in this letter. [...] Any additional felling which is not part of the planning application will require permission from Scottish Forestry under the Forestry and Land Management (Scotland) Act 2018 (the Act). For areas covered by an approved Long Term Forest Plan (LTFP), the request for additional felling (and subsequent restocking) areas needs to be presented in the form of a LTFP amendment The applicant should note that any compensatory planting required as a result of the proposed development, may also need to be considered under The Forestry (Environmental Impact Assessment) (Scotland) Regulations 2017 Permissions for woodland creation Scottish Forestry and should follow the process for preparing a woodland creation proposal, as set out in our guidance booklet: Woodland Creation Application Guidance. [...]	As the design progresses, any requirements for woodland removal associated with the proposed development will be surveyed and assessed, together with any associated mitigation requirements, having regard to the Woodland Removal Policy and other relevant forestry policy, guidance and regulatory requirements. Any additional felling required outwith the planning application will be progressed through the appropriate Scottish Forestry approval process. Where compensatory planting is required as a result of woodland removal, appropriate proposals will be developed, with relevant woodland creation and Environmental Impact Assessment requirements assessed as part of this process. Engagement with Scottish Forestry will continue, as required, to ensure that all relevant forestry matters are appropriately addressed.

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	Section 7.1 of the consultation document asks specific questions: - Has the need for the Project been adequately explained? <i>Yes, however, the next stage should ensure that this is done in the context of The Scottish Governments Control of Woodland removal Policy i.e Woodland removal should be allowed only where it would achieve significant and clearly defined additional public benefits, NPF4 (using the mitigation hierarchy).</i> - Are there any factors, or environmental features, that you consider may have been overlooked during the Potential Routes selection process? <i>Ancient Woodland has been considered, however the quality of that woodland will need more consideration in the next stage to fully inform the route choice which minimises woodland impact.</i> [...]	Habitat surveys are proposed to be carried out across the site of the Proposed Development. An objective of these surveys will include identification and appraisal of the areas of ancient woodland.
Transport Scotland	The nearest trunk road to the OHL is the A85(T) which will provide access to the Taynuilt Substation. [...] We note that the element most likely to have an impact on the trunk road network is the initial 14.2km of new double circuit 275kV OHL connection between the existing Taynuilt substation and the under construction Creag Dhubh substation. The remaining elements are remote from the trunk road. While Transport Scotland has no comment to make on the alignment of these elements, we would state that the potential impact of construction related vehicles will require to be quantified and assessed, with any necessary mitigation provided. While Transport Scotland would have no comment to make on the route itself, we would state that any amendments to the A85(T) will require to be discussed and agreed with the Area Manager (Ian.Woodcock@transport.gov.scot).	A full assessment of the effects of construction traffic will be included as part of the EIA process for the project.
Scottish Water	The preferred route option as per attached is out of catchment so not a concern from a DWPA perspective in terms of public drinking water supplies.	Noted.
	There are assets which may need to be accounted for and Scottish Water refers [attaches] our guidance: SW List of Precautions for Assets (4th Edition) Annex 1: Precautions to protect Scottish Water Assets during development activities.	As per the guidance, Scottish Water's development enablement team will be contacted via the development services portal for advice in relation to specific assets in relation to interactions with the Proposed Development.

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Non-Statutory Consultees

BT	We have two Fixed BT links operating within the area that we may possibly have issues with. A 12.73km 18Ghz link that operates from grid reference 216400/723000 to 203650/723220. A 5.97km 18Ghz link that operates from grid reference 203650/723220 to 207300/727950 As you have advised. We will await the second round of consultations issued at the Alignment Stage, where there will be more specifics.	Noted.
RPSB Scotland	Based on information available at this early stage of the project and consultation process, it is not clear that a route can be identified which avoids significant adverse impacts on irreplaceable habitat and priority species. RSPB Scotland has significant concerns regarding: • The loss and fragmentation of Ancient Woodland (Scotland's Rainforest) • Impacts on a functionally connected breeding population of Black Grouse	Further consultation with RSPB Scotland and NatureScot will be undertaken throughout the alignment selection and EIA process to ensure potential impacts in relation to these concerns are addressed as far as is practicable.
	Scotland's Rainforest Scotland's Rainforest is an internationally important habitat, supporting rich communities of lichens, bryophytes, fungi and invertebrates found in few other places in Europe. These ancient, temperate woodlands are exceptionally rare and highly sensitive to fragmentation, with their ecological integrity depending on continuous canopy cover, stable humidity and minimal disturbance. Protecting and expanding remaining rainforest areas is therefore essential to safeguard their unique biodiversity and ensure the long-term resilience of this irreplaceable habitat. <u>Significance</u> The study area contains extensive areas of Ancient Woodland, particularly: • Along the banks of Loch Awe • Within Glen Nant and associated designated sites These woodlands form part of Scotland's internationally important Atlantic rainforest (Scotland's Rainforest), supporting high biodiversity and protected through: • Loch Etive Woods SAC • Glen Nant National Nature Reserve (NNR) and SSSI <u>Impact</u> All route options intersect significant areas of rainforest, including:	The route selection process identified and avoided proposed routes with the highest potential loss of ancient woodland and avoided impacts on this constraint where possible including through the widening of the route corridor. In the case of Nant Route Option 2 any loss of ancient woodland was completely avoided. As part of the alignment selection process, avoidance of areas of ancient woodland, particularly in areas around Glen Nant forest and the banks of Loch Awe, will be one of the principal environmental aims. BNG assessment will be included as part of the s37 application, alongside an outline Habitat Management Plan.

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	• Route Option 3 (identified as SSEN's Preferred Route Option overall for the Taynuilt to Creag Dhubh section): 54.7 ha • Route Option 5: 32.0 ha (lowest impact on loss of rainforest and identified by SSEN as the preferred Route Option in terms of natural heritage environment) • Route Option 4: 74.4 ha (highest impact on loss of rainforest) <u>RSPB position</u> RSPB Scotland considers that: • Ancient Woodland (rainforest, in this case) is irreplaceable and should not be lost or fragmented • The current appraisal accepts substantial loss across all options The proposal should clearly evidence: • Identification and protection of irreplaceable habitats • Avoidance of fragmentation • Enhancement of woodland networks <u>Required approach</u> To meet policy requirements as this project develops, the proposal must: • Demonstrate meaningful avoidance of rainforest at alignment stage • Clearly evidence application of the mitigation hierarchy • Develop a robust and ambitious rainforest compensation strategy, including: – Restoration and expansion of existing rainforest habitat – Long-term positive and effective management – Improved ecological connectivity We recognise that the Applicant has undertaken a structured route selection process informed by environmental, engineering and economic constraints, supported by a comparative appraisal to identify potential routes. However, the analysis shows that all route options result in substantial impacts on irreplaceable habitats, including rainforest and blanket bog, with RED ratings across all options for habitat impacts. It is therefore vital that the proposal demonstrates how far these impacts can be avoided and minimised at the alignment stage, with clear evidence of how this has influenced design decisions.	
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Table 4.1: Statutory and Non-Statutory Consultee Responses

	Given that the next stages of the process will involve alignment selection and infrastructure micro-siting, there is a clear opportunity to further reduce impacts. We consider that rainforest biodiversity mapping should be used to inform this stage, to ensure that tower locations avoid the most sensitive and highest-quality areas within woodland wherever possible.	
	Black Grouse <u>Site importance</u> The study area supports a network of significant Black Grouse lek sites, indicating a functionally connected breeding population. Black Grouse are a Scottish Biodiversity List species, so public bodies and private land managers are required to consider them in local planning. This red listed bird has undergone major declines across Scotland, with remaining populations now highly vulnerable to further habitat loss and disturbance. Black Grouse rely on a mix of open moorland, peatland and scattered native woodland, and are particularly sensitive during the lekking period (March to mid-May). Protecting suitable habitat and maintaining connectivity between lek sites and brood-rearing areas is essential to support the continued presence of this species in the region. Recent RSPB Scotland data for the Kilchrenan population demonstrate: • Multiple active lek locations across years • Persistent male attendance at several lek sites (presence of 5 - 9 lekking males recorded annually over the previous 3 seasons, indicating that this site is of extremely high importance at regional level). • Evidence of population connectivity across the landscape <u>Assessment limitations</u> At this early stage in the project development and consultation process, the consultation identifies upland habitats capable of supporting Black Grouse but assigns only moderate (AMBER) constraint status. The assessment does not yet: • Map or analyse known lek locations • Assess functional connectivity between lek sites • Adequately consider disturbance and displacement RSPB Scotland is aware that ornithology fieldwork is ongoing, and that this work will inform subsequent stages of the project design and consenting process. We are liaising directly with the ecological consultant regarding Black Grouse and the clear importance of this area to this species at regional level.	One year of ornithology VP surveys is currently underway and an additional six months of breeding bird VP surveys is being undertaken on additional VP locations after consultation with NatureScot. Potential impacts on black grouse are recognised. As part of the proposed suite of surveys, specialist surveys of black grouse will be carried out to inform the alignment selection, EIA and s37 application.

Table 4.1: Statutory and Non-Statutory Consultee Responses

	<u>Potential impacts</u> The proposed development could result in: • Disturbance during the spring lekking period • Displacement (temporary or permanent) of traditional, active lek sites • Disturbance to ground vegetation essential for incubation and brood rearing • Disturbance to females during incubation and brood rearing • Reduced connectivity between lekking and brood rearing locations in Barachander and Ballimore/Barbreck • Fragmentation of habitat mosaics These impacts could be significant at the regional population level. Breeding Black Grouse populations across North Argyll are already fragmented, with the Kilchrenan population subject to substantial cumulative pressure from commercial forestry and existing and proposed development. We recommend: • Targeted Black Grouse surveys, including lek monitoring • Assessment of: – Lek sites and connectivity – Habitat suitability and condition for Black Grouse – Disturbance zones, to include leks and suitable brood rearing habitat – Cumulative forestry and development impacts • Mitigation including: – Siting of infrastructure to avoid Black Grouse leks and suitable brood rearing habitat – Appropriate disturbance buffers and seasonal timing of works restrictions The future Environmental Impact Assessment (EIA) will need to explicitly consider and evidence cumulative impacts on Black Grouse at local and regional level. This should include wind energy developments, grid connection infrastructure and commercial forestry - which together are contributing to the progressive loss of open-ground habitats and reduced connectivity across North Argyll. Additionally, this EIA will need to evidence that all reasonable alternatives have been assessed, including route options that materially reduce impacts on Black Grouse. If impacts on Black Grouse cannot successfully be avoided during project design and construction, the scope to deliver effective mitigation and compensation for this priority species is extremely limited within the local area. This	
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Table 4.1: Statutory and Non-Statutory Consultee Responses

	limitation reflects the already constrained availability of suitable open-ground habitat for Black Grouse locally, due to cumulative pressures from commercial forestry and built development.	
	Conclusion This proposal is sited within a highly environmentally sensitive area. We recognise that the geographic and technical constraints identified by the Applicant limit the availability of alternative corridors. However, where impacts on irreplaceable habitats and priority species cannot be fully avoided at the routing stage, NPF4 requires that every opportunity is taken to minimise impacts through design. RSPB Scotland considers that there will be substantial challenges in achieving adequate compensation for Scotland's Rainforest and for Black Grouse within the project area. More broadly, there is a need for a coordinated, landscape-scale approach to the planning of renewable energy and associated transmission infrastructure in Argyll, to ensure cumulative impacts on priority habitats and species are appropriately managed. We would welcome continued engagement as the project develops to ensure compliance with NPF4 and to support a solution that delivers for both climate and nature.	Noted.

4.2 Summary of Public Feedback

Feedback was received through online feedback forms, 15 were completed during the consultation period. The summary feedback is provided at the below **Table 4.2**.

Table 4.2: Summary of Public Feedback	
Theme	Response
Need for the project and future development Respondents accepted that the existing infrastructure requires reinforcement or replacement. Others requested further evidence about the need for increased transmission capacity, anticipated electricity demand and whether the project would facilitate future renewable energy developments.	The need for project includes both the replacement of ageing and deteriorating infrastructure and reinforcement of the network to provide a more resilient and higher-capacity solution for the future. The existing line needs intervention because of its age and condition, and the selected replacement solution is being designed so that it is more capable and future-ready than the line it replaces. SSEN Transmission is responsible for providing the transmission infrastructure required to transmit electricity. Decisions relating to individual renewable energy developments are considered through their own consenting processes.
Explanation of the route selection process Further information about how the route options were identified, the criteria used to compare them and the weight given to environmental, community, technical and economic considerations were requested.	All feedback received during the consultation will be considered alongside environmental, engineering, technical, and economic factors as the development of the project progresses. The consultation report explains the routeing process, this Report on Consultation summarises the feedback received and describes how consultation responses have informed the project's development.
Route preferences and alternatives Different preferences were expressed for Route Options 1, 2, 3, 4 and 6. Some respondents supported route option 3, while others objected to routes 3 and 5 and suggested alternative routes, combinations of routes or moving the route further from settled areas.	All route preferences and suggested alternatives are noted. Each route option has been considered in terms of its potential interaction with the environmental, engineering and economic characteristics, features and sensitivities. The Route Options have then been compared to determine which has the greatest and least capacity or potential to accommodate the Proposed Development. This process and identified constraints are listed in Consultation Document.
Proximity to homes and other properties Concerns were raised about routes passing close to homes, properties under construction and other occupied buildings. Respondents requested greater clarity about appropriate separation distances, legal rights and the potential effects of constructing a new line close to the existing line.	Landscape and visual effects have been considered during the routeing stage and informed the identification and selection of the Potential Route. Landscape and visual effects are considered in more detail at the next stage, the alignment selection, with the project landscape team involved in the identification of alignments within the Preferred Route. The next stages of assessment will consider the location of infrastructure in greater detail, together with applicable technical requirements, environmental considerations and landowner and occupier interests.

Table 4.2: Summary of Public Feedback

Theme	Response
Private water supplies Several comments identified private water supplies as a significant concern. Potential effects included disturbance to water sources and catchments, contamination from groundworks, construction materials, fuel, access tracks and tower foundations, and disruption to community supplies. Respondents requested that water sources and catchments be identified, assessed and protected.	Private water supplies and their associated sources and catchments are important considerations. Available information will be reviewed, and further information will be gathered as the project develops. Alignment options will be planned carefully to avoid if possible and minimise any potential impacts. Potential impacts on private water supplies will be assessed through the environmental impact assessment process. Site-specific risks and mitigation measures will be assessed and implemented for any works. All works will be planned and carried out in line with Scottish Water's requirements and SEPA guidance when working near PWS to ensure that any potential pollution risks are avoided. Ongoing monitoring of PWS will occur prior to, and throughout the Proposed Development until completion.
Landscape and visual effects Concerns were raised about the effect of taller towers and overhead lines on views, skylines, the landscape and the setting of nearby communities. Some respondents considered that new infrastructure wouldn't represent a like-for-like replacement of the existing line.	Landscape and visual considerations form part of the routeing and assessment process and will continue to inform the development of the project. As the project progresses, more detailed assessment will consider potential views of the infrastructure, the relationship with existing transmission infrastructure and opportunities to reduce landscape and visual effects through route and alignment refinement.
Undergrounding of the line Some respondents asked why the proposed lines couldn't be placed under ground rather than supported by overhead infrastructure.	The use of overhead line or underground cable requires consideration of environmental, engineering, technical and economic factors, including the different construction and land-use effects associated with each technology. For a Development of this length and scale an underground cable is not a feasible option due to significantly higher costs involved during construction, environmental constraints associated with interactions with the water environment and peatland habitats, the presence of watercourses and associated flood zones, potential undesignated assets as well as increased risk and cost associated with ongoing maintenance associated with underground cables in remote areas. A hybrid solution would also not remove the need for a new overhead line along the majority of the route, as the Proposed Development is intended to fully replace and decommission the existing overhead line infrastructure.
Ecology, habitats and wildlife Concerns were raised about potential effects on woodland, wildlife habitats, protected or notable species, birds, mammals, amphibians, orchids and other plants. Comments also referred to habitat loss, disturbance during construction and the potential effects of access tracks.	Ecological surveys and assessments will inform the development of the project. These will consider habitats and species that may be affected by the proposed infrastructure and associated construction activity. The project will seek to avoid sensitive environmental features where practicable. Where effects can't be avoided, appropriate mitigation measures will be identified through the environmental assessment and design processes.

Table 4.2: Summary of Public Feedback

Theme	Response
Electromagnetic fields and health concerns Comments raised concerns about potential exposure to electromagnetic fields and possible effects on people and animals, particularly where overhead lines could be close to homes. Respondents requested a precautionary approach and clear information about relevant safety requirements.	EMFs are considered as part of the Environmental Impact Assessment (EIA) process. SSEN Transmission are obliged as part of our transmission licence obligations, to ensure that our assets operate within the limits specified in guidance from the UK Government. These limits are based on the advice of the Government's independent scientific advisers - Health Protection Scotland and Public Health England (formerly Health Protection Agency, Formally NRPD) - who ensure the appropriate level of protection for the public from these fields. Health Protection Scotland and Public Health England are appointed by the Secretary of State to protect the public from dangers to health. These organisations conduct and review relevant research and ensure that the guidelines for limiting exposure are based on the most appropriate available scientific information. Further information on the guidance can be accessed on the UK Government website: https://www.gov.uk/government/collections/electromagnetic-fields. Information on the research into a possible link between EMFs generated from electricity transmission infrastructure and human health is documented in the Energy Networks Association (2017) publication "Electric and Magnetic Fields: The Facts".
Construction access and traffic Concerns were raised about whether existing roads and tracks could accommodate construction traffic. Respondents also identified potential effects from new access tracks, tower construction, heavy vehicles and work in areas with limited or seasonally constrained access.	The next phase of the project is to involve a much more detailed review of access and constructability. This is expected to include site walkovers, alignment development, tower spotting, constructability reviews, consideration of temporary and permanent access requirements, identification of where existing tracks may need upgrading or where alternative access arrangements may be required, and assessment of construction traffic management. That work is intended to ensure that the developing design is based on a proper understanding of local terrain and access constraints, rather than assumptions made at corridor selection stage. All accesses will be assessed for suitability for the construction activities and potential effects on local roads, tracks, land and communities. Construction Traffic Management Plan (CTMP) will be produced. We will undertake specific liaison with Transport Scotland and Local Authority Roads Departments as the project develops to agree measures for public road improvements if any are required, temporary traffic management and other mitigation that may be required.
Construction disruption Respondents requested information about how noise, disturbance, access restrictions and disruption to nearby communities would be minimised during construction.	Potential construction effects will be assessed as part of the environmental impact assessment processes. Measures to reduce noise, traffic disruption and disturbance will be developed and communicated prior commencement of construction. The project team will continue to engage with affected communities, landowners and occupiers as project progresses.

Table 4.2: Summary of Public Feedback

Theme	Response
Tourism and the local economy Concerns were raised about potential effects on tourism businesses, visitor experience, recreation and the wider local economy, particularly as a result of landscape change and construction activity.	Potential effects on tourism, recreation and local businesses will be considered in the Environmental Impact Assessment with aim to avoid and minimise environmental impacts and introduce mitigation measures to offset or compensate for any potential significant landscape and visual effects. This in turn should help ensure that the impact on businesses and tourism is minimised. Consultation feedback will help identify the locations and activities that require particular consideration.
Property values Concerns were expressed that overhead lines or towers close to homes could affect property values.	The development of the alignment options will consider proximity to homes and other occupied buildings alongside environmental, engineering and technical factors. Impacts on residential properties will be mitigated as far as possible, and these impacts will be assessed as part of the Environmental Impact Assessments that accompany our applications for consent. As a regulated business, we are obliged to follow a statutory legal framework under the Electricity Act 1989 and Land Compensation Act 1961. If property owners are entitled to compensation under the legal framework, we will assess any claim on a case-by-case basis under the direction of this legal framework.
Farming, land use and habitat management Comments raised concerns about the effect of construction on farming activities, use of land, habitat restoration and access across privately managed land.	Existing land uses will be considered during route and alignment development. The project team will engage with affected landowners and occupiers to understand the land use, potential access and land management requirements. We have been undertaking land referencing to identify landowners along the route, and working with those landowners to identify if there are other interested parties to liaise with. We have been undertaking site meetings with those involved to seek their feedback on our proposals.
Existing overhead line and construction sequencing Questions were raised about whether the existing line could be maintained, whether it would be removed after the replacement infrastructure is completed and how sufficient space would be provided to construct new infrastructure beside the existing line.	The existing overhead line between Creag Dhubh Substation and Taynuilt Substation is intended to be removed as part of the Proposed Development (once the replacement line has been installed, commissioned and energised). This project is being developed as a replacement of the existing infrastructure, not as an additional overhead line. The current overhead line is an ageing asset that does not meet modern design standards and is one of the key reasons why reinforcement is required. Retaining it as a permanent backup is therefore not considered appropriate. The aim of the project is to replace the existing line with new infrastructure that is safer, more reliable and capable of meeting future electricity network requirements.
Consultation accessibility and future engagement A request was made for future consultation activity to take place within communities that may be directly affected. Confirmation was also requested that feedback submitted by email and through the online portal would be reviewed.	All consultation responses received through the published feedback channels are reviewed and responded as part of the consultation process. The request for additional locally accessible engagement is noted and will be considered when planning future consultation and community engagement activity.

5. CONCLUSIONS AND NEXT STEPS

This Report on Consultation documents the consultation process which has been undertaken for the project in March-May 2026. The programme of consultation was designed to engage with stakeholders including statutory and non-statutory consultees, local communities, landowners and individual residents in order to invite feedback on the rationale for and approach to, the selection of the Preferred Routes.

This report has described the key responses received and provides detail on the actions proposed in response to the issues raised. The consultation on the route selection process has been successful in obtaining a large amount of feedback from both statutory and non-statutory consultees. Key issues raised through this routeing consultation included:

- potential impacts on ornithology receptors including golden eagles, as well as to black grouse and other Schedule 1 species;
- potential impacts on ancient woodland/ Argyll Rainforest – Loch Etive Woods SAC and the Glen Nant National Nature Reserve (NNR) and SSSI;
- potential impacts on peatlands and habitats; and
- potential setting impacts of scheduled monuments.

Following the consultation period and received feedback, SSEN has further refined the Preferred Route for the Taynuilt to Creag Dhubh section during the alignment selection stage in order to provide more opportunities for the avoidance of recognised constraints and compliance with NPF4 policy. The above has resulted in identification of mitigation through design and construction approach, such as the widening of sections of the corridor to provide a greater opportunity to avoid impacts on identified key constraints. When compared against other proposed route options and considered against the above constraints, this option was determined to be the preferred route. This was informed by a series of site visits that identified opportunities for refinement of the presented Preferred Route for Taynuilt to Creag Dhubh section. The revisions to the preferred route are shown on **Figure 3: Preferred Route Option, Appendix 1**. It should be noted that, whilst the identified constraints cannot be entirely avoided, the revised preferred route represents the Route Option with the least overall environmental impact practicable.

Following a review of the comments and issues raised, SSEN Transmission will seek to address these during the alignment selection and EIA stages of the process, adopting the revised preferred route identified (and shown on **Figure 3: Preferred Route Option, Appendix 1**). Any amendments made as a result of feedback received would be reported in future impact assessment publication.

The next stages of the Proposed Development are as follows:

- EIA Scoping – SSEN Transmission will produce and submit an EIA Scoping report for the Proposed Route Options.
- Alignment Selection - SSEN Transmission will carry out assessments and design work to identify Potential Alignment Options within the Preferred Routes. The next round of consultation will provide an opportunity to present and comment upon the Potential Alignment Options, with particular regard to sensitive locations and the need for any mitigation.
- Application - SSEN will continue to undertake further environmental surveys and produce a detailed environmental impact assessment as the project progresses. Following completion of the formal consultation stage, SSEN Transmission will review the final design prior to submitting an application for consent under Section 37 of the Electricity Act 1989.

APPENDIX 1 - FIGURES

APPENDIX 2 - PUBLIC NOTICE

APPENDIX 3 – FEEDBACK QUESTIONS