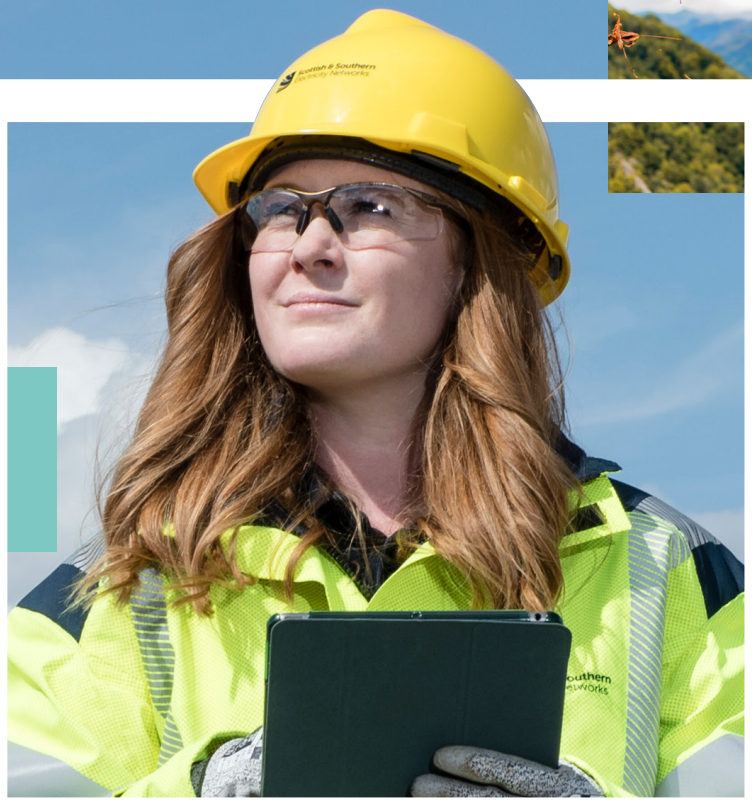
Scottish & Southern Electricity Networks

TRANSMISSION

Tomchrasky Wind Farm Connection

Alignment options public consultation

August 2025



ssen-transmission.co.uk/tomchrasky

Contents

The consultation events will be taking place on:

Monday 25 August, 3.30–7pm
Cannich Hall, Cannich, IV4 7LJ

Tuesday 26 August , 4–7pm
The Hub, Dalchreichart, Glenmoriston, IV63 7YJ

Powering change together

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

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

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

We all have a part to play

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

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

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

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

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

Scan the QR code with your smartphone to find out more about how these policies have been assessed and determined.

Who we are

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

What we do

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

Working with you

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

Project overview

As the transmission license holder in the north of Scotland, we have a duty under Section 9 of the Electricity Act 1989 to facilitate competition in the generation and supply of electricity. We have an obligation to offer non-discriminatory terms for connection to the transmission system, both new generation and for new sources of electricity demand.

Subject to planning consent, we are required to connect the Tomchrasky wind farm to the transmission network. To facilitate this, we are proposing to construct a new single circuit 132kV overhead line from the Tomchrasky wind farm 132kV substation to the proposed Bingally substation. Under our Network Operator's License, this connection should be efficient, coordinated and economic, whilst having the least possible impact on the environment.

The proposal is a single circuit 132kV steel trident pole arrangement to support the overhead line running over approximately 16.5 kilometers.

The average height of the steel trident poles is 10–18 meters, with an average span of between 75–130 meters. A number of new permanent and temporary access tracks will also be required.

At times during construction, traffic management will be required, and information will be shared on this in due course.

Any works associated with new equipment at the Tomchrasky wind farm substation are included within the wind farm planning application that will be submitted by the Developer.

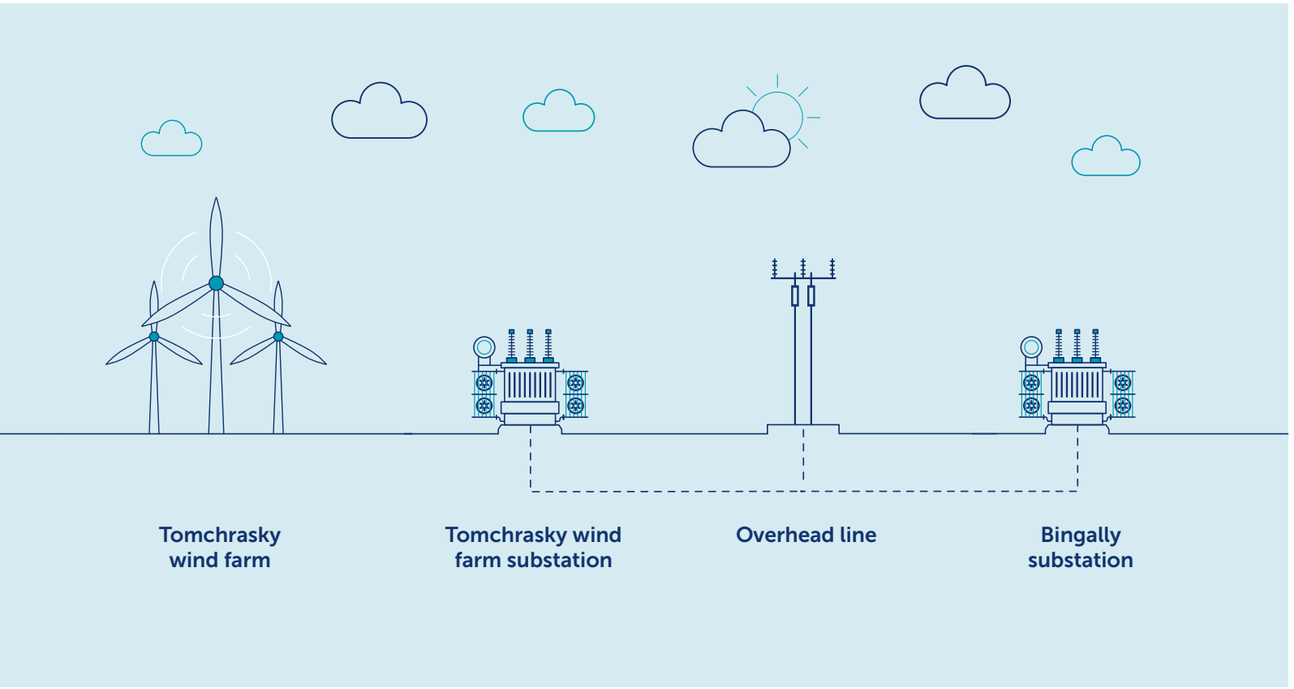


Diagram not to scale, for illustration purposes only

Project timeline

Summer 2024
- Commencement of environmental and engineering assessments

Autumn 2024
- Route consultation

Summer 2025
- Alignment consultation

Spring 2026
- Final alignment consultation

Summer 2026
- Section 37 application submitted

2027
- Summer: Section 37 consent determined
- Winter: Construction commences (subject to consent)

Winter 2029
- Construction completion

*Section 37 consent for the OHL is required under the Electricity Act 1989. The application is determined by Scottish Ministers

Our overhead line alignment selection process

We have developed and implemented formal Guidance for the selection of routes and alignments for new Overhead Lines (OHL).

The main aim of the Guidance is to provide a consistent approach to the selection of new OHL alignments and is underpinned by our statutory obligations to:

'Develop and maintain an efficient, coordinated and economical electricity transmission system in its licenced area' and in so doing, to **'have regard to the desirability of preserving the natural beauty, of conserving flora, fauna and geological and physiographical features of special interest and protecting sites, buildings and objects of architectural, historic or archaeological interest; and do what we reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites buildings or objects'.**

These duties capture the principal objective of the routeing process which is to balance technical and cost considerations with environmental considerations, to select a proposed alignment which is economically viable, technically feasible, minimises impacts on important resources or features of the environment and reduces disturbance to those living in it, working in it, visiting it or using it for recreational purposes.

Why we're here today

We are currently at the alignment stage of project development. This is when we have lines on the map showing our alignment options and clear proposals for where the line is likely to go rather than the routes previously presented which are typically around 1km wide.

Over the past months, we have developed these alignments by carrying out further studies and assessments following consultation feedback and through engagement with landowners and wider stakeholders. This consultation will focus on our alignment options, one of which is being presented as the Potential Alignment option and will include further information on how this option has been chosen as the potential one.

We welcome your feedback on these alignment options and will review all feedback received to inform the final design of the project.

Key stages

For new OHL projects, the process follows a number of stages, each iterative and increasing in detail and resolution, bringing cost, technical and environmental considerations together in a way that seeks the best balance. This staged process leads to the identification of a proposed OHL alignment that is capable of being granted consent by Scottish Ministers under Section 37 of the Electricity Act 1989. The key stages are:

Stage 0: Strategic options assessment/routeing strategy

The starting point in all OHL projects is to establish the need for the project and to select the preferred strategic option to deliver it. This process will be triggered by the preparation of a number of internal assessments and documents which identify the technology to be used and the point on the existing transmission network where a connection can be made.

For the Tomchrasky wind farm connection, this point is at the proposed Bingally substation utilising OHL technology. The Routeing Strategy also determines which of the following stages are required.

Stage 1: Corridor selection

No corridor options were identified due to the limited scale of the project and the identified connection points between the wind farm and the new proposed Bingally substation, which limit the alternative corridor options.

Stage 2: Route selection

Route selection seeks to identify route options that avoid where possible physical, environmental, and amenity constraints, is likely to be acceptable to stakeholders, and is economically viable taking into account factors such as altitude, slope, ground conditions and access. A route may be several kilometers in length and typically range from 200m to 1km in width, depending on the scale of the project, the nature and extent of constraints and the character of the area in question. A number of route options are usually identified, assessed and consulted on.

Stage 3: Alignment selection

We are at this stage

Alignment selection seeks to identify an alignment within the preferred route and to define the access strategy which will be adopted in terms of, for example, the nature and extent of temporary and/or permanent access tracks and possible road improvements. It will be influenced by local constraints, such as individual properties, their aspect, and amenity; ground suitability; habitats; and cultural heritage features and setting. There may be more than one distinct alignment option through the preferred route. It is more likely, however, that variants to sections of an alignment may arise where there are different ways to avoid a constraint.

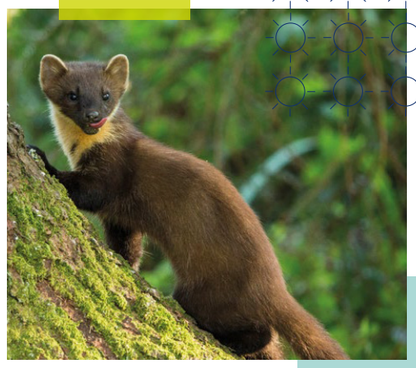
Meeting our obligations

Our Transmission Operators licence requires us to provide best value for customers and GB consumers.

As a natural monopoly, we are closely regulated by the GB energy regulator Office of Gas and Electricity Markets (OFGEM), who determine how much revenue we are allowed to earn for constructing, maintaining and renovating our transmission network.

These costs are shared between all those using the transmission system, including generation developers and electricity consumers.

We therefore work to strict price controls which means the following environmental, engineering and economic considerations form a key part of our alignment process.



Environmental considerations

Desk-based assessments using available mapping, Geographic Information Systems (GIS) data, environmental surveys and publicly available records have been undertaken to gather initial environmental baseline information.

This is crucial to enable us to understand the key environmental constraints and sensitivities.

Initial work has been carried out which has helped to identify key environmental issues including nature designations, landscape and visual receptors, sensitive habitats, protected ecology and ornithology, forestry, hydrology and recreation.

Following confirmation of a proposed route and alignment for the connection, further detailed studies and assessment work will be undertaken to support the consenting process throughout 2025 and early 2026.

Consenting

The Tomchrasky wind farm connection will require a consent application under Section 37 of the Electricity Act 1989. Before a project progresses to consent application stage, a Screening Opinion is requested from the Scottish Ministers (through the Energy Consents Unit) to clarify whether the project falls within the thresholds of The Electricity Works (Environmental Impact Assessment (EIA)) (Scotland) Regulations 2017.

If the project meets or exceeds certain criteria, then it is deemed to be an EIA Development and any application for consent must be accompanied by a formal EIA Report. If it is deemed not an EIA Development, we will provide equivalent environmental information through a voluntary Environmental Appraisal (EA) Report to accompany the consent application. If required, the Tomchrasky wind farm connection will be screened for EIA in Q4 of 2025.

Engineering and economic considerations

In addition to the suite of environmental assessments undertaken, the following engineering and economic considerations form a key part of our alignment process:

- Construction costs and buildability (largely affected by ground conditions, such as peat/rock/flooding/contaminated land, etc).
- Operations and maintenance requirements.
- Outage requirements and network constraints.
- Vicinity to other electrical OHL and underground structures.
- Vicinity to any other utility, overhead or underground.
- Proximity to existing wind turbines and existing wind farm infrastructure.
- Communications masts and infrastructure.
- Urban development.
- Forestry and biodiversity.
- Technology costs and design parameters.
- Site accessibility.
- Alignment length.

A summary of key environmental and engineering considerations are presented on the following pages.

Routeing update

We first introduced this project in October 2024, consulting on route option corridors for the overhead line. The consultation closed on 21 February 2025, with 8 written responses received.

After carefully considering each of the route options and assessing them based on various factors, Route A was selected. This was due to having favourable engineering and environmental factors, as well following much of the existing Beauly – Denny corridor which allows for the consolidation of existing infrastructure as well as utilisation of existing access tracks.

Route A is less likely to compromise the setting and special qualities of the adjacent Wild Land Area designation compared to other routes. Route A has less impact on commercial forestry compared to other route options.

Where Route A extends into areas of Ancient Woodland, the alignment options will look to avoid impact to this woodland and therefore also reduce potential for impact on protected species, particularly bat species. Route A is situated further south of the closest Scheduled Monument Balnacarn compared to the other routes.

This combination of factors resulted in Route A being selected as the preferred route to be taken forward to the alignment stage. This route also avoids significant tree felling when compared with some other route options.

Tomchrasky Wind Farm Connection

Selecting an alignment

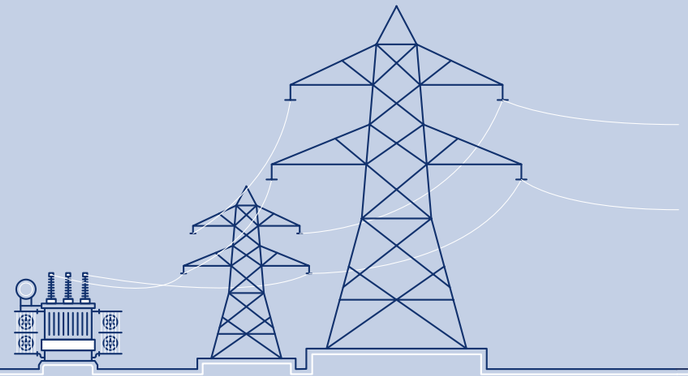
The consideration of alignment options and design solutions brings together work by four main disciplines:

Engineering Team

Who identify engineering constraints and where overhead lines and cables can be installed from a construction and operational perspective.

Key considerations include:

- Contractor engagement
- Proximity to existing infrastructure and properties
- Access
- Topography

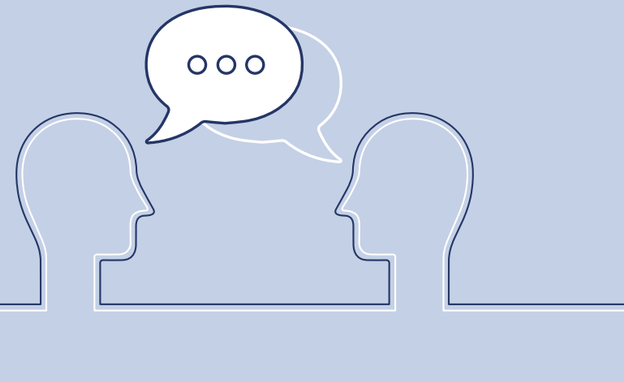


Communities Team

Who work with communities and make sure that their feedback during the consultation process is closely considered during project refinement.

Key considerations include:

- Community engagement
- Consultation responses review
- Recreational areas and areas of local interest



Environmental Team

Who identify key environmental and social constraints along the routes which the new infrastructure could impact upon.

Key considerations include:

- Engagement with statutory consultees and planning authorities
- Results of specialist environmental archaeology, ornithology, ecology, geology and hydrology surveys
- Local environmental aspects like visual amenity, Scheduled Monuments, Special Protected Areas and Sites of Special Scientific Interest.
- Peat, ground conditions and the water environment

Land Team

Who engage with landowners to identify key land use constraints.

Key considerations include:

- Landowner engagement
- Mitigating effects of infrastructure on land and properties
- Reaching land agreements

Striking a balance

When selecting an alignment, we need to carefully balance key considerations relating to engineering, environment and cost, in each section of the overhead line route.

We then consider the likely effect and level of impact of each consideration, which will vary from section to section.

This can be based on how populated the area is, the outcomes of environmental and engineering surveys, stakeholder and community feedback, the presence of peat, the local water environment, if there is existing infrastructure we need to avoid, if the effects on land and property can be mitigated and if a constructable alignment can be identified.

Ultimately, we need to balance a range of factors and present the solution we consider most viable, to then put forward for consultation. We have now identified a Potential Alignment alongside which we are seeking your views on.

Our Alignment Selection Consultation Document describes the alignment options and comparative appraisal of each option in detail, and this can be downloaded from the project webpage or viewed during the consultation events.

You can download our Alignment Maps, Alignment Consultation Document and Routeing Process from our website: **ssen-transmission.co.uk/tomchrasky**

Alignment options

The proposed OHL alignment runs south from the proposed Bingally substation for approximately 7km following the Beauly-Denny OHL and its existing access road. Within this stretch all the alignment options cross under the Beauly-Denny OHL.

The alignment then diverts to a south-westerly direction and to the north of a large area of commercial forestry for approximately 4km until crossing Allt na Muic and skirting the east and south-east edges of the Tomchrasky wind farm and approaching the Tomchrasky substation from the east. Four different alignments have been investigated; the key differences between these alignments are described below.

Alignment option A

Alignment option A exits the proposed Bingally substation on its east side and wraps around the southern boundary of the substation. The Beauly-Denny OHL is crossed 1.3km from the proposed Bingally substation. The alignment passes closer to the northern boundary of the commercial forestry than the other options. On the approach to the Tomchrasky substation, this option is as close as possible to the wake zone of the wind farm without encroaching it. Alignment A intersects areas of Class 1 and Class 2 peatland. Protected bird and mammal species including water vole, otter and bats as well as protected habitats have been identified within all alignments, careful micrositing of the pole locations will look to avoid impacts on these constraints as much as possible. Black grouse lek sites are particularly sensitive along this alignment.

Alignment option B

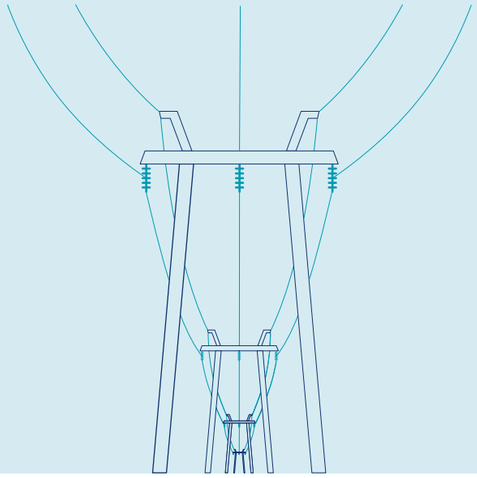
Options B and C exit the proposed Bingally substation in the same way as Option A but cross the Beauly-Denny OHL at approximately 2km (Option B) 4km from the proposed Bingally substation (Option C). To the north of the commercial forestry area, these options are further up the hillside, passing near to Meall Cuileig. These alignment options follow Allt na Muic further down its course and pass through a corner of the commercial forestry area before turning westwards to approach the Tomchrasky substation. Alignment option B intersects or runs adjacent to areas of commercial forestry, native pinewood and a small area of Ancient Woodland. Protected bird and mammal species including water vole, otter and bats as well as protected habitats have been identified within all alignments, careful micrositing of the pole locations will look to avoid impacts on these constraints as much as possible.

Alignment option C

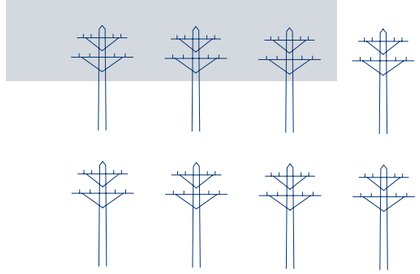
Protected bird and mammal species including water vole, otter and bats as well as protected habitats have been identified within all alignments, Alignment C is situated in closer proximity to watercourses which house a larger number of water vole constraints.

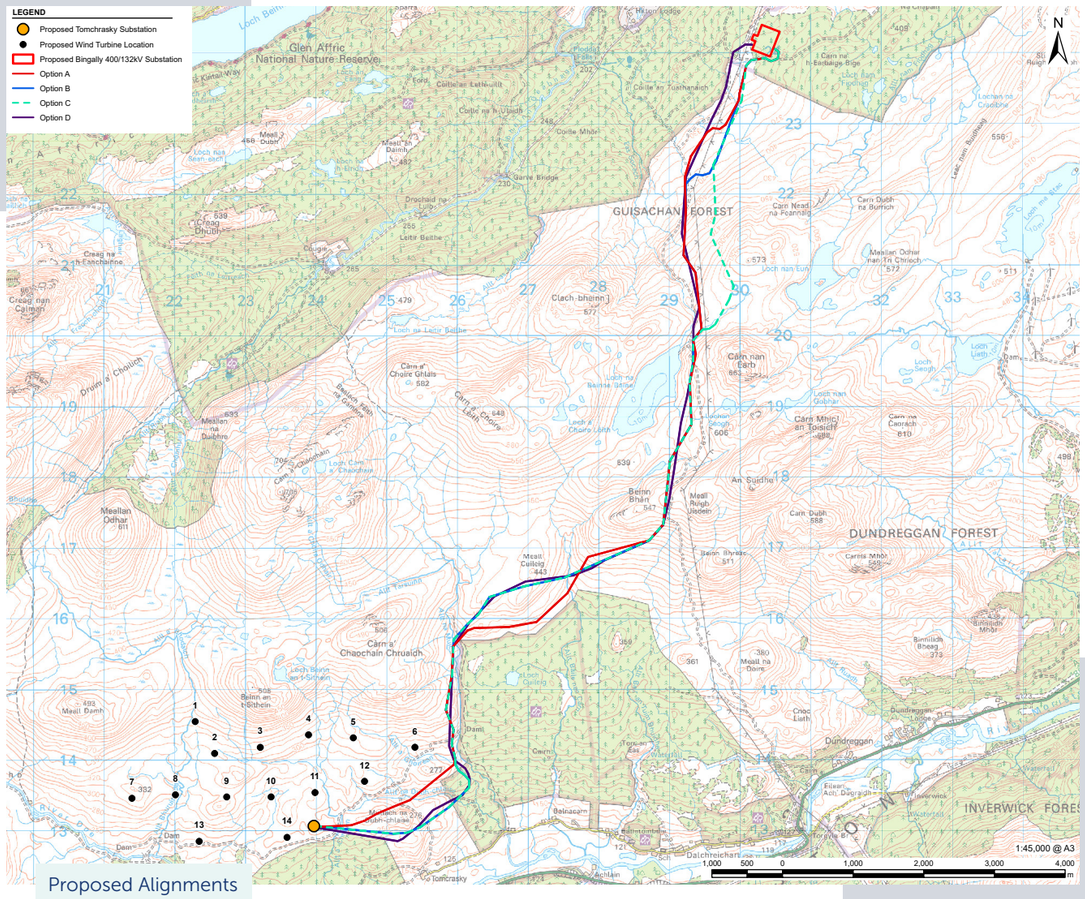
Alignment option D

Option D exits the proposed Bingally substation on its west side and crosses the Beauly-Denny OHL adjacent to the substation. The option passes through the edge of an area designated as Caledonian Ancient Woodland and partially overlaps with the Glen Affric National Nature Reserve. Further south the alignment is approximately the same as options B and C. Alignment option D is situated within an area of Caledonian Ancient Woodland as well as the Glen Affric National Nature Reserve. The alignment also intersects areas of commercial forestry. The potential impact on protected species, specifically bat species, is high within these areas of woodland.

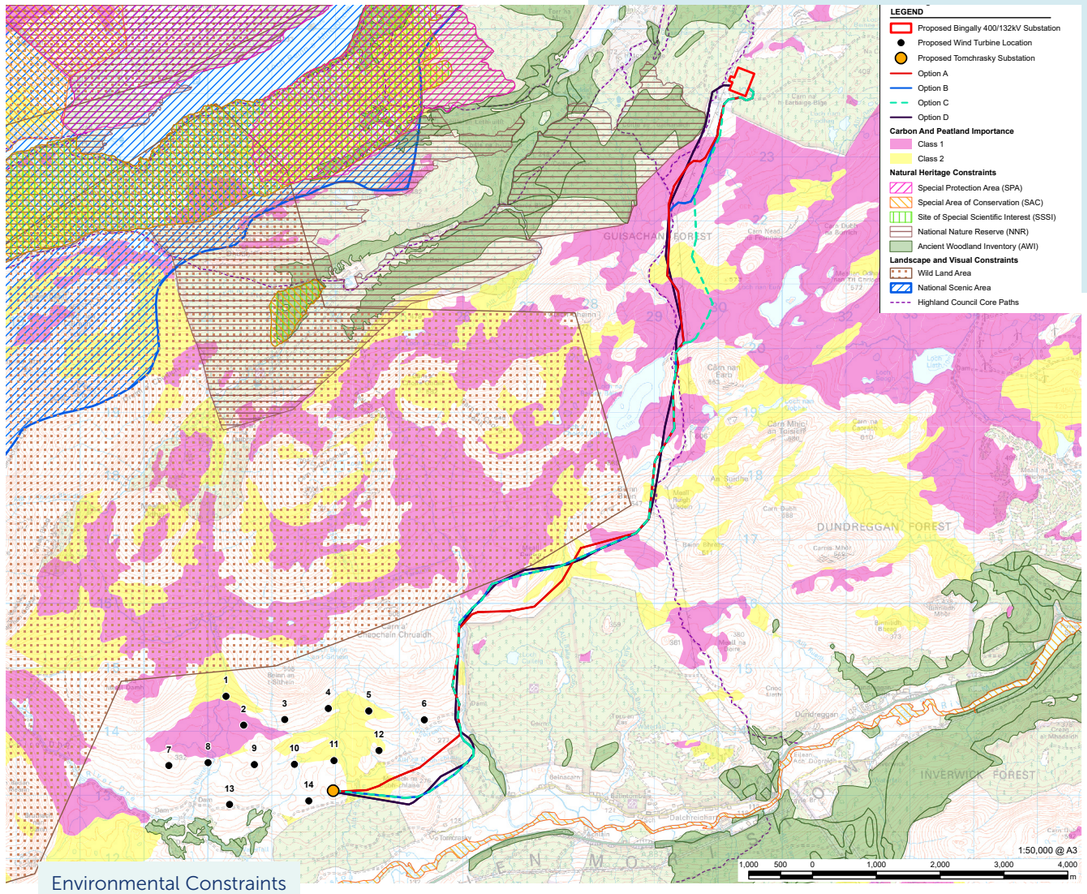


Tomchrasky Wind Farm Connection





Proposed Alignments



Environmental Constraints

RAG table

We identified four alignment options based on initial desk-based review and site visits within the preferred route.

Table 1 displays the environmental and engineering appraisal RAG (Red, Amber, Green) ratings for the OHL alignment options. Ratings are applied based on the potential for the proposed development to be constrained, with red being high potential (least preferred) and green being low potential (most preferred) for the alignment options considered.

	Category	Sub-topic	Route options			
			A	B	C	D
Environmental	Natural heritage	Designations	A	A	A	R
		Protected species	A	A	A	A
		Habitats	A	A	A	A
	Cultural heritage	Ornithology	A	A	A	A
		Geology, hydrology, and hydrogeology	A	A	A	A
		Designations	G	G	G	G
		Cultural heritage assets	G	G	G	G
	People	Proximity to dwellings	G	G	G	G
	Landscape and visual	Designations	A	A	A	A
		Landscape character	A	A	A	A
		Visual amenity	R	R	A	R
	Land use	Agriculture	G	G	G	G
		Forestry	A	A	A	A
		Recreation	A	A	G	A
	Planning	Proposals	A	A	A	A
Engineering	Infrastructure crossings	Major crossings	A	A	A	A
		Road crossings	A	A	A	A
	Environmental design	Elevation	R	R	R	R
		Atmospheric pollution	G	G	G	G
		Contaminated land	G	G	G	G
		Flooding	G	G	G	G
	Ground conditions	Terrain	G	G	G	A
		Peat	G	G	G	G
	Construction maintenance	Access	A	A	R	G
	Proximity	Clearance distance	G	G	G	G
		Wind farms	R	R	R	R
		Communication masts	G	G	G	G
		Urban environments	G	G	G	G
		Metallic pipelines	G	G	G	G

Table 1

The alignment assessment concludes that option A is the most favourable considering both engineering and environmental criteria.

All options share some significant engineering challenges i.e:

- All options will pass through areas of peat.
- A crossing of the existing Beauly-Denny OHL is required.
- No existing vehicle access provision between Allt na Muic and the Beauly-Denny access road nor parallel to the Allt na Muic gorge.
- Potential for a crossing of Allt na Muic to be needed.

There are a range of environmental constraints where protected bird and mammal species are present along the route.

Option A provides the best opportunity to utilise existing access roads and new permanent access roads would be routed across more favourable terrain than the other options.

Options C and D are less preferable. Option C would require a significant additional length of access road to the east of the Beauly-Denny OHL and interferes with a lot of water vole sites. Option D would have unacceptable impacts on the Caledonian Ancient Woodland and the Glen Affric National Nature Reserve.

The alternative crossing points of the Beauly-Denny OHL in Option B can be considered if necessary.

Our access strategy

Constructing and maintaining our overhead lines and underground cables

We are currently developing our access strategy, which considers access requirements for construction and maintenance of the overhead line. Access requirements have informed the alignment appraisal process, as a key engineering consideration. Preliminary access routes to indicative tower locations have been appraised but these may change following feedback and design refinement.

A detailed traffic and transport assessment will form part of the planning application, which assesses potential impacts of construction traffic and the capacity of local roads to accommodate this traffic.

A Construction Traffic Management Plan (CTMP) will be agreed with the relevant authorities prior to works commencing.

The table below explains the different types of tracks that are typically considered and what they are required for.

Type of access	What does it mean?
Construction access	During construction, stone tracks would typically be used to gain access to each of the tower locations. This would normally be temporary except in locations where it is considered that it needs to be retained to maintain safe access for future requirements. There are different types of construction access tracks, these include cut tracks, surface tracks and floated roads. Each provide different benefits depending on the ground conditions in the area. A typical access track would be of a minimum 4m in width however this could be wider in areas where heavy plant require access.
Statutory inspection and general maintenance access	When designing the overhead lines, we need to consider how our operational teams will get back to the locations in the future to carry out routine inspections and maintenance. Operational access would normally consist of an off-road 4x4 vehicle with a trailer being able to reach each steel pole. If we consider it not possible for a 4x4 to be capable of doing this, we would need to consider alternative access either by identifying a route where temporary panelling can be installed as and when required or through construction of a permanent track.
Heavy maintenance access	This covers if any future refurbishment or modifications would be required for the line. For this we have to consider what locations heavy plant would need to be able to access and have plans on how they would get to these locations. Typically, the main focus here is access to the angle pole. At angle poles this is where the overhead line conductors get pulled onto the poles so additional access and space is needed in these locations during construction to carry this out. Where these locations cannot be easily accessed, we would look to retain permanent access so that if a conductor needed replaced in the future this could be carried out safely whilst minimising the time frames required to perform the maintenance.
Demolition access	This is required from a health and safety perspective so that we can understand that if at some point the overhead line is to be removed how access can be gained safely to do so. This doesn't mean having access to every location to be able to dismantle the poles, but it should consider how we may take the access and what additional roads or panelling would be required if we were to do so.

Construction of an overhead steel trident pole

Based on the engineering and environmental factors, steel trident pole will be selected to support the OHL.

Opposite is a typical example of a steel trident pole and OHL (average height of 13 meters). A typical "H" wood pole installation requires foundations of approximately 3m across and to a depth of around 2 meters.

Steel trident pole example

3D visualisations

We understand that local stakeholders need to be able to visualise what the development may look like in their local area. We've provided 3D visualisations which model the potential alignment into the local landscape to help understanding of the proposals in terms of the visual impact, distance and height. The following are some images taken from the 3D model created for the overhead line from a range of different angles.

Figure 1: Existing Beauly Denny OHL and access track (facing south-west)

Figure 2: Steel trident pole overhead line

Figure 3: Size comparison of existing Beauly Denny towers and proposed steel trident poles (facing north)

Other projects in the local area

As the transmission operator in the north of Scotland, we need to maintain and invest in the high voltage electricity transmission network in our area to provide a safe and reliable electricity supply to our communities.

Bingally substation

As part of the Beauly to Denny upgrade project, the proposed Bingally 400kV substation will involve construction of a new outdoor, 400kV Air Insulated Switchgear (AIS) substation located southeast of Tomich, approximately 6km from the existing Fasnakyle 275kV substation.

All consents have now been submitted for the Bingally substation project.

ssen-transmission.co.uk/bingally

Fasnakyle to Bingally 132kV connection

Subject to planning consent, we are required to provide a new 132kV connection between the existing Fasnakyle 275kV substation to the proposed Bingally 400kV substation, to allow connection onto the wider transmission network.

This project is currently at the alignment stage of development.

More information about this project is available on the project website: **ssen-transmission.co.uk/fasnakyle-bingally**

Loch Liath wind farm connection

Subject to planning consent, we are required to connect the Loch Liath wind farm (located approximately 13km southwest of Drumnadrochit) to the transmission network.

This project is in its infancy and is still within the early development phase and currently does not have its own dedicated webpage. Once we have more information to share the projects webpage will become available on our website:

ssen-transmission.co.uk/projects

Local renewable developments

We know that local stakeholders are keen to understand the full extent of renewable developments being proposed in their local area.

Applications to connect to the transmission network in our licence area are made to National Grid ESO and undergo a lengthy process of assessment before we begin to develop a network connection for those developments. We aim to be transparent about the renewable developments looking to connect to our network but are not permitted to disclose any details of these developments until they are in the public domain.

A list of projects that hold contracts for Transmission Entry Capacity (TEC) with National Grid, the Electricity System Owner is available from their website: **neso.energy/industry-information/connections/reports-and-registers**

Have your say

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

The feedback period

We will accept feedback from now until **7 October 2025.**

How to provide feedback:

Submit your feedback online by:

- Scanning the QR code on this page or via the form on our project webpage at **ssen-transmission.co.uk/tomchrasky**
- Email the feedback form to our Community Liaison Manager or;
- Write to us enclosing the feedback form in this booklet.

What we're seeking views on

Now that we have presented a Potential Alignment, we want you to share your thoughts and opinions on our plans, where you think we can make improvements, concerns about the impact of our work and what you think of any changes and refinements we've made. We particularly want to hear from you if you live close to the Potential Alignment.

We are actively looking to avoid and mitigate the impacts of the overhead line as much as possible over the coming months. It would be helpful to understand what you believe we should be doing to help minimise these impacts and if there are any opportunities to deliver local community benefits you would like us to consider.

We encourage all interested community members to fill in a feedback form when submitting feedback, however if you prefer, you can email us to provide your feedback or ask any questions. Comments made to the applicant during this consultation are not representations to the Scottish Ministers and if the applicant submits a section 37 application there will be an opportunity to make representations on that application to the Scottish Ministers.'

Additional information:

The best way to keep up to date is to sign up to project updates via the project webpage:
ssen-transmission.co.uk/tomchrasky

Our Community Liaison team

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

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

Recite me

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

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

Community Liaison Manager

Louise Anderson

SSEN Transmission, 200 Dunkeld Road, Perth, PH1 3GH

louise.anderson@sse.com

07384 454 233

You can also follow us on social media:

@ssentransmission @SSETransmission

Tomchrasky Wind Farm Connection

Your feedback

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

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

Q1. Has the approach taken to select the Potential Alignment been clearly explained?

☐ Yes ☐ No ☐ Unsure

Comments:

Q2. Do you have any specific concerns relating to the alignment options? If so, is there anything we could do to mitigate the impact of this?

Comments:

Q3. **Is there anything you'd like to bring to our attention regarding the Potential Alignment that you believe we may not have already considered?**

Comments:

Q4. **Do you feel, on balance, that the Potential Alignment selected is the most appropriate for further consideration?**

☐ Yes ☐ No ☐ Unsure

Comments:

Q5. **Do you have any suggestions for local community benefits or local initiatives, such as volunteering, that we could support to leave a positive legacy in your area?**

Comments:

Q6. **Do you have any questions that were not answered within our materials or by the project team on the day?**

Comments:

Full name: ..... **Email:** .....

Telephone: ..... **Address:** .....

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

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

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

Post: SSEN Transmission, 200 Dunkeld Road, Perth PH1 3GH

Email: louise.anderson@sse.com

Online: ssen-transmission.co.uk/tomchrasky

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

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

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

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

Notes

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