

Agenda Item	6.1
Report No	PLS/46/26

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 6 August 2026

Report Title: 25/02993/S37: SSEN Transmission
Land 300m West of Upper Fanellan Cottages, Kiltarlity

Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Beauly - Denny Overhead Line Diversion - The temporary and permanent diversion of approximately 1.7km section of the existing 275/400kV Beauly Denny overhead line (OHL)

Ward: 12 - Aird and Loch Ness

Development category: National Development

Reason referred to Committee: National Development (Section 37 Application)

All relevant matters have been taken into account when appraising this application. It is considered that the proposal does not accord with the principles and policies contained within the Development Plan and is not acceptable in terms of all other applicable material considerations.

Recommendation

Members are asked to agree the recommendation to **RAISE OBJECTION** to the application as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 The Highland Council has been consulted by the Scottish Government's Energy Consents Unit on an application made under Section 37 of the Electricity Act 1989 (as amended) to re-route a section of the 400kV/275kV Beaully Denny overhead electricity transmission line to be replaced by 400kV to facilitate the proposed Fanellan substation. This application comes under the category of "national development" as set out in the National Planning Framework (NPF4).
- 1.2 The re-routed line will measure approximately 1.7km in length looping around the compound of the substation beyond its northwestern boundary. Six new towers are proposed consisting of two terminal towers, three angle/tension towers and one suspension tower. The terminal towers are required to connect the overhead line into the proposed Fanellan 400kV substation; the angle/tensions towers are required to accommodate changes in alignment or increased mechanical loading; and the suspension tower is required along straighter sections of the route. Each tower type has a specific functional role, ensuring the structural stability and operational efficiency of the diverted line. These towers will be galvanised steel, finished in grey, ensuring durability and compatibility with the existing infrastructure.
- 1.3 Two existing suspension towers will be removed and dismantled along with other elements of the existing line where it is to be replaced. The existing line sections would be decommissioned, conductors would be removed, towers dismantled, and the upper part of foundations removed. Towers are generally dismantled by felling and breaking up. Where felling may cause damage, it may be necessary to dismantle by crane in manageable panels which can then be broken up on the ground. The steel is bundled on site then removed. Existing concrete foundations outwith the proposed substation hub would be broken down to a depth of approximately 1m below ground level with stubs cut off.
- 1.4 A temporary diversion of the existing OHL will be required to ensure that the electricity network remains fully operational whilst the permanent diversion works are ongoing. This will involve the installation of temporary steel lattice towers, generally of a suspension type, located adjacent to the existing alignment, to allow for the transfer of electricity via existing conductors. These towers will support the live conductors while they are temporarily re-routed away from the construction zone. The diversion is designed to be relatively short in extent and positioned so as to avoid the area required for the substation platform and associated construction works. Ancillary works such as temporary working areas, crane pads, access routes along with specialised areas such as equipotential zones (EPZs) to facilitate safe handling of live conductors will also be required. Further ancillary development across the site will include vegetation clearance, temporary working areas and construction compounds.
- 1.5 The maximum tower height is proposed at approximately 59.4m which includes allowances for local adjustments during detailed design. The spacing between towers (span length) will vary depending on local ground conditions and topography. Spans have an average length of approximately 315m, with a maximum span of around 464m where conditions allow.

- 1.6 To provide flexibility during detailed engineering and construction, the design incorporates limits of deviation (LoD). Towers may be micro sited within 50m of their indicated positions to avoid environmental or technical constraints, and their heights may be adjusted by up to plus/minus 20% to ensure compliance with statutory clearance requirements.
- 1.7 The anticipated main construction period for the development is 9 months following of the granting of consent. This timescale is based on works undertaken 7 days a week. Construction working hours are currently anticipated to be between 07.00 to 19.00 Monday to Sunday throughout the year. Working hours and any variation of such would have to be confirmed by the principal contractor and agreed with The Highland Council.
- 1.8 The proposed development will be accessed via Fanellan Road (C1106) running parallel to the southeast of the site. A new shared access track is proposed to the northeastern portion of the site by the forming of a new junction which will also be used for the substation. This would connect with the Fanellan Road via a priority junction located approximately 100m to the west of the Fanellan Road junction with the U1604 Kiltarlity Road. This access road will remain in place permanently for operational use. Additionally, new access tracks (both temporary and permanent) will be constructed within the site to reach tower locations. The construction route to site is noted as via the C1108 which passes through Kiltarlity, this is not supported by Transport Planning, with the route via the A831 across Black Bridge deemed appropriate as it was for the Fanellan substation application previously refused.
- 1.9 There are a number of associated proposed electricity transmission developments at various stages of appeal, within the Public Local Inquiry process or pending consideration as planning applications that relate to the site. These include:
- The proposed Fanellan 400kV substation and converter station (25/00826/FUL) located within a stretch of the existing Beauly Denny OHL which requires this application to reconfigure the line around the new compound.
 - The proposed Beauly to Peterhead 400kV OHL (25/03986/S37) which will follow a south-westerly route to Fanellan substation site over the River Beauly crossing the C1106 Fanellan Road to tie in with the proposed development from the south of the site.
 - The proposed Spittal to Beauly 400kV OHL (25/03311/S37) which will follow an easterly route to the Fanellan substation across the River Beauly and through Ruttle Wood to tie in with the proposed development from the northwest of the site.
 - The proposed upgrade/replacement of Black Bridge (26/02025/SCOP) across the River Beauly to the northeast of the site to facilitate construction traffic during the building phase of Fanellan substation.
- 1.10 These proposed developments are currently at various stages within the planning process. The proposed Fanellan substation was refused at SPAC on 5 February 2026, having been deferred from 18 December 2025 for a site visit. SSEN has appealed the decision, and it is currently with the Planning and Environmental

Appeals Division (DPEA) (PPA-270-2327). A Reporter has been appointed with the DPEA target date noted as 1 October 2026 with the appeal to be dealt with by written submissions. It is expected that the appeal will be called in by Scottish Ministers for determination. This means that the appointed Reporter will make a recommendation to the Scottish Ministers rather than determining the appeal himself.

- 1.11 The Council considered the Beaully to Peterhead OHL application at SPAC on 17 June 2026, and agreed to Raise an Objection, with an earlier objection letter issued to ECU on 16 December 2025 to secure a mandatory PLI. A PLI (TRL-270-2) is scheduled between 18 and 21 August 2026 in Inverness for an Inquiry session (with the following week in Turriff to cover impacts in the neighbouring Moray and Aberdeenshire area). Multiple Reporters have been appointed to this inquiry, with the DPEA target date noted as 3 February 2027.
- 1.12 The proposed Spittal to Beaully OHL is due to be presented at a joint NPAC and SPAC meeting on 9 and 10 September 2026, with an earlier objection letter issued to ECU on 30 October 2025 to secure a mandatory PLI. The PLI (TRL-270-4) Pre-Examination Meeting (PEM) is due to take place on 11 August 2026. Multiple Reporters have also been appointed, with the DPEA target date noted as 6 May 2027. No finalised date has been set for a PLI yet with no further details regarding the format it will take until after the PEM.
- 1.13 The proposed upgrade/replacement of Black Bridge (26/02025/SCOP) is currently pending consideration with a detailed planning application expected to be submitted summer 2026.
- 1.14 In terms of this OHL reconfiguration application (25/02993/S37), an objection letter was issued to ECU on 23 September 2025 for the reconfigured Beaully Denny OHL (TRL-270-3) to secure a mandatory PLI. A Reporter/s is yet to be appointed, and no date has been set for a PLI with no further details regarding the format it will take.
- 1.15 Whilst no formal pre-application consultation has been undertaken in relation to the reconfigured grid/towers and OHL connection in isolation, some of these elements were covered and referenced briefly in the pre-application response pack for Fanellan substation (23/04003/PREMAJ). The Planning Authority was consulted on an Environmental Impact Assessment (EIA) Screening Request with Scottish Minister's Screening Opinion. This concluded that the proposal is not EIA development in February 2024. This process helped inform the scope and content of the application's supporting information which comprises an Environmental Appraisal (EA) report containing chapters on: Regulatory Context; Description of the Proposed Development: Appraisal, Scope and Methodology; Landscape and Visual Appraisal; Ornithology; Ecology and Ornithology; Ecology and Nature Conservation; Forestry; Noise and Vibration; Cultural Heritage; Hydrology, Hydrogeology, Geology and Soils; Cumulative Appraisal; Schedule of Mitigation. The application is also accompanied by a Planning Statement.
- 1.16 Whilst the reconfigured grid route and connection to Fanellan substation was previously considered by the Planning Authority as a separate application to be assessed on its own merits and not in the context of the "whole" project, as has been common practice for a number of years, this previous position must be revisited given the decision on Raeshaw Wind Farms Ltd v Scottish Ministers [2026] CSIH

2010. This is addressed within Section 7 of this report under the subheading other material considerations.

- 1.17 No variations have been made during the course of this application.

2. SITE DESCRIPTION

- 2.1 The proposed development is located at Fanellan, approximately 2.4km northwest of Kiltarlity and 4.5km southwest of Beaully. The diverted OHL would be located in a lowland landscape lying to the east of extensive uplands. The landscape has a combination of hilly topography, a mixture of woodland and farmland and a significant local population living in small settlements, scattered clusters of dwellings and farms in the surrounding area. The proposed development would occupy farmland near the crest of a ridge landform partially enclosed by forestry to the northeast. The site boundary occupies an extensive area of farmland to the southeast and northeast of the main development platform, accommodating proposed extensive screening earthworks, planting and seeding. Several existing OHL pass through the wider area, including the Beaully Denny line, the subject of this application, with these lines converging at Beaully substation, set back from the River Beaully.
- 2.2 A number of farmsteads, cottages and houses are scattered in the immediate surrounding area to the south, west and east along the C1106 Fanellan Road as well as within the application site boundary. Beaully is the largest village within the wider surrounding area with other various smaller settlements including Kilmorack and Wester Balblair to the northeast, Aigas to the west, and Kiltarlity to the southeast.
- 2.3 The site lies within the River Beaully catchment and includes several small watercourses flowing through or adjacent to the development footprint. It is located outwith any Drinking Water Protected Area for groundwater. The site contains shallow groundwater levels with only a minimal peat presence and no significant contaminated land issues identified.
- 2.4 There are no built heritage designations within the site. The landscape includes many visible archaeological assets including tumuli, standing stones, Beaufort Castle, and the church and cemetery near Black Bridge along with others in the wider surrounding area. There are various Scheduled Monuments in the locale along with the nationally significant Beaufort Castle Gardens and Designed Landscape (GDL00052) and internationally significant Beaufort Castle Category A-Listed building (LB8068).
- 2.5 There is a mix of agricultural land which will accommodate the new OHL route with areas of surrounding managed forestry including Ruttle Wood to the northwest adjacent. The majority of woodland areas within the surrounding area are recorded in the Ancient Woodland Inventory as Long-Established Plantation Origin (LEPO1860).
- 2.6 The development would be located on an area of mainly commercial plantation and improved agricultural land. Soil Class 0 (mineral soils) is found across the site with peatland soils not typically found within this class. The site is mostly underlain by

humus-iron podzols, which are well-drained, acidic soils commonly associated with forestry and rough grazing. The site has been subject to comprehensive habitat and ecological surveys, supported by desk-based research. Surveys included assessments for otter, water vole, badger, pine marten, bats, and other protected species.

- 2.7 Several statutory sites designated for ornithological interest lie within 10km of the proposed development, including the Inner Moray Firth SPA (approximately 4km northeast), designated for breeding osprey and other waterfowl, and the North Inverness Lochs SPA (approximately 9km south), designated for Slavonian grebe. There is no direct hydrological connection between these SPAs and the site, and the habitats within the development footprint (primarily grazing pasture) are considered of low suitability for SPA-associated species, raptors, and black grouse.
- 2.8 A number of Core Paths are located in the wider surrounding area to the south of the site including Core Paths IN20.11 and IN20.05 merging with Core Path IN20.06 south of Beaufort Castle. The latter splits up to IN20.08 and IN20.10 on one side and IN20.07 and IN20.09 on the other side. Core Paths IN03.03 and IN03.04 are located in the area between Beaufort Castle and Wester Balblair. Additionally, Core Paths IN20.03 and IN20.04 are located in Black Wood to the southeast and to the southwest, Core Path IN20.01 found near Eskadale.

3. PLANNING HISTORY

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| 3.1 | N/A | 26/02025/SCOP: EIA Scoping Opinion request: Proposed replacement of Black Bridge, temporary laydown / compound areas and ancillary works. | Pending Consideration |
| 3.2 | 24.06.2026 | 25/03986/S37: Beauly to Peterhead 400kV OHL - Install, operate and keep installed 186km of new 400kV overhead transmission line (OHL), supported on steel lattice tower structures, between proposed new substations at Fanellan (NH 48321 42717) in the area of Beauly, Greens (NJ 81960 47587) in the area of New Deer and Netherton (NK 05761 45576) in the area of Peterhead; associated crossing works, temporary diversions and permanent realignment to 14.7km of existing 132kV and 275kV OHLs, and ancillary development and associated works. | Raise Objection |
| 3.3 | 20.02.2026 | 25/00826/FUL: Fanellan Substation - construction and operation of a 400kV substation and converter station and associated infrastructure, site access, landscaping and demolition works | Refused Planning Permission – At Appeal |
| 3.4 | 09.02.2026 | 25/04411/PAN: Proposed replacement of existing Black Bridge over the River Beauly | Reported to SPAC |

together with temporary laydown / compound areas and other ancillary works

3.5	30.10.2025 (Initial Objection Letter)	25/03311/S37: Spittal to Beaully 400kV OHL - Install, operate and keep installed 173km of new 400kV overhead electricity line, supported on steel lattice tower structures, between proposed new substations at Banniskirk (ND 15905 56823) in the area of Spittal, and Fanellan (NH 48534 43208) in the area of Beaully, with a connection via a proposed new substation at Carnaig (NH 65053 97458) near to the existing substation at Loch Buidhe, in the area of Bonar Bridge; associated permanent diversion works to 18km of existing 132kV and 275kV overhead electricity lines, including the temporary diversion works, and ancillary development and associated works. This case will be determined by the Energy Consents Unit.	Raise Objection Issued Under Delegated Powers - application to be reported to Committee on 9 and 10 Sept 2026
3.6	08.09.2025	25/02997/PNO: Application under Reg 62 of the Conservation (Natural Habitats, & C.) Regulations 1994 - Fanellan to Dundonnell Underground Cable	Prior Approval Granted
3.7	01.05.2025	24/01533/PAN: Proposed new 400kV substation, HVDC converter, access, construction compound, landscaping and ancillary infrastructure	Reported to SPAC
3.8	18.12.2024	24/04588/SCOP: Construct and operate a 400 kilovolt (kV) overhead transmission line (OHL) supported by steel lattice towers over a distance of approximately 167km, between proposed substations at Spittal (Banniskirk), Loch Buidhe (Carnaig) and Beaully (Fanellan), rationalisation and crossing of existing transmission infrastructure.	EIA Scoping Response Issued
3.9	22.08.2023	24/03064/SCOP: Section 37 application for the construction of a new double circuit steel structure 400kV OHL between Beaully, Blackhillock, New Deer and Peterhead, approximately 194km in length, including the diversion of an existing 400kV OHL into a proposed new Coachford 400kV substation near Blackhillock, removal of the existing 132kV OHL from Beaully to Knocknagael substations, and rationalisation and crossings of the existing transmission network	EIA Scoping Response Issued

3.10	06.08.2024	24/02655/SCOP: Fanellen substation - Proposed new 400kV substation and HVDC converter station comprising new buildings, platform, plant and machinery, access, laydown/work compound area(s), landscaping, site drainage, and other ancillary works (National Development)	EIA Scoping Response Issued
3.11	20.03.2024	24/00834/SCRE: Proposed Beauly - Denny Overhead Line Diversion	EIA Screening Opinion Issued - EIA Not Required

4. PUBLIC PARTICIPATION

- 4.1 As a Section 37 application the public participation process is managed by the Energy Consents Unit. No public comments were received by either the Highland Council or the Energy Consents Unit.

5. CONSULTATIONS

- 5.1 The consultation process for this application is split between the Highland Council and the Energy Consents Unit. As the Highland Council is not the determining authority, it is for the Energy Consents Unit to review all consultee responses and consider incorporation of all recommended planning conditions within any forthcoming consent. Given the recommendation set out within Section 11 of the report, a proposed set of planning conditions will be provided as part of the subsequent PLI process.

Consultations undertaken by Highland Council

- 5.2 **Kiltarlity Community Council (Host) object** to the application on the basis that it is not a standalone development but an integral part of the wider Fanellan substation and broader grid reinforcement project and therefore has been improperly assessed in isolation. They argue that a single, comprehensive Environmental Impact Assessment should have been prepared for the whole project, and that the current application fails to address the full range of cumulative effects arising from numerous related developments in the area, including significant impacts on landscape, natural heritage, and local communities during construction. The Community Council also questions the underlying need for the wider project and considers that this should be examined first through a full Public Inquiry. In policy terms, they contend that the combined proposals lack support in NPF4, conflict with Development Plan policies, and fail to demonstrate sufficient mitigation to offset adverse effects.
- 5.3 **Access Officer objects** to the application. They consider that insufficient information has been provided with regards to recreational receptors within the site and wider surrounding area, raising the same concerns for the associated substation application. As such, they considered the likely impacts of the proposed development on public access during the construction and operational phases was understated. Whilst Access Management Plans are often controlled through a condition and agreed prior to the start of development, given the omissions in the

information submitted in support of the application, and to avoid delays later in the process, they requested that a plan be submitted at this stage. Whilst the Access Officer has maintained their objection given the insufficient details submitted in support of the application up until this point, they advise that a condition stating that no development shall commence until a detailed Outdoor Access Plan has been submitted to, and approved in writing by, the Planning Authority shall be attached should planning permission be granted.

5.4 **Development Plans Team** do not object to the application. They refer to their previous consultation response for the Fanellan substation (6 May 2025) which noted that overall, the development conforms with the approved development plan, subject to appropriate mitigation being secured. The proposed development will allow the more efficient use of existing and future energy generated from renewable sources by transmitting it to areas of higher demand where existing non-renewable energy sources can be substituted out. This will offer the likelihood of utilising energy with fewer or no additional emissions and therefore will be a major positive in climate change and renewable energy terms (covered by NPF4 policies 1, 2, 11, and 18). Subject to adequate, committed mitigation, then the proposal will also provide local socio-economic benefits (covered by NPF4 policies 11 and 25). Mitigation is also required to avoid, reduce or offset adverse impacts on a variety of receptors and other features in the wider surrounding area (covered by NPF4 policies 3, 4, 6, 7, 20 and 23). Mitigation measures should include avoidance, or at least reduction, of adverse landscape, visual and setting impacts as seen from the agreed viewpoints. It noted that many previously highlighted issues still remain to be addressed, and the current proposal will only add to these concerns increasing the cumulative landscape and visual impact of all the related proposals. The Development Plans Team conceded that the addition may be marginal (with a net increase of approximately 0.2km of OHL and up to 20% taller than existing towers) but brings the prospect of further industrial structures and unnatural landform engineering to a presently rural location.

5.5 **Ecology Officer** does not object to the application subject to conditions for the submission of a Habitat Management Plan (HMP), Construction Environmental Management Plan (CEMP), Environmental Clerk of Works (EnvCoW), pre-construction surveys, protection of nesting birds and submission of GIS shapefiles data. An Informative is also requested regarding halting of work if protected species are identified on site during works. They consider that the site is largely composed of low ecological value habitats (primarily modified grassland and agricultural land), with no Annex 1 habitats or peatland concerns identified. Protected species surveys (covering bats, badgers, pine marten and great crested newts) were undertaken, and while some resting sites were identified, the proposed mitigation and licensing requirements are considered sufficient. Whilst ornithological surveys noted some collision risk remains, particularly for SPA associated species, proposed mitigation such as bird flight diverters are supported. The Final Biodiversity Net Gain Report notes that post development the OHL will result in a deficit of 18.53 Biodiversity Units (BU) and therefore will require 22.10BU in order to achieve the required 10% Biodiversity. Whilst this cannot be achieved within the footprint of the OHL development the Ecology Officer noted that proposed off-site compensation measures, linked to the wider Fanellan substation project, are considered feasible.

- 5.6 **Environmental Health** do not object to the application subject to conditions requiring restricted operational hours of construction, Construction Noise and Vibration Management Plan, Construction Environmental Management Plan, detailed construction schedule, dust mitigation measures, further investigation regarding private water supplies and mitigation of potential aeolian noise, once the OHL is operational. Additionally, as with the substation, the formation of a Community Liaison Group is required.
- 5.7 **Flood Risk Management Team** do not object to the application and have no further comment.
- 5.8 **Forestry Officer** does not object to the application subject to conditions requiring a Tree Survey and Tree Protection Plan. They note that the applicant provided forestry information including a Forestry chapter of the EIAR (for the substation), Tree Removal and Protection Plans, and Compensatory Planting Strategy in support of the Fanellan Substation planning application with the same details submitted for this development. Table 1 of the Compensatory Planting Strategy notes that the proposed OHL diversion will have an impact on a further area of 0.12ha of woodland, over and above the impact of the substation (7.09ha). The Forestry Officer recommended compensatory planting of no less than 10.16ha would be required for the substation, made up of 3.33ha of off-site productive conifers species and 6.83ha of on-site native species. Given that both projects are linked and will not progress without the other, the total compensatory planting required for the substation is considered adequate to compensate for both the substation and the OHL diversion.
- 5.9 **Historic Environment – Archaeology Officer** does not object to the application subject to a conditions requiring the submission of a Written Scheme of Investigation (WSI) and programme of archaeological works. A Project Design was submitted (Appendix 10A.2) and agreed previously which covers mitigation measures including demarcation and avoidance as well as a programme of archaeological evaluation, excavation and reporting to meet professional standards. It notes that additional phases of works may be required dependent on the initial results with mitigation required within the tower construction areas, access tracks and any other areas of groundbreaking works.
- 5.10 **Historic Environment - Conservation Officer** does not object to the application given there are no direct impacts upon listed buildings, Conservation Areas or the wider setting of the proposed development area.
- 5.11 **Landscape Officer** does not object to the application and has no further comment.
- 5.12 **Transport Planning Team** object to the application. They initially raised concern regarding the unsuitability of the existing construction traffic routes proposed along the C1108 and the U1604 via Kiltarlity given the nature and scale of such substantial traffic that the proposed development will generate alongside Fanellan substation and the other associated Beauly to Spittal and Beauly to Peterhead OHL prior to the intended replacement of the Black Bridge, which is estimated to take approximately 2 years to complete. The concerns regarding road safety and network management raised by the Transport Planning Team go back some time to pre-application discussions and are noted within the Scoping response for Fanellan substation

(24/02655/SCOP). Additionally, vehicle movement figures noted in the supporting information provided required further clarification along with the mention of proposed convoying through Kiltarlity which would not be supported would not be supported.

- 5.13 Whilst a Scoping request has now been submitted for the proposed replacement of Black Bridge (26/02025/SCOP) the applicant has not provided any further updated Transport Assessment, CTMP or any other specific details regarding the current proposed access via Black Bridge, Transport Planning have confirmed this is the preferred route to site and generally welcome the changes in principle. Whilst Transport Planning have maintained their objection given the insufficient details submitted in support of the application up until this point, they advise that conditions to secure the Black Bridge replacement prior to the commencement of works, CTMP, Traffic Management Coordinator role for the duration of this development, delivery of active travel improvements within the local area and a "Wear and Tear" agreement would be required, as is the position for the Fanellan substation application.

Consultations undertaken by the Energy Consents Unit

- 5.14 **BT Group** do not object to the application.
- 5.15 **Defence Infrastructure Organisation** do not object to the application subject to a condition requiring the towers be charted on aviation maps.
- 5.16 **Historic Environment Scotland** do not object to the application as the proposed development would not impact the fabric and/or setting of nationally important designated historic features within their remit.
- 5.17 **Highlands and Islands Airports** do not object to the application.
- 5.18 **Ironside Farrar** do not object to the application. The Energy Consents Unit commissioned Ironside Farrar Ltd. to assess the Peat Landslide Hazard and Risk Assessment (PLHRA) submitted by applicant. They confirmed that the information presented indicates that scoping out a PLHRA is reasonable, as available evidence suggests that peat is largely absent along the proposed and existing routes of the OHL. Consequently, the risk of peat-related landslides is considered to be low. They noted that if consent is granted, if further ground investigation findings deviate from the available baseline data and indicate the presence of deep peat in areas of proposed construction activity, a PLHRA may be required at that stage to assess potential landslide risks and determine whether any mitigation measures are necessary for the construction phase.
- 5.19 **National Air Traffic Services** do not object to the application.
- 5.20 **NatureScot** do not object to the application subject to conditions limiting blasting between March and July, pre-construction surveys for osprey nests and buffer zones are applied along with other mitigation measures noted in the Bird Species Protection Plan. The proposal has connectivity to the Inner Moray Firth Special Protection Area (SPA) protected for its wintering and breeding bird interests including osprey and greylag geese. With regards to osprey, they note the proposed development has the potential to have a detrimental impact on the designation due to disturbance to breeding birds during construction as well as the collision risk that

the new towers and overhead lines may present to osprey, especially young birds. Additionally, NatureScot confirmed that there will not be a likely significant effect on greylag geese. As such, there will be no adverse effects on site integrity of the Inner Moray Firth SPA given both the in-built mitigation measures in place for the breeding osprey qualifying feature and the conditions noted.

- 5.21 **Network Rail** do not object to the application as the development will have no impact on railway infrastructure.
- 5.22 **Scottish Environmental Protection Agency** do not object to the application subject to conditions requiring setback of earthworks at least 10m from the top of the bank of any watercourse and the use of watercourse crossings to utilise bottomless culverts or bridges.
- 5.23 **Scottish Water** do not object to the application. It noted that there are no drinking water catchments or water abstraction sources in the area. For the associated larger substation site, they previously noted that their records indicate that there is live infrastructure in proximity to the site that may impact existing Scottish Water assets. The applicant must identify any conflicts with Scottish Water assets and contact their Asset Protection Team for an appraisal of the proposals.
- 5.24 **Transport Scotland** do not object to the application. They note that the nearest trunk road to this location is the A82 at Inverness approximately 18km to the east. Given the distance of the site to the trunk road network, the relatively limited size of the proposed development and the fact that no abnormal loads are required during construction they are content that the proposed development is unlikely to have a significant impact on the trunk road.

6. DEVELOPMENT PLAN POLICY AND OTHER MATERIAL POLICY CONSIDERATIONS

- 6.1 Appendix 1 of this report provides details of the documents which comprise the adopted Development Plan, including details of pertinent planning policies as well as adopted supplementary guidance, and other material policy considerations which are relevant to the assessment of the application.

7. PLANNING APPRAISAL

- 7.1 The application has been submitted to the Scottish Government for approval under Section 37 of the Electricity Act 1989 (as amended). Should Ministers approve the development, it will receive deemed planning permission under Section 57(2) of the Town and Country Planning (Scotland) Act 1997 (as amended). While not a planning application, the Council processes S37 applications in the same way as a planning application as consent under the Electricity Act will carry with it deemed planning permission.

Planning Considerations

- 7.2 The key considerations in this case are:
 - a) Compliance with the Development Plan and other planning policy;
 - b) Construction impact;

- c) Design, landscape and visual impact;
- d) Natural heritage;
- e) Water environment;
- f) Built and cultural heritage;
- g) Roads and transport;
- h) Economic impact; and
- i) Other material considerations.

Development Plan / Other Planning Policy

- 7.3 The Development Plan comprises National Planning Framework 4 (NPF4), the Highland-wide Local Development Plan (HwLDP), The Inner Moray Firth Local Development Plan 2 (IMFLDP2) (2024) and various supplementary guidance associated with these Local Development Plans. IMFLDP2 focuses largely on regional and settlement strategies and specific site allocations, rather than planning policies of relevance for the proposed development.
- 7.4 Appendix 2 of this report provides an assessment of compliance with the Development Plan / other planning policy.
- 7.5 In summary, the principle of development is established in national policy, with the proposed development being of national importance for the delivery of the national Spatial Strategy. NPF4 considers that Strategic Renewable Electricity Generation and Transmission Infrastructure will assist in the delivery of the Spatial Strategy and Spatial Priorities for the north of Scotland, and that Highland can continue to make a strong contribution toward meeting Scotland's ambition for net zero via a repowered and expanded electricity grid. Alongside these ambitions, the strategy for Highland aims to protect environmental assets as well as to stimulate investment in natural and engineered solutions to address climate change. This aim is not new and will clearly require a balancing exercise to be undertaken, which is reflected throughout NPF4.
- 7.6 At the regional level, HwLDP also offers support for transmission infrastructure where this is located, sited and designed to avoid unacceptable significant impacts on the environment. Providing that the resultant siting, size and scale of the proposed infrastructure is acceptable, with its impacts on the receiving environment also being suitably mitigated, the proposal would accord with this key determining policy.

Construction Impact

- 7.7 The development of a project of this scale will have temporary impacts including, for example, construction traffic, construction noise, dust, and waste. Such impacts are expected throughout the construction period. It is anticipated that construction of the project would take approximately 9 months. The construction of the proposed Fanellan substation is anticipated to take approximately 3 years with a further 2 years to commission and reach full energisation. It is for these reasons that the applicant has a commitment to a Construction Environment Management Plan (CEMP). The finalised details of which, following appointment of the project contractor, would require approval of the Planning Authority in consultation with relevant consultees. In addition, the applicant has also committed to the appointment

of an Ecological Clerk of Works (ECoW) to oversee the project. This can usefully dovetail with a Planning Monitoring Officer (PMO) role to monitor compliance with the conditions attached to any consent.

- 7.8 The applicant notes they intend to proceed on the basis of working hours between 07:00 to 19:00 over 7 days throughout the full year to deliver the proposed development within the programme for Pathway to 2030 projects. It would be expected that heavy goods vehicle traffic hours will be restricted to Monday to Friday 08:00 to 19:00 and Saturday 08:00 to 13:00 with no deliveries proposed on Sunday or recognised bank holidays in Scotland, as per the Council's report on handling for Fanellan substation. Any out of hours working would have to be agreed in advance with the Highland Council. During the commissioning phase of the proposed development the applicant notes there may be requirement for 24 hours a day, 7 days a week working and potential for out of hours working. Again, such working hours would require approval from the Council.
- 7.9 The proposed working hours between 07.00 to 19.00, 7 days a week, offers no respite to local communities in the surrounding area. This cannot be accepted by Environmental Health and more reasonable working hours limiting construction on site between 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturday with no works on Sunday are considered more appropriate to at least give some level of break in works over the weekend. While these more restrictive working hours may push the work programme beyond the 9-month construction period noted, Environmental Health are clear that it will not support 7 days a week working given these works are part of the wider Fanellan substation project that will continue for a number of years. The working hours can be controlled by condition to provide some level of interval to the local community which is not currently planned.
- 7.10 While construction activities typically result in some level of disturbance with such impacts experienced in the short-term, given the scale of this nationally significant project, the construction period for the wider project is expected to be substantial. Given this extended timeframe, it is essential that the prolonged nature of the works is considered when determining appropriate working hours and identifying the best practicable means of mitigating noise and vibration.
- 7.11 The Environmental Appraisal (EA) includes a desk-based assessment of construction noise, carried out in accordance with BS5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites. BS5228 recommends noise limits of LAeq,T 65dB for daytime, 55dB for evenings, and 45dB for night-time. Given the proposed working hours include evenings and weekends, the assessment has applied a limit of 55dB, as it proposed weekend working.
- 7.12 The assessment identifies the 55dB limit, for evenings and weekends will be exceeded during all phases of construction, at up to 65 Noise Sensitive Receptors (NSR). The foundation phase being the noisiest with a predicted level of 71dB which also exceed the daytime limit. The outcome of the assessment indicates that the construction noise will have a significant adverse impact.

- 7.13 In addition, the cumulative assessment of the noise in conjunction with that for the construction of the proposed Fanellan Substation increases both the number of NSRs that exceed the 55dB and those that exceed 65dB limit.
- 7.14 It is acknowledged that the predicted noise levels presented in the EA do not reflect any reductions from mitigation measures. Section 9.6 of the EA outlines examples of potential mitigation and confirms that best practice approaches will be adopted to minimise noise impacts, including the use of low noise piling rigs and limiting delivery times. However, no specific mitigation scheme has been proposed at this stage. The applicant intends to submit a Construction Environmental Management Plan (CEMP) once the principal contractor is appointed. This plan will include mitigation measures, noise monitoring procedures, and community consultation in line with BS5228.
- 7.15 Given the potential for cumulative noise impacts, it is essential that the phasing of this proposed development along with the other elements of the whole project are carefully considered. In particular, it must be ensured that the noisiest activities, specifically the Fanellan substation earthworks and the foundation works of the proposed development, are not undertaken concurrently.
- 7.16 The EA includes an assessment of potential vibration impacts during construction. However, the specific activities likely to generate vibration are not yet confirmed and will be determined once the principal contractor is appointed. The assessment considers vibratory compaction, percussive and vibratory piling, and dynamic compaction. The assessment concludes that vibration impacts are generally low for most activities, except for dynamic compaction, which is expected to have a medium impact. The predicted vibration level for dynamic compaction is 9.32mm/s. According to Table 9.77, this level is likely to result in complaints from residents and is only considered tolerable if prior warning and explanation are provided. It approaches the threshold of 10mm/s, which is typically regarded as intolerable for anything more than brief exposure. If dynamic compaction is required, mitigation measures must be implemented to reduce its impact. A Construction Vibration Management Plan (CVMP) is required and controlled by condition.
- 7.17 A scheme detailing mitigation measures to be put in place to suppress dust during the construction phase is controlled by the CEMP condition.
- 7.18 Environmental Health consider that the construction activities will have a significant detrimental impact on the amenity of local residents unless the conditions noted are applied.
- 7.19 By using best practice construction management along with suite of conditions proposed, the anticipated impacts on local communities and residential properties in proximity to the development would be kept to a minimum. A Construction Environmental Management Plan (CEMP) is secured by condition.

Operational Noise

- 7.20 The EA includes an assessment of operational noise from both the temporary diversion and the permanent OHL. The operational noise from the OHL is typically described as a “crackle” resulting from corona discharge, which may also include a

tonal component. The assessment was conducted in accordance with National Grid Electricity Transmission (NGET) guidance, TGN(E)322 – Operational Audible Noise Assessment Process for Overhead Lines. This guidance outlines a three-tier assessment approach, where the assessment indicates that the predicted noise levels meet the criteria for Tier 1 or Tier 2, the noise is considered acceptable and unlikely to result in any adverse impact on nearby receptors. A Tier 1 assessment was conducted for 154 NRSs located near the proposed OHL route. 151 NRSs were found to be below the Tier 1 threshold of 34dB, indicating no adverse impact. Tier 2 assessment was subsequently carried out for the three NSRs that exceeded the Tier 1 threshold. The results confirmed that none of these receptors exceeded the Tier 2 threshold of 36.8dB. The assessment concluded that operational noise from both the temporary and permanent OHL infrastructure is unlikely to result in adverse impacts.

- 7.21 A cumulative noise assessment was also undertaken, considering the proposed development alongside the proposed Fanellan substation, the Spittal to Beaully OHL and Peterhead to Beaully OHL developments. The outcome indicated that the worst-affected property is predominantly impacted by noise from the proposed development, which has been deemed acceptable in accordance with TGN(E) 322. The contribution from the other developments is negligible, and therefore the cumulative impact is considered not significant. Highland Council's Environmental Health Team agree with this assessment.
- 7.22 The assessment acknowledges that OHL may also produce "aeoline noise" which is caused by wind blowing over the structure resulting in vibration that matches that of the natural frequency of the structure, or vortex shedding on the surface of a structure. Despite this, aeoline noise has been scoped out of the operational noise assessment. There is no reliable way to undertake an assessment of the impact of aeoline noise. However, the EA states that impacts should be anticipated and mitigated where possible in the design of the proposed development. It notes that "Certain dampers and insulators are known to produce aeolian noise, therefore, it is recommended to select appropriate OHL components and avoid those that are known to produce aeolian noise where practicable to do so. Where possible, it is also recommended to obtain manufacturer statements of such components that are known to produce no aeolian noise". Further details of the mitigation measures to minimise any aeoline noise will be required and are controlled by condition.

Landscape and Visual Impact

- 7.23 A Landscape and Visual Impact Assessment (LVIA) forms part of the EA and provides:
- A landscape assessment of potential effects of the development on landscape character, designated and protected landscapes; and
 - A visual assessment of potential effects of the development on visual amenity of those present within the landscape, including established views from residential areas and routes.
- 7.24 The applicant has undertaken a Landscape and Visual Impact Assessment (LVIA). In doing so it has considered the impacts of the proposed development on landscape character and receptors within a 210km study area. Beyond this distance there are

not anticipated to be any significant landscape and visual effects resulting from the OHL.

- 7.25 The LVIA visualisations have been prepared to illustrate the effects of the OHL diversion only, defined as the proposed development within this application. SSEN previously considered that the substation fell outwith the scope of this LVIA, which is limited to assessing the incremental effects of the OHL diversion only. As noted, this is problematic following the Raeshaw decision and leads to questions as to whether the “whole” project has been appropriately considered. Furthermore, SSEN consider that the substation and OHL diversion works are functionally interdependent in supporting documents submitted by their representatives for their Fanellan substation appeal submission to DPEA (PPA-270-2327). In that submission, SSEN conclude that the substation and the OHL diversion works (but not the tie in elements) may potentially form part of the same project in EIA terms. They explain that the proposed development was assessed cumulatively as a development associated with the substation, and that assessment concluded that there were no significant likely cumulative effects. The visualisations for the proposed Fanellan substation did show the full cumulative representation of the reconfigured OHL, Beaulieu to Peterhead OHL, and Beaulieu to Spittal OHL, with the vast majority of viewpoints provided for this application covered by the substation proposal (14 of the 17 provided). Likewise, Beaulieu to Peterhead OHL and Beaulieu to Spittal OHL both showed the full cumulative picture in and around the substation where multiple parts of the “whole” project could be seen together. It is considered, however, that the omission of Fanellan substation from this application and its EA raises a legitimate concern post-Raeshaw as to whether the full environmental effects of the “whole” project have been identified and assessed as part of this proposed development. However, for the purposes of assessing the cumulative landscape and visual impact the visualisations submitted in support of Fanellan substation have been referenced for further context.
- 7.26 The LVIA confirms that the primary focus of the visual assessment is on the construction phase, with longer term impacts once the scheme is operational only considered in a proportionate and implicit manner rather than through detailed standalone assessment. This is on the basis that the long-term visual effects are considered in the context of the existing baseline, which already includes the prominent Beaulieu Denny OHL transmission infrastructure. In many cases, the assessment notes that views are already influenced by OHL and towers, and that the proposed reconfiguration would sit within this established landscape context.
- 7.27 As a result, the LVIA concludes that operational visual effects are limited, as the development largely represents a modification or diversion of existing infrastructure, rather than the introduction of a wholly new feature. The magnitude of long-term change is therefore generally considered to be low or localised, with effects often described as barely perceptible or not significant once construction activities have ceased.
- 7.28 Overall, the LVIA adopts a proportionate approach, concluding that while construction effects may be more noticeable, the permanent visual impact of the reconfigured line is modest and not significant, and does not require detailed long-term visual modelling.

- 7.29 The methodology for the LVIA is sufficiently clear, albeit is now flawed following the Raeshaw decision, being generally in accordance with the Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3). The methodology outlining how the applicant has come to their findings is included (Appendix 5.1 Landscape and Visual Methodology) along with a review of each viewpoint (Appendix 5.4 Viewpoint Effects). This methodology has been used to appraise the assessment provided and to come to a view on what combination of influences on the sensitivity of receptor and magnitude of change are leading to a significant effect, albeit mainly focussing on the effects at the construction phase.
- 7.30 Whilst the methodology generally accords with published guidance and provides a reasonable basis for determining the significance of landscape and visual effects, there are a number of issues that raise concerns with regards to cumulative effects, visual representations and standard of photography.
- 7.31 In the assessment of each viewpoint, the applicant has come to a judgement as to whether the effect is significant, or not. In assessing visual impacts in particular, it is important to consider that the viewpoint is representative of particular receptors, i.e. people who would be at that point and experiencing that view of the landscape not just in that single view but in taking in their entire surroundings.
- 7.32 The sensitivity of receptors is influenced by the value of the view and susceptibility to change leading to a sensitivity rating. Familiarity with the site and the extent, nature, and expectation of existing views by visual receptors is a key factor in establishing the visual sensitivity in terms of the development proposed.
- 7.33 The applicant has assessed the sensitivity of receptors between Medium for road / rail users and High for residents in surrounding properties and recreational receptors. This is agreed.
- 7.34 The magnitude of change on views is an expression of the change that would result from the proposed development influenced by the size or scale of change, geographical extent, leading to a magnitude of change rating. From a number of viewpoints, it is considered that the applicant has understated the effects on receptors, particularly residents in the wider surrounding area, given the significant change brought about by proposed development within the landscape.
- 7.35 The guidelines require evaluation of magnitude of change to views experienced by sensitive receptors, comprising individuals living, working, travelling and carrying out other activities within the landscape, and the subsequent evaluation of the significance of effects. The potential to mitigate adverse effects has also been considered for both landscape and visual assessment.
- 7.36 In the assessment of each receptor and representative viewpoint the applicant has come to a judgement as to whether the effect is significant or not. This is undertaken on a viewpoint by viewpoint and case by case basis. In assessing visual impacts in particular, it is important to consider that the viewpoint is representative of particular receptors i.e. people who would be at that point and experiencing that view of the landscape not just in that single view but taking in their entire surroundings. Those

living within the surrounding area have a higher sensitivity to views than those travelling through on various routes.

- 7.37 The applicant has assessed a variety of landscape and visual receptors within the study area, including building, route and recreation-based receptors. The effects on visual amenity relate to changes to available views rather than perceived changes to whole areas of a distinctive landscape character. 17 viewpoints (VP) were selected in order to assess landscape and visual impact (Appendix 5.4 Viewpoint Assessment). VP16 looking northwest from the Great Glen Way, set back approximately 8.5km has been included but has been scoped out of the assessment as significant effects are not anticipated (as noted in Table 5.2 Receptors Scoped Out of the Assessment). The viewpoints have been assessed at the construction phase without further analysis of the operational phase. This is generally considered appropriate given the existing baseline contains the current Beauly Denny OHL with a relatively minor amendment to the route.
- 7.38 The associated Zone of Theoretical Visibility (ZTV) drawings (Figure 5.1) also provide the predicted extent of bare earth visibility of the proposed development with a study area of 10km. These indicate that visibility would generally extend north, northeast, east, southeast and south from both lower and higher elevations with smaller pockets of visibility to the southwest and northwest. Visibility is relatively contained within the 10km study area. Whilst bare earth visibility is shown on the supporting information noted above, mature woodland and vegetation will screen the proposed developments to varying degrees.
- 7.39 As noted, the cumulative picture has been shown previously for the proposed Fanellan substation application alongside the other SSEN projects immediately adjacent to the site (both the existing Beauly to Denny OHL and proposed reconfiguration, proposed Beauly to Peterhead OHL and proposed Beauly to Spittal OHL) showing visibility of all 5 transmission schemes together, extending to higher elevations southwest, south, southeast, north and northwest up to approximately 9km. Visibility of all the schemes extending to lower elevations are generally located in the immediate vicinity of the site along with the east and northeast up to 9km.

Visualisations

- 7.40 Whilst it must be recognised that the submitted visualisations do not provide the entire wider context when not viewed on site, they do demonstrate the predicted effects and are a useful aid in conceptualising the development and predicting its associated impacts, albeit the wider cumulative perspective has not been captured.
- 7.41 Some concerns were raised by officers following an initial review of the Fanellan substation application with SSEN regarding the conditions on site when the photography was taken, faintness of images, coloration of images, haze, and cloud cover creating a dark image within a number of the visualisations provided. Whilst these are noted in the appraisal of visualisations provided in Appendix 3 – Viewpoint Assessment Appraisal – Visual Impact, the applicant has responded on these particular points, reiterating that all photography has been undertaken in compliance with the requirements of The Highland Council guidance, which is generally agreed. Whilst photomontages provide a useful aid in showing the appearance of the

proposed development, they are just one tool used by the Planning Authority in the assessment of landscape and visual impact.

Landscape Impact

- 7.42 The landscape assessment has considered the potential effects of the proposed development to Landscape Character Types (LCTs). There are 2 LCTs in the study area with both directly affected by the proposed development and have the potential for significant landscape effects. This is agreed. These are Enclosed Farmland (LCT 229) and Farmed Strath – Inverness (LCT 227).
- 7.43 The Enclosed Farmland (LCT 229) consists of an area of north facing, sheltered, sloping farmland located to the west of Inverness. LCT 229 forms a transition between Rocky Moorland Plateau – Inverness (LCT 222) to the south and the intensively farmed lowland plain of Farmed Strath-Inverness to the north (LCT 227). Key characteristics of LCT 229 include:
- Broad undulating glens interspersed with low, rounded ridges sloping to lower plains.
 - Mixed agricultural land-use balanced with a high proportion of trees, woodlands, small scale forests and hedgerows.
 - Tree cover provides varying degrees of enclosure for fields and buildings as well as a diverse mix of landscape patterns, colours and textures.
 - Large areas of intensive agriculture with medium-sized geometric fields divided by rows of mature deciduous trees and woodland, with some stone dykes.
 - Contrasting small scale, intimate croft lands, small rectangular fields, simple arrangement of buildings, narrow lanes, gullies and small scrubby woodlands.
 - Diverse range of settlement with many small farms and crofts, several villages and estates.
 - Large estate houses set in woodlands and parklands with avenues of trees, prominent in the intensive agricultural land.
 - Network of major and minor roads following geometric field boundaries.
 - Wide distribution and range of historic sites dating from prehistoric cairns and settlements to more recent sporting estates.
 - Landform and tree cover limit long distance views, creating intrigue and screen many settlements from roads.
 - Restricted views and increased sense of enclosure in crofting areas, due to the density and close proximity of vertical landscape elements.
- 7.44 LCT 229 contains a larger portion of the proposed development footprint and is assessed as High sensitivity. Construction effects are assessed as locally Major Adverse (Significant) and will not impact LCT 229 more broadly. Whilst the impact is geographically limited, it would be clearly perceptible within the immediate landscape, owing to the exposed location and the scale of construction activities. This is agreed.
- 7.45 Farmed Strath – Inverness (LCT 227) is comprised of open farmland valley floors and a meandering river contained within steep, mainly forested and wooded slopes. Key characteristics of LCT 227 include:

- Linear to sinuous channels cut through uplands, with a central meandering river located in a flat or gently undulating strath floor, edged by the steep, rocky, side slopes.
- Pronounced and dynamic river meanders of Strathglass, emphasised by riparian trees, oxbow lakes and curved wetland features.
- Small scale broadleaf woodlands and small blocks of conifer forest within Strathnairn / Stratherrick strath floor which do not override openness of the strath.
- A few small settlements located on the strath floor or sides and infrequent small farms, crofts, estate buildings or groups of houses.
- Roads which generally relate well to landform, with a limited number of river crossing points.
- Many archaeological sites in Strathnairn dating from a range of periods.
- Contrast between the open, inhabited and agricultural landscape of the straths, the side slopes cloaked in alternating broadleaf woodlands, conifer forests and heather moorland, and the setting of adjacent rugged, remote uplands.
- Diversity of colour and texture added by river meanders, wetlands, damp pastures and thin bands of woodland.

7.46 LCT 227 contains a smaller portion of the proposed development footprint and is assessed as High sensitivity. Construction effects are assessed as locally Minor Adverse (not significant) and will not impact LCT 227 more broadly. The impact is restricted both spatially and visually, with the wider character of the strath largely unaffected due to the localised nature of works and the containment provided by landform and vegetation. This is agreed.

Visual Impact

7.47 Large scale energy transmission schemes would be expected to result in some significant visual effects; however, such effects do not automatically translate to unacceptable effects. This is a matter of planning judgement when considering the merits of any given scheme. The applicant's assessment of effects on visual amenity has considered potential effects on visual receptors (people obtaining views) based in buildings and residential properties and areas, using transport and recreational routes and taking advantage of the views at defined outdoor viewing locations.

7.48 Appendix 3 provides a summary of the applicant's assessment and officer appraisal of this assessment, which highlights the differences and any concerns with regard to visual impact. There is broad alignment with their conclusions with the key differences in the assessment of magnitude and significance of effect. Whilst it is generally agreed there would be significant effects from VP1, VP2, VP5, VP6 and VP7 for the proposed new OHL route in isolation during the construction phase, it is considered that the applicant has understated the visual impact from VP10 - View south-west from Kilmorack, and VP17 - View looking west from Belladrum Tartan Heart Festival grounds. These viewpoints are illustrative of views from those travelling along the A862 and those attending the festival.

Impact on Residential Receptors

- 7.49 The lower lying landform in the study area is widely settled, with residential receptors scattered across the area as a mixture of individual farmsteads, isolated houses, scattered clusters of between 2 to 5 properties along with larger settlements including Kiltarlity, Kilmorack, and Beaully as the biggest of these within the study area.
- 7.50 The proposed development would be visible to a variable degree to residential receptors across the open agricultural land mainly to the south, east and northeast of the site, just the same as the existing OHL once the proposed development is operational. Residential receptors, enjoying the view of the surrounding landscape from their own home, are considered to be highly susceptible to visual change and are therefore considered to be high sensitivity receptors, even where the actual view enjoyed may not be particularly valued. This is agreed.
- 7.51 The active change, movement of construction vehicles, temporary lighting and bare earth of new landforms and temporary stockpiles would be more noticeable than the permanent works due to the level of disturbance. The extent of change in the view would alter from individual properties depending on the aspect of the property in relation to the site, presence of garden planting and intervening local landform and vegetation. Whilst it is generally agreed with the applicant's assessment of significant effects during the construction phase of the proposed development (at VP1, VP2, VP5, VP6 and VP7), VP6 and VP7 have been marginally understated.

VP2 – Sunnybrae and Bredaig

- 7.52 Residents of Fanellan, Bredaig, and Sunnybrae generally front onto Fanellan Road with diagonal views towards the site. The primary focus of views is to the southeast across the valley with long-distance views beyond to hills in the distance. Whilst the impact of construction activity will decrease with distance, construction traffic utilising the C1106 Fanellan Road will be visible to all receptors on the route. VP2 is located on Fanellan Road to the northeast of Sunnybrae whilst Bredaig is approximately 400m northeast of the viewpoint (adjacent to the southwestern corner of the larger Fanellan substation site). Residents of Hughton are approximately 200m southwest of Sunnybrae. Bredaig is located at closer proximity to the site but screening from existing woodland adjacent to the C1106 Fanellan Road would filter views of construction works to some extent.
- 7.53 During the construction phase activity will be located in the middle distance within the context of the existing towers and OHL. Views of the works will be available over and above intervening vegetation and through gaps in the summer months but will be less filtered in the winter months when trees have shed their leaves. Notable construction activity will include traffic along C1106 Fanellan Road beyond the middle-distance field boundary. Despite shielded views, there will be noticeable changes to key characteristics in the middle ground during the construction phase. It is considered the level of magnitude is High resulting in a temporary Major Adverse (significant) and Moderate Adverse (not significant) visual effect for residents and road users. This is generally agreed.

- 7.54 As noted, SSEN have not assessed the cumulative visual impact of all their projects. If consented, and once the substation, Beauly to Peterhead OHL and Beauly to Spittal OHL become operational, longer term woodland planting on the landforms will be maturing and will have grown sufficiently to soften the landforms and screen much of the built form and infrastructure beyond. Whilst screening some elements of the wider project, the landforms providing the screening will appear as angular and slightly incongruous from this outlook creating an intrusive feature. Therefore, it is considered that effects would remain Medium in magnitude as it is still a noticeable change resulting in a Moderate Adverse (Significant) effect for surrounding residents longer term.

VP5 – Tomnacross Primary School

- 7.55 Kiltarlity is located on the south bank of the Bruiach Burn. Views of residents within the village itself are generally screened by intervening vegetation and other buildings, but pockets of more open views are available for more scattered properties fringed on the edge of the village, particularly to the south and east at a slightly higher elevation, including from Tomnacross, located approximately 350m to the southeast of Kiltarlity. The small hamlet contains scattered houses, Tomnacross Primary School, Kiltarlity Church and cemetery. The area of open ground between Tomnacross and Kiltarlity allows for good visibility across the valley and Fanellan Wood towards the elevated position of the proposed development, enclosed by Ruttle Wood and peaks in the distance beyond.
- 7.56 During the construction phase, activity would be clearly noticeable for properties in Tomnacross and the surrounding area as works would be seen on the slopes beyond Kiltarlity against the hill and ridgeline backdrop, with taller plant and machinery such as cranes, would likely break the skyline. This would result in a medium magnitude of change resulting in a temporary Moderate Adverse (significant) visual effect on residents and road users. This is generally agreed.
- 7.57 Once the works are complete the reconfigured OHL will be clearly seen in the outlook towards Ruttle Wood and the summit of Tòrr Mòr, as it was for the previous OHL route.
- 7.58 From a cumulative perspective, the substation and OHLs will remain distinctive features in the view. Whilst woodland planting would help to screen and integrate the wider project to some extent the upper part of the substation would remain prominent near the skyline and draw the eye. Therefore, it is considered that the cumulative effects would remain Medium in magnitude as it is still a noticeable change resulting in a Moderate Adverse (Significant) effect for surrounding residents.

Kiltarlity VP6 – Culburnie

- 7.59 Culburnie is a scattered hamlet south of the site on lower lying ground containing residential properties with various outlooks. The site will appear on the skyline along with Ruttle Wood as key features in views north. The immediate surrounding area is covered by a mixture of small broadleaf and plantation trees along with garden and

roadside vegetation in the wider surrounding area. The Culburnie / Teanacoil Burn passes through the area at the bottom of the valley and covered by trees.

- 7.60 VP6 is located on the western edge of Culburnie and northern edge of Culburnie Muir illustrating views north towards the proposed development. The site is visible in the middle distance on the rising slopes beyond the properties at Bredaig, Lonbuie and Fanellan. The outlook is partially screened by intervening topography, vegetation and occasional buildings but the existing Beaulieu Deny OHL is clearly visible on the horizon.
- 7.61 During the construction phase, activity would be seen in the middle distance, occupying a moderate portion of the view. Taller infrastructure would appear above the skyline, obscuring a segment of the view towards Rattle Wood and the hills beyond. This would be a change of Medium magnitude, resulting in a temporary Moderate Adverse (Significant) visual effect on surrounding residents and road users. This is generally agreed.
- 7.62 Once the works are complete the reconfigured OHL would remain visible but partially screened behind the new landforms with the activity and movement of vehicles and machinery during the construction phase coming to an end, as it was for the previous OHL route.
- 7.63 From a cumulative perspective, once the substation and OHL are operational longer term (if consented), maturing mitigation woodland would have grown sufficiently to screen views of the substation in the middle ground softening the landforms and screening much of those works beyond. Whilst woodland planting would help to screen and integrate the wider project to a certain extent the upper part of the substation along with the OHLs would remain prominent in this view long term. Therefore, it is considered that the cumulative effects would remain Medium in magnitude as it is still a noticeable change resulting in a Moderate Adverse (Significant) effect for surrounding residents.

VP7 – Creraig

- 7.64 Creraig hamlet is located west of Culburnie on the same side of the valley but on marginally higher, rising ground. The elevated views across the wider landscape are largely of scenic agricultural farmland with existing large scale OHL infrastructure noticeable in the middle distance and breaking the skyline. Views from elevated areas of Creraig look across towards the site on the opposite hillside, enclosed by distant hills. VP7 is located on the southern, most elevated edge of Creraig. Whilst set back at a distance of approximately 1.3km, the viewpoint provides an elevated outlook with uninterrupted visibility across the valley towards the proposed development on the hillside opposite.
- 7.65 During the construction phase activity would be visible as a distinct action on the opposing hillside occupying a noticeable portion of the view. The applicant considers that this would be a change of Low magnitude, resulting in a temporary Minor Adverse (not significant) effect. This is not agreed. Whilst it is correct that works will appear below the skyline backdropped by wooded hillsides beyond, the perception and scale of change has been marginally understated. It is considered that this

would result in be a change of Low magnitude, resulting in a temporary Moderate Adverse (Significant) effect for surrounding residents.

- 7.66 Once the works are complete the substation and converter station buildings would be readily evident within the landscape with an element of screening provided by the additional landforms, as it was for the previous OHL route.
- 7.67 From a cumulative perspective, once operational in the longer term, the infrastructure would become weathered, and vegetation planting would mature to provide increased screening and integration of the site into the wider surrounding landscape.
- 7.68 As with VP6, whilst it is generally agreed that woodland planting would help to screen and integrate the wider project to a certain extent, the upper part of the substation along with OHLs would remain prominent in this view longer term. Therefore, it is considered that effects would remain Low in magnitude as it is still a noticeable change resulting in a Moderate Adverse (Significant) effect for surrounding residents.

Impact on Recreational Routes

- 7.69 The main recreational receptors are users of surrounding Core Paths and visitors to Belladrum Festival shown by VP5 from Balgate Track (Core Path IND20.07) and VP17 within the festival grounds. Whilst there are unlikely to be significant simultaneous or successive effects on receptors using Core Paths within the study area alongside other related developments, the proposed development alongside the wider project would contribute to overall cumulative change to landscape character, and cumulative effects could be experienced sequentially along the network.

Home Farm to Hughton by Lonbuie and East Lodge to West Lodge Core Paths

- 7.70 Home Farm to Hughton by Lonbuie (Core Path IN20.11) and East Lodge to West Lodge within the grounds of the A listed Beaufort Castle (Core Path IN20.05) runs east to west through the designated Designed Landscape and Gardens in a valley from Lonbuie towards Beaufort Castle in between VP1 and VP6. Whilst views towards the site are generally screened along the majority of the route by a mixture of topography and vegetation there is theoretical visibility closer to Beaufort Castle with the proposed development visible in the background of the outlook against the rising slopes of Torr Mor (as illustrated by Figure 5.1 Zone of Theoretical Visibility).
- 7.71 Whilst Beaufort Castle and Core Paths within the associated Gardens and Designed Landscape designation is scoped out of the assessment the ZTV indicates available views of the site. This was also noted for the Fanellan substation application.

Bruaich to Burn to Dounie Burn, Balgate Track, Old Mill track, Farm Walk to School, Kiltarlity 2000 path

- 7.72 These Core Paths (Bruaich to Burn to Dounie Burn (Core Path IN20.06), Balgate Track (Core Path IN20.07), Old Mill track (Core Path IN20.08), Farm Walk to School (Core Path IN20.09), Kiltarlity 2000 path (Core Path IN20.10)) run north to south

within the study area linking Kiltarlity to the southeast of the site to the grounds of Beaufort Castle (Core Path IN20.05 noted above) to the east. There is visibility of the site closer to the south of Kiltarlity towards Tomnacross School, where the proposed development will be seen in the background of the views on the rising slopes of Torr Mor in proximity to the existing Beaully Denny OHL. VP5 is illustrative of views from these Core Paths noted with Balgate Track (Core Path IN20.07) covered in further detail in the residential receptor analysis above, which noted Significant visual effects at both the construction phase and longer term once operational.

VP17 – Belladrum Festival Grounds

- 7.73 Belladrum Tartan Heart Festival grounds are located to the southeast of the study area near Tomnacross. Whilst it is agreed that receptors are going to be focussed on the festival activities to a certain extent, festival goers will still have an appreciation of the wider landscape with the rural setting of Belladrum, part of the reason why the event is popular. Receptors in this location are represented by VP17.
- 7.74 During the construction phase the applicant considers that activity would be visible in a very small portion of the background view, with tall plant and emerging built infrastructure obscuring a portion of views towards Ruttle Wood with works and the majority of infrastructure appearing below the skyline amongst existing landscape features. They consider that changes to key characteristics will be barely discernible and will result in a Medium magnitude of change resulting in a temporary Minor (not significant) effect.
- 7.75 It is considered that the visual effect has been understated by the applicant. The proposed development will be seen in the centre of the view in an area of agricultural land framed by the hills behind, with little other human intervention beyond the existing Beaully Denny OHL. The construction activity and movement alongside large-scale infrastructure will be seen in the outlook. Therefore, it is considered that effects at the construction phase would be Low in magnitude as it will a noticeable change in the view resulting in a Moderate Adverse (Significant) effect for those attending the festival.
- 7.76 From a cumulative perspective, once the wider project is operational longer term, the loss of vegetation within Ruttle Wood and the introduction of new landscape features will remain barely perceptible at this distance. Mature woodland planting would screen the proposed development with only the upper portion of the substation and OHLs seen from this view. It is considered that the magnitude of change will be Low resulting in a Moderate Adverse (not significant) effect for surrounding residents.

Impact on Road and Rail Users

- 7.77 The proposed development would be visible on parts of the A831 and A862 for users traveling away from Beaully, and from parts of the network of minor roads across the study area. Transport receptors are generally considered to be of medium susceptibility to the type of development proposed, and thus of medium sensitivity.

A831 and A862 Public Road

- 7.78 The A831 forms part of a recognised tourist route and rural road corridor set back from the northern site boundary, on to Cannich and beyond to the southwest before linking to Drumnadrochit and the A82 along the northwestern shoreline of Loch Ness. The A862 serves as an arterial route to the northeast of the site linking Inverness to Beauly then Conon Bridge and beyond to the north.
- 7.79 Visibility of receptors travelling along these popular routes is commonly limited to short sections only with a predominantly rural outlook alongside woodland and mature roadside vegetation which partially filters views from road users. The existing Beauly Denny 400kV OHL is noticeable through gaps in layered vegetation and trees seen in the background above the skyline. VP8 and VP10 are illustrative of views from those travelling along the A831 and A862.
- 7.80 During the construction phase activity would be visible in the background view including the removal of vegetation within Ruttle Wood and the movement of tall plant machinery in the immediate surrounding locale around the existing OHL. Construction activities will become more noticeable as travellers move southwest away from Beauly. Whilst it is agreed that the visual effects from VP8 will be not significant it is considered that the applicant has understated the visual effects from VP10 which are considered Medium in magnitude, however, the works will lead to a noticeable change in the outlook resulting in a Moderate Adverse (Significant) effect for surrounding residents.
- 7.81 Once the works are complete the loss of vegetation within Ruttle Wood will open up views towards the proposed development and remain visible on the skyline adjacent to the existing OHL.
- 7.82 From a cumulative perspective, once operational longer term, the substation and OHLs will be more apparent as travellers move southwest away from Beauly. Only the upper portion of the substation and converter station will remain visible above trees and other vegetation on the skyline, however, it is considered that Significant visual effects will remain along small sections of the routes at certain points, however.

A833 Public Road

- 7.83 The A833 is another route to the southeast of the site linking Kiltarlity and other scattered settlements to the A831 and A862 and further afield. Visibility of receptors travelling along this route would be limited by distance and intervening vegetation, built form and topography. As with the arterial routes noted above, the rural outlook alongside woodland and mature roadside vegetation will screen views from road users looking west towards the site.
- 7.84 During the construction phase activity would be discernible in the background view but limited to the removal of vegetation within Ruttle Wood and the movement of tall plant machinery. Views of construction would be glimpsed, transient and at distance.
- 7.85 Once the works are complete the loss of vegetation within Ruttle Wood will retain views towards the proposed development seen on the skyline at distance alongside

the existing OHL with the construction activity and large-scale plant machinery having ended.

- 7.86 From a cumulative perspective, once operational longer term, the infrastructure may still be discernible in glimpsed views, however, these will be softened by mitigation planting that will mature longer term.

C1106 Fanellan Road linking to the A831 via Black Bridge

- 7.87 Receptors include road users travelling along Fanellan Road, Black Bridge and the associated unnamed road connecting them with the A831. The C1106 Fanellan Road runs from east to west through the site connecting Hughton and Eskadale with Fanellan and Kilmorack via Black Bridge. Views for users of C1106 Fanellan Road and the A831 are represented by VP1, VP2 and VP10 with significant effects noted previously in analysis above.

Minor Roads to the North

- 7.88 Receptors include road users travelling to Wester Balblair, the minor roads connecting Ruilick, Ruisaurie and Drumindorsair to the A831, the route between Torgormack and Drumindorsair, and the connecting route between Farley and Torgormack are illustrated to some degree by VP3, VP4, VP9 and VP13.
- 7.89 Visibility from these minor roads is limited to short sections of these routes. Views along them are predominantly from elevated positions which look out over a rural landscape towards woodland and significant tree cover fringing the north / northeast site boundary. Electricity transmission infrastructure is a common site throughout the landscape with the existing OHLs and Beaully substation being discernible in many transient views along these routes. It is generally agreed that the visual effects would not be significant at either the construction or operational phase.
- 7.90 From a cumulative perspective, once operational longer term, the effects from these receptors are not considered significant, but this is dependent on the degree to which the upper part of the substation is screened by the retained woodland beyond the northern site boundary. Should woodland be removed or windthrown, the substation buildings will likely become more prominent on the hill crest.

Minor Roads to the South

- 7.91 Receptors include road users travelling between Culburnie and Fanellan, connecting Creraig with Culburnie, the routes between and connecting the A833, Kiltarlity and Tomnacross (including Allarburn Drive and Post Office Brae). These are illustrated to some degree by VP5, VP6 and VP7. Users of these routes will experience pockets of visibility north or west towards the proposed development along the majority of these routes. Significant effects have been noted previously at VP5, VP6, and VP7 in analysis above.

Minor Roads to the West

- 7.92 Receptors include road users of the existing residential road corridor connecting Crask of Aigas to the A831. There are only very limited, glimpsed views towards the site given there is significant screening provided by intervening vegetation,

topography around Tòrr Mòr and mature trees at Ruttle Wood. Pockets of open land alongside allow some views eastwards where the existing OHL is a noticeable feature above Ruttle Wood. This is illustrated to some extent by VP12. It is generally agreed that the effects would not be significant.

Railway Line

- 7.93 Rail users on the line between Inverness and Beaully will have transient, intermittent views across the lower lying landscape towards the elevated site. Views are limited to a relatively short section of the railway line as it curves around the southern edge of Beaully, illustrated to some extent by VP8 located in the station car park.
- 7.94 The view faces southwest towards the proposed development with open views across flat farmland, mature trees and other vegetation in the middle distance with distant mountains in the background. Human influences are present in the outlook including telegraph poles, agricultural buildings, residential development at the eastern edge of Wester Balblair along with the existing OHL towers and lines converging at Beaully substation. Whilst the proposed development site is visible from this location in the background, it is largely obscured by existing vegetation in the middle distance. It is generally agreed that the effects would not be significant.

Cumulative Landscape and Visual Impact

- 7.95 The applicant has made no attempt to address or comment on additional or combined landscape and visual effects with all the baseline developments together. This is understandable given the application preceded the Raeshaw decision and the Screening response (24/00834/SCRE) noted that EIA was not required; however, it is now apparent that the approach taken previously did not accord with the requirements of the EIA Regulations, and a fact specific assessment is required so as to determine what the “project” is. This has not been done by the applicant even though they consider that the substation and OHL diversion works are functionally interdependent in supporting documents submitted for their Fanellan substation appeal submission to DPEA (PPA-270-2327). The assessment of additional cumulative effects, along with specific receptors at the VPs provided representing residential, road and recreational users would have drawn more specific conclusions regarding the landscape and visual effects of the wider project.
- 7.96 For the proposed Fanellan substation application, it was considered that cumulative significant effects of both the proposed Beaully to Spittal OHL and Beaully to Peterhead OHL would extend beyond the applicant’s assessment up to approximately 3km, particularly to the south and southwest, represented by VP5, VP6 and VP7 and extending to higher ground beyond these viewpoints. Additionally, it is considered that this proposed development will also add to the cumulative effect from such viewpoints where the OHL are often seen breaking the skyline and drawing the eye along the transmission routes to the larger scale converter station buildings on the higher ground within the proposed substation compound.
- 7.97 During the construction phase of the proposed Spittal to Beaully OHL, works would extend the area affected north and west beyond the proposed substation although the level of activity would be less intensive than the substation construction. Much of the construction activity associated with Fanellan is screened from the northwest,

however, it is anticipated that extensive vegetation clearance would be required for the OHL corridor through Ruttle Wood leading to a significant cumulative landscape effect on LCT 227 and LCT 229. The loss of woodland through Ruttle Wood would be highly visible and would likely increase visibility of construction works at the proposed substation from the north. Receptors south of the proposed reconfigured OHL would also see construction of all elements of the wider project in combination leading to a significant cumulative visual effect.

- 7.98 Once operational, the proposed OHLs would increase the area of LCT 227 and 229 affected by transmission development due to the anticipated permanent vegetation loss within an artificially straight corridor through Ruttle Wood leading to a significant cumulative landscape effect. The cleared OHL operational corridor through Ruttle Wood will appear as a substantial, abnormal straight line through woodland, particularly in views from the north. The presence of towers over the crest of the hill and terminal towers for the OHL are predicted to draw the eye to the location of the substation, making the proposed development more noticeable, leading to a significant cumulative visual effect.
- 7.99 During the construction phase of the Beauly to Peterhead OHL, works would extend the area affected south and east although the level of activity would be less intensive than that of the proposed substation construction, however, receptors south of the proposed development would see both development construction works at the same time leading to a significant cumulative landscape effect on LCT 229 and a significant cumulative visual effect.
- 7.100 Once operational, the Beauly to Peterhead OHL would increase the area of LCT 229 affected by transmission development and the effect would be more intense leading to a significant cumulative landscape effect on LCT 229. The OHL terminal towers are anticipated to draw the eye to the proposed substation making it more noticeable leading to a significant cumulative visual effect.

Summary of Landscape and Visual Impacts

- 7.101 Whilst there are unlikely to be significant simultaneous or successive effects on specific visual receptors with the other related developments in the study area it is considered the proposed development would contribute to overall cumulative change to the landscape character and cumulative effects would be experienced sequentially along some linear receptors including surrounding roads and Core Paths.
- 7.102 Given the scale of the wider project, site location on an elevated ridge top location alongside the number of associated and similar developments in the study area, significant landscape, visual and cumulative effects are inevitable in the shorter term but will continue once complete and longer term once operational.

Natural Heritage

- 7.103 The Environmental Appraisal identifies that the proposed overhead line diversion has the potential to give rise to localised and predominantly temporary effects on natural heritage.

- 7.104 Subject to the application of the proposed mitigation measures set out within the EA report and these measures being secured via condition, the assessment that there would not be any likely significant adverse effects on the natural environment is agreed.

Ecology and Ornithology

- 7.105 Much of the habitat located within the boundary for the OHL is comprised of modified grassland and agricultural land which is considered of relatively low ecological value. No Annex 1 habitats or carbon rich/peatlands were identified. Due to these habitat types identified, habitats were scoped out of the EIAR (for the substation). Highland Council's Ecology Team confirm they are satisfied with this assessment.
- 7.106 Protected species baseline surveys were conducted in 2023 and 2024 and focused on bats, badgers, pine marten and great crested newts. The Ecology Team confirmed the field surveys and subsequent monitoring have been undertaken in line with relevant guidance.
- 7.107 NatureScot note the proposed development has connectivity to the Inner Moray Firth Special Protection Area (SPA) protected for its wintering and breeding bird interests. Osprey associated with this European site are known to breed within close proximity to the site and greylag geese may utilise the wider area for feeding. The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the 'Habitats Regulations') apply or, for reserved matters, The Conservation of Habitats and Species Regulations 2017. Consequently, Energy Consents Unit is required to consider the effect of the proposal on the SPA before it can be consented (commonly known as Habitats Regulations Appraisal). As the proposed development is not connected with or necessary for the conservation management of the site, further consideration is required.
- 7.108 NatureScot's advice is that the proposed development is likely to have a significant effect on the osprey qualifying interest of the Inner Moray Firth SPA. This is due to the potential for disturbance to breeding birds during construction as well as the collision risk that the new towers and overhead lines may present to osprey, especially young birds. Consequently, ECU as competent authority, is required to carry out an Appropriate Assessment in view of the site's conservation objectives for its qualifying interests.
- 7.109 Based on the appraisal carried out to date, NatureScot's conclusion is that the proposal will not adversely affect the integrity of the site. The appraisal they carried out considered the following;
- Scarce Breeding Bird Surveys carried out by the applicant in 2023 and 2024 confirmed that all osprey nest sites lie outwith agreed disturbance distances for breeding osprey, as identified in NatureScot's Disturbance Distances in selected Scottish Bird Species guidance. The site is located on the opposite side of Ruttle Wood and Torr Mor hill; therefore, the topography is likely to shield osprey nest sites from disturbance.
 - Bird Flight Diverters (BFDs) will be installed to the new OHL to mitigate the risk of collision.

- 7.110 NatureScot's advice is that there will not be a likely significant effect on the greylag goose feature of the Inner Moray Firth SPA. This is due to the fact that there is little evidence that greylag geese utilise the site and surrounding area for foraging on a regular basis. In any case, the loss of the site as a potential foraging site will not significantly affect the total foraging area available to greylag geese associated with the Inner Moray Firth SPA.
- 7.111 Ruttle Wood is known to have supported breeding honey buzzard in the past. Although a nest site could not be confirmed in the Scarce Breeding Bird Surveys carried out by the applicant, flight activity and territorial displays from this species indicated that a territory was established in the wider area surrounding the proposed development. Honey buzzards are listed under Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) meaning that it is an offence to intentionally or recklessly disturb this species whilst they are building a nest or are in, on or near a nest containing eggs or young. It is also an offence to intentionally or recklessly disturb the dependent young of this species.
- 7.112 NatureScot note that it is possible that honey buzzards may nest within disturbance distance (between 100m and 200m) of the site, therefore the applicant will need to carry out pre-construction surveys and implement a Breeding Bird Protection Plan (BBPP) to ensure that an offence under the Wildlife and Countryside Act 1981 (as amended) is not committed. This may involve avoiding construction activities within the honey buzzard breeding season (1 May to 1 September) if they are confirmed to be present. Displacing a pair of breeding honey buzzard from a traditional nest site is likely to have an adverse impact on the population of this species at a national level.
- 7.113 NatureScot note that where a license for European Protected Species (EPS) is required by the applicant before they can proceed with the development, the applicant should satisfy themselves that the European Protected Species Licensing tests set out in the Protected Species (EPS) (Schedule 2 of the Habitats Regulations 1994 (as amended)) are likely to be met before an application can be approved. If not, the applicant may risk being unable to make practical use of any planning permission or committing an offence.
- 7.114 Subject to the information provided for the proposed development, proposed mitigation measures set out within the EA, and these measures being secured via condition, the assessment findings that there would not be likely significant adverse effects on the natural environment are agreed.

Trees

- 7.115 The proposed development will result in direct but localised loss of trees and woodland, affecting approximately 24 arboricultural features (including 6 individual trees, 7 tree groups, and 11 partially affected groups). Tree removal is required for tower bases, crane pads, access tracks, and working areas, with impacts largely confined to the immediate construction footprint. While some higher-value trees (including veteran trees) are affected, most losses relate to plantation or lower-value woodland.

- 7.116 An additional area of 0.12ha of woodland, over and above the 7.09ha required for Fanellan substation, is to be removed to accommodate the reconfigured OHL. The most notable tree loss occurs along the edge of Ruttle Wood, located to the northwest of the new route, designated within the Ancient Woodland Inventory (AWI) as Long-Established Plantation Origin (LEPO1860). This is plantation origin woodland planted within the last few decades. The operational corridor through commercial woodland has been assessed as 90m wide (45m either side of the OHL centreline), requiring tree removal within this corridor for construction and long-term operation. This has led to portions of Ruttle Wood needing to be felled as the OHL loops around the substation hub, with the largest straight section length of OHL not impacting Ruttle Wood.
- 7.117 The development will cause localised tree loss and disturbance, including some high-value trees, mainly during construction, however, Highland Council's Forestry Officer has no objections to the proposed development subject to conditions requiring a Tree Survey and Tree Protection Plan. The Forestry Officer confirmed that given that both projects are linked and will not progress without the other, the total compensatory planting required for the substation is considered adequate to compensate for both the substation and the OHL diversion.

Priority Peat Habitat

- 7.118 The EA finds that the impact on peat is negligible, as peat is largely absent from the site, occurring only in small, isolated pockets. Consequently, no significant effects on peatland habitat, carbon storage, or hydrology are expected, and peat impacts are scoped out of detailed assessment. This is agreed.

Habitat Restoration

- 7.119 Due to the climate and biodiversity emergency and the provisions of NPF4 Policy 3, the Council seeks to ensure that developments will deliver a positive effect for biodiversity. As a result, this project is expected to make a contribution toward the delivery of biodiversity enhancements in vicinity of the site. Whilst Highland Council's Ecology Team note that the proposed development would not comply with the requirements of NPF4 Policy 3 the Final Biodiversity Net Gain Report notes that the proposed development will result in a deficit of 18.53BU, therefore it will require a further 22.10BU in order to achieve the required 10% Biodiversity Net Gain. Whilst the units cannot be achieved within the footprint of the OHL development, they can be implemented offsite in association with BNG for Fanellan substation.

Water Environment

- 7.120 The site lies within the River Beaully catchment and includes limited water environment sensitivities, with no designated sites nearby and only minor local receptors such as a private water supply and small watercourses.
- 7.121 Potential impacts on the water environment are largely construction-related and temporary, primarily involving risks of sediment runoff, pollution from fuels or concrete, and minor disruption to drainage and groundwater flows. There is also some potential for short-term localised flood risk and effects on private water supplies, although these are limited in scale. Mitigation is implemented through a

CEMP and Site Water Management Plan, including pollution controls, SuDS drainage, and adherence to regulatory standards, which effectively minimise risks and can be controlled by condition.

- 7.122 Highland Council's Flood Risk Management Team and SEPA confirmed they had no objections to subject to conditions requiring setback of from watercourse crossings and bottomless culverts or bridges across watercourses.

Private Water Supplies

- 7.123 The EA includes an assessment of private water supplies (PWS) within 1km of the proposed development site. The assessment identifies PWS within the study area at Aigas Power Station, as having registered private water supplies and private water tank which is served by mains water. The report states that the contractor will implement Good Environmental Management Practices (GEMPs) to minimise the risk of any incidents that could affect the supplies. Given the topography and distance between the PWS and the development, the assessment concludes that the supply is unlikely to be affected. However, the principal contractor will be required to consult with property owners regarding any potential unregistered PWS. If any such supplies are identified, the contractor must assess the potential impact and, where necessary, implement appropriate mitigation measures. If any unregistered supplies are identified, a report detailing any necessary mitigation measures to prevent contamination or physical disruption must be submitted for the written approval of the Planning Authority. This report should also include proposals for monitoring before, during, and after construction.

Built and Cultural Heritage

- 7.124 The proposed development has the potential to affect heritage assets and possible archaeological remains, mainly during construction. Impacts include minor disturbance to sub-surface archaeology and temporary changes to the setting of nearby assets from construction activity. Operational effects are limited, as the scheme largely diverts existing infrastructure. Although new towers may slightly alter local views of heritage assets, this change is not considered significant given the existing transmission context.
- 7.125 Highland Council's Historic Environment Team and Historic Environment Scotland confirmed they had no objections to the proposed development subject to the submission of a WSI which is controlled by condition.

Roads, Transport and Wider Access

- 7.126 The EA covers the roads and traffic impacts of the proposed development to some extent; however, a Transport Assessment has not been submitted in support of this application. The applicant intends to control and mitigate traffic impacts and provide detailed operational measures through a Construction Traffic Management Plan.
- 7.127 The EA notes that construction traffic, including HGVs would pass through Kiltarlity. Whilst not to the same extent of vehicle movements or time period associated with the substation works, routing traffic through Kiltarlity would not be accepted by the

Council as the Roads Authority. Additionally, the applicant has long been well aware that the most appropriate access solution remains via a suitably upgraded or replaced Black Bridge to allow traffic to access the site from the northeast via the A831 onto the C1106 Fanellan Road, bypassing Kiltarlity, with no works commencing until these works have been completed. SSEN intend to submit this planning application this year with a Scoping application (26/02025/SCOP) recently submitted and currently pending consideration. Community consultation events took place in Kiltarlity and Beaully on 4 December 2025 as part of the Proposal of Application Notice process (25/04411/PAN).

- 7.128 As noted previously for Fanellan substation, the existing three span reinforced concrete bridge structure has been under use / load restrictions since 1992 with recent investigation works indicating that repairs to the structure would likely not return the bridge to its full load capacity with unknown final costs and time to achieve this. The Scoping application has outlined that a full bridge replacement has been selected as the preferred development option which would provide a structure that will facilitate site access to the proposed substation. SSEN have yet to provide confirmation that the Kiltarlity route is no longer a consideration for this proposed development, or the substation (despite the Scoping request for the replacement of Black Bridge).
- 7.129 The supporting information provided up until this point by the applicant, for both the OHL reconfiguration and substation, with regards to roads and traffic has been less than ideal. The Transport Planning Team consider that without an effective cumulative traffic impact assessment being undertaken it has no understanding of the likely cumulative demands on the A831 between the A862 and the C1106 road over Black Bridge. Given this is a Consultation Route under the Timber Transport Route Designation, reflecting that it is not up to an agreed standard for unrestricted large commercial vehicle movements, it will likely require improvements to physically accommodate the probable very high commercial vehicle movements, whilst remaining safe and available for other users.
- 7.130 As with Fanellan substation, the Roads Authority will require SSEN to establish and operate a Traffic Management Coordinator role for the duration of this development and this can be controlled by condition. The role will be required to:
- Determine the likely types, levels and patterns of construction-related traffic associated with all power-related development due to be impacting on the local public roads in that area during the period of development for the Fanellan substation.
 - Implement a suitable monitoring regime to identify the quantum, types and movement patterns of construction vehicles and determine the nature and scale of trips from each of the impacting developments in the area.
 - Establish operating agreements and protocols with each of those developments to best spread the impacts of such construction traffic to avoid unacceptable peaks and conflicts. These agreements / protocols also need to determine how each individual development will contribute towards any road repairs / remedial works that may be needed throughout the life of this process.
 - Undertake regular inspections into the condition of the impacted sections of local public roads throughout the period of developing the Fanellan

Substation and establish a regime for taking appropriate remedial action to keep the routes safe and usable by all during that period, including vulnerable road users and non-construction traffic.

- Establish a protocol for engaging with and updating the Local Area Roads Office on the findings from the above and seeking permissions for undertaking any roads repairs / remedial works that may be needed.
- Work directly with local events coordinators and the local community to avoid conflicts with such events throughout the duration of the Fanellan Substation development.

7.131 The framework under which this role will be operated, including the intended arrangements for how the above functions will be undertaken, and the naming of the person responsible and demonstrating their experience and capability to undertake such a role will be agreed with the Planning Authority prior to any works commencing on site.

7.132 An updated detailed CTMP to cover the new Black Bridge route will be required prior to commencement of works at the proposed development. The CTMP will be required to set out the proposed management measures that will be implemented to assist with minimising impacts from construction traffic on the local road network, the users of those roads and the communities and facilities that are located along those routes. These measures will be supplementary to, and need to complement, any physical road improvements required to safely accommodate the proposed construction traffic, as such, the CTMP shall be agreed prior to work commencing on site. The measures set out in any CTMP should be developed using feedback from engagement undertaken with Community Councils and the Community Liaison Group. The CTMP shall include, but not be limited to:

- The predicted traffic types, numbers and profile of movements throughout the construction period. This should be justified through clarifying the anticipated quantum of plant, workforce and bulk materials needed and should include any assumptions made in support of those figures.
- The intended routing of such construction traffic from the proposed origins of materials, ports and workforce accommodation.
- The management measures that will be required to mitigate the impacts of such construction traffic on neighbours to and wider users of the routes impacted. This includes measures required when mitigation works are being delivered to existing local public roads.
- The measures that will be taken to deal with any rerouting of bus and school transport services during the periods when the Black Bridge will not be available for use and when use of existing local public roads will not be available when required physical mitigation works are being delivered.
- Clarifications on the steps that will be taken to avoid conflicts with other high traffic-generating events in the local area that will also be requiring use of the routes covered by this CTMP.
- The measures that will be taken for managing points of conflict between construction traffic routes where they interact with local public roads and wider users of them.
- The measures proposed for keeping local public roads free from mud and other construction-related debris.

- Justifications on the adequacy of the management measures proposed, alongside any physical works required to the public roads impacted.
- Avoidance of construction traffic routing past schools during opening and closing times, or on routes at times when school children are dropped off and pick-up by school transport services and appropriate traffic speeds through communities located along access routes;
- Utilise sources of materials and alternative means of transport to limit the numbers/frequencies of construction vehicles having to use the local public road network wherever possible;
- No convoying of HGV or staff vehicles with drivers asked to resolve by spacing journeys to/from the site;
- Agreed routes to be used by all site staff, contractor, sub-contractor and deliveries;
- Details of how journeys will be managed;
- Mitigation measures deterring / preventing construction traffic using non-designated routes to/from the site;
- Collaboration with contractors for other proposals in the surrounding area to effectively integrate the management of their traffic operations to minimise impacts to the local public road network they will be sharing for construction access;
- Products and materials to this development such as aggregate, concrete, staff minibuses if used etc. should mark their vehicles with a unique number identifier on the front, sides and rear of the vehicles and a named substation specific identifier enabling easy identification in the event of problems arising such as speeding or discourteous driving. This is a well-established effective practice across the Highlands. It also helps to avoid issues with traffic from other developments being incorrectly associated with this proposal;
- Set up a single point of contact for local residents to use in the event of problems or concerns with telephone and website details provided as a minimum along with additional consideration of social media as appropriate. Details should be provided to Community Councils for their notice boards/websites;
- Toolbox talks established with all suppliers, contractors, site staff etc. to encourage careful and courteous driving with particular attention to driving through villages and settlements; and
- Mitigation measures to prevent mud, dust and other construction related material being brought onto the local public roads and where this has happened, having procedures for quickly identifying and removing such material.

7.133 As part of their developments, SSEN are proposing some local public road improvements and the Roads Authority notes that it is likely improvements will also be required on the A831. These are to be agreed and implemented prior to the routes being used for construction access and will be controlled by condition.

7.134 In addition to the above, the applicant will be required to enter into a formal “Wear and Tear” Agreement with The Highland Council acting as the Roads Authority. Such an agreement should be established in accordance with Section 96 of the Roads (Scotland) Act 1984 and will require a suitable Road Bond or other form of financial guarantee. This is to protect the Council from any extraordinary expenses in having

to repair any damage inflicted to the local public road network that the Promoter fails to rectify to the satisfaction of the Roads Authority. This Agreement will need to make reference to and take account of the proposed functions of the Traffic Management Coordinator and the implications of multiple developments impacting on the intended construction access routes consecutively.

- 7.135 Transport Planning recommended that the proposed substation development will be required to support the development and delivery of dedicated facilities for pedestrians and cyclists along the routes due to be impacted by the substation works. An active travel scheme condition was attached for that application, however, SSEN have since sought to have this condition removed through the appeal process with DPEA, which is ongoing. As noted previously, this is extremely disappointing as the condition would ensure appropriate active travel improvements are sought given the impacts of the national scale infrastructure to the local community.
- 7.136 Transport Planning's objection to this application remains unresolved. As it stands, elements of the applicant's assessment of traffic impacts for this proposed development, along with the other development proposals, are substandard, and have either been understated, lack clarity or have simply not been evaluated in the supporting information provided up to this point. Routing traffic via Black Bridge was noted as the optimal way forward to mitigate the transport impacts associated with Fanellan substation. A condition limiting traffic to this route is required by the Council to make that particular aspect of the development acceptable in planning terms. This approach was agreed with the applicant prior to the application first being reported to Committee. SSEN have since sought to have this condition removed through the appeal process with DPEA, which is ongoing. This is extremely disappointing following significant effort from all those involved from THC to find an appropriate solution that could allow national scale infrastructure required to facilitate the grid infrastructure upgrades, whilst also safeguarding the local community and their amenity. SSEN have yet to provide confirmation that the Kiltarlity route is no longer a consideration for this proposed development, or the substation (despite the Scoping request for the replacement of Black Bridge).
- 7.137 Transport Scotland has no objection to the proposed development with regards to the potential impact on surrounding trunk roads.
- 7.138 Whilst the EA and other supporting information submitted notes the potential impacts to recreational receptors at the site and in the surrounding area, the Council's Access Officer considers that the applicant has failed to identify all the recreational receptors on and near the proposed development. Therefore, they consider the applicant has understated the likely impact of the proposed development on public access during both the construction and operational phases and has objected to the application.
- 7.139 Whilst the Council's Access Officer generally welcomed the use of the Black Bridge route to site, for the associated Fanellan substation, they noted that it could lead to significant conflict with those using the popular Core Path IN20.05 East Lodge to West Lodge Beaufort Castle. That said, the construction works required to replace the Black Bridge will likely lead to a negative impact on Core Path IN03.04 Lovat Bridge to Black Bridge, set back from the north banks of Beaully River. The Access

Officer considered that the applicant did not fully appreciate the popularity of this route as part of the substation application or the constraints associated with Core Paths, with only limited details provided with regards to safeguards of the path during construction and after works has been completed.

- 7.140 Whilst an Outdoor Access Management Plan (OAMP, June 2025) was submitted in support of the substation application there are no further details for the OHL reconfiguration application at this stage. For the substation application, the Access Officer noted a lack of clarity critical to understanding the impact, management and mitigation of the development of the wider project on public access rights. As such, they have requested a condition requiring an appropriately detailed OAMP, that takes on board the recommendations noted for substation previously. These included more detailed diversion routes; specification and location of gates; consistency between different fencing plans; justification for fences and gates around SUDS; improvement to path linkage from the southwest corner of the site; and clarity as to which areas are intended to be excluded from access rights, and which are not. These will need to be agreed prior to any works commencing.
- 7.141 Subject to securing these mitigation measures, the transport and public access related impacts of the proposal are considered to be acceptable and can be appropriately managed through the conditions attached. As such, the proposal has been found to be in accordance with the transport and access policies contained within the Development Plan.

Economic Impact

- 7.142 The proposed development generates its main economic benefits at a strategic, national level, rather than locally. The reconfigured OHL, along with the associated development, will strengthen the robustness of the country's grid network and also result in further job and investment opportunities through the development of related supply chains. These improvements underpin wider economic activity by providing a stable energy supply and supporting long-term sustainable economic development. The replacement works will provide additional capacity on the transmission network for renewable generation which will be consistent with core aims of NPF4 to enhance the green energy transmission capacity to achieve a net zero economy and support network resilience in rural areas.
- 7.143 Highland is experiencing significant construction activity in the transmission network. The approval of the proposed development would have a positive economic impact, particularly during the proposed construction period of 9 months. The project could offer investment / opportunities to the local, Highland, and Scottish economy including businesses ranging across construction, haulage, electrical and service sectors. However, there is also likely to be some adverse effects caused by construction disruption and construction traffic, but these will be temporary in nature.
- 7.144 At the local scale, economic impacts are limited. There are some short-term positive effects during construction, including temporary employment and use of local labour and resources. These benefits are modest and temporary, with no significant long-term job creation identified. Given the above, NPF4 Policy 11, in particular paragraph c), notes that development proposals should only be supported where they maximise net economic impact, including local and community socio-economic benefits such

as employment, associated business and supply chain opportunities. Additionally, NPF4 Policy 25 provides support for development that is consistent with local economic priorities and where they contribute to local and / or regional community wealth building strategies. A condition could be attached requiring the submission of a Local Employment Scheme prior to the start of works to maximise the socio-economic benefits of the proposed development.

Other Material Considerations

- 7.145 Kiltarlity Community Council raise concerns that the grid/tower reconfiguration, substation and other associated OHL and works (such as the replacement/upgraded Black Bridge) have not been adequately assessed as part of the “whole project”. Works to the electricity grid network are subject to a separate consenting process to the substation and other works, with SSEN Transmission as the applicant, for regulatory reasons.
- 7.146 This scheme was previously considered by the Planning Authority as a separate application, to be assessed on its own merits. The proposal was Screened, and it was considered that an EIA was not required (24/00834/SCRE). It was considered an EIA was required for Fanellan substation. Given the grid/tower reconfiguration works are only required to facilitate the substation, and would not be required otherwise, this previous position requires to be revisited given the decision on *Raeshaw Wind Farms Ltd v Scottish Ministers* [2026] CSIH 2010.
- 7.147 In that case, the Court held that the Reporter erred in law by failing to undertake the necessary fact-specific evaluative exercise as to whether the wind farm and its required grid connection formed a single EIA “project”, and by proceeding on the basis that it was sufficient that the grid connection did not form part of the application and could be considered later through a separate consenting process. The Court also made clear that the question is not dependent on any intention to avoid EIA, but on whether, in substance, what is proposed should be treated as a single project for environmental assessment purposes. Relevant considerations include the non-exhaustive factors identified in *R (Wingfield) v Canterbury City Council* [2020] JPL 154, including functional interdependence and whether the deferred works are properly to be regarded as a stand-alone project, alongside consideration of the true nature and scope of the project and the degree of connection between its component parts.
- 7.148 The EIAR for the Fanellan substation did not fully assess the likely significant environmental impacts associated with that development. Submissions have been made by the applicant, the Council, and interested parties on the implications that case has on the substation. In addition, Raeshaw submissions have also been made by the applicant, the Council, and inquiry parties in respect of the Beaulieu – Peterhead OHL and Spittal – Beaulieu OHL applications. The conflicting submissions made on behalf of the applicant for each of these applications has resulted in the cumulative environmental picture becoming increasingly complex with regard to assessing what the “project” is. Notwithstanding that, the applicant has confirmed in its submissions for the Fanellan substation that the proposed development and the proposed Fanellan substation are functionally interdependent / not stand alone projects, given that neither is required without the other and the substation could not operate for its intended purpose without the reconfigured OHL route and connection

to the grid. It is considered that the assessment of the project for EIA purposes cannot be determined solely by the way in which the current application has been framed, so as to exclude the substation and associated OHL connections, and other associated infrastructure, but requires consideration of the true nature and scope of the project in substance. In that regard, the fact that the substation infrastructure, and other associated infrastructure, has been dealt with under a separate consenting process does not, in itself, resolve whether the "project" has been properly identified and assessed for EIA purposes. It is further noted that the energy and operational benefits relied upon in support of Fanellan substation are dependent upon the reconfigured OHL route and grid connection being delivered. It is therefore considered that the reconfigured OHL route and grid connection is an essential component of the proposed substation, and that its omission from the EIAR and LVIA gives rise to a legitimate concern as to whether the full environmental effects of the project have been assessed. For that reason, this matter has been taken into account in the Officers recommendation to raise objection to the application. However, Scottish Ministers are the decision-maker, and it is ultimately a matter for them to determine, in light of Raeshaw, whether the proposed development and its required grid connection and the substation (and/or other associated developments) constitute a single project for EIA purposes and whether the assessment before them is legally adequate. The Council has made representations to the Reporters appointed to the substation appeal and the overhead line inquiries that all of the applicant's applications referred to in this report require holistic oversight.

7.149 In relation to other material considerations, light pollution significantly affects the rural countryside, from disturbing the way animals and plants perceive daytime and nighttime to making developments visible across wide areas. The infrastructure would not be illuminated at night for normal operation, with construction lighting to be controlled by condition.

7.150 Finally, given the complexity of national developments, and to assist in discharge of conditions, the Planning Authority usually seeks that the developer employs a Planning Monitoring Officer (PMO). The role of the PMO, amongst other things, would include the monitoring of, and enforcement of compliance with, all conditions, agreements and obligations related to this permission (or any superseding or related permissions) and shall include the provision of a bi-monthly compliance report to the Planning Authority, should the application be granted consent.

7.151 There are no other material considerations.

Non-Material Considerations

7.152 None raised.

8. MATTERS TO BE SECURED BY LEGAL AGREEMENT/UPFRONT PAYMENT

8.1 In order to mitigate the impact of the development on infrastructure and services the following matters require to be secured by legal agreement, the requirement for which have been set out within recommended conditions:

- a) Provision of a wear and tear agreement under Section 96 of the Roads (Scotland) Act 1984 under which the developer will be responsible for the

repair of any damage to the local road network attributable to construction related traffic.

9. CONCLUSION

- 9.1 The Scottish Government and the Council each have policies offering support to projects which increase the capacity of the grid network to serve renewable energy projects. NPF4 offers strong support for such development highlighting upgraded infrastructure supporting onshore high voltage electricity lines, cables and interconnectors and this is classed as a development of national importance.
- 9.2 The reconfigured OHL will accommodate the proposed Fanellan substation and facilitate connection to the national grid. The wider project represents a critical component of the UK and Scottish Governments' renewable energy and electricity transmission strategy and forms part of the delivery of a fit for purpose transmission network, facilitating the move towards net zero. The principle of development is firmly established in National Planning Framework 4 (NPF4), which identifies Strategic Renewable Electricity Generation and Transmission Infrastructure as a national development. This designation reflects the urgent need to deliver grid capacity upgrades to meet the 2030 renewable energy targets and the legally binding net zero target by 2045. The requirement for the wider project has been confirmed by Ofgem under the Accelerated Strategic Transmission Investment (ASTI) framework, and its delivery is integral to the British Energy Security Strategy.
- 9.3 The reconfigured OHL proposal, alongside the wider project, will deliver substantial national and regional benefits by strengthening the transmission network, enabling new onshore and offshore renewable connections, including the Western Isles HVDC link enabling the export of electricity generated from large-scale renewable projects on the islands, and facilitating the export of renewable energy from the north of Scotland to areas of demand across the UK. These benefits must be afforded significant weight in the planning balance and align with NPF4 Policies 1 (Tackling the Climate and Nature Crises), 11 (Energy), and 25 (Community Wealth Building), as well as HwLDP Policy 69 (Electricity Transmission Infrastructure). Therefore, support for the principle of this type of development is clear in national and local planning policy.
- 9.4 The review of the LVIA indicates that the proposed development will result in significant landscape and visual impacts, including cumulative impacts. With the inclusion of mitigation through proposed conditions, such impacts were deemed to be acceptable by Officers as reported to Committee previously for the Fanellan substation. Officers are aware that the Committee took a contrary view on this and proceeded to refuse planning permission, however, that decision is the subject of an ongoing Appeal.
- 9.5 The scale of works, extended hours, and associated traffic movements will also result in notable amenity impacts for local communities. Environmental Health has highlighted the need for robust controls on noise, vibration and working hours, alongside dust and air quality management. These could be addressed through conditions requiring a Construction Noise and Vibration Management Plan, Air Quality Management Plan, and ongoing compliance monitoring. A Community Liaison Group and Planning Monitoring Officer could also be secured to ensure

transparency and engagement throughout the construction phase. Finalised details of the working hours proposed will need to be confirmed and agreed with Highland Council and could also be controlled by condition.

- 9.6 Other concerns noted could be managed through best practice construction management techniques to ensure surrounding interests, particularly road access, recreational route access and the amenity of local communities, is safeguarded from the key impacts of the development. The potential recommended suite of planning conditions would strengthen and clarify the plans and supporting environmental information provided by the applicant. The proposal could also be overseen by an appointed Environmental Clerk of Works with any permission requiring regular compliance monitoring and ongoing engagement by means of the Community Liaison Group, with local ward member participation. Officers have incorporated the requirement for a schedule of mitigation within the conditions of this permission, with this having been derived from the EA undertaken. Monitoring of construction and operational compliance could also be secured through conditions.
- 9.7 Transport impacts have been a key concern for this application and others since pre-application discussion with the Roads Authority confirmed construction traffic, particularly the routing of heavy goods vehicles and abnormal indivisible loads passing through Kiltarlity via the C1108 and U1604 roads, would not be supported, given these are substandard single-track roads unsuitable for the scale of traffic anticipated. As with the Fanellán substation application, amended routing via the Black Bridge could be controlled by condition, along with a detailed Construction Traffic Management Plan (CTMP), abnormal load route assessments, active travel improvements, with a Section 96 Wear and Tear Agreement also being required to safeguard the local road network. Whilst a condition limiting traffic across Black Bridge was proposed for Fanellán substation, which was refused previously at Committee, SSEN have since sought to have this condition removed through the appeal process with DPEA, which is ongoing. Given SSEN's approach seeking to remove conditions that would enable appropriate mitigation measures for the wider project and a lack of clear assessment regarding the roads and traffic impacts of the proposed development, particularly the cumulative impacts which have not been assessed in the EIAR, THC cannot support the proposed development.
- 9.8 Whilst no public representations have been received for the reconfigured OHL application, developments in the area have attracted a substantial level of public interest and objection. However, the Development Plan, particularly NPF4 Policy 11 Energy, heavily favours such schemes, when applying the planning balance to reach a decision. Whilst significant impacts will occur, there is a recognition within NPF4 Policy 11 that such impacts are to be expected from grid transmission and distribution infrastructure, and they will generally be considered to be acceptable where appropriate design mitigation has been applied and impacts are localised. This is why the extent and severity of the landscape and visual, including cumulative effects, are considered, on balance, to marginally remain within acceptable limits.
- 9.9 The host Kiltarlity Community Council objected to the application with their various concerns referenced in the report. There is clear concern within the local community with regards to this proposed development along with the proposed wider project. These comments have been noted and assisted with the assessment of the

application along with consideration of the adequacy of mitigation measures proposed.

- 9.10 In addition, the Council's Transport and Access Officers have maintained objections given the insufficient supporting information provided by the applicant. Whilst their objections are noted, appropriate conditions can mitigate and control the concerns referenced. Several other consultees have requested planning conditions be attached to any grant of planning permission. These could be applied to effectively ensure that their specific interests are secured.
- 9.11 Whilst Fanellan substation forms a separate planning application, it can be reasonably be considered part of the same project as the proposed development for EIA purposes. However, whilst the substation works have been assessed through EIAR, the associated grid/tower reconfiguration and OHL connection forming this application has not been subject to EIAR. It is considered that this raises a substantive issue as to whether the full extent of the project has been assessed for EIA purposes, having regard to the considerations identified in *Raeshaw*. This matter is equally applicable to the proposed replacement Black Bridge which has been subject to EIA Scoping. The Council has made submissions on the Black Bridge as part of the Fanellan appeal and the Reporter has been made aware of the applicant's request for a Scoping Opinion with a view to applying for planning permission for those works.
- 9.12 In light of *Raeshaw Farms Ltd v Scottish Ministers* [2026] CSIH 10, it is considered that the grid/tower reconfiguration and OHL connection is an essential and functionally interdependent part of the proposed Fanellan substation, given that the development could not operate for its intended purpose without connection to the national grid. On that basis, it is considered that the omission of Fanellan substation from the cumulative assessment of this application and lack of EIAR raises a legitimate concern as to whether the full environmental effects of the project have been assessed, and this forms part of the basis for Officers recommended objection to the application. However, Scottish Ministers are the decision-maker, and it is ultimately a matter for them to determine whether the proposed development and substation together constitute a single project for EIA purposes and whether the assessment before them is legally adequate.
- 9.13 The application is supported in the context of the Development Plan and in particular NPF4 Policy 11 Energy and HwLDP Policy 69 Electricity Transmission Infrastructure which provide underlying support for renewable energy development. In balancing the considerable national and regional benefits of the proposal against its adverse localised impacts, given the absence of the application being supported by a comprehensive EIAR which covers the whole project, it is concluded that this particular application is not in accordance with the principles and policies of the Development Plan and no other material considerations outweigh this position.

10. IMPLICATIONS

- 10.1 Resource: There are significant staffing and financial resource implications if the application is to be subject to a Public Local Inquiry.

- 10.2 Legal: If the Committee determine that an objection should be raised to the application, the application will be subject to a Public Local Inquiry prior to determination by Scottish Ministers.
- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: The application replaces and upgrades grid infrastructure for the connection of renewable energy to the grid therefore helping to deliver a contribution toward climate change targets
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before consultation No
response issued to the ECU

11.1 It is recommended that the Council should RAISE AN OBJECTION: REASON FOR OBJECTION

1. The proposed grid reconfiguration is an essential and functionally interdependent element of the proposed Fanellan substation, but the environmental impacts of this infrastructure were not adequately assessed within the EIAR for the substation application, nor has the substation been cumulatively assessed in the Environmental Assessment supporting the s37 energy consent application for this development. It is therefore considered that there is insufficient information before the decision-maker to satisfy regulation 4 (2) of the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017. Having regard to *Raeshaw Farms Ltd v Scottish Ministers [2026] CSIH 10*, it is therefore considered that there is insufficient environmental information before the decision-maker to conclude that the true nature and scope of the project, and its likely significant environmental effects, have been lawfully and adequately assessed for EIA purposes.
2. The transport impacts for the proposed development, individually, and cumulatively with other developments, have not been sufficiently assessed. It is therefore considered that there is insufficient information before the decision-maker to assess whether the likely significant effects of the project have been identified, described, and assessed. This information is required to enable a reasoned conclusion to be reached on those effects before permission is granted. This is a requirement of the EIA Regulations and a statutory duty placed on the decision-maker.

Signature: Bob Robertson
Designation: (Acting) Planning Manager – South
Author: Roddy Dowell

Background Papers: Documents referred to in report and in case file.

Relevant Plans: Plan 1 – Location Plan FNLN4-LT459-MES-OHL-ZZ-D-EO-5008 REV P01

Plan 2 – Site Layout Plan FNLN4-LT459-MES-OHL-ZZ-D-EO-5009 REV P01 (Sheet 1 to 3)

Plan 3 – Site Layout Plan 70112533-WSP-OHL-EA-002

Appendices: Appendix 1 – Development Plan and Other Material Policy Considerations

Appendix 2 - Compliance with the Development Plan / Other Planning Policy

Appendix 3 – Beaulieu Denny OHL reconfiguration Viewpoint Assessment Appraisal during construction – Visual Impact

Appendix 4 – Previous Fanellan substation Viewpoint Assessment Appraisal for 25/00826/FUL– Visual Impact

Appendix 1 – Development Plan and Other Material Policy Considerations

National Planning Framework 4

- A1.1 National Development 3 - Strategic Renewable Electricity Generation and Transmission Infrastructure
- 1 - Tackling the Climate and Nature Crisis
 - 2 - Climate mitigation and adaptation
 - 3 - Biodiversity
 - 4 - Natural Places
 - 5 - Soils
 - 6 - Forestry, Woodland and Trees
 - 7 - Historic Assets and Places
 - 11 - Energy
 - 14 - Design, Quality and Place
 - 25 - Community Wealth Building
 - 29 - Rural Development

Highland Wide Local Development Plan 2012

- A1.2
- 28 - Sustainable Design
 - 29 - Design Quality and Place-making
 - 30 - Physical Constraints
 - 31 - Developer Contributions
 - 36 - Development in the Wider Countryside
 - 47 - Safeguarding Inbye/Appportioned Croftland
 - 51 - Trees and Development
 - 52 - Principle of Development in Woodland
 - 55 - Peat and Soils
 - 56 - Travel
 - 57 - Natural, Built and Cultural Heritage
 - 58 - Protected Species
 - 59 - Other Important Species
 - 60 - Other Importance Habitats
 - 61 - Landscape
 - 63 - Water Environment
 - 66 - Surface Water Drainage
 - 69 - Electricity Transmission Infrastructure
 - 72 - Pollution
 - 73 - Air Quality
 - 77 - Public Access

Area Local Development Plans

- A1.3 The Inner Moray Firth Local Development Plan 2 (IMFLDP2) (2024) does not contain land allocations related to the proposed development. The area plan's focus is mainly on regional and settlement strategies and identifying specific site allocations.

Highland Council Supplementary Planning Policy Guidance

- A1.4
- Biodiversity Enhancement Planning Guidance (May 2024)
 - Developer Contributions (Nov 2018)
 - Flood Risk and Drainage Impact Assessment (Jan 2013)
 - Green Networks (Jan 2013)
 - Highland Historic Environment Strategy (Jan 2013)
 - Highland's Statutorily Protected Species (Mar 2013)
 - Physical Constraints (Mar 2013)
 - Roads and Transport Guidelines for New Developments (May 2013)
 - Sustainable Design Guide (Jan 2013)
 - Trees, Woodland and Development (Jan 2013)
 - Special Landscape Area Citations (June 2011)
 - Standards for Archaeological Work (Mar 2012)
 - Sustainable Design Guide (Jan 2013)

OTHER MATERIAL CONSIDERATIONS

Other National Policy and Guidance

- A1.5
- Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 – interim and annual targets replaced by Climate Change (Emissions Reduction Targets) (Scotland) Bill in November 2024
 - Climate Change Committee Report to UK Parliament (July 2024)
 - UK Government Clean Power Action Plan (Dec 2024)
 - The Draft Energy Strategy and Just Transition Plan (2023)
 - Draft Scottish Biodiversity strategy to 2045: tackling the nature emergency (2023)
 - Scottish Energy Strategy (2017)
 - 2020 Routemap for Renewable Energy (2011)
 - Energy Efficient Scotland Route Map, Scottish Government (2018)
 - Historic Environment Policy for Scotland (2019)
 - Scheduled Monuments Consents Policy (2019)
 - PAN 1/2011 - Planning and Noise (2011)
 - PAN 60 – Planning for Natural Heritage (Jan 2008)
 - Developing with Nature Guidance (NatureScot 2023)
 - Construction Environmental Management Process for Large Scale Projects (2010)
 - Community Benefits for Electricity Transmission Network Infrastructure: Government Response, UK Department for Energy and Security and Net Zero (2023)
 - Advising on peatland, carbon-rich soils and priority peatland habitats in development (NatureScot, Feb 2024)

Appendix 2 - Compliance with the Development Plan / Other Planning Policy

National Policy

- A2.1 National Planning Framework 4 (NPF4) forms part of the Development Plan and was adopted in February 2023. It comprises three parts:
- Part 1 – sets out an overarching spatial strategy for Scotland in the future and includes six spatial principles (just transition / conserving and recycling assets / local living / compact urban growth / rebalanced development / rural revitalisation. Part 1 sets out that there are eighteen national developments to support the spatial strategy and regional spatial priorities, which includes single large-scale projects and networks of smaller proposals that are collectively nationally significant.
 - Part 2 – sets out policies for the development and use of land that are to be applied in the preparation of local development plans; local place plans; masterplans and briefs; and for determining the range of planning consents. This part of the document should be taken as a whole in that all relevant policies should be applied to each application.
 - Part 3 – provides a series of annexes that provide the rationale for the strategies and policies of NPF4. The annexes outline how the document should be used and set out how the Scottish Government will implement the strategies and policies contained in the document.
- A2.2 NPF4 outlines 18 national developments that support the plan's spatial strategy. National developments will be a focus for delivery, as well as exemplars of the Place Principle, placemaking and a Community Wealth Building (CWB) approach to economic development. Six of the national developments support the delivery of sustainable places. Among these is national development number 3 - Strategic Renewable Electricity Generation and Transmission Infrastructure, which "supports electricity generation and associated grid infrastructure throughout Scotland, providing employment and opportunities for community benefit, helping to reduce emissions and improve security of supply." National development 3 accords national development status to electricity transmission that includes b) New and/or replacement upgraded on and offshore high voltage electricity transmission lines, cables and interconnectors of 132kV or more, and/or c) New and/or upgraded Infrastructure directly supporting on and offshore high voltage electricity lines, cables and interconnectors including converter stations, switching stations and substations. This proposal aligns with parts of both b) and c) and therefore, is classed as a national development, and as such received in principle support.
- A2.3 The spatial strategy reflects existing legislation by setting out that decision making requires to reflect the long-term public interest. However, in doing so, it is clear that the decision maker must make the right choices about where development should be located, ensuring clarity is provided over the types of infrastructure that need to be provided and the assets that should be protected to ensure they continue to benefit future generations. To that end, the Spatial Priorities support the planning and delivery of sustainable places, which will reduce emissions, restore and better

connect biodiversity; create liveable places, where residents can live better, healthier lives; and create productive places, with a greener, fairer, and more inclusive wellbeing economy.

- A2.4 NPF4 Policies 1, 2, and 3 now apply to all development proposals Scotland-wide, which means that significant weight must be given to the global climate and nature crises when considering all development proposals, as required by NPF4 Policy 1. To that end, development proposals are to be sited and designed to minimise lifecycle greenhouse gas emissions, as far as is practicably possible, in accordance with NPF4 Policy 2, while contributing to the enhancement of biodiversity, as required by NPF4 Policy 3.
- A2.5 Policy 3 - Biodiversity aims to protect biodiversity, reverse biodiversity loss, deliver positive effects and strengthen nature networks. Every development proposal has to maintain or improve biodiversity. Biodiversity measures could be secured through several conditions including the landscaping strategy, the Habitat Management Plan and the requirement for 10% biodiversity net gain.
- A2.6 Policy 4 - Natural Places aims to protect, restore and enhance natural assets making best use of nature-based solutions. It sets out that development proposals, by virtue of type, location, or scale that have an unacceptable impact on the natural environment, will not be supported. The policy goes on to clarify what that means for different designations. It sets out that proposals with likely significant effects on European sites (SACs or SPAs) require an appropriate assessment, and that development proposals that will affect a National Park, National Scenic Area or SSSI shall only be supported where: i) the objectives of designation and the overall integrity of the areas will not be compromised; or ii) any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance. The site is not located within any ecological or ornithological designation and subject to mitigation measures outlined in the EA and conditions requested by consultees the impacts upon any nearby designations will not be significant. The site is also not located within a National Park or NSA.
- A2.7 Policy 4 section e) also requires project design and mitigation to demonstrate how the following various impacts on communities and individual dwellings, including, residential amenity, visual impact, and noise, landscape, visual and cumulative impacts, public access, aviation and defence interests, telecommunications and broadcasting installations, traffic and roads, historic environment, hydrology, water environment and flood risk, trees, biodiversity, decommissioning and site restoration are all addressed. The concerns regarding the impacts on local communities, particularly Kiltarlity given the proposed route to the site, are noted.
- A2.8 Policy 11 - Energy aims to encourage, promote and facilitate all forms of renewable energy development onshore and offshore. This includes energy generation, storage, new and replacement transmission and distribution infrastructure. Section a) notes development proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported, including (ii.) enabling works, such as grid transmission and distribution infrastructure. Section c) confirms development proposals will only be supported where they maximise net economic impact, including local and community socio-economic benefits such as employment,

associated business and supply chain opportunities. Section d) requires development proposals that impact on international or national designations to be assessed in relation to Policy 4. In considering these impacts, significant weight will be placed on the contribution of the proposal to renewable energy generation targets and on greenhouse gas emissions reduction targets as part of the wider project.

- A2.9 Policy 25 - Community wealth building aims to encourage, promote and facilitate a new strategic approach to economic development that also provides a practical model for building a wellbeing economy at local, regional and national levels. While NPF4 considers national developments as a focus for delivery, they should also be exemplars of the community wealth building approach to economic development. A socio-economic condition could be secured. Further measures outwith the planning application can be developed through the Council's Social Values Charter.
- A2.10 On that point it is noted that both legislation and planning law indicate that where there may be incompatibility between NPF4 and the Local Development Plan (LDP) published prior to NPF4, then the more recent document shall prevail. Notwithstanding however, in instances of incompatibility, this requirement may not eliminate the provisions of the LDP in their entirety whilst these documents remain an extant part of the adopted Development Plan. That means that the Council may wish to give more weight to the provisions of its LDP over national policies where there is strong justification for doing so, such as where it feels that LDP policy is better equipped to respond to local conditions for example. However, this matter is yet to be tested through the planning system.

Highland wide Local Development Plan (HwLDP)

- A2.11 The principal HwLDP policy against which the application requires to be determined is the Policy 69 - Electricity Transmission Infrastructure. This policy offers support for electricity transmission infrastructure, having regard to their level of strategic significance in transmitting electricity from areas of generation to areas of consumption. Such support is subject to the proposals not having an unacceptable significant impact on the environment.
- A2.12 As the development would provide upgraded infrastructure for the transmission network, with the wider projects providing additional grid capacity for the transmission network, and would help to facilitate an increasing proportion of electricity generation from renewable sources, the principle of the development receives support under HwLDP Policy 69 - Electricity Transmission Infrastructure, subject to site selection, design and overcoming any unacceptable significant environmental effects.
- A2.13 HwLDP Policy 69 specifically highlights that the "Council will have regard to their level of strategic significance in transmitting electricity from areas of generation to areas of consumption." Additionally, it notes "It will support proposals which are assessed as not having unacceptable impact on the environment including natural, built and cultural heritage features." Where development is assessed as not having unacceptable significant impacts on the environment, then the proposal would

accord with the Development Plan.

- A2.14 The impact of this development on landscape is primarily assessed in the Landscape and Visual Impact section of this report. HwLDP Policy 36 Development in the Wider Countryside applies and sets out that all development in the countryside will be determined on the basis of a number of criteria. Pertinent matters to this proposal include siting and design, being compatible with the existing pattern of development, landscape character and capacity, as well as drainage and servicing implications. The main aspect of the development is the proposed extension area.
- A2.15 HwLDP Policy 57 – Natural, Built and Cultural Heritage requires all development proposals be assessed taking into account the level of importance and type of heritage features, the form and scale of the development, and any impact on the feature and its setting. It does acknowledge the nearby internationally important Inner Moray Firth SPA and North Inverness Lochs SPA. It also acknowledges the nationally important Category A Listed Beaufort Castle, Beaufort Castle Gardens and Designed Landscape Designation along with other listed buildings within the Estate. There are also various Scheduled Monuments in the wider surrounding area.
- A2.16 HwLDP 61 – Landscape requires all development to be designed to reflect the landscape characteristics and special qualities identified in the Landscape Character Assessment of the area in which they are proposed. This will include consideration of the appropriate scale, form, pattern and construction materials, as well as the potential cumulative effect of developments where this may be an issue
- A2.17 HwLDP Policy 67 - Renewable Energy, in relation to the wider project, sets out that “renewable energy development should be well related to the source of the primary renewable resource needed for operation”. It states that “The Council will consider the contribution of the proposed development in meeting renewable energy targets and positive/negative effects on the local and national economy as well as all other relevant policies of the Development Plan and other relevant guidance.”
- A2.18 The generality of the HwLDP’s topic policies are superseded by those in NPF4. However, those that offer greater detail than NPF4 or that are tailored to Highland circumstance (and are not wholly incompatible with NPF4) are still relevant and may be applicable. For example, the Council’s Policy 31 on Developer Contributions links to greater detail in Supplementary Guidance and therefore both are still relevant.
- A2.19 Work on a new-style local development plan (Highland Local Development Plan) to ultimately repeal and replace the two relevant existing local development plans is progressing with a revised timetable of Evidence Report approval and submission to DPEA for Gate Check in late 2025 and publication of the Proposed Plan in late 2026.
- A2.20 The principal policy on which the application requires to be assessed is HwLDP Policy 69 Electricity Transmission Infrastructure.

Developer Contributions

- A2.21 Under the terms of HwLDP Policy 31 Developer Contributions and the Council's Developer Contributions Supplementary Guidance (2018), industrial (including energy) developments may be required to make contributions towards transport, green infrastructure, water and waste, and public art. In addition, Policy 11c) of NPF4 now provides an explicit national planning policy requirement for community benefits from energy proposals.
- A2.22 Highland Council's approved and published Social Value Charter for Renewables Investment from June 2024 which sets out the community benefit expectations from developers wishing to invest in energy proposals in Highland.

Area Local Development Plans

- A2.23 The application site lies outwith any allocated site, delineated settlement boundary and safeguarding notation. The Inner Moray Firth Local Development Plan 2 (IMFLDP2) was adopted on 27 June 2024 and now postdates NPF4. Although the IMFLDP2 does not contain any site-specific policies relevant to this proposal its general policies provide more detail than the equivalent ones in NPF4. In particular, Policy 2 Nature Protection, Restoration and Enhancement which provides the hook for the Council's Biodiversity Enhancement Planning Guidance and Policy 9 Delivering Development and Infrastructure set out more detail.

Onshore Wind Energy Policy Statement (2022), Draft Energy Strategy and Just Transition Plan (2023), and Onshore Wind Sector Deal for Scotland (2023)

- A2.24 These policies are relevant given the proposed development for electricity transmission infrastructure plays a key role in transferring renewable energy generated from various wind, hydro and battery energy storage schemes across Highland into homes and businesses across the rest of Scotland and the UK. The Onshore Wind Energy Policy Statement supersedes the previously adopted Onshore Wind Energy Policy Statement which was published in 2017. The document sets out a clear ambition for onshore wind in Scotland and for the first time sets a national target for a minimum level of installed capacity for onshore wind energy being 20 Gigawatts (GW). This is set against a currently installed capacity of 10.3GW (June 2025). Therefore, a further 9.7GW of onshore wind requires to be installed to meet the target. It is however acknowledged that targets are not caps. In delivering such a target Scotland would play a significant role in meeting the requirement of 25GW to 30GW of installed capacity across the UK identified by the Climate Change Committee.
- A2.25 Like the previous iteration of the Onshore Wind Energy Policy Statement, the document recognises that balance is required and that no one technology can allow Scotland to reach its net zero targets. The document is clear that in achieving a balance, environmental and economic benefits to Scotland must be maximised. In taking this approach, this echoes Scotland's Third Land Use Strategy. Benefits to rural areas, such as provision of jobs and opportunities to restore and protect natural habitats, are also highlighted in the document.

- A2.26 The Draft Energy Strategy and Just Transition Plan has been published for consultation. Limited weight can however be applied to the document given its draft status. Unsurprisingly, the material on in the document reflects in large part that contained in NPF4 and the Onshore Wind Energy Policy Statement (OWPS) 2022. A fundamental part of the Strategy is expanding the energy generation sector. The draft Strategy specifically addresses energy networks (page 36) and states “significant infrastructure investment in Scotland’s transmission system is needed to ameliorate constraints and enable more renewable power to flow to centres of demand.” It states that National Grid has identified the requirement for over £21 billion of investment in GB electricity transmission infrastructure to meet 2030 targets and that over half of this investment will involve Scottish transmission owners SPEN and SSEN. Overall, the draft Energy Strategy forms part of the new policy approach alongside the OWPS and NPF4 and confirms the Scottish Government’s policy objectives and related targets reaffirming the crucial role that onshore wind and enabling transmission infrastructure will play in response to the climate crisis which is at the heart of all these policies.
- A2.27 To deliver the ambition for onshore wind, the Onshore Wind Sector Deal for Scotland was introduced in September 2023. The document focuses on necessary high-level actions by Government and the Sector to support onshore wind delivery. Jointly, Government and the Sector are committed to working together to ensure a balance is struck between onshore wind and the impacts on land use and the environment. The document looks to expediate decision making and consent implementation to achieve 20 GW of installation by 2030, meaning we should be seeing faster decisions on applications that are already in the system, with more consents being built out.

Appendix 3 – Beaulieu Denny OHL reconfiguration Viewpoint Assessment Appraisal during construction – Visual Impact

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
VP1 – View looking west from Fanellan Road at Fanellan Cottages 259m from the site	App	High (residents), Medium (road users)	High	Major Adverse (residents), Major Adverse (road users)	Significant, Significant	N/A	N/A	N/A
	THC	High (residents), Medium (road users)	High	Major Adverse (residents), Major Adverse (road users)	Significant, Significant	N/A	N/A	N/A
The area is used by a mix of residential receptors in and around Fanellan Road along with road users on the route. Views from the area around the junction Fanellan Road near Butlers Cottage look south-west towards the proposed development. Within the view the landscape is predominantly rural in character with farmland fringed by an uneven hedgerow and stock fencing is visible beyond in middle-ground of the view. Existing OHL and towers are visible in the background of the view above woodland. The proposed development site is visible from this location but filtered to a certain extent by the uneven roadside hedgerow boundary with more distant views somewhat obscured by the existing roadside vegetation adjacent to Fanellan Road. The applicant's assessment is generally agreed.								

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
VP2 – View looking north from Sunnybrae and Bredaig 583m from the site	App	High (residents), Medium (road users)	High	Major Adverse (residents), Moderate Adverse (road users)	Significant, Significant	N/A	N/A	N/A
	THC	High (residents), Medium (road users)	High	Major Adverse (residents), Moderate Adverse (road users)	Significant, Significant	N/A	N/A	N/A
The area is used by a mix of residential receptors in and around Sunnybrae and Bredaig along with road users on the C1106 Fanellan Road. The viewpoint is located off Fanellan Road between Sunnybrae and Bredaig properties looking es north-east towards the proposed development. As with VP1 the landscape is predominantly rural in character with farmland fringed by stock fencing and mature trees along the roadside. Ground levels rise within the middle ground obscuring low level views of Ruttle Wood beyond the existing tower and OHL to the northeast. The proposed development site is visible from this location beyond the property in the middle ground, woodland plantation and existing tower and OHL. The applicant's assessment is generally agreed.								
VP3 – View looking south-west from the north-western	App	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant	N/A	N/A	N/A

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
edge of Wester Balblair 3.1km from the site	THC	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant	N/A	N/A	N/A
	The area is used by a mix of residential receptors in and around Wester Balblair along with road users on the A831, which forms part of a recognised tourist route and rural road corridor, along with the Wester Balblair road connecting to the A831. The viewpoint is located off a local road that forms the main northern access route to the village of Wester Balblair. The view encompasses the rural landscape on the fringe of Wester Balblair which is heavily influenced by existing infrastructure including the Beaully substation in the middle distance and quarry. The existing OHL and towers are prominent within the outlook and break the skyline in multiple locations. The proposed development site is visible in the background through intervening vegetation and large-scale infrastructure. The applicant's assessment is generally agreed.							
VP4 – View looking south-west from Ruisaurie 3.5km from the site	App	High (residents), Medium (road users)	Negligible	Negligible (residents), Negligible (road users)	Not Significant, Not Significant	N/A	N/A	N/A
	THC	High (residents),	Low, Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant,	N/A	N/A	N/A

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		Medium (road users)			Not Significant			
	The area is used by a mix of residential receptors in and around Ruisaurie along with road users on the Wester Balblair road linking the scattered properties in the surrounding area to the A831.							
	The viewpoint is located off a local road near Ruisaurie and faces southwest towards the proposed development. Within the elevated view the landscape is predominantly rural in character although with some noticeable detractors such as overhead lines and towers. Beaully Substation is also visible in the middle ground adjacent to Wester Balblair with existing overhead lines and towers present across the middle-distance converging at Beaully substation. The proposed development site is visible from this location with the undulating landform, summit of Tòrr Mòr and existing vegetation within the background landscape partially screening the site.							
	The applicant's assessment is generally agreed.							
VP5 – View north-west from Tomnacross Primary School entrance (south of Kiltarlity) 3km from the site	App	High (residents), Medium (road users)	Medium	Moderate Adverse (residents), Moderate Adverse (road users)	Significant, Significant,	N/A	N/A	Significant, Significant
	THC	High (residents), Medium (road users)	Medium	Moderate Adverse (residents), Moderate Adverse (road users)	Significant, Significant	N/A	N/A	N/A

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		The view is located off the local road between Culburnie and Fanellan and faces north. Open grassland and farmland are seen in the foreground slopes down to the mature broadleaved woodland in the middle ground. The ground rises with a number of scattered properties along Fanellan Road in view beyond woodland in the middle distance with background views of peaks and distant mountains. The existing overhead lines are a noticeable feature within the view and break the skyline at multiple locations. The proposed development site is clearly visible from this location beyond the properties along Fanellan Road. The applicant's assessment is generally agreed.						
VP7 – View looking north-east from near Crearag 1.6km from the site	App	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant	N/A	N/A	N/A
	THC	High (residents), Medium (road users)	Low	Moderate Adverse (residents), Moderate Adverse (road users),	Significant, Significant	N/A	N/A	N/A

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		The area is used by a mix of residential receptors in and around Creraig along with road users. This elevated view is located off a local road between Creraig and Culburnie, facing northeast at a higher elevation than VP6. Set. A mobile home and a line of telegraph poles which runs parallel to the woodland is seen in the foreground of the outlook, open grassland and farmland beyond in the middle distance with background views of peaks and distant mountains. The existing overhead lines are a noticeable feature within the view and break the skyline at multiple locations. The Proposed Development Site is clearly visible from this location on the opposite hillside, beyond the properties along Fanellan Road and within the context of the existing overhead line and buildings. The applicant's assessment is generally agreed.						
VP8 – View looking south-west from Beaully Train Station car park 4.3km from the site	App	High (residents), Medium (road users)	Negligible	Negligible (residents), Negligible (road/rail users)	Not Significant, Not Significant	N/A	N/A	N/A
	THC	High (residents), Medium	Negligible	Minor Adverse (residents), Minor Adverse (road/rail users)	Not Significant, Not Significant	N/A	N/A	N/A

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		(road users)						
	The area is used by a mix of rail users, road users on the A862 and within the car park along with residential receptors in Beaulieu. The view is located at Beaulieu train station car park and faces southwest towards the proposed development with open views across flat farmland, mature trees and other vegetation in the middle distance with distant mountains in the background. Human influences are present in the outlook including telegraph poles, agricultural buildings, residential development at the eastern edge of Wester Balblair along with the existing 400kv towers and overhead lines converging at Beaulieu Substation. The proposed development site is visible from this location in the background, but it is largely obscured by existing vegetation in the middle distance. The applicant's assessment is generally agreed.							
VP9 – View looking south from Togormack and Broallan 2.3km from the site	App	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant	N/A	N/A	N/A
	THC	High (residents)	Low	Minor Adverse (residents),	Not Significant,	N/A	N/A	N/A

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		ts), Medium (road users)		Minor Adverse (road users)	Not Significant			
	The area is used by a mix of residential receptors in Togormack, Broallan and Drumindorsair along with road users on the Kilmorack road linking the scattered properties in the surrounding area to the A831. The elevated view is located off the local road between Torgormack and Drumindorsair and faces south towards the proposed development. The landscape is predominantly rural in character with occasional scattered development and individual properties. The outlook is across rolling farmland with the wooded slopes of Tòrr Mòr and Ruttle Wood in the middle distance. The existing 400kv towers and overhead line sits below the skyline. The proposed development site is located beyond the peak of Ruttle Wood and Tòrr Mòr. The applicant's assessment is generally agreed.							
VP10 – View south-west from Kilmorack	App	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant	N/A	N/A	N/A

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
2.7km from the site	THC	High (residents), Medium (road users)	Medium	Moderate Adverse (residents), Moderate Adverse (road users)	Significant, Significant	N/A	N/A	N/A
The area is used by a mix of residential receptors in Kilmorack along with road users on the A831 which forms part of a recognised tourist route and rural road corridor. The view is located at the junction between the A831 and a Kilmorack road that crosses the River Beaulieu to the south at Black Bridge. The view is looking southwest towards the proposed development across the rural and wooded in character. The existing 400kv towers and overhead line are prominent in the gaps in vegetation and with a number of the existing Beaulieu Denny OHL towers breaking the skyline. The proposed development site is visible from this location adjacent to the existing 400kv overhead lines in the background of the view beyond the mature vegetation on Tòrr Mòr. It is considered the works will lead to a noticeable change in the outlook resulting in a Moderate Adverse (Significant) effect for surrounding residents leading to Significant effects. The applicant's assessment is not agreed.								

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
VP11 – View north-west from Camault Muir and Glaichbea 3.1km from the site	App	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant	N/A	N/A	N/A
	THC	High (residents), Medium (road users)	Low/Medium	Minor/Moderate Adverse (residents) Minor Adverse (road users)	Not Significant, Not Significant,	N/A	N/A	N/A
	The area is used by a mix of residential receptors in Camault Muir and Glaichbea along with road users. The view is located off Post Office Brae and looking northwest towards the proposed development with open views across predominantly farmland enclosed by background views of distant mountains. Beyond the middle distance the topography rises with longer distance views towards Fanellan Road, Tòrr Mòr and Ruttle Wood. The existing 400kv overhead line is a noticeable structure located on the ridgeline beyond							

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		Fanellan Road but is set largely below the skyline. The proposed development site is clearly visible from this location. The applicant's assessment is generally agreed.						
VP12 – View looking north-east Crask of Aigas 1.3km from the site	App	High (residents), Medium (road users)	Negligible	Negligible (residents), Negligible (road users)	Not Significant, Not Significant	N/A	N/A	N/A
	THC	High (residents), Medium	Negligible	Negligible (residents), Negligible (road users),	Not Significant, Not Significant	N/A	N/A	N/A

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
VP14 – View looking north-east from Eskadale 3.7km from the site	App	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant	N/A	N/A	N/A
	THC	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant	N/A	N/A	N/A
	The applicant's assessment is generally agreed.							
Viewpoint 15 – View looking north-west from Foxhole	App	High (residents), Medium (road users)	Low	Negligible (residents), Negligible (road users),	Not Significant, Not Significant	N/A	N/A	N/A

			Construction Phase			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (during construction) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
5.5km from the site	THC	High (residents), Medium (road users)	Low	Negligible (residents), Negligible (road users)	Not Significant, Not Significant	N/A	N/A	N/A
VP16 – View looking north-west from the Great Glen Way 8.4km from the site	The applicant scoped out this viewpoint. This is agreed							
VP17 – View looking west from Belladrum Tartan	App	High (residents), Medium	Low	Minor adverse (residents), Minor adverse (road users)	Not Significant, Not Significant	N/A	N/A	N/A

Appendix 4 – Previous Fanellan substation Viewpoint Assessment Appraisal for 25/00826/FUL– Visual Impact

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
VP1 – Fanellan Road (C1106) 0km from the site View West	App	High (residents), Medium (road users)	High, High	Major Adverse (residents), Major Adverse (road users), Major Adverse (residents), Moderate Adverse (road users)	Significant, Significant, Significant, Significant	High, High	Major Adverse (residents), Major Adverse (road users), Major Adverse (residents), Moderate Adverse (road users)	Significant, Significant, Significant, Significant
	THC	High (residents), Medium (road users)	High, High	Major Adverse (residents), Major Adverse (road users), Major Adverse (residents), Moderate Adverse/neutral (road users)	Significant, Significant, Significant	High, High	Major Adverse (residents), Major Adverse (road users), Major Adverse (residents), Moderate Adverse/neutral (road users)	Significant, Significant, Significant
	During construction		During construction	During construction	During construction	During construction	During construction	During construction
	App	High (residents), Medium (road users)	High	Major Adverse (residents), Major Adverse (road users)	Significant, Significant	High	Major Adverse (residents), Major Adverse (road users)	Significant, Significant

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
	- By year 15 built development is completely screened by trees and the earthworks are not distinguishable. Effects would become less adverse but the change from the baseline is still considered to be of High magnitude. Whilst woodland is a common landscape element in the existing view, the planting blocks a formerly more scenic outlook and it is considered the planting is crudely depicted in the photomontages. - It is considered effects on road users would be at a lesser level than for residents, reflecting their lower sensitivity There are limited cumulative effects given the earthworks will screen views of the proposed reconfigured Beaulieu to Denny OHL, Spittal to Beaulieu OHL and Peterhead to Beaulieu OHL.							
VP2 – Sunnybrae and Bredaig 0.2km from the site View North	App	High (residents), Medium (road users)	Medium, Low	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, Not Significant, Not Significant	Medium, Low	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, Not Significant, Not Significant
	THC	High (residents), Medium (road users)	Medium, Medium	Moderate Adverse (residents), Moderate Adverse (road users), Moderate/Neutral Adverse (residents), Moderate Minor/Neutral Adverse (road users)	Significant, Significant, Significant, Not Significant	Medium, Medium	Moderate Adverse (residents), Moderate Adverse (road users), Moderate/Neutral Adverse (residents), Moderate Minor/Neutral Adverse (road users)	Significant, Significant, Significant, Not Significant

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		and appears as an element typical of the baseline landscape. It is considered that effects would remain Medium in magnitude as it is still a noticeable change, and significant for residents. There are cumulative effects given the proposed reconfigured Beaulieu to Denny OHL, Spittal to Beaulieu OHL and Peterhead to Beaulieu OHL will all be seen within the view, however, the additional OHL will be seen alongside existing transmission infrastructure and is relatively well contained within the landform.						
VP3 – Wester Balblair 1.9km from the site View South West	App	High (residents), Medium (road users)	Low, Low	Minor Adverse (residents), Minor Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant, Not Significant, Not Significant	Low, Low	Minor Adverse (residents), Minor Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant, Not Significant, Not Significant
	THC	High (residents), Medium (road users)	Low/Medium, Low/Medium	Minor/Moderate Adverse (residents), Minor Adverse (road users), Minor/Moderate Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant, Not Significant, Not Significant	Low/Medium, Low/Medium	Minor/Moderate Adverse (residents), Minor Adverse (road users), Minor/Moderate Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant, Not Significant, Not Significant

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
					Not Significant			
			During construction	During construction	During construction	During construction	During construction	During construction
	App	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant
	THC	High (residents), Medium (road users)	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant	Low	Minor Adverse (residents), Minor Adverse (road users)	Not Significant, Not Significant
The baseline is as described in EIAR Volume 2 Chapter 8 Landscape Character and Visual Amenity Section 8.3: Baseline Conditions. The area is used by a mix of residential receptors in and around Wester Balblair along with road users on the A831, which forms part of a recognised tourist route and rural road corridor, along with the Wester Balblair road connecting to the A831. The viewpoint is located off a local road that forms the main northern access route to the village of Wester Balblair. The view encompasses the rural landscape on the fringe of Wester Balblair which is heavily influenced by existing infrastructure including the Beaully substation in the middle								

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
			distance and quarry. The existing OHL and towers are prominent within the outlook and break the skyline in multiple locations. The proposed development site is visible in the background through intervening vegetation and large-scale infrastructure. It is considered the effects at the operational stage would be marginally higher in magnitude as the proposed converter station buildings would be easily visible on the skyline rather than “barely perceptible” as stated within the LVIA. Regardless, it is generally agreed that effects would not be significant. This viewpoint illustrates cumulative visual effects with existing OHL and related infrastructure along with the proposed Beaulieu Denny OHL diversion which will appear in the foreground of the view with the proposed Beaulieu to Peterhead OHL which will appear in the background of the view. The proposed Spittal to Beaulieu OHL is relatively hidden from view behind existing vegetation and landform. Altogether, it creates a somewhat cluttered outlook, however, whilst there are cumulative effects it is considered that these are not significant as the additional proposed OHL will be seen alongside existing transmission infrastructure that is generally contained within the landform. The cumulative effects are not significant.					
VP4 – Ruisaurie 2.4km from the site View South West	App	High (residents), Medium (road users)	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant, Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant, Not Significant, Not Significant

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
VP5 – Tomnacross Primary School, Kiltarlity 2km from the site View North West	App	High (residents), Medium (road users)	Medium, Low	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, Not Significant, Not Significant	Medium, Low	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, Not Significant, Not Significant
	THC	High (residents), Medium (road users)	Medium, Low/Medium	Moderate Adverse (residents), Moderate Adverse (road users), Moderate Neutral/Adverse (residents), Minor Neutral/Adverse (road users)	Significant, Significant, Significant, Not Significant	Medium, Low/Medium	Moderate Adverse (residents), Moderate Adverse (road users), Moderate Neutral/Adverse (residents), Minor Neutral/Adverse (road users)	Significant, Significant, Significant, Not Significant
		During construction	During construction	During construction	During construction	During construction	During construction	During construction
	App	High (residents), Medium (road users)	Medium	Moderate Adverse (residents),	Significant, Significant	Medium	Moderate Adverse (residents),	Significant, Significant

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		Effects will likely diminish if the buildings were depicted in the proposed recessive colours instead of light grey. This viewpoint illustrates cumulative visual effects with existing OHL and related infrastructure along with the proposed Beaulieu to Peterhead OHL and proposed Beaulieu Denny OHL diversion which will appear in the middle distance of the view with the proposed and Beaulieu to Spittal OHL. Whilst this is seen to a lesser extent in the background of the north eastern portion of the view the OHL towers and lined break the skyline above the distant hills and draw the eye. As noted at other viewpoints this creates a cluttered outlook leading to significant cumulative visual effects.						
VP6 - Culburnie 0.7km from the site View North	App	High (residents), Medium (road users)	Medium, Low	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, Not Significant, Not Significant	Medium, Low	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, Not Significant, Not Significant
	THC	High (residents), Medium (road users)	Medium/High, Medium	Moderate/Major Adverse (residents), Moderate Adverse (road users), Moderate/Neutral Adverse (residents),	Significant, Significant, Significant, Not Significant	Medium/High, Medium	Moderate/Major Adverse (residents), Moderate Adverse (road users), Moderate/Neutral Adverse (residents),	Significant, Significant, Significant, Not Significant

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
			noticeable feature within the view and break the skyline at multiple locations. The proposed development site is clearly visible from this location beyond the properties along Fanellan Road. The effects are considered to be higher than those assessed within the LVIA, including higher magnitude assessments at all stages. Whilst the screening earthworks help to conceal the proposed development at year 0, the converter station remains highly visible near the skyline and the earthworks appear intrusive. At year 15 it is considered the woodland planting has developed sufficiently to conceal the earthworks and most of the proposed development, appearing as a characteristic element of the wider landscape. However, the upper portion of the converter station remains visible, leading to an overall significant, but slightly less adverse effect for residents. Effects will likely diminish if the buildings were depicted in the proposed recessive colours instead of light grey. This viewpoint illustrates cumulative visual effects with existing OHL and related infrastructure along with the proposed Beaulay to Peterhead OHL and proposed Beaulay Denny OHL diversion which will appear prominent with both the towers and the lines extending beyond the skyline at multiple locations. Whilst the proposed and Beaulay to Spittal OHL is seen to a lesser extent in the background of the view it will also appear above the hills in the background. Again, all the OHL and towers will draw the eye from this viewpoint. As noted at other viewpoints this creates a busy outlook leading to significant cumulative visual effects.					

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		The visual representation of the compensatory planting at Year 15 of operation appears artificial and incongruous.						
VP7 – Crearag 1.2km from the site View North East	App	High (residents), Medium (road users)	Medium, Low	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, Not Significant, Not Significant	Medium, Low	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, Not Significant, Not Significant
	THC	High (residents), Medium (road users)	Medium/High, Medium	Moderate/Major Adverse (residents), Moderate Adverse (road users), Moderate/Neutral Adverse (residents), Minor/moderate/Neutral Adverse (road users)	Significant, Significant, Significant, Not Significant	Medium/High, Medium	Moderate/Major Adverse (residents), Moderate Adverse (road users), Moderate/Neutral Adverse (residents), Minor/moderate/Neutral Adverse (road users)	Significant, Significant, Significant, Not Significant

Viewpoint	Proposed Development					Cumulative		
	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
	in the middle distance with background views of peaks and distant mountains. The existing overhead lines are a noticeable feature within the view and break the skyline at multiple locations. The Proposed Development Site is clearly visible from this location on the opposite hillside, beyond the properties along Fanellan Road and within the context of the existing overhead line and buildings. This view is a similar direction and context to VP6. Although more distant, views are from a higher elevation and more of the built infrastructure would be visible. Whilst the area of view occupied is slightly smaller than VP6 the changes are more obvious from this viewpoint and effects at year 15 remain largely adverse. Effects will likely diminish if the buildings were depicted in the proposed recessive colours instead of light grey. As with VP6, this viewpoint at a higher elevation than the previous viewpoint, illustrates cumulative visual effects with existing OHL and related infrastructure along with the proposed Beaulieu to Peterhead OHL and proposed Beaulieu Denny OHL diversion which will appear prominent with both the towers and the lines extending beyond the skyline at multiple locations. Whilst the proposed and Beaulieu to Spittal OHL is seen to a lesser extent in the background of the view it will also appear above the hills in the background. Again, all the OHL and towers will draw the eye from this viewpoint. As noted at other viewpoints this creates a busy outlook leading to significant cumulative visual effects. The visual representation of the compensatory planting at Year 15 of operation appears artificial and incongruous.							
	App	High (residents)	Negligible, Negligible	Negligible (residents), Negligible (road/rail users),	Not Significant,	Negligible, Negligible	Negligible (residents), Negligible (road/rail users),	Not Significant, Not Significant,

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
VP8 – Beaulieu train station car park 3.1km from the site View South West		), Medium (road users)		Negligible (residents), Negligible (road users)	Not Significant, Not Significant, Not Significant		Negligible (residents), Negligible (road users)	Not Significant, Not Significant
	THC	High (residents), Medium (road users)	Negligible, Negligible	Negligible (residents), Negligible (road/rail users), Negligible (residents), Negligible (road/rail users)	Not Significant, Not Significant, Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road/rail users), Negligible (residents), Negligible (road/rail users)	Not Significant, Not Significant, Not Significant, Not Significant
		During construction	During construction	During construction	During construction	During construction	During construction	During construction
	App	High (residents), Medium	Low	Minor Adverse (residents), Minor Adverse (road/rail users)	Not Significant,	Low	Minor Adverse (residents), Minor Adverse (road/rail users)	Not Significant, Not Significant,

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
	This viewpoint illustrates cumulative visual effects with existing OHL and related infrastructure along with the proposed Beaulieu to Peterhead OHL and proposed Beaulieu Denny OHL diversion seen in the outlook, however, towers and overhead lines in the middle distance and beyond are generally contained by mature trees and vegetation with limited skylining. The proposed Beaulieu to Spittal OHL appears to be screened from view. The cumulative effects are not significant. As with other VPs the visualisation appears very dark which makes it a struggle to discern the proposed development and fully review and assess the landscape and visual effects along with the cumulative impacts.							
VP9 – Togormack and Broallan 1.7km from the site View South	App	High (residents), Medium (road users)	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Negligible, Negligible
	THC	High (residents), Medium (road users)	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Negligible, Negligible

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
			The elevated view is located off the local road between Torgormack and Drumindorsair and faces south towards the proposed development. The landscape is predominantly rural in character with occasional scattered development and individual properties. The outlook is across rolling farmland with the wooded slopes of Tòrr Mòr and Ruttle Wood in the middle distance. The existing 400kv towers and overhead line sits below the skyline. The proposed development site is located beyond the peak of Ruttle Wood and Tòrr Mòr. It is broadly agreed that effects would be low at the construction phase then negligible during operation given Tòrr Mòr and Ruttle Wood screen the vast majority of the proposed development with only a portion of the tallest structures appearing marginally above the ridge line. Whilst the effects are considered not significant if the intervening woodland was to be felled then the visibility may be more extensive from view from upland locations to the north of the proposed development. This viewpoint illustrates cumulative visual effects with existing OHL and related infrastructure along with the proposed Beauly to Peterhead OHL and proposed Beauly Denny OHL diversion seen in the middle distance of the outlook. The proposed Beauly to Spittal OHL extends into the glen in the distance. Whilst noticeable, towers and overhead lines in the middle distance and beyond are generally contained by the hills in the distance. The cumulative effects are not significant. Again, the visualisation appears very dark which makes it a struggle to discern the proposed development and fully review and assess the landscape and visual effects along with the cumulative impacts.					
VP10 – Kilmorack	App	High (residents), Medium	Medium, Medium	Moderate Adverse (residents),	Significant, Significant, not	Medium	Moderate Adverse (residents),	Significant, Significant, not

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
0.5km from the site View South West		(road users)		Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	significant, not significant		Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	significant, not significant
	THC	High (residents), Medium (road users)	Medium, Medium	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, not significant, not significant	Medium	Moderate Adverse (residents), Moderate Adverse (road users), Minor Adverse (residents), Minor Adverse (road users)	Significant, Significant, not significant, not significant
		During construction	During construction	During construction	During construction	During construction	During construction	During construction
	App	High (residents), Medium	Medium	Moderate Adverse (residents), Moderate Adverse (road users)	Significant, Significant	Medium	Moderate Adverse (residents), Moderate Adverse (road users)	Significant, Significant

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
			It is broadly agreed that effects would be significant during the construction phase and early operation given the close proximity of the viewpoint. However, by year 15, the proposed development will appear as an element typical of the baseline landscape of existing transmission infrastructure. This viewpoint illustrates cumulative visual effects with existing OHL and related infrastructure with the proposed Beaulieu to Peterhead OHL seen through breaks in vegetation along the roadside. The proposed Beaulieu to Denny OHL diversion will see additional prominent towers introduced in the foreground of the view which will break the skyline. The proposed Beaulieu to Spittal OHL is hidden from view by the sloping landform and woodland.					
VP11 – Camault Muir and Glaichbea 2.4km from the site View North West	App	High (residents), Medium (road users)	Low, Negligible	Minor Adverse (residents), Minor Adverse (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant, Not Significant, Not Significant	Low, Negligible	Minor Adverse (residents), Minor Adverse (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant, Not Significant, Not Significant
	THC	High (residents), Medium	Low, Low	Minor/Moderate Adverse (residents), Minor Adverse (road users), Minor/Moderate	Not Significant, Not Significant, Not Significant	Low, Low	Minor/Moderate Adverse (residents), Minor Adverse (road users), Minor/Moderate	Not Significant, Not Significant, Not Significant, Not Significant

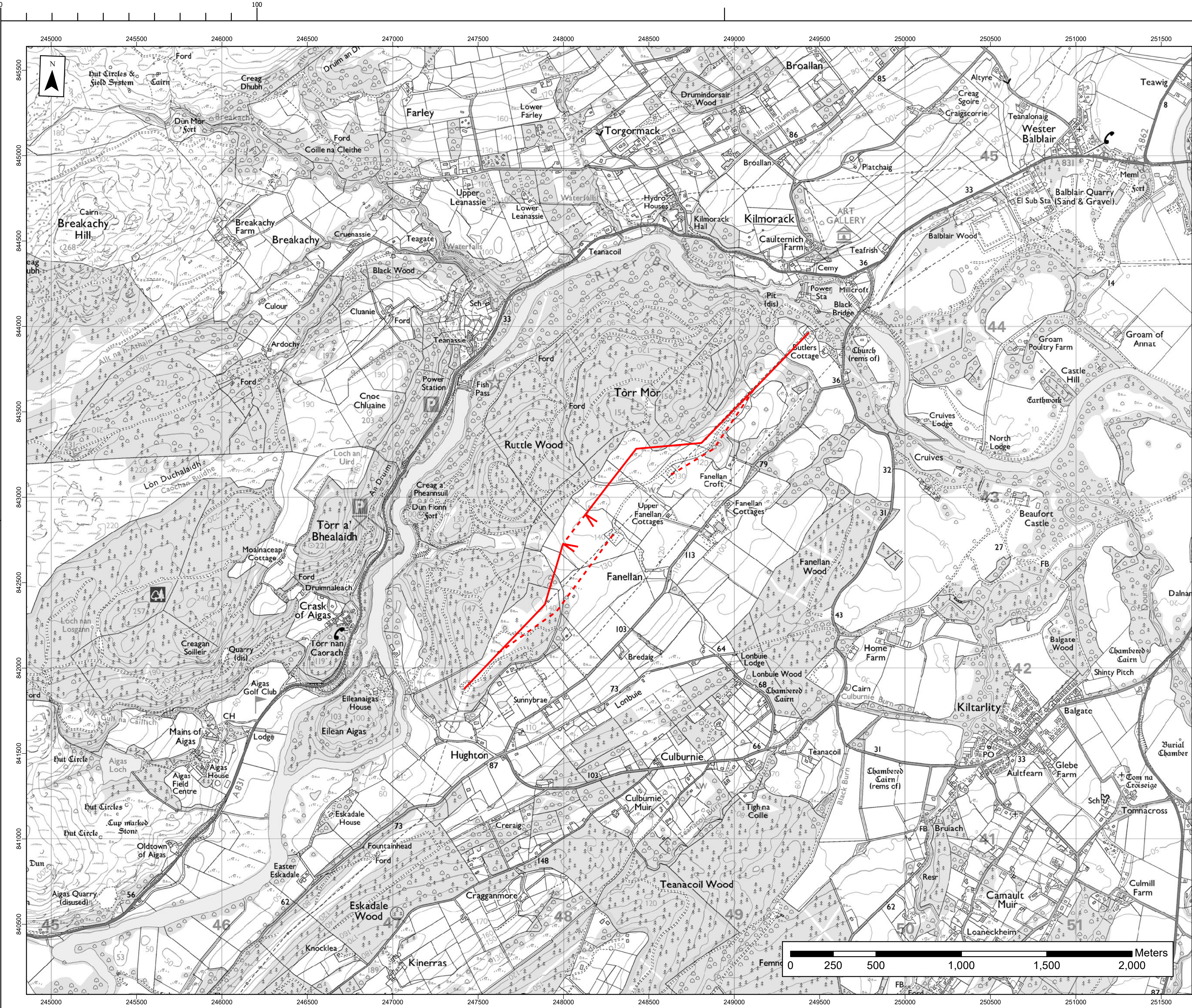
			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
VP12 – Crask of Aigas 1.1km from the site View North East	The view is located off Post Office Brae and looking northwest towards the proposed development with open views across predominantly farmland enclosed by background views of distant mountains. Beyond the middle distance the topography rises with longer distance views towards Fanellan Road, Tòrr Mòr and Ruttle Wood. The existing 400kv overhead line is a noticeable structure located on the ridgeline beyond Fanellan Road but is set largely below the skyline. The proposed development site is clearly visible from this location. This viewpoint illustrates cumulative visual effects with existing OHL and related infrastructure with the proposed Beaully to Spittal OHL will introduce additional prominent towers introduced in the background of the view with a portion of the route sky-lining some distance beyond the peaks beyond. The proposed Beaully to Denny OHL diversion and Beaully to Peterhead OHL will also see additional prominent towers introduced in the middle distance of the view but are contained by the sloping landform behind. The cumulative effects are not significant. It is considered the viewpoint location does not represent the worst-case scenario as the most prominent element, the converter station, is partially screened by a tree in the foreground of the image. This could have been easily resolved with a very minor relocation showing a more representative view of the proposed development site. It is considered that marginally higher effects occur than those assessed by the applicant, particularly for residents, although it is generally agreed that the effect would not be significant.							
	App	High (residents), Medium	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Negligible, Negligible

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
		(road users)						
	THC	High (residents), Medium (road users)	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Negligible, Negligible
		During construction	During construction	During construction	During construction	During construction	During construction	During construction
	App	High (residents), Medium (road users)	Negligible	Negligible (residents), Negligible (road users)	Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users),	Negligible, Negligible
	THC	High (residents), Medium (road users)	Negligible	Negligible (residents), Negligible (road users)	Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users)	Negligible, Negligible

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
			The baseline is as described in EIAR Volume 2 Chapter 8 Landscape Character and Visual Amenity Section 8.3: Baseline Conditions. The area is used by residential receptors in Crask of Aigas along with road users on the A831 which forms part of a recognised tourist route and rural road corridor. This elevated view is located on the local road connecting Crask of Aigas to the A831 and faces east towards the proposed development with the outlook across rural agricultural land beyond scattered properties and private rear garden vegetation towards the vegetated north facing slopes of Tòrr Mòr. The existing 400kv overhead line is seen above intervening vegetation along the skyline with mature woodland within Ruttle Wood on the slopes of Tòrr Mòr obscuring visibility from the majority of long-distance views. The proposed development site is hidden behind the sloping topography and Ruttle Wood. It is broadly agreed that effects would not be significant at all stages of the proposed development. This viewpoint illustrates cumulative visual effects with existing OHL and related infrastructure with the proposed Beauly to Denny OHL diversion will introduce additional towers in the middle distance of the view that would break the skyline and the proposed Beauly to Peterhead OHL which is less prominent as it is backclothed by landform and woodland. The proposed Beauly to Spittal OHL will be hidden from view by mature woodland. The cumulative effects are not significant.					
VP13 – Farley	App	High (residents)	Negligible, Negligible	Negligible (residents), Negligible (road users),	Not Significant,	Negligible, Negligible	Negligible (residents), Negligible (road users),	Negligible, Negligible

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
2.1km from the site View South East		), Medium (road users)		Negligible (residents), Negligible (road users)	Not Significant		Negligible (residents), Negligible (road users)	
	THC	High (residents), Medium (road users)	Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Negligible, Negligible
		During construction	During construction	During construction	During construction	During construction	During construction	During construction
	App	High (residents), Medium (road users)	Negligible	Negligible (residents), Negligible (road users)	Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users),	Negligible, Negligible
	THC	High (residents), Medium	Negligible	Negligible (residents), Negligible (road users)	Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users)	Negligible, Negligible

			Proposed Development			Cumulative		
Viewpoint	App / THC	Sensitivity of the Receptor the Receptor (Susceptibility / value of the view) High, Medium, Low	Magnitude of Change (Scale of Change / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)	Magnitude of Cumulative Change (Scale / Extent / Duration) (Year 0, Year 15) High, Medium, Low, Negligible	Level of Effect (Magnitude of Change / Sensitivity of Receptor) (Year 0, Year 15) Major Adverse, Moderate Adverse, Minor Adverse, Negligible, Minor Beneficial, Moderate Beneficial, Major Beneficial	Significance (Major and Major-Moderate are Significant. Moderate may be significant) (Year 0, Year 15)
VP14 – Belladrum festival grounds 2.4km View North West	App	High (residents), Medium (road users)	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Not Significant, Not Significant	Negligible, Negligible	Negligible (residents), Negligible (road users), Negligible (residents), Negligible (road users)	Negligible, Negligible
	THC	High (residents), Medium (road users)	Medium, low	Moderate Adverse (residents), Moderate Adverse (road users), Minor adverse (residents), Minor adverse (road users)	Significant, Significant, Not Significant, Not Significant	Medium	Moderate Adverse (residents), Moderate Adverse (road users), Minor adverse (residents), Minor adverse (road users)	Significant, Significant, not significant, not significant
			During construction	During construction	During construction	During construction	During construction	During construction
	App	High (residents), Medium (road users)	Low	Minor adverse (residents), Minor adverse (road users)	Not significant, not significant	Low	Minor adverse (residents), Minor adverse (road users)	Not significant, not significant



A2CAD

Legend

PERMANENT OHL

TEMPORARY OHL

DATE02/06/2025REMARKS

ISSUEP01CHECKEDDA

DRAWNKBIAAPPROVEDDA

FIRST ISSUE

SSE SCHEME No.LT459

CLIENT

TITLE

BEAULY DENNY OHL DIVERSIONS AT FANELLAN
LOCATION PLAN

SITEFANELLAN 400kV TIE IN

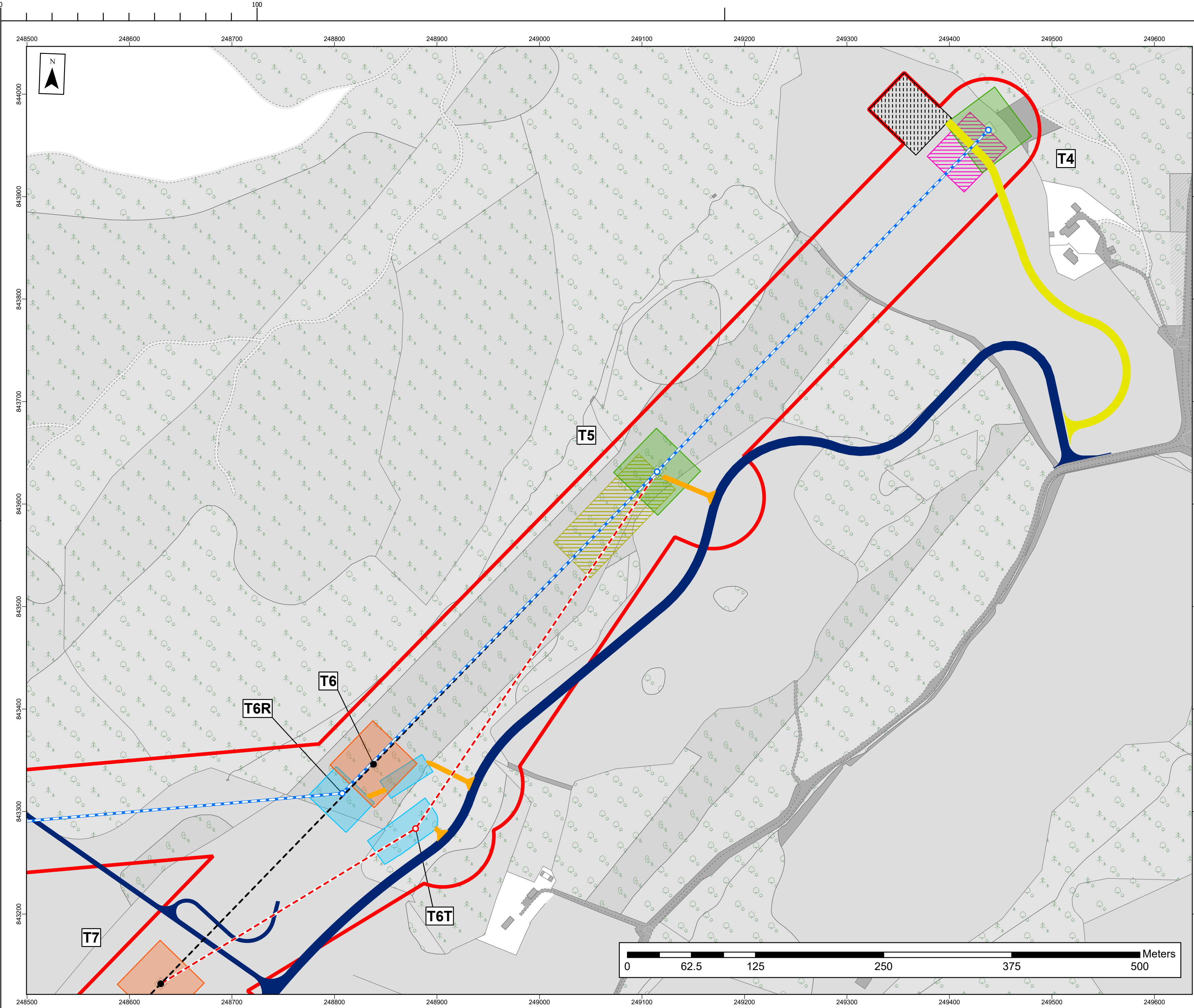
SSE DRAWING NUMBERFNLN4-LT459-MES-OHL-ZZ-D-EO-5008

ORIGINATOR DRAWING NUMBER2637010.01/5008

ISSUEP01

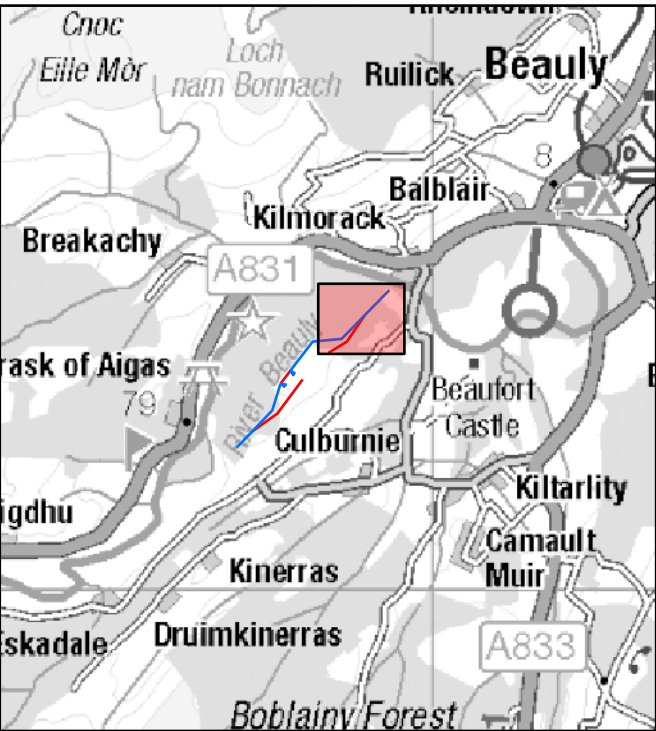
SHEET1No. of SHEETS1

SCALE1 : 15 000



Legend

- PERMANENT TOWER POSITIONS
- TOWERS TO BE REMOVED
- TEMPORARY TOWER POSITIONS
- PERMANENT OHL
- EXISTING OHL
- TEMPORARY OHL
- INDICATIVE TEMPORARY ACCESS TRACKS
- INDICATIVE PERMANENT ACCESS TRACK
- EXISTING ACCESS TRACKS TO BE UPGRADED
- PERMANENT ACCESS ROAD (SEE NOTE 1)
- TEMPORARY ACCESS ROAD (SEE NOTE 1)
- M GROUP TEMPORARY CONSTRUCTION COMPOUND (SEE NOTE 1)
- TOWER REMOVAL WORKING AREAS
- TOWER CONSTRUCTION WORKING AREAS
- EXISTING TOWER TEMPORARY WORKING AREAS
- EPZ WORKING AREAS
- BACKSTAYS
- LIMIT OF DEVIATION



NOTES:
1. ACCESS ROADS AND M GROUP TEMPORARY CONSTRUCTION COMPOUND INCLUDED IN SEPARATE SUBSTATION PLANNING APPLICATION (25/00826/FUL).

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DATE	02/06/2025	REMARKS
ISSUE	P01	CHECKED DA
DRAWN	KBI	APPROVED DA
SSE SCHEME No.	LT455	FIRST ISSUE

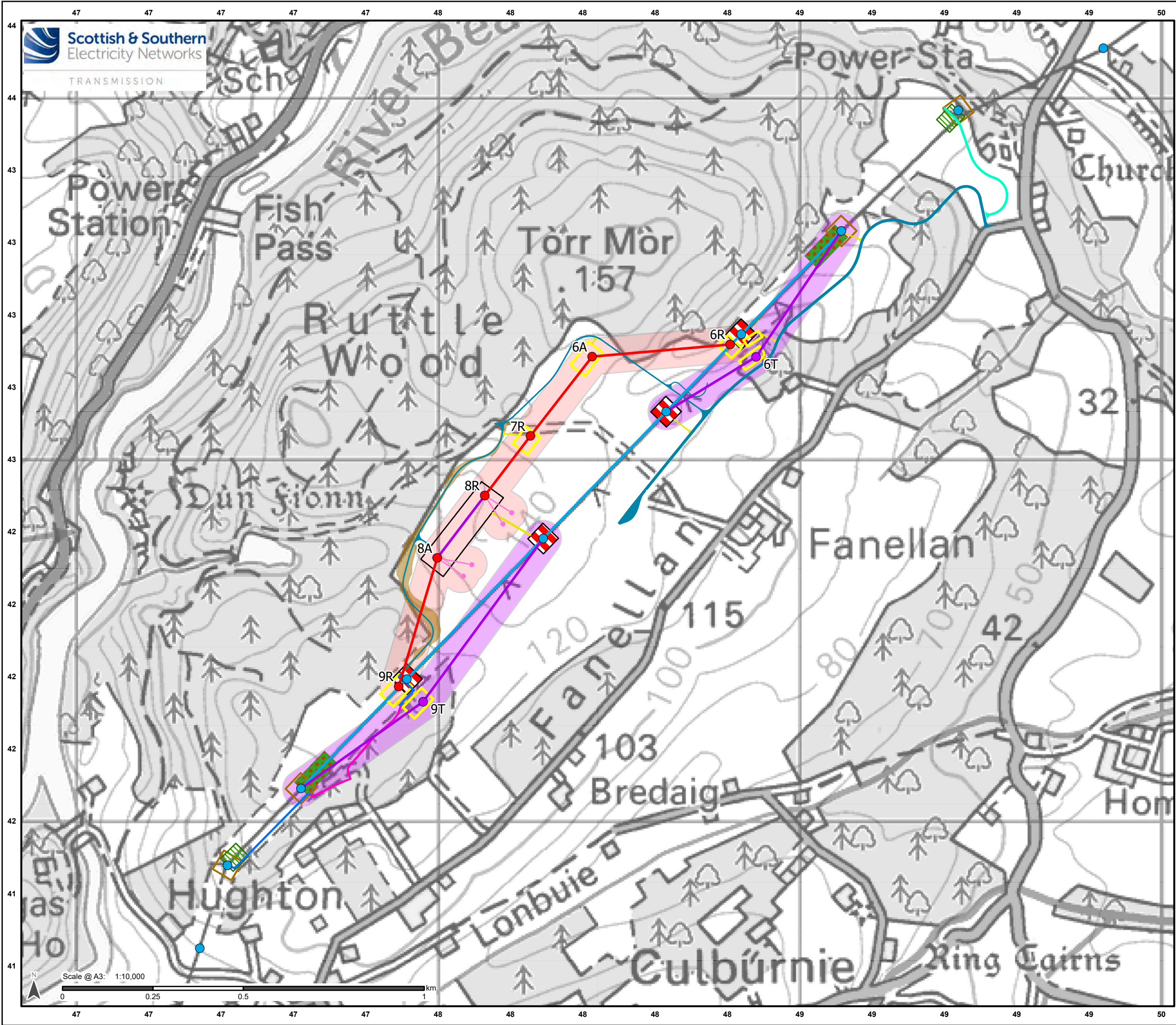
CLIENT

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TITLE

BEAULIEU DENNY OHL DIVERSIONS AT FANELLAN SITE PLAN

SITE	FANELLAN 400kV TIE IN	ISSUE	P01
SSE DRAWING NUMBER	FNLN4-LT459-MES-OHL-ZZ-D-EO-5009		
ORIGINATOR DRAWING NUMBER	2637010.01/5009	SHEET No.	1
		No. of SHEETS	3
		SCALE	1 : 2500



Legend

- Permanent Beaulieu - Denny Overhead Line Diversion Towers
- Temporary Beaulieu - Denny Overhead Line Diversion Towers
- Existing Beaulieu - Denny Overhead Line Towers
- Permanent Beaulieu - Denny Overhead Line Diversion
- Temporary Beaulieu - Denny Overhead Line Diversion
- Existing Beaulieu - Denny Overhead Line
- Downleads to Fannellan Substation
- Permanent Beaulieu - Denny Overhead Line Diversion 50m LOD
- Temporary Beaulieu - Denny Overhead Line Diversion 50m LOD
- Existing Access Track to be Upgraded
- Permanent Access Track
- Temporary Access Track
- Permanent Access Tracks - Shared with Substation EIA (25/00826/FUL)
- Temporary Access Track - Shared with Substation EIA (25/00826/FUL)
- Earthworks for Tower 9 Track
- Permanent Tower Platform
- Tower Construction Working Area
- Existing Tower Temporary Working Areas
- EPZ Working Area
- Backstays
- Tower Removal Working Area

Notes:

Towers 6R and 9R are already existing towers changing to angle towers.

Earthworks for tower 9 track to be assessed as part of EA.

Temporary access track shared with substation EIA is assessed in OHL EA

Permanent access tracks shared with Substation EIA not to be included in this EA.

Scale 1:300,000

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Project No: LT000459

Project: Beaulieu-Denny Overhead Line Diversion Environmental Appraisal

Title:

Figure 1.2 Project Design

Drawn by: SH

Date: 25/06/2025

Drawing: 70112533-WSP-OHL-EA-002