



**SP ENERGY  
NETWORKS**

# **The Kendoon to Tongland 132kV Reinforcement Project**

**Appendices to Summary of Feedback  
from Second Round of Consultation**

**March 2017**

# **The Kendoon to Tongland 132kV Reinforcement Project**

## **Appendices**

**SP Energy Networks**  
**March 2017**

## **Appendix A: Summary of responses from statutory consultees**

## Appendix A: Statutory stakeholders

Ref	Consultee	Issues raised	Resulted in change	SPEN Response
A01	<b>Forestry Commission Scotland</b>	<p><b>General:</b></p> <p>Disappointing that so much of the proposed routing has been targeted towards woodland areas. Such routing will inevitably result in significant woodland losses, likely running into hundreds of hectares. Such losses act against the achievement of the Scottish Government's wider objectives around the expansion of woodland cover in Scotland.</p>	N	<p>As outlined in the <i>KTR Project: Routeing and Consultation Document (October 2016)</i>, in accordance with Holford Rule 5, and accompanying notes, woodland was avoided where possible. However, where routing through areas of extensive woodland would help avoid other environmental constraints, including people, in accordance with the routeing objective, the implications of routing through woodland (including the potential for natural screening and backclothing) was considered.</p>
A02		<p>Wayleaves installed within woodlands generate significant long-term land use impacts, well beyond the footprint of the wayleave itself. Specifically they significantly restrict and compromise forest operational activity in close proximity to the wayleaves and also generate a significant health and safety hazard which needs to be appropriately managed. The net result of such impacts is that the "effective land take" in woodland areas is much more significant than the equivalent line in an open or agricultural context.</p>	N	<p>When routeing through woodland, we tried to avoid ancient woodland and minimise the loss of native woodland where possible. In identifying route options through commercial woodland, all other things being equal and in accordance with Holford Rule 3, the most direct line was chosen. However, the scope for limiting the effects of the 80m wayleave on woodland management, such as woodland loss (e.g. increased felling to a windfirm edge), and visual and ecological effects, will continue to be considered during the alignment and Environmental Impact Assessment (EIA) stage reflecting the type of woodland, age, structure and use, in consultation with the forestry manager and / or Forestry Commission Scotland (FCS).</p>



		<p>Placing wayleaves within woodlands also presents potential landscaping impacts, with the woodlands effectively “framing” the wayleave corridor, making its presence more obvious in the wider landscape. The only practical mitigation for such scenarios is often to further landscape the associated woodland, resulting in additional losses in woodland area. Wayleaves within woodlands are also more vulnerable to resilience challenges, often again mitigated by the removal of yet more woodland beyond the wayleave itself.</p>	N	<p>Opportunities to use wayleaves for ‘low-level’ planting for landscape and ecological benefits and increase species mix from coniferous monoculture will be considered during the alignment and EIA in consultation with woodland managers and FCS.</p>
		<p>In summary, whilst it is fully recognised that a wide variety of issues needs to be considered within the routeing process, the choice to route so much of the line through woodlands will lead to significant impacts which should not be dismissed or discounted.</p>	N	<p>As well as trying to minimise potential loss of woodland through the alignment, the effects of the loss of woodland resource will be assessed as part of the EIA. As this process progresses, SPEN will continue to work closely with woodland managers and FCS to minimise loss of, and disruption to, commercial woodland.</p>
A03		<p><b>Specific Routeing:</b> <b>Polquhanity to Kendoon:</b> Alternative route C preferred as it largely follows existing corridor and thus has a minimal impact on woodland areas.</p>	N	<p><b>Specific Routeing:</b> <b>Polquhanity to Kendoon:</b> It is acknowledged that whilst route C would result in the lowest amount of woodland loss, as outlined in the <i>KTR Project: Routeing and Consultation Document (October 2016)</i>, route B is, on balance, preferred as it is routed within the forestry to the west of the A713, minimising views from this tourist route and avoiding the principal views of the properties at Polmaddie and Dundough. The construction of an overhead line on this route would allow the removal of the existing 132kV overhead line from the principal views, and a number of curtilages, of these properties.</p>

				Whilst routeing through commercial woodland will enable the overhead line to be backclothed from the A713, and cultural heritage features, the alignment will need to be designed to minimise loss of, and disruption to, commercial woodland.
A04		<p><b>Kendoon to Glenlee:</b></p> <p>Alternative route B preferred as route indicated minimises the impacts on existing woodland areas.</p>	N	<p><b>Kendoon to Glenlee:</b></p> <p>As outlined in the <i>KTR Project: Routeing and Consultation Document (October 2016)</i>, route A is preferred on balance, including in relation to woodland, as it offers opportunities to avoid commercial forestry as well as native (NWSS) and ancient (AWSS) woodland.</p>
A05		<p><b>Glenlee to Tongland:</b></p> <p>Alternative route 1B preferred as there is a substantial new woodland just being planted at Rig of Airie which would be significantly impacted by preferred route 1A. Option 1A would result in the leading face of the woodland being removed, potentially generating significant landscape impacts and also a loss in species diversity. It would thus significantly compromise the new woodland design and as such should be avoided.</p>	Y	<p><b>Glenlee to Tongland:</b></p> <p>1B was not the preferred option primarily due to the potential for long distance views of the overhead line from the Glenkens Valley, the A76, the settlement of New Galloway and potential for associated indivisibility with cultural heritage features in these areas.</p> <p>However, informed by feedback from the consultation process and subsequent meetings with the public and Scottish Woodlands, in relation to route options 1A and 1B, the preferred route 1A has been re-routed to the east to increase the distance to the property at Darsalloch and minimise the loss of woodland within the Scottish Woodlands Rig of Airie planting area.</p>
A06		<p>Preferred route 2B preferred as it minimises the impact on woodland.</p>	Y	<p>Option 2B remains SPEN's preferred route, however the route is being modified to be located within the woodland to the west of Slogarie, with an area of woodland judged able to withstand windthrow being left in situ. The route modification would not result in the preferred route requiring significantly</p>

				more woodland to be felled, in relation to the other route options considered.
A07		Alternative route 3A preferred, marginal, but on balance has less impact than other two alignments proposed.	N	As outlined in the <i>KTR Project: Routeing and Consultation Document (October 2016)</i> route 3C is preferred on balance, including in relation to woodland, as the NWSS can be avoided.
A08		The place where route sections 4 and 5 meet is at a location where a small existing woodland is located. It would be helpful to avoid that woodland and localised review of line alignment (on whichever option) should be able to achieve this.	N	SPEN will seek to avoid or minimise any woodland loss in this area during the detailed design of the final route alignment.
A09		<p><b>Detailed design and delivery of wayleave:</b></p> <p>Regardless of the route ultimately selected, FCS would strongly urge SPEN to liaise at an early stage with FCS and woodland owners and managers to review and agree the best detailed alignments and associated infrastructure required. Such consideration should consider existing woodland boundaries and windfirm edges, existing roading infrastructure and existing long-term forest plans for the areas in question. If such an approach is adopted, some of the potential impacts of this project could be significantly reduced or mitigated. FCS would be happy to support such engagement.</p>	N	<p><b>Detailed design and delivery of wayleave:</b></p> <p>SPEN is currently liaising with forestry owners / managers including Forest Enterprise Scotland and Scottish Woodlands and will continue to liaise during the alignment and EIA stage to seek to agree an alignment which minimises loss of woodland and associated effects.</p>
A10	<b>Dumfries &amp; Galloway Council</b>	<p><u>Comments of Landscape Architect</u></p> <ul style="list-style-type: none"> <li>Proposals to remove approximately 90km of existing line are welcomed; in particular the section crossing Loch Ken and the section from Lochfoot to Cargenbridge. The reuse of an existing line has acknowledged benefits in terms of an assumed 'acceptance' of the established development. However, this has to be balanced against potential opportunities for an improved outcome by</li> </ul>	N	<p><u>Comments of Landscape Architect</u></p> <ul style="list-style-type: none"> <li>Comments are noted in relation to removal of existing line in the vicinity of Loch Ken.</li> <li>The design of route and associated wayleave and the implications for existing forestry will be considered during the alignment and subsequent EIA stages.</li> </ul>

		<p>adopting a new line - such as removing the need to cross Loch Ken by following a route to the west of the valley.</p> <ul style="list-style-type: none"> <li>• The requirement for an 80m wayleave is noted; this will have implications for existing forestry and will require careful design at the detailed design stage.</li> <li>• The EIA process adopted as part of the next stage of design is expected to pick up detailed design considerations raised below.</li> </ul>		
A11		<p>Comments in relation to the preferred route:</p> <p><b>Polquhanity – Kendoon:</b></p> <ul style="list-style-type: none"> <li>• 'Preferred route' is preferable to the alternatives in that it avoids the more visible open parts of the narrow valley at this point. The crossing point for the Water of Deuch already contains power lines and it would be better to re-use this area rather than crossing to the north which would extend the area affected by 'development'.</li> <li>• Linear nature of route to south of Polquhanity through forestry will need careful design of forest edges to avoid creation of an 'arbitrary' linear forest ride.</li> </ul>		<p><b>Polquhanity – Kendoon:</b></p> <ul style="list-style-type: none"> <li>• Comment regarding reuse of existing crossing of Water of Deuch is noted.</li> <li>• The design of route and associated wayleave and the implications for existing forestry will be considered during the alignment and subsequent EIA stages.</li> </ul>
A12		<p><b>Kendoon – Glenlee:</b></p> <ul style="list-style-type: none"> <li>• Selected route seems appropriate. Section to east of Knocknalling non-inventory designed landscape is problematic; the designed landscape includes a very attractive approach with open fields enclosed by substantial beech hedge and drystane dyke</li> </ul>		<p><b>Kendoon – Glenlee:</b></p> <ul style="list-style-type: none"> <li>• Comments in relation to the Knocknalling non-inventory designed landscape are noted and will be taken account of during the detailed alignment stage and subsequent EIA. The proposed route is 200m wide and opportunities to avoid the extents</li> </ul>

		<p>to the roadside (A713). It also has an attractive area of woodland to the west of the fields which includes several mature specimen parkland trees (sequoias and other large conifers plus a range of deciduous species). The existing power line follows a straight line, cutting across a bend in the river here and avoids entering the designed landscape. The new line should follow as close to this line as can be achieved, crossing to the east of the A713 and if necessary across the river to avoid compromising this part of the designed landscape.</p> <ul style="list-style-type: none"> <li>• The route crosses the Southern Upland Way to the north-west of St John's Town of Dalry; views from this section of the path should be assessed as part of the EIA process.</li> <li>• Where the line runs parallel to the road and would be visible in direct frontal views, there is potential to create awkward cumulative effects where pylons are seen 'stacked' together. This could be mitigated by separating the lines or by careful use of existing woodland planting to help screen/separate views of the two lines.</li> </ul>		<p>of the NIDL and associated key features will be identified during alignment.</p> <ul style="list-style-type: none"> <li>• The potential effects on views and visibility from sections of the Southern Upland Way will be assessed as part of the landscape and visual assessment (as part of the wider EIA).</li> <li>• The potential for 'stacking' and associated cumulative effects will inform the siting of individual towers and poles during the detailed alignment stage. Where possible, existing features, including woodland, will be used to seek to limit such effects.</li> </ul>
A13		<p><b>Glenlee – Tongland:</b></p> <ul style="list-style-type: none"> <li>• To the south of Glenlee, the proposed route passes an area of recently consented new forestry planting. I agree with the council's archaeologist about moving the preferred route slightly to the east to avoid archaeological features in the area around Rig of Airie; this would locate the potential route between agricultural and afforested land and also increase the potential for back-</li> </ul>		<p><b>Glenlee – Tongland:</b></p> <ul style="list-style-type: none"> <li>• SPEN has noted the feedback received from Dumfries &amp; Galloway Council alongside consultation undertaken with Scottish Woodlands. The proposed route has been routed further eastwards to minimise effects on the woodland planting as well as seeking to minimise potential residential and visual amenity effects in the local area.</li> </ul>

		<p>dropping the line in views from the valley to the east.</p> <ul style="list-style-type: none"> <li>• The route should still pass to the west of Shiel Hill (north of Rig of Airlee).</li> <li>• The proposed line between Darsalloch Hill and Peal Hill is probably the best solution as both hills will help screen or provide a backdrop for most views of the line.</li> <li>• The proposed route runs parallel and uphill from the Raiders Road and avoids the important viewpoints/visitor attractions at Otters Pool and Upper Gairloch. Unless the route creates a geometric, linear easement which is visible from the Raiders Road, potential impacts on landscape and visual amenity are unlikely to be significant.</li> <li>• The preferred route does pass close to the Raiders Road near Stroan Loch. Again, the design of the forest ride/easement in this section will be critical to mitigating potential impacts on views from the popular southern end of Stroan Loch (locating the route to the east of Ross Hill will assist in screening the line in views to the east from this viewpoint).</li> <li>• Crossing the narrow 'Mossdale' gap to the south of Airds Craig is problematic given the landscape, residential amenity and wildlife/bird considerations. Following the edge of the forest for the section which crosses the former railway line (now a popular footpath) should create opportunities to use forest cover to backdrop the line. The diagonal line to the south-west then helps to avoid the Slogarie</li> </ul>		<ul style="list-style-type: none"> <li>• The proposed route passes to the west of Shiel Hill.</li> <li>• Comments noted in relation to the route between Darsalloch and Peal Hill.</li> <li>• Views of the overhead line from the Raiders Road and the potential for effects on visitors/users of the road will inform the detailed alignment of the overhead line.</li> <li>• Stroan Loch will form a viewpoint for the landscape and visual assessment and views/visibility of the overhead line from the loch and the potential for effects on views will inform the detailed alignment of the overhead line. The proposed route is located to the east of Ross Hill.</li> <li>• Comments in relation to routeing in the vicinity of Airds Craig and Slogarie are noted.</li> <li>• Comments in relation to routeing through Laurieston Forest are noted.</li> <li>• Informed by feedback received from the public and Dumfries &amp; Galloway Council, the proposed route has been routed to the north of the properties at Edgarton and Edgarton Motte.</li> <li>• Effects on Neilson's Monument at Barstobrick will be assessed as part of the EIA.</li> <li>• Comment noted in relation to the crossing point of the A75.</li> <li>• Opportunities to minimise skylining of towers will be considered during the detailed alignment stage and the effects on longer range views/visibility will be assessed as part of the landscape and visual assessment (as part of the wider EIA).</li> </ul>
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		<p>designed landscape and associated residential dwellings but will still be quite visible in views from the Stroan viaduct area (though screened from Mossdale). To the south, the line again offers opportunities for backdropping against the forestry – noting that this area will be subject to clear-felling as the crops mature (some areas were cleared recently).</p> <ul style="list-style-type: none"><li>• The line through Laurieston Forest seems reasonable, provided care is taken in the design of the easement/forest ride.</li><li>• The preferred route exits the forest to the south of Edgarton Farm, crossing the open valley and A762 before skirting the western shores of Bargatton Loch. I agree with the council's archaeologist that moving the route to the north of Edgarton Farm would avoid impacting on views from Edgarton Motte; it would also lessen potential visual impacts on the two dwellings at Edgarton and would be screened from the Motte by existing woodland.</li><li>• Neilson's monument; the preferred route passes close to Neilson's monument at Barstobrick. This is a popular panoramic viewpoint with unrestricted views of the Ken-Dee valley to the north and of the raised ground between Tarff and Tongland to the south. To the north, the potential line would be seen against the backdrop of the valley in longer views and would be screened by intervening woodland in close views. To the east, the preferred route rejoins the existing line which would be seen against the valley floor and is unlikely to create a significant</li></ul>		<ul style="list-style-type: none"><li>• Where possible the overhead line will seek to follow the existing overhead line in the vicinity of Tongland.</li></ul>
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landscape or visual impact. To the south the pylons might break the skyline and in certain light conditions may be prominent, though such effects would be observed at distances of at least 3km which are therefore unlikely to be significant.

- The existing crossing of the A75 is reasonably screened by landform and planting so would seem a reasonable location for the proposed new line.
- The existing line follows raised ground between the A75 and the hillside to the north of Tongland, generally passing to the east of the ridgeline. It is set back and screened in close views from both the Tarff and Dee valleys. Partial glimpsed views of the existing line are possible from raised areas to the east of Twynholm at around 2.5km. Views from the eastern side of the Dee valley are generally set against rising ground and at distances of around 1.5km. However, the proposed pylons could break the skylines in these longer views and potential impacts on these views should be assessed through the EIA process.
- The drop down of the existing line to Tongland power station is reasonably screened and should be used for the proposed new line.



A14		<p><u>Comments of Dumfries &amp; Galloway Council Archaeologist</u></p> <p>Overall the preferred route meets most objectives in respect of minimising effects on the historic environment, and utilises the option for each section that has the minimum effect.</p> <p>There are still a few areas where a minor amendment, or the partial use of one of the other optional corridors, could improve the outcome from a historic environment perspective.</p> <p><b>Polquhanity – Kendoon:</b></p> <ul style="list-style-type: none"> <li>The preferred route in this section avoids most direct impacts on known historic environment assets. Ground-breaking works around the Water of Ken may uncover Mesolithic finds based on previous discoveries.</li> </ul>	<p><u>Comments of Dumfries and Galloway Council Archaeologist</u></p> <ul style="list-style-type: none"> <li>Comments noted in relation to the preferred route minimising effects on the historic environment.</li> </ul> <p><b>Polquhanity – Kendoon:</b></p> <ul style="list-style-type: none"> <li>Field surveys of the proposed route will be undertaken during the summer of 2017 and any currently undiscovered remains will be identified (where possible). The need for an archaeological watching brief during the construction phase will be considered as part of the EIA in consultation with Dumfries &amp; Galloway Council.</li> </ul>
A15		<p><b>Kendoon – Glenlee:</b></p> <ul style="list-style-type: none"> <li>The preferred route passes through the Archaeologically Sensitive Area of Stroangassel, but on the lower slopes avoiding most historic assets. Care should be taken with pylon placement to avoid direct impacts on sites such as Strangassel farmstead that lie within the 80m wayleave.</li> <li>The line proposes to cut through the designed landscape of Knocknalling. This would be a detrimental impact as there are strong landscape design features at the entry to the estate, as well as a number of specimen trees within the proposed</li> </ul>	<p><b><u>Kendoon – Glenlee:</u></b></p> <ul style="list-style-type: none"> <li>Opportunities to avoid direct effects on known cultural heritage features will be identified during the detailed alignment stage informed by the findings of the archaeological field surveys due to be undertaken in summer 2017.</li> <li>Comments in relation to the Knocknalling non-inventory designed landscape are noted and will be taken account of during the detailed alignment stage and subsequent EIA. The proposed route is 200m wide and opportunities to avoid the extents</li> </ul>

		<p>wayleave. As a result of the site visit the area recognised as designed landscape will probably be expanded eastwards up to the A713 public road. It would be preferable to follow a route similar to the current one, keeping the pylons to the east of the public road.</p> <ul style="list-style-type: none"> <li>The proposed route passes through a series of historic sites on the eastern slopes of Hannayston Hill. As with Stroangassel, care should be taken with pylon placement to avoid direct impacts on sites.</li> </ul>		<p>of the NIDL and associated key features will be identified during alignment.</p> <ul style="list-style-type: none"> <li>Opportunities to avoid direct effects on known cultural heritage features will be identified during the detailed alignment stage informed by the findings of the archaeological field surveys due to be undertaken in summer 2017.</li> </ul>
A16		<p><b>Glenlee – Tongland:</b></p> <ul style="list-style-type: none"> <li>The area around Rig of Airlie is currently being planted for forestry by Scottish Woodlands, and a scheme is in place for the forestry to avoid impact on the historic assets on the south-eastern slopes. It would be beneficial if the preferred route were not taken on this section, and the line run along the optional route to the east as far as the Queen’s Way before cutting back south-westwards to the preferred route. Not only would this avoid direct impacts on historic assets but it would place the line along the boundary between the agricultural land of the Ken Valley and the forestry to the west, reducing the impact of crossing the Queen’s Way as the land use on either side of the road creates a natural transition zone at this point.</li> </ul>		<p><b>Glenlee – Tongland:</b></p> <ul style="list-style-type: none"> <li>SPEN has noted the feedback received from Dumfries &amp; Galloway Council alongside consultation undertaken with Scottish Woodlands. The proposed route has been routed further eastwards to minimise effects on the woodland planting as well as seeking to minimise potential residential and visual amenity effects in the local area.</li> <li>Comments in relation to the Archaeologically Sensitive Area (ASA) at Stroan Loch are noted and opportunities to avoid direct effects on known cultural heritage features within the ASA and surrounding area will be identified during the detailed alignment stage informed by the findings of the archaeological field surveys due to be undertaken in summer 2017.</li> </ul>

		<ul style="list-style-type: none"><li>• The preferred route passes through the southern edge of the Archaeologically Sensitive Area of Stroan Hill, and this is welcomed as the route of minimal impact.</li><li>• The preferred route passes to the south of the scheduled fort of Edgarton Mote. This lies in the natural viewshed of the site, which has extensive views to the south. The non-preferred route to the north would be screened by the topography and the extant woodland planting, and would have less of an impact on the setting of the site.</li><li>• The route around Bargatton Loch and Whitstone Hill minimises the impact on the extensive views northwards from Barstobrick Fell and Neilson's Monument, and this is welcomed.</li><li>• The use of the existing route from Balannan to Tongland minimises impacts on historic environment features.</li></ul>		<ul style="list-style-type: none"><li>• Informed by feedback received from the public and Dumfries &amp; Galloway Council, the proposed route has been routed to the north of the properties at Edgarton and Edgarton Motte.</li><li>• Effects on Neilson's Monument at Barstobrick will be assessed as part of the EIA.</li><li>• Comments in relation to following the existing route near Tongland are noted.</li></ul>
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A17	<b>Historic Environment Scotland</b>	<p>HES are content that significant impacts on HES interests are unlikely. Scheduled Monuments (SMs) are in the vicinity of the proposed development, and there is therefore the potential for impacts upon their settings, which should be considered in the ongoing design and EIA processes. Details of the monuments are given below:</p> <p><b>Polquhanity to Kendoon:</b></p> <p>Polmaddy, medieval and post medieval settlement (SM 5391): The preferred route in this area (option B) runs the closest to the scheduled area. It is likely that the overhead line will be visible from some sections of the designated area.</p> <p>While there will be some impact on the setting of the monument, HES do not consider it likely to be significant for HES interests. It is not considered that the identification of a different preferred route in this area would significantly alter the level of this impact.</p> <p>Dundeugh Castle (SM 2476): The preferred route in this area (option B) runs to the west and south-west of the monument. While HES agree that alternative route options E or F would reduce impacts on the monument's setting, they are content that the impact from the preferred option is unlikely to be significant.</p>	N	<p>The comments from HES here are noted.</p> <p><b>Polquhanity to Kendoon:</b></p> <p>The effects on settings of features highlighted will be assessed in detail during the EIA.</p>
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A18		<p><b>Glenlee to Tongland Section 2:</b></p> <p>Edgarton Mote, fort 690m SW of Camelon Bridge (SM 1119): The preferred route option in this area (2B) runs to the west and south of the scheduled area.</p> <p>HES agree that there is likely to be an adverse impact on the setting of this monument, particularly on views to the south from the designated area. As identified in the assessment, these could be mitigated by the identification of a preferred route to the north of the monument. HES consider the impacts from option 2B unlikely to be significant.</p>	Y	<p><b>Glenlee to Tongland Section 2:</b></p> <p>Informed by feedback received from the public and consultees, SPEN proposes to modify the preferred route north of Edgarton Motte SM. Please see Figure 8.2d for the proposed route and Appendix U for the findings of SPEN's appraisal.</p>
A19		<p><b>Glenlee to Tongland Section 4:</b></p> <p>Park, stone circle (SM 1039):</p> <p>The preferred route option in this area (4A) would run to the west of the monument. While the preferred route will have an impact on the setting of the stone circle, it is likely to be less than that of the existing pylon and line. HES welcome the fact that the preferred option differs from this existing line in this area, and consider that this will potentially enhance the current setting of the monument.</p>	N	<p><b>Glenlee to Tongland Section 4:</b></p> <p>The comments of HES are noted.</p>
A20		<p><b>Other comments:</b></p> <p>For information, note that Appendix A (in the <i>Routeing and Consultation Document (October 2016)</i>) should be updated, at section 2. This refers to NPPG5 and NPP18. It would be more appropriate here to refer to Scottish Planning Policy (SPP). SPP gives a definition of setting, unlike the superseded documents.</p> <p>HES would recommend that in this context reference is also made to the HES Managing Change Guidance note on setting.</p>	N	<p><b>Other comments:</b></p> <p>The comments of HES are noted.</p>

A21	SEPA	<p>The comments made originally to the wider (DGSR) scheme apply to this scheme (these are summarised in the points below, as previously set out in the 2015 Consultation Report).</p> <p>SEPA noted it is content with the approach taken and highlighted a number of key issues to be addressed prior to submission of the application.</p>	N	The comments of SEPA are noted.
A22		<p>Impacts on peat and groundwater dependent terrestrial ecosystems (GWDTEs) should be considered in the decision on the preferred route.</p> <p>Existing infrastructure should be used where possible and all new proposed infrastructure should be shown on plans and assessed as part of the EIA.</p> <p>Most important (from a SEPA perspective) will be minimising impacts on areas of GWDTEs, watercourses and areas of deep peat. Also necessary to indicate how disturbed peat and forest waste will be managed and reused on site.</p>	N	<p>GWDTEs will be considered at the design and EIA stages of the project whereby infrastructure will be designed to minimise effects on GWDTEs and survey methods will follow those set out by SEPA.</p> <p>In relation to hydrology/watercourses we will undertake a full hydrological assessment on the proposed works as part of the EIA. This will allow us to identify any potential receptors, such as watercourses and private water supplies, and develop appropriate mitigation to negate any potential effects.</p> <p>Potential forest and peat waste will be managed and used on site where possible in accordance with best practice in consultation with SEPA, FCS and Scottish Natural Heritage (SNH).</p> <p>In relation to peat, at the line routeing stage, SNH's consultation draft paper on carbon-rich soils will be used to identify areas of peat (carbon rich soils). These areas will also be used to inform the appraisal of line route options with the aim of avoiding siting new infrastructure on areas of deep peat. Peatland habitats will continue to be considered as part of Phase 1 Habitat/NVC surveys at EIA stage.</p>

A23		1/200yr flood extent areas should have minimum infrastructure sited within them where possible. Require all substations to be located outside the 1/1000yr flood extent. All the substation siting areas look to be satisfactory.	N	SPEN will review the potential implications of siting a substation in the 1/1000yr flood extent zones as part of the design stage.
A24		Recommends inclusion of a decommissioning plan for the redundant transmission infrastructure. Highlights a number of surveys and assessment parameters required to be undertaken as part of the later EIA stage.	N	Surveys and assessments recommended by SEPA noted, and these will be considered, in consultation with SEPA, at the scoping stage of the EIA.
A25		In addition, SEPA (05/08/2016) added that the presence of North American Signal Crayfish needs to be taken into consideration, especially in the Dee/Ken catchment, as it is essential that this species is not spread any further. Therefore robust biosecurity measures are required not only for NASC but other invasive species.	N	Noted. Biosecurity measures will be instigated where appropriate through the construction environmental management plan.

A26	<b>Scottish Natural Heritage</b>	<p><b>Protected Areas:</b></p> <p>Preferred routes 1A and 2B between Glenlee and Tongland overlap with the sensitive bird trigger area for Laughenghie &amp; Airie Hills SSSI, and so will require an assessment of the impact of collisions and displacement on the bird interest of the site, particularly breeding raptors and waterfowl and wintering hen harriers.</p> <p>SNH note that preferred route 2B, where it runs through Laurieston Forest, lies to the west of the preferred corridor identified as part of the original Dumfries &amp; Galloway Strategic Reinforcement proposal. This brings the route in closer proximity to Laughenghie &amp; Airie Hills SSSI compared with Options 2C-H. While outwith the trigger area, this part of preferred route 2B should also be included in the assessment of impacts on the SSSI interest, as well as Annex 1 raptors within Laurieston Forest itself. SNH are content that this is in hand, having separately agreed the scope of works for the ornithological assessment.</p>	N	<p><b>Protected Areas:</b></p> <p>The comments of SNH are noted. Effects on the qualifying species of the SSSI and SPA will be assessed as part of the EIA.</p> <p>The comments on the removal of the existing 132kV overhead line are noted.</p>
A27		<p>SNH welcome the proposed removal of the existing 132kV line running through and adjacent to Loch Ken &amp; River Dee Marshes SPA/Ramsar Site, which will remove any collision risk it may have presented to the wintering Greenland white-fronted goose and greylag goose interest of the site, as well as the whooper swan interest of the River Dee SSSI. The assessment of any additional risk to these wildfowl interests from the proposed new route is covered by the scope of works for the ornithological assessment.</p>	N	



A28		<p><b>Landscape and Visual Impacts:</b></p> <p>The preferred route is about 7km from the boundary of Fleet Valley National Scenic Area (NSA) and 7.5 km from East Stowartry Coast NSA at the nearest points. SNH agree with the current appraisal that there is likely to be very limited visibility of pylons from both NSAs because of the distance and intervening topography.</p> <p>A large part of the preferred route lies within the Galloway Hills Regional Scenic Area (RSA) and a smaller part within the Solway Coast RSA, in areas categorised as having medium to high landscape capacity. The cumulative landscape and visual impact on these RSAs will need to be assessed, particularly along key tourist routes, including Galloway Tourist Route, Southern Upland Way, Galloway Red Kite Trail and Robert The Bruce Trail.</p> <p>There is likely to be a significant benefit to both the RSAs and parts of these key routes as a result of the removal of the existing 132kV line.</p>	N	<p><b>Landscape and Visual Impacts:</b></p> <p>Based on the distance of the proposed route from the Fleet Valley NSA and East Stowartry Coast NSA, and the diminishing perceptibility of steel lattice tower transmission infrastructure over increased distance, it is envisaged that detailed consideration of potential effects on views from these NSAs can be scoped out of the EIA of the project.</p> <p>Noted. Effects on the Galloway Hills RSA and Solway Coast RSA will be considered in the EIA. Effects on views from the Galloway Tourist Route, Southern Upland Way, Galloway Red Kite Trail and Robert The Bruce Trail will also be considered within the EIA stages of the project, assessed as part of the LVIA and findings presented in the Environmental Statement (ES).</p> <p>Comments on the removal of the existing 132kV overhead line are noted.</p>
		<p>With respect to the landscape and visual impact assessment (LVIA) and detailed alignment of the route, SNH repeat below the additional recommendations previously provided as part of their response to the preferred corridor for the original DGSR proposal:</p> <ul style="list-style-type: none"> <li>• The LVIA needs to examine impacts on landscape character.</li> </ul>	N	<p>Potential effects on landscape character will be assessed as part of the LVIA and findings presented in the ES.</p>

		<ul style="list-style-type: none"> <li>Detailed routeing and impact assessment should be informed by an analysis of the visual envelopes of settlements and sequential (and overlapping) visual envelopes along the route corridor, combined with the Zone of Theoretical Visibility (ZTV) of the line.</li> </ul>	N	Zone of Theoretical Visibility (ZTV) models will be run for the proposed route to identify the extent of theoretical visibility, including from settlements and sequential routes, to inform the detailed design of the alignment of the proposed route and subsequent EIA.
		<ul style="list-style-type: none"> <li>Appropriate construction and programming information should be included to enable all impacts to be assessed (e.g. for substations, compounds, borrow pits, access tracks).</li> </ul>	N	A construction programme and details of the location and size of all infrastructure components will be included in the ES.
		<ul style="list-style-type: none"> <li>Visualisations should be used to test and refine the alignment. The range and number of viewpoints used should be identified even if all are not included as photomontages. Other pylon lines and prominent structures (such as masts and wind farms) should be included in visualisations to assess cumulative effects of all vertical structures.</li> </ul>	N	<p>SPEN has set up and are using a 3D model to test visibility through visualisation of tower locations.</p> <p>Suggested viewpoints will be included in EIA Scoping Report for consultation with SNH and Dumfries &amp; Galloway Council. SPEN will seek to agree viewpoints for the purposes of the LVIA, including those which should be accompanied by photomontage visualisations illustrating the potential change in views.</p> <p>The inclusion of other developments (e.g. transmission infrastructure, wind farms, telecommunication masts and other vertical structures) in visualisations will be considered during the EIA stages of the project.</p>
		<ul style="list-style-type: none"> <li>The approach to individual pylon siting should be described.</li> </ul>	N	The approach to siting of individual towers and wood poles during the detailed alignment stage comprises the collation of input from the environmental field surveys, technical surveys and feedback from landowners in relation to wayleave requirements to inform the initial design. The initial design is then subjected to modifications, informed by the findings of the EIA, to seek to avoid/minimise potential effects on the environment whilst ensuring the project remains technically viable and

				where possible accommodating wayleave requests from landowners.
		<ul style="list-style-type: none"> <li>The impacts of the wayleave and maintenance access should be taken into account.</li> </ul>	N	Noted. The effects of the wayleave and associated access for maintenance will be taken into account within the EIA.

## **Appendix B: Summary of responses from non-statutory consultees**

## Appendix B: Non-statutory stakeholders

Ref	Consultee	Summary of issues raised	Resulted in change	SPEN Response
B01	<b>Joint Nature Conservation Committee</b>	JNCC does not have any potential offshore nature conservation issues and is not concerned with nature conservation at a UK level. JNCC therefore does not have any comments to add to this consultation.	N	No further comment.
B02	<b>West of Scotland Archaeology Service</b>	All the elements of the scheme are outside the WoSAS area.	N	No further comment.
B03	<b>Marine Scotland Science</b>	<p>Reiterates earlier comments made to SPEN regarding the DGSR Project, which continue to relate to the KTR Project. Emphasises the River Dee (Kirkcudbright), which drains the area affected by the preferred route, and the need for consideration of the following:</p> <ul style="list-style-type: none"> <li>• Atlantic salmon populations (listed under the European Habitats Directive), which are present in the River Dee catchment;</li> <li>• acidification is a known problem in the proposed development area;</li> <li>• the presence of North American signal crayfish; and</li> <li>• the potential effects of felling, if carried out as part of enabling works.</li> </ul>	N	<p>The comments of Marine Scotland Science are noted. Species such as Atlantic salmon will be taken account of at the Environmental Impact Assessment (EIA) stage. The potential effects of felling will also be considered during the alignment and EIA stage.</p> <p>The presence of North American signal crayfish is noted and biosecurity measures will be included in the Construction Environmental Management Plan where relevant.</p> <p>SPEN will refer to Marine Scotland Science's comments regarding the DGSR Project. Galloway Fisheries Trust has been contacted and has provided a response as outlined in this table.</p>

B04	<b>Scotland Gas Networks</b>	<p>There is a high pressure gas transmission pipeline in the vicinity, which could be affected by the proposals.</p> <p>If excavation is required within 30m of this pipeline contact must be made with SGN prior to any work starting. It is essential that no work, stockpiling of material or crossings of this high pressure pipeline is carried out until a detailed consultation has taken place and until SGN safety briefing has been received. A site meeting must be arranged with SGN to identify the location of the pipeline.</p> <p>Map provided indicating line of pipeline in Zone C. Work should be carried out in such a manner that SGN retains access to its apparatus throughout SPEN's operations.</p>	N	<p>The comments of Scotland Gas Networks are noted.</p> <p>The preferred route 3C will cross the pipeline. The SPEN design team will take account of the presence of the gas transmission pipeline during the alignment stage and will liaise with SGN as necessary, as the project progresses</p>
B05	<b>Transport Scotland</b>	<p>The preferred route crosses the A75(T) just east of Ringford, but notes that information is not yet available in sufficient detail to allow Transport Scotland to make comment.</p> <p>Information regarding the methodology for crossing the trunk road and the expected traffic generation associated with the works should be provided within the Scoping Report, which SPEN will submit for the Environmental Statement. This information will be used by Transport Scotland to determine whether there are likely to be any significant environmental issues associated with increased traffic on the trunk road network and any requirement for further trunk road assessment.</p> <p>Any works on or near a trunk road need to be discussed and agreed with Transport Scotland and the Operating Company for the area prior to work commencing.</p>	N	<p>The comments of Transport Scotland are noted. Information on the methodology for crossing the A75 and the methodology for assessment of traffic and transport related effects will be set out within the Scoping Report as part of the EIA process. SPEN will liaise with Transport Scotland as the project progresses.</p>

B06	<b>Scottish Water</b>	<p>The preferred route passes through two drinking water catchments within which Scottish Water abstractions are located and which are Drinking Water Protected Areas (DWPA) under Article 7 of the Water Framework Directive.</p> <p>It is essential that water quality and water quantity in the area are protected.</p> <p>1. DWPA Carsfad Loch catchment (a SW emergency source) - catchment protection measures would be required during construction. In addition, if main roads either side of the impounding reservoir are to be used for heavy loads the SW reservoir team should be consulted.</p>	N	<p>The comments of Scottish Water are noted.</p> <p>1. SPEN is aware that the route may pass through the Carsfad Loch catchment and mitigation measures will be required to ensure catchment protection. Scottish Water will be consulted during the alignment and EIA stage regarding the route and appropriate mitigation, where necessary. If the roads adjacent to the loch are to be used for access routes during construction, the SW reservoir team</p>

		<p>2. Tarff Water catchment (contributes to the Ringford Boreholes wellfield) - the catchment would be affected in two areas. Any polluting material from construction which impacts on the water quality of Tarff Water could affect the quality of the wellfield. Pollution prevention measures should be in place to safeguard the quality of Tarff Water.</p> <p>Information provided on how to obtain detailed plans of SW assets, how to contact and access SW personnel, the requirement to comply with SW processes, standards and policies including Sewers for Scotland and Water for Scotland 3rd Editions 2015, maps of the affected catchments and a list of precautions to be taken when working within the vicinity of SW assets.</p>		<p>will be consulted, and mitigation/emergency procedures will be developed, as appropriate.</p> <p>2. During the alignment and EIA stage the location of the Ringford borehole wellfield and the Tarff Water catchment will be taken account of. Where possible tower locations and associated infrastructure will be identified which avoid the higher risk areas. If avoidance is not possible, Scottish Water will be consulted regarding the route and appropriate mitigation.</p> <p>The list of precautions to be taken when working in the vicinity of SW assets will be taken into account during detailed alignment and EIA phase. Relevant plans (e.g. method statement, pollution prevention plan, risk assessment, contingency plan and environmental management plans) will be prepared and submitted prior to construction.</p>
B07	<b>Coal Authority</b>	The study area for the KTR Project falls outside of the defined coalfield and the Coal Authority offers no further comments.	N	No further comment.
B08	<b>Royal Society for the Protection of Birds</b>	Habitat enhancement measures should be considered wherever forestry is planned for removal as part of a best practice and general mitigation package.	N	Habitat enhancement measures will be considered where appropriate. SPEN will liaise with FCS, SNH and RSPB in relation to potential mitigation where relevant.
B09		The impact of any new planting which may be required as part of compensatory planting must be assessed as required under the Environmental Impact Assessment (EIA) regulations.	N	Any proposed planting to be undertaken within SPEN's operational wayleave, and therefore under our ability to deliver, will be included within the KTR EIA. Any compensatory planting to be undertaken outside the operational wayleave will be subject to agreement with the relevant landowners and would therefore not be included within the EIA.



B10		<p><b>Zone A:</b> No significant concerns due to proposed route deviating only minimally from the existing line. Provides information on the presence of protected black grouse and nightjar populations and advises that EIA survey work includes these species and that mitigation measures are considered to avoid disturbance and reduce risk of collisions.</p>	N	<p><b>Zone A:</b> Species of high/moderate conservation concern e.g. black grouse and nightjar, will be considered during the alignment/EIA stage in relation to i) collision risk and ii) disturbance during construction and operation.</p>
B11		<p><b>Zone B:</b> No significant concerns due to proposed route deviating only minimally from the existing line.</p> <p>Given proximity to Loch Ken and River Dee Marshes Special Protection Area (SPA), mitigation measures such as bird deflectors should be fitted where the proposed route crosses the Water of Ken to reduce the risk of collisions to waterfowl such as whooper swans and Greenland white-fronted geese. Refers to tracking data from the Wildfowl and Wetlands Trust showing migration routes. Also highlights whooper swan fatalities due to collision with existing lines at Ken Dee.</p>	N	<p><b>Zone B:</b> Mitigation measures will be considered as part of the EIA where required.</p>
B12		<p>Provides information on the presence of protected red kite, osprey and peregrine within 700m of the preferred route.</p> <p>EIA survey work should include these species and mitigation measures such as the consideration of the timing of the works in relation to breeding seasons should be considered to reduce the potential impact.</p>	N	<p>Species of high/moderate conservation concern e.g. osprey, red kite, peregrine, will be considered during the alignment/EIA stage in relation to i) collision risk and ii) disturbance during construction and operation.</p> <p>RSPB comments on timing of works are noted.</p>

B13	<p><b>Zone C:</b> Preferred route 1A: Significant concerns about the potential collision risk for nightjar, a protected species for which the Galloway Forest Park (Bennan and Laurieston) is a core area for recovery and future expansion within Scotland.</p> <p>However, finds the preferred route preferable to the alternative route 1B as it is further from Loch Ken and the River Dee Marshes SPA.</p> <p>EIA survey work in this area should include nightjar and SPEN should also carry out a thorough investigation of appropriate mitigation measures including undergrounding, as well as considering opportunities to enhance nightjar habitats through the creation of wayleaves where appropriate.</p> <p>Mitigation measures would also help reduce the impact and collisions risk on sensitive raptors such as golden eagle (to be removed from report), osprey and hen harrier.</p>	N	<p><b>Zone C:</b> A nightjar study is being undertaken by the project ornithologists. Ongoing liaison will be undertaken with the RSPB and FCS and nightjar will be considered during the alignment/EIA stage, including opportunities for habitat enhancement for this species.</p>
B14	<p>Preferred route 2B: This route is preferable to the alternative route 2A but it poses a potential risk to territories of a core population of nightjar in Laurieston forest and highlights the presence of red kite nearby. Alternative routes 2E and 2F pose the least significant risk to sensitive species being further from Laughengie and Airie Hills SSSI and the nightjar population, however red kite is also present near these routes.</p> <p>EIA survey work in this area should include all sensitive species, and a survey for red kite and mitigation measures, including the timing of works relating to breeding seasons, should be considered. Precautionary measures such as insulation for support structures to reduce the</p>	N	<p>Please refer to answer B13, above.</p> <p>The methodology for ornithological surveys has been agreed with SNH to inform the EIA process.</p>

		risk of electrification to raptor species and provided guidance should also be taken.		Mitigation and enhancement measures will be considered during the detailed design stage and EIA stage where appropriate.
B15		Preferred routes 3C, 4A and 5B: No significant concerns due to proposed route largely following the existing line. Provides information on the presence of red kite close to the route deviation in the north of route 3A and advises that the risk of disturbance be mitigated by avoiding works during the breeding season.	N	Species of high/moderate conservation concern e.g. osprey, red kite, peregrine, will be considered during the alignment/EIA stage in relation to i) collision risk and ii) disturbance during construction and operation.
B16	<b>Galloway Fisheries Trust</b>	<p>The proposed routes for the new lines cross or lie close to numerous watercourses and lochs within the mid and lower Dee catchment. Many of these watercourses will support important fish populations including salmon and trout. Non-native Invasive species are also present within some of the watercourses (North American signal crayfish) and on the banks (Japanese knotweed). Some of the knotweed is involved in a GFT led control programme.</p> <p>Many larger named watercourses will be crossed by the proposed lines. In addition to the named burns, there are numerous smaller watercourses which could also support fish populations or be potential routes for pollution to reach larger watercourses. These catchments support a range of fish species which are important both for economic and biodiversity reasons.</p> <p>The potential for fish species, freshwater pearl mussels (FWPM) and their habitats to be affected is at the greatest risk during the construction and decommissioning phases of this development. During the construction phase potential impacts</p>	N	<p>The comments of Galloway Fisheries Trust are noted. Species such as salmon and trout will be taken account of at the EIA stage.</p> <p>The presence of North American signal crayfish and Japanese knotweed are noted and biosecurity measures will be included in the Construction Environmental Management Plan where relevant.</p> <p>FWPM will be considered during the EIA stage, with the appropriate assessments carried out as required. The potential effects of forestry operations such as felling, will also be considered during the alignment and EIA stage.</p>

		<p>include siltation from ground disturbance and forestry operations, accelerated or exacerbated erosion, hydrological changes, pollution, direct mortality of fish or FWPM and the blocking or hindering of the upstream and downstream migration of fish (salmonids are an integral part of the FWPM lifecycle). During the operational phase, concerns include the effects of poor road drainage, accelerated levels of erosion, fish access, and the maintenance of silt traps and road crossings. Potential risks during the decommissioning phase are broadly similar to those in the construction phase. Even although the lifespan of the roads and watercourse crossings associated with the installation of the overhead power line infrastructure may be relatively short, there remain potentially significant issues for fish species and their habitats. These potential effects could all impact on the surrounding fish populations by causing direct mortality of juveniles and adults, changes in food availability, reduced water quality, avoidance behaviour resulting in unused habitat, blocking of migration routes to spawning beds or the damage of instream and riparian habitats. The Dee is a category 3 river (calculated from its Conservation Limit) with regard to its salmon population. Thus the wild salmon population is very low and must be carefully protected.</p> <p>GFT request to have an active role in the proposed Kendoon to Tongland Project at an early stage to ensure the contractors are fully aware of the sensitivities of the surrounding watercourses and their fish populations if it proceeds.</p>	<p>Good practice measures will be employed during construction, decommissioning and operation to minimise/remove any potential negative effects. Mitigation and enhancement measures will be considered during the detailed design and EIA stage where appropriate.</p> <p>SPEN welcomes early engagement with GFT and will continue to involve the Trust as the project progresses.</p>
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B17	<b>Forest Enterprise Scotland, Galloway District</b>	<b>General points:</b> Queried possibility of route through Loch Ken.	N	<b>General points:</b> Placing a cable within Loch Ken would have additional costs, over and above the cost of overhead line undergrounding. Further detailed study would be required to assess this fully, as it would depend on factors such as: <ul style="list-style-type: none"> <li>• A further environmental assessment for placing cable sealing end compounds on either side of Loch Ken;</li> <li>• Potential additional costs associated with the technical design of the underwater cable in terms of manufacturing and rating requirements;</li> <li>• Costs associated with securing spare underwater cable to facilitate fault repairs;</li> <li>• Installation method for placing cable in the water is likely to be via a specialised boat or barge. These vessels are limited in availability which would add cost;</li> <li>• Access and transport considerations. A detailed transport plan would be required to deliver the installation equipment to the loch which could cause disruption to the local community during transportation; and</li> <li>• Future maintenance and reliability. Any fault which occurs during the lifetime of the underwater cable would require the same installation equipment to be brought back to the loch to facilitate repair. A double circuit fault would have an extended repair time to restore supplies on the transmission network which could affect the supplies of around 13,000 customers in Tongland, Castle Douglas, Gatehouse and Dalbeattie.</li> </ul>
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B18		<p><b>Polquhanity to Kendoon:</b></p> <ul style="list-style-type: none"> <li>• Forestry: Noted that retaining the existing windfirm edge, beyond construction of an overhead line through this area, of the northern-most forest block at Polquhanity is unlikely due to access constraints relating to removal of forestry once the overhead line is built.</li> <li>• It would be preferable to fell the entire area in advance of construction and replant lower growing native species, with a greater biodiversity value, within wayleave and larger native species outside 80m wayleave including Scots Pine, downy birch and aspen. Alternatively SPEN would need to put an access road in for timber extraction within the block if felled post-construction.</li> </ul>	N	<p><b>Polquhanity to Kendoon:</b></p> <p>SPEN will continue to liaise with FES in relation to the alignment, associated access, felling and replanting in this area.</p>
B19		<p><b>Bennan Forest:</b></p> <p>Forestry: Noted that the review of the Bennan Forest Design Plan has just begun and suggested that final route alignment takes account of emerging plans, and vice versa.</p>	N	<p><b>Bennan Forest:</b></p> <p>Forestry: SPEN is continuing to liaise with FES in relation to the alignment, associated access, felling and replanting in the area, including correlation with the emerging forest design plan for Bennan Forest.</p>
B20		<p>Ecology: Additional information in relation to pine marten to be taken into account during assessment stage.</p> <p>Noted that the Fleet Basin is a red squirrel stronghold site (one of only 12 in Scotland). Thinning and replanting in this area focusses on suitable species that favour red squirrel and do not encourage grey squirrels, (typically Norway spruce, Scots pine and small seeded native</p>	N	<p>Ecology: Existing FES-held data on protected species, including pine marten and red squirrel will be used to inform field surveys for 2017 and subsequent design and access as part of EIA.</p>

		broadleaves) in order to protect and enhance resilience of local red squirrel population.		
		Landscape: Raised concerns over potential visual effects associated with the proposed route paralleling the well-used forest drive (Raiders Road) south-west of Cairn Edward Hill (within the Bennan Forest Area) and advised that FES would be unlikely to support this route if the design was based on L4 towers (average 26m in height).	N	Landscape: Visibility of the preferred route (2B) from the route of the Raiders Road forest drive will be limited due to the location of the overhead line and the presence of the corridor of continuous cover forestry along this route. SPEN understands from discussions with FES that this corridor of forestry/woodland will always remain through the future management of the Bennan Forest area. Potential visibility of the overhead line from the Raiders Road will continue to form a key consideration during the alignment stage.
B21		A suggested alternative is to take the circuits on to two Trident wood poles through this section which would allow the height of the structures to be kept to a minimum and allow the existing woodland to provide a screen for the overhead lines (which would be hidden by the woodland when looking up the slope from the forest drive).	N	<p>SPEN's position, in line with nationally-recognised Electricity Networks Association Standards, is for any new connection requiring two circuits to be accommodated on steel towers. Towers installed under these standards have continuous earth wires in order to protect against faults caused by lightning strikes, to provide earth potential continuity between substations and incorporate communication and protection functions. Application of these established designs have historically ensured that SPEN's overhead lines are robust and fit for construction, operational and maintenance purposes and provide a reliable connection to the grid.</p> <p>Any reconfiguration of the circuits would be a non-standard design e.g. a double circuit wood pole section between two sections of towers. Further investigation has identified the following concerns:</p> <ul style="list-style-type: none"> <li>• A lower level of network reliability than with a continuous steel tower line;</li> </ul>

				<ul style="list-style-type: none"> <li>• Further sterilisation of land (a wider wayleave corridor would be required by introducing either a third wood pole to accommodate an earth wire or underground earth wire);</li> <li>• Increased costs associated with the installation and maintenance of a separate earth wire and the requirement to install, operate and maintain two separate overhead line routes; and</li> <li>• Asset renewal at different stages in the lifespan.</li> </ul> <p>Taking into account the factors above, SPEN proposes to use a continuous steel tower design on the Kendoon to Glenlee and Glenlee to Tongland sections of the KTR Project.</p>
B22		<p>Ornithology: National importance of the nightjar population at Bennan and Laurieston forests emphasised, along with possibility of collision risk. Asked if the section of power line passing through the core nightjar areas could be put underground to remove the issue of bird strike altogether. This would have the additional advantage of reducing the landscape impact when viewed from the Stroan Loch and Raiders Road.</p>	N	<p>Ornithology: A review of nightjar literature and evidence in relation to flights and potential collision risk has been undertaken and the preliminary findings suggest that as nightjars tend to fly relatively low to the ground (most commonly &lt;10m), and have exceptional eyesight with an associated high avoidance capacity, collision risk with the L4 tower was likely to be low. Therefore undergrounding the overhead line to avoid nightjar collisions is not considered a 'trigger for consideration' in accordance with SPEN's document <i>Major Electrical Infrastructure Projects: Approach to Routeing and Environmental Impact Assessment</i>.</p>



				<p>Consultation with FES/RSPB/Raptor Study Group, including collation of data will be used to inform design and assessment in relation to nightjar. Opportunities exist to create more nightjar suitable habitat in Bennan Forest area, and will be considered in consultation with FES/RSPB/SNH.</p>
B23		<p>Ornithology/Forestry: Described current management of forest blocks south of Cairn Edward Hill/along the Raiders Road north of Stroan Loch. This is being continually thinned to promote better stability with a view to retaining a permanent woodland area with high biodiversity and landscape values, referred to as 'Continuous Cover Forestry'. There is no future plan to fell this block of managed woodland, therefore there is a strong preference for avoidance of this area with the final alignment of the overhead line. FES provided a route alignment suggestion in this area on the basis that, if located correctly and bird strike is not an issue, could extend the area of nightjar "open" habitat.</p>	N	<p>Ornithology/Forestry: SPEN will design the alignment of the overhead line to avoid felling areas of continuous cover forestry and is actively engaging with FES/RSPB in relation to opportunities for nightjar habitat.</p> <p>SPEN reviewed the alignment suggested by FES (the Stroan Loch deviation. See appraisal tables in Appendix U and Figure 6.3c), however on the basis that this route would increase visibility from the Raiders Road and also potentially from the village of Mossdale, this option has not been selected as the preferred route in this section.</p>
B24		<p>Technical: Use of alternative overhead line types such as twin wood poles should be considered.</p>	N	<p>Technical: Please see response to issue reference B21, above.</p>
B25		<p>Wherever possible existing forestry access tracks should be utilised to avoid the need for extensive new tracks. The final alignment of the overhead line should avoid the potential for forestry blocks to become isolated/inaccessible.</p>	N	<p>SPEN is continuing to liaise with FES and other woodland owners/managers regarding use of existing accesses and avoidance of isolation of woodland blocks through the alignment design.</p>
B26		<p>Raised the multiple biodiversity sensitivities in the area which would restrict timing of all operations to non-sensitive times, i.e. outwith the breeding season.</p>	N	<p>Noted and sensitive seasons in relation to ecology and ornithology will be taken into account during the construction programme.</p>

B27		<p><b>Laurieston Forest:</b></p> <p>Noted that Laurieston Forest plan is due for review in next 3-5 years.</p> <p>Queried if there are opportunities for localised 'screening' in more low-lying areas used for informal recreation e.g. Kennick walking trails.</p>	N	<p><b>Laurieston Forest:</b></p> <p>The update to the Laurieston Forest plan is noted and SPEN will continue to liaise with FES during the alignment and EIA stage.</p> <p>The potential for 'screening' would be considered through 'Green Networks' measures.</p>
B28		<p><b>Wayleave distance and compensatory planting:</b></p> <p>The Scottish Government Control of Woodland Removal Policy places an obligation on FCS to minimise felling wherever possible and FES are unlikely to agree 80m wide corridors unless there is a very clear rationale. Therefore, any felling beyond that required to establish the operational corridor of 50m (for 132kv and above) will require a felling licence and be subject to compensatory planting and re-stocking obligation.</p>	N	<p><b>Wayleave distance and compensatory planting:</b></p> <p>SPEN will continue to work with FCS and forest managers to ensure that, where applicable, the policy is implemented</p>
B29		<p>The wholesale relocation of the transmission line from the existing established route east of the River Ken to the largely forested areas west of the Ken is something that will have big implications for FES as alluded to [in the FCS response]. If this proceeds in due course, FES will seek to minimise the impact as far as possible through hopefully close and pre-emptive liaison and planning.</p> <p>Amongst other important considerations FES will strenuously seek to minimise the amount of woodland removal along the operational corridor and to ensure any other woodland removal is suitably compensated for.</p>	N	<p>In response to consultation feedback received, SPEN has carried out an appraisal of a route option which follows the existing 132kV overhead line east of Loch Ken. The findings of the appraisal are presented in Appendix V and confirm that a route to the east of Loch Ken is not preferred over the current preferred route to the west of the loch. This is primarily due to the route option to the east of Loch Ken passing directly through the Loch Ken and River Dee Marshes SPA and Ramsar site. In addition, the current preferred route option largely avoids the settled Glenkens Valley, minimising the potential for views from settlements and principal views from residential properties. The current preferred route option also minimises potential visibility of the overhead line from a number of promoted tourist routes and key viewpoints,</p>

				<p>including Loch Ken. On this basis, SPEN is not proposing to progress a route option to the east of Loch Ken and the current SPEN preferred route (with modifications) will be progressed to the alignment and Environmental Impact Assessment EIA stage.</p> <p>SPEN will continue to liaise with both FCS and FES (and other woodland owners/managers) during the alignment and EIA stage.</p>
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## **Appendix C: Summary of responses from elected representatives**

## Appendix C: Elected representatives

Ref	Consultee	Summary of issues raised	Resulted in change	SPEN Response
C01	<b>Councillor George Prentice</b>	Welcomes consultation strategy and approach. Requests information on why the line could not be placed into Loch Ken.	N	Please refer to the response to issue B17 in Appendix B.
C02	<b>Councillor Tom McAughtrie</b>	Acknowledges the higher capital costs and additional maintenance challenges and costs associated with putting a line under Loch Ken when compared with building an overhead line. SPEN should highlight these costs in the next round of consultation.	N	Please refer to the response to issue B17 in Appendix B.
C03	<b>Councillor Finlay Carson</b>	Requests more information on the cost implications of putting the new line into Loch Ken and asks SPEN to clearly explain this during the consultation.	N	Please refer to the response to issue B17 in Appendix B.
C04	<b>Councillor Patsy Gilroy</b>	Requests information on how the towers to be removed would be taken away.	N	Any existing towers which are to be decommissioned after the KTR Project is commissioned would be removed with components (steelwork etc.) reused or recycled where possible. All foundations would be removed to a minimum depth of one metre below ground level (plough depth), the area cleared and ground reinstated to former use, in agreement with the landowner.
C05		SPEN should consider the fact that some community councils meet bi-monthly when setting up the project's Community Liaison Group (CLG) and allow them enough time to respond to the consultation before the deadline.	N	The timing and duration of the consultation was designed with the reference to the publicly available meeting cycles of the ten community councils in the consultation zones and SPEN proactively offered to attend meetings. Notwithstanding this, SPEN was open to extending

				the consultation deadline for individual councils on a case-by-case basis, where the need arose. No community councils requested an extension to the deadline.
C06	<b>Councillor Ian Carruthers</b>	Concern about the potential implications for renewables and requested clarification on the new capacity of the KTR Project.	N	Please refer to the answer in Chapter 6, paragraphs 6.2.7 to 6.2.10.
C07	<b>Councillor David McKie</b>	Questions whether removing the Tongland to Dumfries circuit will result in more supply interruptions for people supplied from Dumfries.	N	The proposed removal of the existing Tongland to Dumfries circuit should not result in additional supply interruptions in this area of the transmission network. The removal of the Tongland to Dumfries circuit will be offset against the existing single circuit from Tongland to Glenlee being replaced with a new double circuit arrangement.
C08	<b>Richard Arkless MP</b>	Requests information on how far the exhibitions were advertised and whether the group Dumgal Against Pylons was informed.	N	The exhibitions were widely publicised through the project website, a project leaflet mailed to 3,500 homes and businesses, quarter-page public notice adverts in the Galloway News, Dumfries & Galloway Standard, Galloway Gazette and Dumfries Courier newspapers, A5 posters sent to 29 local community venues, correspondence sent directly to stakeholders, including Dumgal Against Pylons, and an A-board outside events.
C09	<b>Finlay Carson</b>	Supports the idea that the area could become a national park and urges SPEN to investigate the innovative and green idea of putting the new cables under the water in Loch Ken and provide costs.	N	Please refer to the response to issue B17 in Appendix B.

## **Appendix D: Summary of responses from community councils**

## Appendix D: Community Councils

Ref	Consultee	Summary of issues raised	Resulted in change	SPEN Response
D01	<b>New Galloway and Kells Community Council</b>	Compliments SPEN's 'open and professional' consultation.	N	Noted.
D02		Asks if pylons could be replaced by a cable running down Loch Ken, on the basis of avoiding visual impact.	N	Please refer to the response to issue B17 in Appendix B.
D03		The route runs across Achie which is about to be forested. SPEN should act quickly to liaise with forestry staff to ensure land which would lie under the tower route is not made unavailable. This step would reduce the overall impact of forestation and may ease water run off which is a key concern in New Galloway.	Y	SPEN has been in dialogue with the forestry staff involved in the planting area adjacent to the Queen's Way at Achie. Informed by feedback received through the consultation process, SPEN has modified the route to increase the distance, and reduce associated residential visual amenity effects on the property at Darsalloch as well as minimising loss of woodland associated with the current Scottish Woodlands planting scheme.
D04		Concern about the impact of the line crossing the Queen's Way due to visual impact of pylons on nearby properties. Queries what can be done to mitigate the impact of pylons and whether the council would be involved in the decisions over the placing of pylons.	Y	Informed by feedback received through the consultation process, SPEN has modified the route to increase the distance, and reduce associated residential visual amenity effects on the property at Darsalloch as well as minimising loss of woodland associated with the current Scottish Woodlands planting scheme, without compromising the residential visual amenity of the property at Airie. Please see paragraphs 6.4.53 to 6.4.57 for a description of this deviation, Figure 6.3b for a map and Appendix U for the findings of SPEN's appraisal.



				<p>We are not yet at the stage of identifying a detailed route alignment which will include the locations of individual towers and poles. The process for identifying these locations within the 200m wide 'proposed route', known as micro-siting, will be a balance of environmental assessments, detailed technical assessments, landowner discussions and consideration of the feedback from this round of the consultation on local issues. Once a detailed alignment and tower locations have been identified, SPEN intends to consult on this during a third round of public and stakeholder consultation. This process will assist in the final siting of individual towers and poles.</p>
D05		<p>Concern about the preferred route where it exits the forest near Mossdale due to possible visual impact from the road, nearby homes, a popular walking route and the impact on the area's tourist potential. Requests that SPEN talks to the Galloway Glens Partnership, which is exploring the possibility of developing the natural and heritage environment in this area.</p>	N	<p>Potential visual effects, including effects on key views such as walking routes, roads and residences have been considered during the route identification and appraisal stage. Visual effects, including potential associated effects on tourism will be assessed as part of the EIA and the findings presented in the Environmental Statement.</p> <p>We believe mitigation must be related to reducing the direct and indirect effects that may result from developing the project, and we recognise that such mitigation can have wider benefits to the communities, species and habitats that may potentially be impacted by the project. Such schemes might include mitigation corridors designed to bring wider benefits to landscape and visual amenity, and which promote green places and active travel networks e.g. landscape planting/reinforcement and improving biodiversity in a particular area or the provision of local paths and cycle ways. Our experience of delivering this type of mitigation recognises that, in order to</p>

				achieve the most effective results, such proposals are best developed in partnership with local communities, landowners and relevant agencies. We are keen to work in partnership with communities and groups, such as the Galloway Glens Landscape Partnership (GGLP), and initial dialogue with such groups has been established to potentially develop and progress such proposals in parallel with the project design.
D06		Would like to see the feedback SPEN received from outside professional bodies such as the RSPB and Scottish Natural Heritage.	N	Please see Appendix A for the issues raised by these stakeholders and SPEN's responses to them.
D07		A suggestion that tracks placed beneath the line could help connect multiple off-road paths almost the length of the burgh and help develop walking in the area.	N	Access tracks installed for construction purposes will be removed following this phase, unless the landowner wishes these to remain and obtains the relevant planning permission from the local authority. However, SPEN believes mitigation must be related to reducing the direct and indirect effects that may result from developing the project, and we recognise that such mitigation can have wider benefits to the communities, species and habitats that may potentially be impacted by the project. Such schemes might include mitigation corridors designed to bring wider benefits to landscape and visual amenity, and which promote green places and active travel networks e.g. landscape planting/reinforcement and improving biodiversity in a particular area or the provision of local paths and cycle ways. Our experience of delivering this type of mitigation recognises that, in order to achieve the most effective results, such proposals are best developed in partnership with local communities, landowners and relevant agencies. We are keen to work in partnership with communities and groups, such as the Galloway Glens Landscape

				Partnership, to develop and progress such proposals in parallel with the project design.
D08		Queries whether directly-affected homes will be compensated in the manner done by renewables developers.	N	Landowners who have apparatus placed on their land would be entitled to compensation. However, there is no compensation for the potential impact of the overhead lines forming part of the project on views from individual properties. However, we recognise that the visual impact of an overhead line may be an issue for many local communities and individuals and our approach is to maximise the distance of the final route from properties wherever possible. Individual properties have been mapped out and considered as part of this stage of the routing process however, as we move forward into consideration of detailed alignments and tower locations, in some cases the residential visual impact on a property can be mitigated through micrositing of individual towers, and we would seek to do this where possible.
D09	<b>Carsphairn Community Council</b>	Wants to know when traffic management will be considered as part of the project's development.	N	Traffic management is considered at the construction phase however access/egress from the local road network which would require planning permission e.g. forming a junction with the local road network to access tower locations would be developed over the coming months once a proposed route is established. A full traffic and transport assessment will be undertaken as part of the environmental assessment for the project

D10	<b>Balmaclellan Community Council</b>	Queries whether SPEN has considered putting a cable through Loch Ken as an alternative option to an overhead line between Glenlee and Tongland.	N	Please refer to the response to issue B17 in Appendix B.
D11	<b>Balmaghie Community Council</b>	Requests evidence that that the current power lines across Loch Ken have materially affected bird movement. Doubts that the preferred route's impact on birdlife would be better due to the presence of species such as hen harriers, black grouse, merlin and osprey within its boundaries and the fact that it crosses the Black Water of Dee, is close to Loch Stroan and the Biosphere.	N	<p>Empirical evidence that the current power line across Loch Ken has materially affected bird movements could only come from studies that quantified bird movements before and after the construction of these lines, or from observational studies looking at the behaviour of local bird populations; no such studies are known to have been undertaken. However, there is a substantial body of evidence from scientific literature that demonstrates how power lines can affect bird movements, either by posing a direct risk of death or injury through collision or electrocution, or via so-called 'barrier effects', whereby birds in flight avoid power lines.</p> <p>Criteria to appraise the identified route options in relation to ornithology took account of the locations of several specially protected bird species, including all but one of the species listed by the council, and also considered the locations of sites designated for their ornithological interest (SSSIs and SPAs). These appraisal criteria were agreed with Scottish Natural Heritage and data used to inform the appraisal was provided by RSPB and the local Raptor Study Group.</p> <p>In relation to the current overhead line through the Special Protection Area (SPA), the Loch Ken and River Dee Marshes qualifies as an SPA under Article 4.1 of the EU Birds Directive on account of its wintering Greenland white-fronted goose population and also</p>

				<p>under Article 4.2 on account of its wintering greylag goose population.</p> <p>The KTR Project would be subject to a Habitats Regulations Appraisal (HRA) as part of the consenting process, on account of its proximity to the Loch Ken and River Dee Marshes SPA. The current preferred route between Glenlee and Tongland is not likely to present a substantial risk to the qualifying species of the SPA, largely because the earlier appraisal of route corridors resulted in the preferred route being sufficiently distant from the SPA. However, if the proposed route of the KTR project were to follow the route of the existing 132 kV overhead line, from New Galloway to Tongland, the potential effects requiring detailed consideration under an Appropriate Assessment (as part of the HRA) would include displacement from key feeding and roosting habitats arising from disturbance during construction and operation of the overhead line, and collision risk during the winter period.</p> <p>Feeding fields and roosting sites used by Greenland white-fronted geese at the SPA are well documented and occur on either side of the existing overhead line; hence, flight activity in this area throughout the winter will be relatively high and, as a result, the risk of collision with an overhead line in this area will be substantially higher than the risk posed by an overhead line situated within the area of the currently proposed KTR project.</p>
D12		<p>Queries whether or not the pylons (6 metres higher than the current one) would have a negative impact on these species affected by the preferred route.</p>	N	<p>The species that were taken into account during the routeing appraisals were selected because of their conservation status and because they could, potentially, be adversely affected by the presence of an overhead line, including through collision with</p>

				<p>the overhead line. Criteria to appraise the route options took account of the locations of these species and of sites designated for their ornithological interest (SSSIs and SPAs). Hence, throughout the routeing process, ornithological sensitivities, which included collision risk, helped to identify the preferred route.</p> <p>The potential effects of the project on ornithology will be evaluated as part of the EIA process. For some species, where collision with the overhead lines of the project has been identified as a risk, data on their flight activity including flight height will be collected to inform the baseline for the EIA. Hence, the implications of tower height, particularly with regard to collision risk, will be considered as part of the assessment of impact using these baseline data and other available information.</p>
D13		Queries why the new line cannot follow the same route as the current pylons if the cables across Loch Ken are laid under the water.	N	Please refer to SPEN's response in Chapter 6, paragraphs 6.2.39 to 6.2.44 for routeing east of Loch Ken and to answer B17 in Appendix B for the possibility of routeing the cable in Loch Ken.
D14		Queries what consideration SPEN has given to wildlife, such as otters and pine martens, along the area of the preferred route from Slogarie to A765, much of which goes through Laurieston Forest.	N	SPEN will be undertaking detailed environmental surveys for protected species including otters and pine martens over the coming months. The results of these surveys will influence the detailed route alignment and micrositing of towers and poles to avoid, offset or reduce potential effects on these species.
D15		Reports that, while some members of the community thought that the exhibitions/consultations at Mossdale were very comprehensive and useful, others thought it was a form of window-dressing and that the preferred	N	SPEN attaches great importance to the effect that its works may have on local communities. In seeking to achieve least disturbance, SPEN is keen to engage with key stakeholders including local communities and others who may have an interest in the project.

		<p>route down the western side of Loch Ken is already a fait accompli.</p>		<p>The purpose of the second round of consultation was to gather feedback on the preferred route for a 'continuous overhead line' and the alternative overhead line routes that have been considered as part of this process. The feedback received included a number of relevant local issues that SPEN could not obtain from the desk and field based studies undertaken to date and has led to the consideration of alternative route options which in some locations have directly influenced the selection of the proposed route.</p>
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## **Appendix E: Summary of responses from local interest groups, bodies and organisations**



## Appendix E: Interest groups

Ref	Consultee	Summary of issues raised	Resulted in change	SPEN response
E01	<b>The Galloway National Park Association</b>	<p>The objective of the GNPA is to create a national park for the benefit of people, communities and the natural environment and, in so doing, help promote sustainable economic and social development for the region.</p> <p>The potential negative visual impact of the proposed line could make The Galloway National Park Association's case for the creation of a national park harder to achieve unless suitable mitigation is considered as an integral part of the project.</p> <p><b>Zone C</b> The preferred corridor passes through part of the intended area for the Galloway national park, which was identified as an appropriate site for a further national park in the document <i>Unfinished Business: A National Parks Strategy for Scotland (2013)</i> produced by the Scottish Campaign for National Parks &amp; Association for the Protection of Rural Scotland.</p> <p>Seeks assurance that the issue will be addressed, that SPEN takes account of the fact the area will, in the near future, be proposed for national park designation and offers to work with SPEN to identify innovative mitigating steps to reduce visual impact.</p>	N	<p>The Galloway Forest Park is not currently designated as a national park, and no candidate designation exists for this area or other potential future national parks in Scotland.</p> <p>In line with the approach set out within the <i>KTR Project: Routeing and Consultation Document (October 2016)</i>, the identification and appraisal of route options does not give consideration to any future designation of this area as a future national park.</p> <p>However, one of the overarching aims of the routeing methodology is to limit potential landscape and visual effects. Paragraphs 4.1 and 4.2 of the document state: <i>"To limit visual effects of the proposed overhead lines, routes will seek to avoid high ground and ridgelines and generally follow valleys, responding to the grain of the landscape wherever possible, subject to avoiding areas of highest amenity value."</i></p>

E02	<b>Laurieston Hall Housing Co-op Ltd</b>	<b>Zone C</b> Support for the preferred route in Zone C.  Appreciates SPEN's consultation process.	N	The comments of the Co-op are noted.
E03	<b>Kendoon Village Residents Association</b>	<b>Zone A</b> Queries the reference to the property known as Stonebyres in the appraisal tables in the <i>KTR Project: Routeing and Consultation Document (October 2016)</i> .	N	The property at Stonebyres is referenced in both the Polquhanity to Kendoon and Kendoon to Carsfad appraisal tables. In the case of the new Polquhanity to Kendoon overhead steel tower line, it is proposed to align these towers to remove the oversail presented by the existing overhead line across Stonebyres. In the Kendoon to Carsfad appraisal table there is a reference to the overhead line being removed from over the property at Stonebyres, however, it is proposed to undertake a renewal of this overhead line meaning that this circuit will remain. This was an omission from the Routeing and Consultation document.
E04		Requests that the two terminal towers are located outside Kendoon substation, on the site of the existing disused Kendoon hall building.	N	We have considered the proposal to relocate the existing tower at Kendoon to the site of the recreation hall, which would involve constructing a new terminal tower and associated cable sealing compound on the site of the recreation hall. This option would add substantial cost associated with increased civil works, increased costs for cabling and creation of a cable sealing end compound. Please see Chapter 6, paragraphs 6.4.13 and 6.4.14 for information.  Therefore, following detailed consideration, we do not feel that this option presents the best balance of environmental, technical and cost considerations and would not propose to progress this option to the next phase of engineering design. On this basis, it is proposed that the preferred option is a new terminal tower for the Polquhanity to Kendoon overhead line be situated within the existing substation compound. This will be positioned and orientated to ensure that

				the conductors do not over sail the property curtilage at Stonebyres, as is the case with the existing overhead line. In relation to the Carsfad terminal tower, it is proposed to construct a like for like replacement of this tower in situ.
E05	<b>Mossdale Community Group</b>	Accepts the existing infrastructure is old and likely to need replacing but seeks information about the line's remaining lifespan.	N	<p>Overhead tower lines have a typical lifespan of around 40 years however this can be extended by undertaking refurbishment to replace tower fixtures and fittings e.g. insulators, conductors etc. and also through structural maintenance of the tower steelwork and foundations. However, these lines cannot be maintained indefinitely.</p> <p>Although the network is well-maintained, in-depth assessment of the health and condition of our assets and the performance and criticality of our circuits shows that replacement needs to be carried out soon. We assess all of the assets on our network on a regular basis, taking into account condition, design parameters and criticality as well as age. Circuit performance is also considered so that we can identify necessary improvements to our existing infrastructure to ensure that the transmission network continues to deliver the reliability, security and performance levels demanded. Further information on this matter can be found within the <i>Background to the Need Case</i> document at <a href="http://www.spendgsr.co.uk">www.spendgsr.co.uk</a></p>
E06		<b>Zone C</b> Disagrees with the choice of corridor. The group's primary preference is for the route to follow the existing line. Suspects the decision is due to 'a desire to get through the planning process as quickly as possible'.	N	<b>Zone C</b> The comments of Mossdale Community Group are noted. Corridor choice was informed by appraisal of identified corridor options, as set out in Appendix 4 of <i>The Dumfries and Galloway Strategic Reinforcement Project: Routeing and Consultation Document (May 2015)</i> . A corridor which follows the route of the existing overhead line east of Loch Ken was identified

			<p>(G/T4) and appraised as part of the wider DGSR Project. G/T4 was not progressed by SPEN as the preferred corridor on the basis of the potential for collision risk impacts on the qualifying bird species of the SPA, landscapes with lower capacity to accommodate the new overhead line, the potential for visual impacts on number of key viewpoints (including tourist routes) around Loch Ken, the relatively higher density of residential properties and cultural heritage features. However, informed by the consultation feedback received, SPEN has identified a route option which follows the existing overhead line and this has been appraised following the same criteria as the SPEN route options within G/T2.</p> <p>The findings of the appraisal are presented in Appendix V and confirm that a route to the east of Loch Ken is not preferred over the current preferred route to the west of the loch. This is primarily due to the route option to the east of Loch Ken passing directly through the Loch Ken and River Dee Marshes SPA and Ramsar Site. In addition, the current preferred route option largely avoids the settled Glenkens Valley, minimising the potential for views from settlements and principal views from residential properties. The current preferred route option also minimises potential visibility of the overhead line from a number of promoted tourist routes and key viewpoints, including Loch Ken.</p> <p>On this basis, SPEN is not proposing to progress a route option to the east of Loch Ken and the current SPEN preferred route (with modifications) will be progressed to the alignment and Environmental Impact Assessment EIA stage.</p>
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E07		The new line should be placed underground. SPEN has ignored legitimate submissions on undergrounding from stakeholders.	N	Please refer to our responses about Undergrounding in Chapter 6, paragraphs 6.2.22 to 6.2.33.
E08		Feasibility and costing of potential undergrounding solutions for infrastructure projects should be carried out earlier in a project's development stage and SPEN should review its undergrounding policy.	N	High voltage, high capacity overhead lines are the economic and reliable choice for the bulk transmission of electricity throughout the world. It is therefore our view that, wherever practical, an overhead line approach is taken when planning and designing major electrical infrastructure projects such as this. However, we appreciate that there are specific circumstances in which an underground approach should be considered. If, through the routing process, it is determined that an underground cable section is required then the approach is to minimise the length of underground cable necessary to overcome the constraint to routing. This must be consistent with a balance between technical and economic viability, deliverability and environmental considerations.
E09		Of SPEN's suggested routes, prefers alternative route 2A, or a variation of it, as the 'least worst option' for the Mossdale community on the basis that it affects fewer people and disturbs the smallest area of native woodland/NWSS.	Y	<p>The comments of Mossdale Community Group are noted. The choice of preferred route option was informed by appraisal of identified route options, as set out in Appendix 6 of the <i>KTR Project: Routing and Consultation Document (October 2016)</i>. On balance route 2B was the preferred option.</p> <p>However, informed by the feedback received as part of the consultation process, SPEN are proposing to modify the route of 2B to seek to minimise visibility of the overhead line from properties at Slogarie and the surrounding area by moving the overhead line west into the commercial forestry. Please see Chapter 6 paragraph 6.4.65 for a description of this deviation, Figure 6.3c for a map and Appendix U for the findings of SPEN's appraisal. NWSS and ASNW will be avoided</p>

				where possible during the route alignment stage in consultation with the woodland owners/managers.
E10		SPEN rejected alternative route 2A because it would adversely affect birds. But route 2A would disturb less native woodland/NWSS (only 2.7ha) than the preferred route and this non-disturbance of native woodland could be beneficial to birds.	N	As above. Route option 2A is located in proximity to the Laughengie and Airie Hills SSSI designated for qualifying bird species over a length of 7.5km. The area within the route may include breeding and foraging areas for these species, with associated potential for collision and disturbance impacts on these protected species which cannot be avoided during alignment. In relation to the preferred route 2B, SPEN will seek to minimise the loss/disturbance of native woodland through the detailed alignment stage and will also consider opportunities for mitigation planting e.g. low growing shrubs and trees within the overhead line wayleave as habitat enhancement for woodland species such as nightjar.
E11		Preferred route 2B could be improved by taking it some distance into the forest to the west.	Y	Informed by the feedback received as part of the consultation process, SPEN are proposing to modify the route of 2B to seek to minimise visibility of the overhead line from properties at Slogarie and the surrounding area, by moving the overhead line west into the commercial forestry. Please see Chapter 6 paragraph 6.4.65 for a description of this deviation, Figure 6.3c for a map and Appendix U for the findings of SPEN's appraisal.
E12		Objects to alternative routes 2C, 2D, 2E, 2F, 2G and 2H due to their closer proximity to Mossdale.	N	The comments of Mossdale Community Group are noted. The choice of preferred route option was informed by appraisal of identified route options, as set out in Appendix 6 of <i>KTR Project: Routeing and Consultation Document (October 2016)</i> .

E13		Appreciates efforts made by SPEN's employees and consultants in listening to the community.	N	These comments are noted.
E14	<b>Mossdale Community Group</b>	SPEN has not adequately addressed the question of why it was not possible to follow the existing route of pylons on the east side of the river Ken, which the group feels is the most environmentally-friendly option.	N	Please refer to SPEN's response in Chapter 6, paragraphs 6.2.39 to 6.2.44.
E15		Queries why access was not considered at an earlier stage of the project.	N	The process to date has involved consideration of a 200m wide route and access has been broadly considered as part of this. However detailed access can only be developed once a route alignment and tower positions are established. Access will also need to be discussed with landowners and the local authority as this process develops. Access routes will be identified during the detailed alignment stage and traffic and transport effects will be assessed as part of the EIA.
E16		Concern that the high altitude of the preferred route could increase the risk of faults.	N	Altitude, wind and ice loadings on the towers and conductors are some of the design factors that are carefully analysed when considering the final alignment for the overhead line. Ensuring the security of supply is one of the main influences on the specification and design for any overhead line.
E17		Abnormal load, plant and materials required for construction should be delivered to Kirkcudbright harbour before being transported north.	N	This suggestion has been noted and will be taken into account in the next stage of the design process. As individual tower locations and access arrangements are identified, the logistics for transport of construction materials will be assessed in order to identify the optimal transport plan.

E18		Queries whether SPEN has been in discussions with an ongoing initiative by Oxford University, Scottish Woodlands and Scottish Natural Heritage to reintroduce pine martens in forested areas around the Queen's Way.	N	SPEN has spoken with the Forestry Commission Scotland who own this woodland (and who have been promoting this study) to understand its aims and consider the implications of a route in this area. The information received will be used as part of the desk-based collation of background information to inform the field surveys and subsequent EIA. Pine marten will be included within the protected species surveys next year but are unlikely to form a constraint to routeing/siting in this area.
E19		Red blue quartz granite, a protected resource, is present in the area around Bennan Hill and Slogarie and affected previous Forestry Commission access road proposals.	N	SPEN's project geologist has looked at the information provided at the CLG meeting and advised that there is technically no 'red/blue quartz granite'. However, there is granite within Pluton which is rare and has a blue colouration and also a high percentage of garnet, which may be the source of red colouration. There is a large area of Pluton within the area around Clatteringshaws. In relation to protection, there are two Sites of Special Scientific Interest (SSSI) in the area associated with geology, specifically Pluton. These are located at Clatteringshaws Dam Quarry and Lea Larks. These protected areas have been avoided in the routeing process and are not within proximity of the KTR Project. The wider Pluton area is considered unlikely to constrain development as it is not exposed.
E20	<b>Galloway and Southern Ayrshire Biosphere</b>	Preferred routes are located solely within the boundary of the Biosphere, which is an international UNESCO designation and the first in Scotland to receive this accolade.	N	The comments of the Biosphere are noted.



E21		<p>Acknowledges the rationale behind the requirements to upgrade the network identified, and accepts that the proposals are much improved on the original consultation. Recognises the need for upgrading transmission networks to create a locally smart network that is able to benefit local residents and businesses.</p>	N	<p>The comments of the Biosphere are noted.</p>
E22		<p>Given the international status and value of the Biosphere designation, the area should be given the same level of protection on infrastructure projects that is afforded to national parks. Highlights the recent examples of underground cable installation in the Lake District.</p>	N	<p>The Galloway and Southern Ayrshire Biosphere Reserve comprising an area of 5,268km<sup>2</sup> covers the study area. The core areas of the Biosphere comprise designated sites which have been avoided during corridor identification and appraisal with the buffer and transition areas extending across the corridor. As outlined in paragraph 7.6 and footnote 21 in the <i>DGSR Project: Routeing and Consultation Report (May 2015)</i>, the principles of the Biosphere continued to be reflected during the routeing stage and will continue during subsequent EIA stages, through ongoing consultation with the Biosphere partnership.</p> <p>As explained in paragraph 6.2.29, where a continuous overhead line solution is not achievable, SPEN will make a clear and transparent decision on the undergrounding of a section of line. This will take into account feedback from consultations with stakeholders and the public in relation to the protection of a particular resource in terms of the benefits or drawbacks of underground cable as an alternative to an overhead line. This decision will take into account the benefit, in planning terms, that could be achieved through undergrounding, without incurring excessive cost, and the effects of the technical issues associated with undergrounding on the overall reliability and availability of the connection, the risks to economic viability, including capital and maintenance costs, and deliverability of</p>

				the project. Further information on issues which might trigger consideration of undergrounding can be found in chapter 6.5 of SPEN's document <i>Major Infrastructure Projects: Approach to Routeing and Environmental Impact Assessment</i> (available to download from <a href="http://www.spendgsr.co.uk">http://www.spendgsr.co.uk</a> ).
E23		SPEN should consider other technical options to reduce and minimise the environmental and visual impact such as an underwater cable down the length of Loch Ken rather than above ground.	N	Please refer to our response to issue B17 in Appendix B.
E24		The creation and upgrading of the network will have a negative impact on the region's fragile tourism sector which is already under considerable pressure.	N	Potential impacts on the tourism sector within the area will be taken into account during the EIA phase.
E25		Upgrading of the infrastructure within the Biosphere should be monitored by an external independent body to minimise impacts and ensure reinstatement is undertaken to a suitably high quality.	N	If consented, the overhead line will be subject to a number of conditions attached to the section 37 consent and deemed planning permission which will be required to be discharged by the Scottish Government and Dumfries & Galloway Council. It is anticipated that a number of the conditions are likely to require SPEN to undertake monitoring of the environment during construction.
E26		Links should be made to the aspirations of the Galloway Glens HLF Project which may be affected by the scope and scale of SPEN's proposals.	N	SPEN are actively engaging with the partners of the Galloway Glens Landscape Partnership project and will continue to do so through the alignment and subsequent EIA stages of the project.
E27		Need to ensure that the impacts locally are outweighed by the benefits the region receives and the initial proposals put forward do not provide that reassurance at this stage.	N	The need for the replacement and increase in capacity is addressed within SPEN's <i>Background to the Need Case (2015)</i> document which can be found at <a href="http://www.spendgsr.co.uk">www.spendgsr.co.uk</a>

E28		The Biosphere needs to be part of the formal engagement and consultation process as the project develops and seeks a further meeting to review activity and discuss opportunities.	N	The principles of the Biosphere will continue to be reflected during the EIA stages of the project and through ongoing consultation with the Biosphere partnership.
E29	<b>Gatehouse and Kirkcudbright Angling Association</b>	Praises SPEN's open and accessible consultation process.	N	The comments of the Association are noted.
E30		<b>Zone C</b> Opposes the alternative route 2A due to its potential impact on the trout fishing club's waters at Loch Lochenbreck. Particular concern on visual impact of pylons on its potential to attract visitors.	N	<b>Zone C</b> The comments of Gatehouse and Kirkcudbright Angling Association are noted. The choice of preferred route option was informed by appraisal of identified route options, as set out in Appendix 6 of the <i>KTR Project: Routeing and Consultation Document (October 2016)</i> . On balance route 2B was the preferred option.
E31		Concern about the potential impact of alternative route 2A on birdlife including a number of named species such as red kite, cormorants, herons, osprey, hen harrier and grouse.	N	As above.
E32		Pylons would be detrimental to the 'spectacular' views offered along the scenic road from Gatehouse to Laurieston, particularly east of Kenick Burn.	N	The proposed route (2B) will cross perpendicular (north to south) to the minor road and Kenick Burn, west of Laurieston. Views of the overhead line will be experienced for a short length of this route which predominantly passes through woodland (coniferous and broadleaf) with limited opportunities for open views beyond the immediate road corridor. The proposed route (2B) will avoid the avenue of mature beech trees east of Lochenbreck Cottage, instead crossing the road further east through an of recently felled coniferous forestry. The detailed design of the alignment of the route will seek to position towers so as to minimise impacts on key views from this route.

E33		Queries if cables could be placed underground or whether an underwater cable could be placed on the floor of Loch Ken for a large part of the route in Zone C.	N	Please refer to our response to issue B17 in Appendix B.
E34	<b>Dumgal Against Pylons</b>	SPEN has made every effort to try and minimise the visual impact given that an overhead line on pylons is being taken forward. Care has been taken to identify and consider key landscape, cultural and environmental features. Pleased to see mapping and consideration given to all residential properties.	N	The comments of DGAP are noted.
E35		Interested in the idea of putting a cable beneath Loch Ken. This has been done in Wastwater, where a cable was dragged by a boat. This idea should be explored in more detail rather than an overhead line being pursued as the only option.	N	Please refer to our response to issue B17 in Appendix B.
E36		<p>Other options such as under grounding, fully or in part, should be considered as this will minimise the landscape impact. Supports the view of Dumfries &amp; Galloway Council that the wider cost of landscape and tourism impact should be considered and balanced against the extra cost.</p> <p>Much of the proposed route is within the Galloway Forest Park which is Scotland's largest woodland park and a magnet for our local tourism. There is already a pylon route within the forest park and mostly it is hidden in a steep sided glen. The KTR proposal will be highly visible in two cherished places within the park – crossing the Queen's Way and the Raiders Road. Undergrounding would be highly desirable in these sections at least.</p>	N	<p>Please refer to our responses to the issue of Undergrounding in Chapter 6, paragraphs 6.2.22 – 6.2.33.</p> <p>Key views and visitor attractions will continue to be taken into account during the alignment stage and will inform the siting of towers to seek to minimise visibility and associated effects on tourism and recreational receptors.</p> <p>Potential impacts on the tourism sector within the area, including effects on visitors to/using the Queen's</p>

		<p><b>Suggestions for areas in Zone C suitable for undergrounding:</b></p> <p><b>Queen's Way:</b> This is the entrance to the forest park from the east from New Galloway leading to the popular goat park and red deer range. Plus there are a number of homes close to the preferred route. This section is a strong candidate for consideration for undergrounding.</p> <p><b>Crossing the A75:</b> The A75 is the key route through Dumfries and Galloway used by all residents and visitors. Undergrounding a short section each side would greatly reduce the impact.</p>		<p>Way and the Raiders Road will be taken into account during the EIA phase.</p> <p><b>Suggestions for areas in Zone C suitable for undergrounding:</b></p> <p>Feedback received during the consultation stage identified a number of locations where undergrounding may be beneficial, and we have considered each of these carefully to determine whether the likely environmental effects of the proposed route, on the premise that the major effect of an overhead line is visual, warrant further consideration of undergrounding. At this stage, we consider that in the locations identified will not result in very significant visual effects<sup>1</sup> and that the most effective way of causing the least visual disturbance is by careful routeing.</p>
E37		<p>There is widespread local support for a national park to be formed in Galloway. It is possible that a national park is approved before this proposal completes the planning process. Mitigation should be considered now rather than retrofitting in future years.</p>	N	<p>National parks are considered 'areas of highest environmental value' within SPEN's routeing methodology. There are currently no national parks within the study area for the KTR Project and no candidate designation exists for this area or other potential future national parks in Scotland. Should a new national park be designated by the Scottish Government within the study area, prior to SPEN submitting the section 37 applications for consent, we will consider the implications of this for routeing the project. One of the overarching aims of the routeing methodology is to limit potential landscape and visual effects as set out in the routeing strategy for the KTR Project. Paragraphs 4.1 to 4.2 of the <i>KTR Project</i>:</p>

<sup>1</sup> "Very significant" is identified through Environmental Impact Assessment (EIA) and represents a degree of likely significant adverse effect, accepting that an overhead line is likely to have a significant adverse visual effect.

				<i>Routeing and Consultation Document (October 2016) states that: "To limit visual effects of the proposed overhead lines, routes will seek to avoid high ground and ridgelines and generally follow valleys, responding to the grain of the landscape wherever possible, subject to avoiding areas of highest amenity value."</i>
E38		Future meetings of CLG should fully involve the communities impacted along the proposed route as their local knowledge will help minimise the impact of an overhead line.	N	The comments of Dumgal Against Pylons are noted and SPEN will continue to liaise with local communities, elected members and the Scottish Government through the CLG process.
E39		<p>The use of the 3D visualisations available at the exhibitions was excellent and helped us all understand the implications of the overhead line. This will be a very useful aid in pylon placement and line routeing.</p> <p>Commends the staff at the exhibitions for being knowledgeable, interested and engaged in hearing public comment and for demonstrating considerable care for the region.</p>	N	No further comment to add.
E40		If an overhead line is pursued, then SPEN's preferred route is the best route. Agrees with assessments made in the routeing assessments.	N	The comments of DGAP are noted.
E41		<p><b>Zone A</b></p> <p>Appreciates the longer route being taken through the forest west of the A713 and notes the improvement at properties at Polmaddie and Dundough with the removal of the existing overhead line and rationalisation of the network.</p>	N	<p><b>Zone A</b></p> <p>No further comment to add.</p>

E42		<p><b>Zone B</b> Concerns about the creation of a wirescape on the west of the Glenkens Valley and the impact on the Southern Upland Way. There could be longer views of the overhead line across the Glenkens and from St Johns Town of Dalry and SPEN must consider minimising the impact at the routeing stage.</p>	N	<p><b>Zone B</b> Potential cumulative visual effects arising from the introduction of overhead lines from Kendoon to Glenlee and from Earlstoun to Glenlee will be considered in detail during the detailed design and EIA stages of the project to minimise potential wirescape effects. This will include consideration of views experienced from the Southern Upland Way and St Johns Town of Dalry.</p>
E43		<p><b>Substation expansion at Glenlee:</b>  This is a large extension which will contain switchgear rather than transformers. This should mean that no greater noise will be created after construction work has been completed. However, the extension will be close to cottages and SPEN should consider landscaping and screening at an early stage. Some early planting with native species now will help integrate the substation in a few years' time.</p>	N	<p><b>Substation expansion at Glenlee</b>  Mitigation of potential landscape and visual effects associated with the extension of Glenlee substation will be considered during the detailed design and subsequent EIA stages of the project, including early implementation of landscape mitigation planting.</p>
E44		<p><b>Zone C</b> Support for preferred route.  SPEN must consider the vistas when the commercial plantations are cropped. The Forestry Commission Scotland (FCS) has been replanting areas with native trees to soften the margins of the plantations and this will help in future. These areas such as the ancient woodland and native woodland planting along the Gatehouse to Laurieston road must be preserved. The broadleaved woodland just west of Laurieston is a valuable habitat for a number of red list species of birds.</p>	N	<p><b>Zone C</b>  Liaison with FCS and other woodland owners/manager will continue throughout the alignment and EIA stages to seek to minimise both short-term and long-term landscape and visual, ecological and woodland management effects wherever possible. Opportunities for habitat enhancement will also be considered.</p>

		<p>The wayleaves or rides that will be cleared to accommodate the line safely will create an opportunity for wildlife. Some under planting with shrubs could create corridors for wildlife such as nightjars, long eared owls and opportunities for black grouse leks. Introducing ponds would also benefit wildlife. The loss of commercial forest could be replaced elsewhere in the forest park. The route keeps the overhead line west of Laurieston and avoids the fishing loch and residential property and holiday cottage at High Lochenbreck in the east.</p>		
E45		<p><b>Raiders Road:</b> This is a popular forest drive in the summer months as well as being used by walkers and cyclists. It should be treated sensitively in the route alignment.</p>	N	<p><b>Raiders Road:</b> Any potential impacts on recreation and tourism within the area will be taken into account during the detailed design and EIA phase.</p>
E46		<p><b>Red Kite Trail:</b> The recent RSPB report proves the economic benefit of the Red Kite Trail to the whole of Dumfries and Galloway. The presence of an overhead line is likely to diminish the visitor experience, particularly important for returning visitors. Vistas from the published tourist route must be considered in the line routeing stage.</p> <p>Aware of reports of important raptor species to the north of the Galloway Forest Park and hopes that potential disturbance is minimised.</p>	N	<p><b>Red Kite Trail:</b> As above.</p> <p>The proposed route within Zone C (2B) reduces the length of overhead line within close proximity to and visible from the route of the Galloway Red Kite Trail. Potential effects on views from this promoted tourist route will be considered during the detailed design and EIA stages of the project.</p> <p>Annex 1 raptors will be considered further during the alignment and EIA stage.</p>



E47		<p><b>Tongland:</b> The pylons will closely follow the existing route but the taller and bulkier pylons will be more visible on the entrance route to Kirkcudbright, a popular tourism centre. Careful placement of individual pylons could reduce the impact. Undergrounding may be possible here but the undulating nature of the ground may preclude this option. Argrennan Mains and Cottages are a potential problem area.</p>	N	<p><b>Tongland:</b> The alignment and EIA stages of the project will consider the potential visual effects associated with the proposed route near Argrennan Mains and Argrennan Cottages, and as the route approaches Tongland substation, taking account of potential views experienced from the A711 and A762 when travelling to and from Kirkcudbright.</p>
E48		<p>Welcomes the removal of the existing overhead line, especially between Tongland and Dumfries.</p>	N	<p>The comments of DGAP are noted.</p>

## **Appendix F: Project leaflet**

# Powering the future

## Kendoon to Tongland 132kV Reinforcement Project



A 132kV overhead line, similar to some of those required between Kendoon and Tongland

**Public consultation - October 31 until December 21, 2016**  
**Deadline for feedback January 13, 2017**

### Background

Last year SP Energy Networks consulted communities about our plans to modernise Dumfries and Galloway's ageing electricity network and expand its capacity. The Dumfries and Galloway Strategic Reinforcement Project included proposals for a new 400,000-volt (400kV) west-to-east overhead line from the South Ayrshire coast to Cumbria, four new high voltage substations and new 132,000-volt (132kV) north-to-south overhead lines between Kendoon and Tongland.

Since then the future needs of the transmission network have changed. To make sure our proposals are the most efficient and economical, we carried out a cost-benefit

analysis with National Grid, the GB Transmission System Operator. As a result, the scope and scale of our original proposals have been reduced. However, we still need the new 132kV overhead lines to replace existing ones that are at the end of their operational life so that we can guarantee local electricity supplies for generations to come.

That means we are only going ahead with proposals for the new 132kV overhead lines between Kendoon and Tongland. To avoid confusion with the original scheme, the reduced proposal will be called the Kendoon to Tongland 132kV Reinforcement Project, or KTR Project, from now on.

### More information

This leaflet is just a guide to the project and the consultation. For more detailed information about the project, the process, and the work we've done so far please visit our website [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

### The second round of consultation

Hundreds of people responded to our first round of consultation in 2015, helping us identify the best broad corridor of land within which the new KTR Project could be built. Since then we have been working to find potential routes for new overhead lines within that area, and now we want to know what people think about them.

See inside for more information, a map, details of public exhibitions, how you can make contact and how you can give us your views.

**Please make sure you send us your feedback by midnight on January 13, 2017**

## The Kendoon to Tongland 132kV Reinforcement Project

The project involves replacing the following existing 132kV overhead lines, which are all supported on steel towers at the moment:

### 1. Polquhany (3km north of Kendoon) to Kendoon

This will involve building a new 132kV double circuit overhead line supported on steel towers (type L7).

### 2. Kendoon to Glenlee

This will involve building a new 132kV double circuit overhead line supported on steel towers (type L7).

### 3. Carsfad to Kendoon

This will involve building a new 132kV single circuit overhead line supported on wooden poles.

### 4. Earlstoun to Glenlee

This will involve building a new 132kV single circuit overhead line supported on wooden poles.

### 5. Glenlee to Tongland

This will involve building a new 132kV double circuit overhead line supported on steel towers (type L4).

In addition, although we will not need to build any new substations, we will need to extend our existing 132kV substation at Glenlee to the south west by approximately 90m by 40m. We may also need to carry out a minor boundary extension to the existing Kendoon substation.



Existing 132kV substation at Glenlee

We can't remove the existing overhead lines until the new ones are built. But when the project is complete, they will be taken down. Once all these new lines are built we can remove approximately 90km of existing lines, which also includes the existing overhead line between Tongland and Dumfries.

## How do the new overhead lines differ?

Our new overhead lines will be mostly double circuits. This means they can carry more power compared to the existing single circuit lines. This is the most efficient way to provide the extra resilience and security the local electricity supply needs. It will also provide some extra capacity, giving us more flexibility for future developments. However, we will need to use a different, larger type of steel tower to support the new overhead lines. The diagram below shows our existing towers (PL1), which have a standard height of 20m, and our proposed new towers (L4 and L7), which have standard heights of 26m and 27m respectively. The new towers will also have six arms instead of three. That's because each of the two new circuits has three sets of wires and there is also an earth wire which runs along the top.

At some points we can still use single circuit overhead lines but these will be supported on wooden poles rather than the steel towers which are there at the moment.



The single circuit 132kV overhead line between Glenlee and Tongland

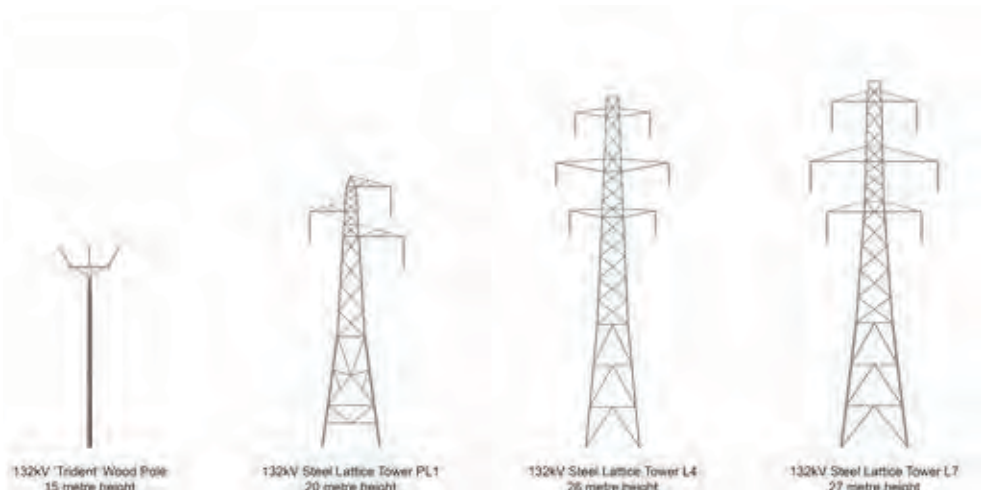


Illustration of standard heights of existing and proposed structures

## The public consultation

The last round of consultation helped us identify the proposed corridors, which have formed the basis of the study area for potential route options.

You can see the corridor, the existing overhead lines and our preferred routes for the new overhead lines on the maps inside this leaflet.



A typical 132kV wooden pole overhead line

## Preferred routes



View towards Loch Ken and existing 132kV line

SP Energy Networks has been working with independent environmental consultants to identify options for potential routes. We then appraised each option for its impact on various criteria including local views, the character of the landscape, biodiversity, cultural heritage, flood risk, forestry and other land uses. Our preferred routes are the ones that we believe balance our technical requirements with the impact on the environment and the people who live, work and enjoy spending their spare

time in the area. However, this consultation is to help us find your views on the preferred routes so we can test our findings against your feedback before we proceed any further.

More information about the preferred routes, including details of the alternatives we considered, can be found in our KTR Project Routeing and Consultation Document (October 2016) which is available on the project website or at one of our exhibitions or information points.

## What we would like your views on

In the second round of consultation we would particularly like your opinions on:

- The preferred routes;
- Any of the alternative route options we considered during the appraisal process;
- The removal of the existing overhead lines; and
- Any other issues, suggestions or feedback you would like us to consider. We would particularly like to hear your views on your local area, for example areas you use for recreation, local environmental features you would like us to consider, and any plans you may have to build along the line route.

We plan to publish the results of this consultation early in 2017 and will give you another chance to comment on the proposals as they develop in future.

See the back page for all the ways you can make your views known, or contact us with your queries:

Freephone: 0800 157 7353

Email: [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk)

Post: FREEPOST SPEN DGSR



## How to make your views known

Our second round of consultation will run for eight weeks from October 31 until December 21, 2016. However, due to Christmas, we are allowing people until January 13, 2017 to send in their feedback. Below are the best ways to find out more or talk to us.

**Come and meet us:** We're holding four public exhibitions (see inside for details). Here you can see detailed maps, see our plans first hand, talk to members of the project team and pick up a feedback form.

**Visit the website:** Our dedicated website [www.spendgsr.co.uk](http://www.spendgsr.co.uk) has lots more information. You can view or download all the project documents, send us your feedback online and sign up for project updates by email.

**Call us:** Our Freephone number is **0800 157 7353**. Lines are open during normal office hours. Outside these hours you can leave a message but be sure to leave your contact details so we can call you back. Call us for information or to request a feedback form.

**Write to us:** Email us at [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk) or write to us at **FREEPOST SPEN DGSR** (no stamp needed, just write the address exactly as it appears in a single line).



### What happens next?

SP Energy Networks attaches great importance to the effect its work may have on the environment and local communities and is keen to hear the views of local people to help develop the project in the best way.

The KTR Project is a national development and needs consent from the Scottish Ministers under Section 37 of the Electricity Act. There will be one further round of consultation before our application is submitted which will focus on the detailed route alignment. After we have submitted our application with the accompanying Environmental Statement, the Scottish Government's Energy Consents and Deployment Unit will carry out formal statutory consultation with the public and stakeholders such as Dumfries and Galloway Council. We aim to complete the project by 2023.

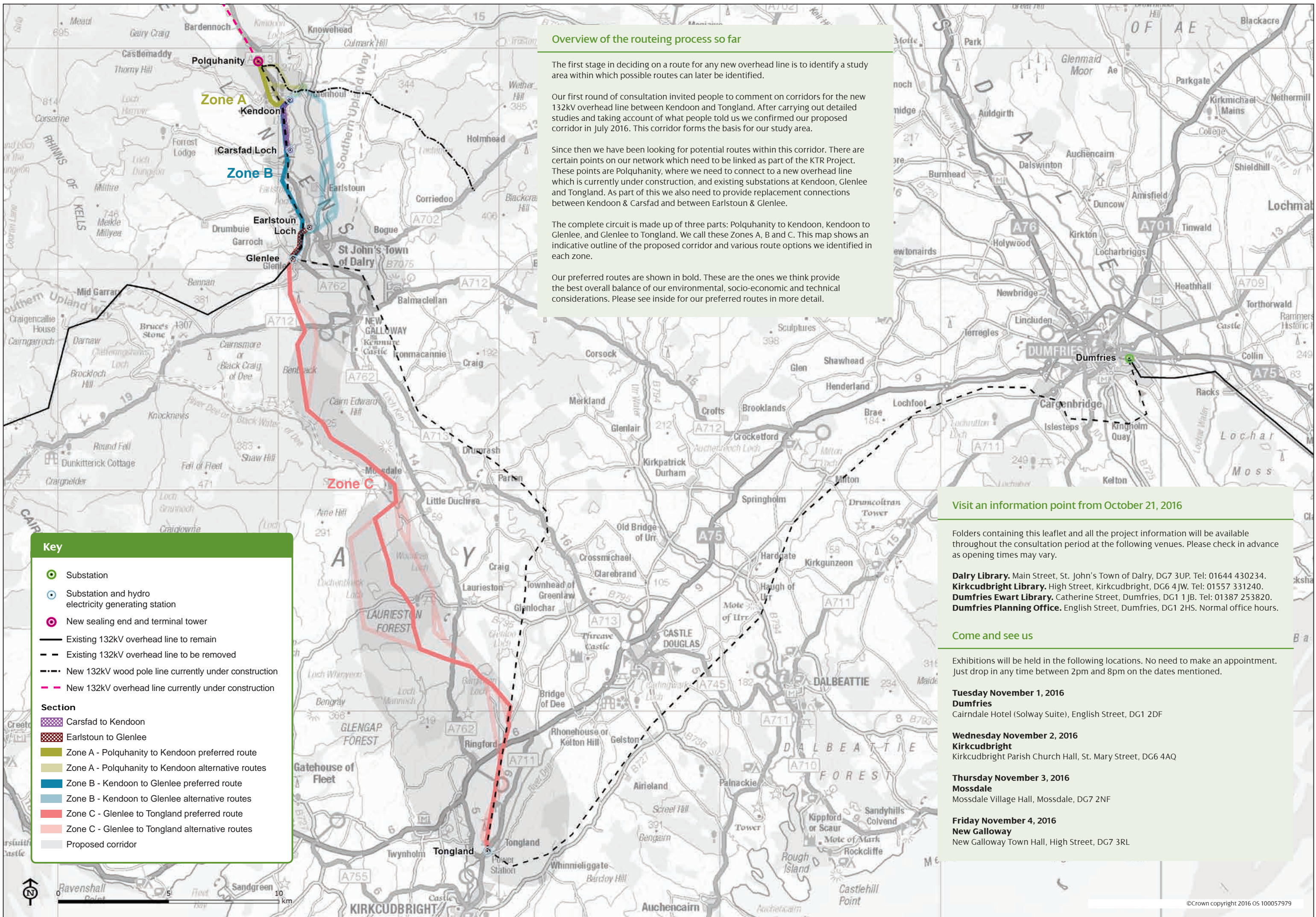
### Key project documents

The following documents are also available which provide more detail about the project. You can find them on our website and at information points:

- **KTR Project: Routeing and Consultation Document (October 2016)** - For information about the process we followed to identify our preferred routes.
- **Summary of Feedback from 2015 Consultation, which remains relevant to a revised scheme** - Which contains the feedback we got in the first round of consultation and how this influenced our proposed corridors.
- **Dumfries and Galloway Strategic Reinforcement Project Conclusions Report, Executive Summary** - An excerpt from the document submitted to Ofgem explaining how studies into the original DGSR Project resulted in the reduced KTR Project.
- **SP Energy Networks: Approach to Routeing and Siting Major Transmission Infrastructure** - Describing the approach SPEN takes to routeing overhead lines.

If you would like a large text or alternative version of this document please contact us on **0800 157 7353** or go to our website [www.spendgsr.co.uk](http://www.spendgsr.co.uk).





### Overview of the routeing process so far

The first stage in deciding on a route for any new overhead line is to identify a study area within which possible routes can later be identified.

Our first round of consultation invited people to comment on corridors for the new 132kV overhead line between Kendoon and Tongland. After carrying out detailed studies and taking account of what people told us we confirmed our proposed corridor in July 2016. This corridor forms the basis for our study area.

Since then we have been looking for potential routes within this corridor. There are certain points on our network which need to be linked as part of the KTR Project. These points are Polquharity, where we need to connect to a new overhead line which is currently under construction, and existing substations at Kendoon, Glenlee and Tongland. As part of this we also need to provide replacement connections between Kendoon & Carsfad and between Earlstoun & Glenlee.

The complete circuit is made up of three parts: Polquharity to Kendoon, Kendoon to Glenlee, and Glenlee to Tongland. We call these Zones A, B and C. This map shows an indicative outline of the proposed corridor and various route options we identified in each zone.

Our preferred routes are shown in bold. These are the ones we think provide the best overall balance of our environmental, socio-economic and technical considerations. Please see inside for our preferred routes in more detail.

### Key

- Substation
- Substation and hydro electricity generating station
- New sealing end and terminal tower
- Existing 132kV overhead line to remain
- Existing 132kV overhead line to be removed
- New 132kV wood pole line currently under construction
- New 132kV overhead line currently under construction

### Section

- Carsfad to Kendoon
- Earlstoun to Glenlee
- Zone A - Polquharity to Kendoon preferred route
- Zone A - Polquharity to Kendoon alternative routes
- Zone B - Kendoon to Glenlee preferred route
- Zone B - Kendoon to Glenlee alternative routes
- Zone C - Glenlee to Tongland preferred route
- Zone C - Glenlee to Tongland alternative routes
- Proposed corridor

### Visit an information point from October 21, 2016

Folders containing this leaflet and all the project information will be available throughout the consultation period at the following venues. Please check in advance as opening times may vary.

- Dalry Library.** Main Street, St. John's Town of Dalry, DG7 3UP. Tel: 01644 430234.
- Kirkcudbright Library.** High Street, Kirkcudbright, DG6 4JW. Tel: 01557 331240.
- Dumfries Ewart Library.** Catherine Street, Dumfries, DG1 1JB. Tel: 01387 253820.
- Dumfries Planning Office.** English Street, Dumfries, DG1 2HS. Normal office hours.

### Come and see us

Exhibitions will be held in the following locations. No need to make an appointment. Just drop in any time between 2pm and 8pm on the dates mentioned.

- Tuesday November 1, 2016**  
**Dumfries**  
Cairndale Hotel (Solway Suite), English Street, DG1 2DF
- Wednesday November 2, 2016**  
**Kirkcudbright**  
Kirkcudbright Parish Church Hall, St. Mary Street, DG6 4AQ
- Thursday November 3, 2016**  
**Mossdale**  
Mossdale Village Hall, Mossdale, DG7 2NF
- Friday November 4, 2016**  
**New Galloway**  
New Galloway Town Hall, High Street, DG7 3RL

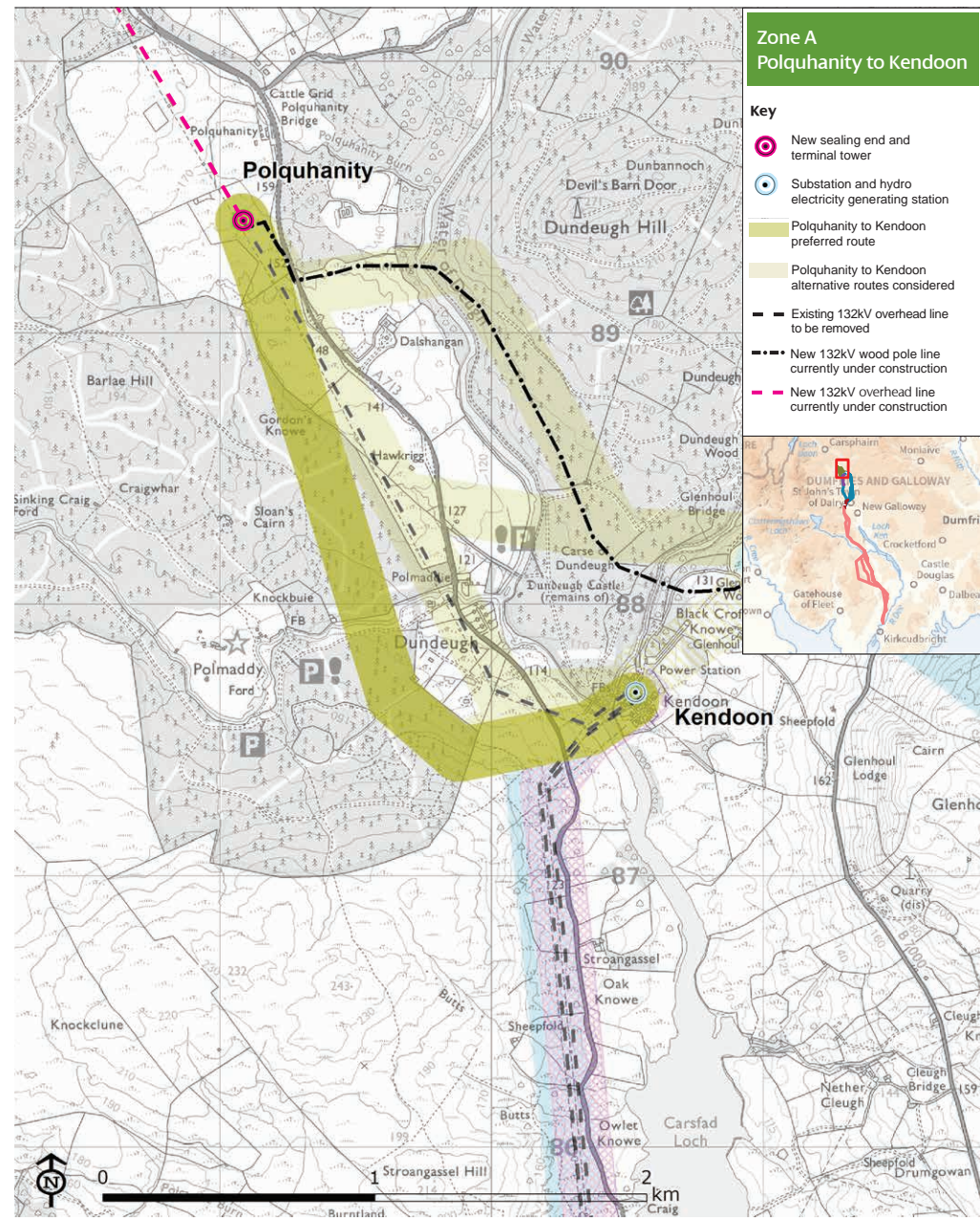


## Our preferred routes

After studying landscape, environment, technical requirements and stakeholder feedback we identified a number of possible routes in each zone. Each was compared against the others in the same zone for:

- Length;
- Biodiversity and geological conservation (natural heritage);
- Landscape and visual amenity (including recreation and tourism);
- Cultural heritage;
- Land use (including committed development and forestry); and
- Flood risk.

The one we felt delivered the best overall balance in each zone became our preferred route in that zone. You can find full descriptions of all the routes we considered, our assessment of them and our conclusions in our Routing and Consultation Document (October 2016).



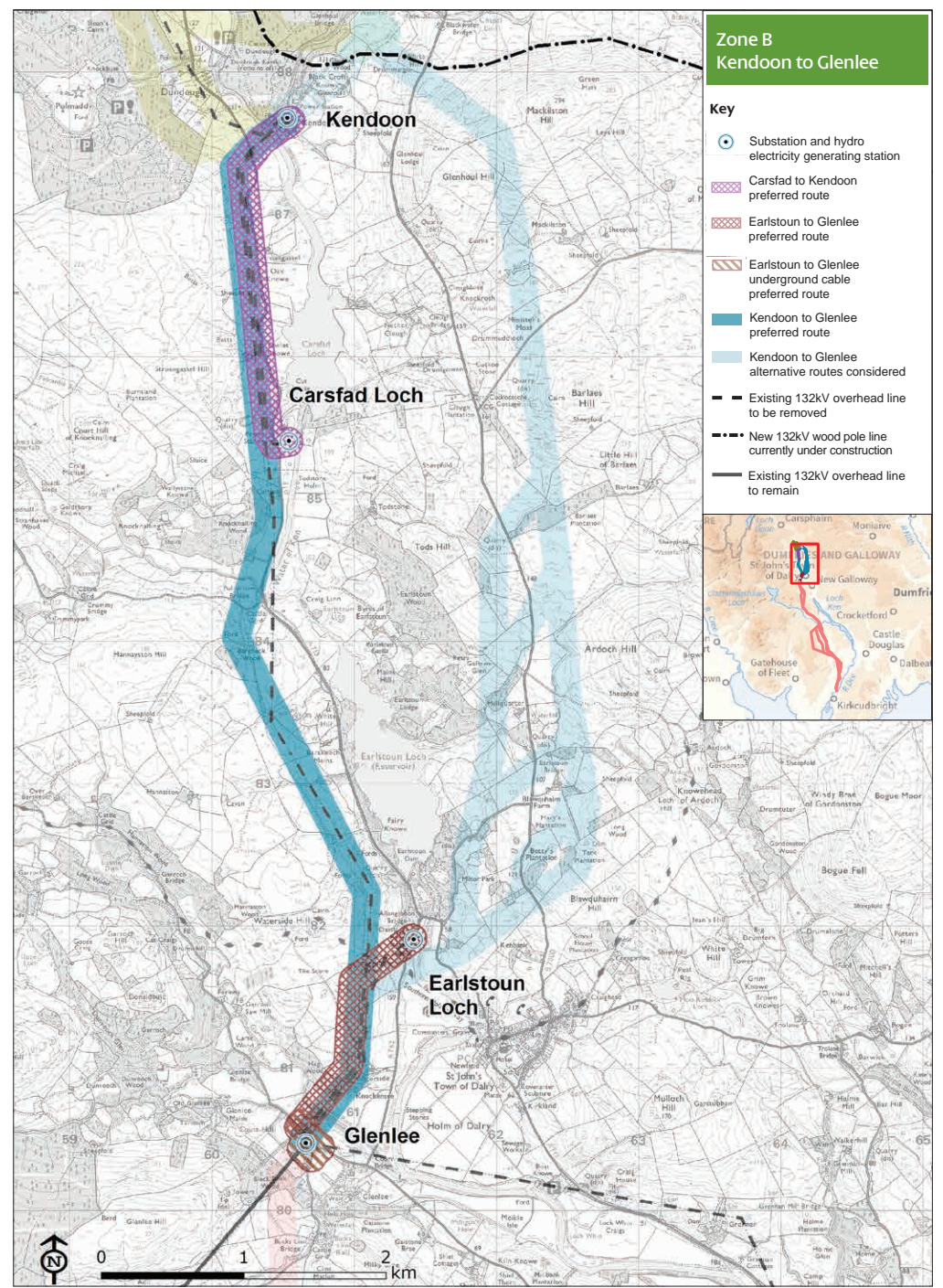
### Zone A: Polquharity to Kendoon

In this zone, the line starts at the point where another overhead line ends. It finishes at the existing Kendoon substation.

At the moment, the 132kV overhead line in this area is a mixture of single and double circuits supported on steel towers with a standard height of 20m. It will be replaced by a new double circuit 132kV overhead line supported on L7 steel towers with a standard height of 27m.

The substation at Kendoon may also need a small boundary extension to accommodate new connection works.

We identified six route options in Zone A. Our preferred one is the one furthest west. It heads south-east from Polquharity into coniferous forestry at the eastern edge of the Galloway Forest Park. It emerges from forestry south-west of Dundee before turning east, north-east over the A713 and the Water of Ken to Kendoon substation.



### Zone B: Kendoon to Glenlee

This zone requires three new 132kV overhead lines. One will be supported on steel towers. The other two will be supported on wooden poles.

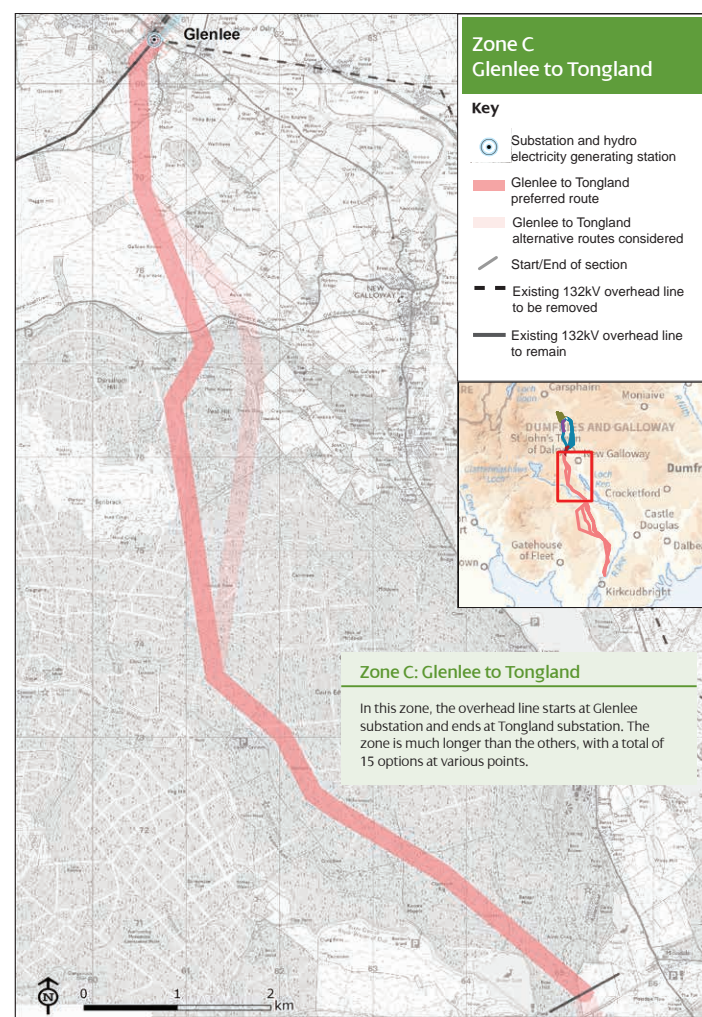
At the moment the three existing 132kV overhead lines consist of single and double circuits supported on PL1 steel towers with a standard height of 20m. They will be replaced by:

- A new double circuit 132kV overhead line between Kendoon and Glenlee supported on L7 steel towers with a standard height of 27m;
- A new 132kV overhead line between Carsfad and Kendoon on wooden poles with a standard height of 15m; and
- A new 132kV overhead line between Earlstoun and Glenlee on wooden poles with a standard height of 15m.

**Kendoon to Glenlee:** We identified six possible routes for the new 132kV overhead line on steel towers. Our preferred route follows the existing line south along the western slopes of the Glenkens Valley before turning south-west near Knocknalling Wood. It joins the existing line near Glen Strand before heading across the mid-slopes of the Glenkens Valley, through Hag Wood and across Coom Burn into Glenlee substation.

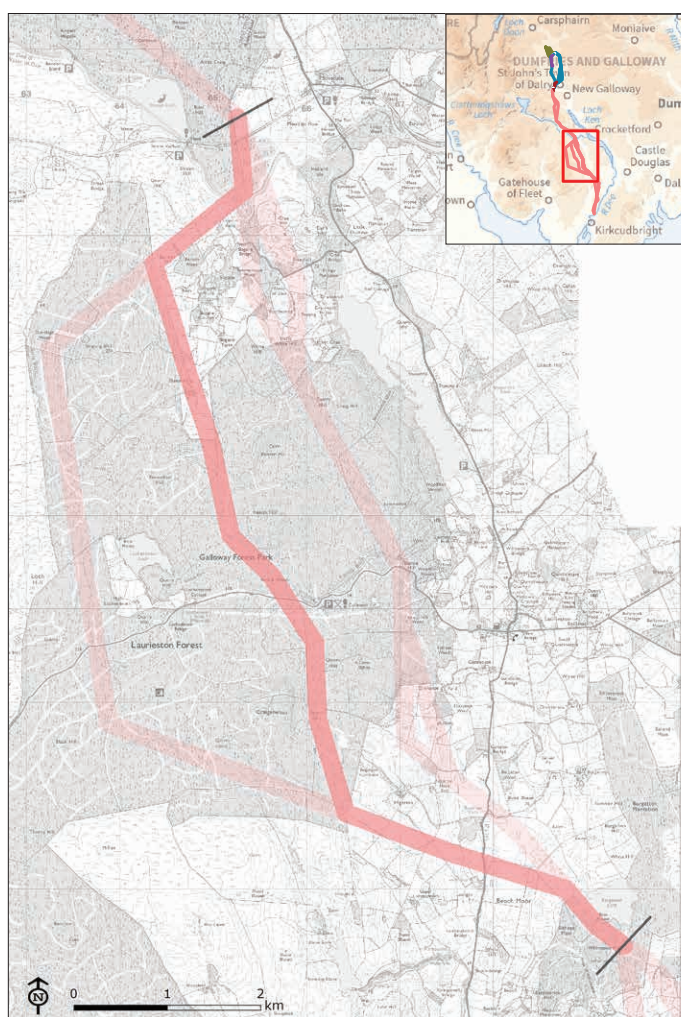
**Carsfad to Kendoon:** Only one possible route was found for this new 132kV overhead line, which will be largely on wooden poles. It heads west from Carsfad hydro power station across the A713 then turns north across the western slopes of the Glenkens Valley. At the head of Carsfad Loch it crosses the A713 towards the Water of Ken, before transferring to steel towers to cross the Water of Ken into Kendoon substation.

**Earlstoun to Glenlee:** Only one possible route was found for this new 132kV overhead line, which will be largely on wooden poles. It heads south-west from Earlstoun hydro power station and then turns south, following the route of the existing overhead line through the Glenkens Valley. It then heads south-west through Hag Wood and over Coom Burn. Next to Glenlee substation, the line transfers to an underground cable along a minor road and into an extension to the substation.

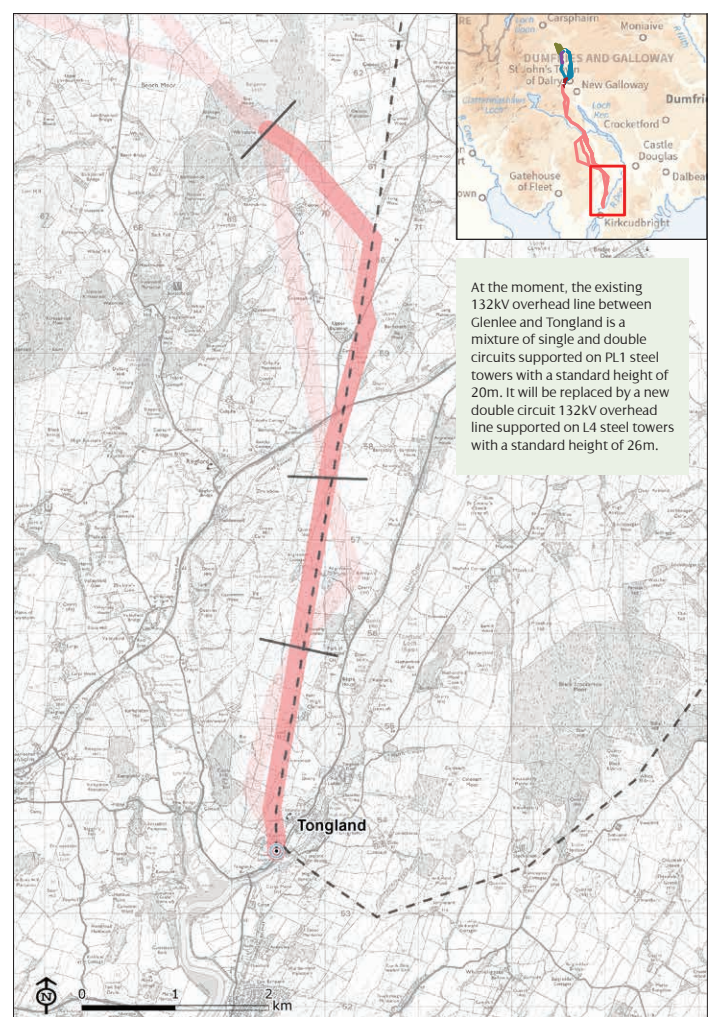


### Zone C: Glenlee to Tongland

In this zone, the overhead line starts at Glenlee substation and ends at Tongland substation. The zone is much longer than the others, with a total of 15 options at various points.



The preferred route heads south past Stroan Viaduct and then south-west through coniferous woodland. West of Bennan Hill, it turns south again, passing between the higher ground of Slogarie Hill and the designed landscape of Slogarie House. The route heads south, south-eastwards around the western flanks of Kenick Hill crossing the minor road at Kenick Wood and emerging from the coniferous forestry at the south-eastern edge of Laurieston Forest.



From Bargatton Loch the preferred route heads south-east until reaching the existing overhead line south-west of Dunlop. It then follows the existing overhead line quite closely, passing east of Upper Balannan and crossing the A75 north-east of Ringford towards Tongland substation.

Our preferred route heads west from Glenlee, following an existing overhead line up the western slopes of the Glenkens Valley. It then turns south-west and then south, south-east near Bucks Linn Bridge to cross higher ground between Shiel Hill and Gallows Knowe. It then crosses the A712 and Knocknailing Burn to enter the coniferous forestry of Galloway Forest Park. From here it runs south, avoiding the highest ground of Peal Hill, before turning south-east around Cairn Edward Hill and Bennan Hill and east of Stroan Loch.



## **Appendix G: Printable feedback form**

# Feedback form

Kendoon to Tongland 132kV Reinforcement Project

## Consultation on preferred routes

**The last day for submitting feedback is January 13, 2017**

SP Energy Networks owns and manages the electricity transmission system across southern Scotland. We are part of the ScottishPower Group.

Eventually, SP Energy Networks will need to apply to the Scottish Government for consent to construct each proposed overhead line.

We are proposing to replace and upgrade some of the 132,000-volt (132kV) overhead lines in Dumfries and Galloway because they are at the end of their operational life. We want to do this by building new 132kV overhead lines between Kendoon and Tongland.

More information about the project and the consultation process can be found in the project leaflet and the KTR Project: Routeing and Consultation Document (October 2016), which are both available on the consultation website [www.spendgsr.co.uk](http://www.spendgsr.co.uk).

## ABOUT YOU

Please provide the information requested below. Fields marked with an \* are compulsory.

Title (Mr . Ms . Mrs. etc.): .....

First name\*: .....

Surname\*: .....

Are you responding on behalf of an organisation? Yes  No

If yes, which one:

Address: .....

Postcode: .....

Telephone: .....

Email (if you would like to receive updates when there is project news): .....

Age range: 18 and under  19-34  35-50  51-65  over 65

Did you attend one of our exhibitions? Yes  No

Keeping your details safe

SP Energy Networks is committed to respecting your privacy and will comply with all applicable data protection and privacy laws. We're consulting you to get your views on the Kendoon to Tongland 132kV Reinforcement Project, so we may need to share your information with certain other bodies for the purposes of the consultation and for creating reports. These are: other ScottishPower Group companies; third party service providers, contractors or advisors who provide services to us; the Scottish Government; and relevant local planning authorities.

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## Kendoon to Tongland 132kV Reinforcement Project

### Have your say

You can submit your comments in a number of ways

1. Complete and return this feedback form at an exhibition (see our website [www.spendgsr.co.uk](http://www.spendgsr.co.uk) for details of these);
2. Send us your completed form or other comments by post for free. Just pop it in an envelope and write **FREEPOST SPEN DGSR** in a single line. Nothing else is needed;
3. Complete the online version of the form on our website, [www.spendgsr.co.uk](http://www.spendgsr.co.uk); or
4. Email us your comments at [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk).

If you have any questions about the form, the project or the consultation process, please give us a call on FREEPHONE: **0800 157 7353**.

### What we are consulting on

This is our second public consultation on the project. In this consultation, we'd like to know:

- Your views on our preferred routes;
- If you have comments about any of the alternative routes we considered;
- What you think about the potential removal of existing overhead lines in some areas; and
- Any other factors you would like us to consider. We would particularly like to hear your views on your local area e.g. areas you use for recreation, local environmental features you would like us to consider, and any plans you may have to build anything along the routes.

We will publish a report of the second round of public consultation early next year and give you another chance to comment on the detailed proposal as the project develops.

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#### Q1. Zone A: Polquhanity to Kendoon

Our existing 132kV overhead line between Polquhanity (about 3km north of Kendoon) and Kendoon substation is a mixture of single and double circuits supported on steel towers. It will be replaced by a new 132kV double circuit overhead line on steel towers.

Do you have any comments on the preferred or alternative routes in this area?

Please continue on a separate sheet marked Q1, if necessary:



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## Kendoon to Tongland 132kV Reinforcement Project

### Q2. Zone B: Kendoon to Glenlee

The existing 132kV overhead line in this area is a mixture of single and double circuits supported on steel towers.

It will be replaced by three new lines. There is a separate preferred route for each line. We need to complete all three routes as part of the KTR Project.

One route starts at Kendoon substation and ends at Glenlee substation. This will be a new 132kV double circuit overhead line on steel towers.

One route starts at Carsfad substation and ends at Kendoon substation. This will be a new 132kV single circuit overhead line supported on wooden poles.

One route starts at our Earlstoun substation and ends at Glenlee substation. This will be a new 132kV single circuit overhead line supported on wooden poles.

Do you have any comments about any of the preferred or alternative routes in this area?

Please continue on a separate sheet marked Q2, if necessary:

### Q3. Zone C: Glenlee to Tongland

Our existing 132kV overhead line between Glenlee substation and Tongland substation is single circuit supported on steel towers. It will be replaced by a new 132kV double circuit overhead line on steel towers.

Do you have any comments on the preferred or alternative routes in this area?

Please continue on a separate sheet marked Q3, if necessary:

---

## Kendoon to Tongland 132kV Reinforcement Project

### Q4. Proposed work at substations

Although we will not need to build any new substations, we will need to extend our existing substation at Glenlee to the south west by approximately 90m by 40m.

Do you have any comments on our substation proposals?

Please continue on a separate sheet marked Q4, if necessary:

### Q5. How did you find out about the project and the consultation?

- |   |  |
|---|--|
| <input type="checkbox"/> Advert                       | <input type="checkbox"/> Poster        |
| <input type="checkbox"/> Media                        | <input type="checkbox"/> Website       |
| <input type="checkbox"/> Letter                       | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Leaflet                      | <input type="checkbox"/> Social media  |
| <input type="checkbox"/> Other, please specify: ..... |  |

Q6. Please give us your views about the consultation process.

Please continue on a separate sheet marked Q6, if necessary:

---

## Kendoon to Tongland 132kV Reinforcement Project

**Q7.** Are there any other comments you would like to make?

Please continue on a separate sheet marked Q7, if necessary:

### **Thank you**

Your views are essential to making this project a success.

You must return the form to us by **no later than January 13, 2017.**

Post your completed form to **FREEPOST SPEN DGSR**

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## Appendix H: Schedule 9 Statement

Schedule 9 Statement

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*SP TRANSMISSION LIMITED*

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**Statement on Preservation of Amenity  
in accordance with Schedule 9  
of the Electricity Act 1989**

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# **Statement on Preservation of Amenity & Fisheries in Scotland in Accordance with Schedule 9 of the Electricity Act 1989**

## **1 Introduction**

SP Transmission Limited (“SP Transmission”) has a duty under Schedule 9 of the Electricity Act 1989 (“the Act”) to have regard to the preservation of amenity.

This requires the relevant licence holder, when formulating proposals relating to the construction or extension of electric lines or the carrying out of other works in connection with the transmission or supply of electricity, to take account of the effects the proposals would have on the natural beauty of the countryside, on any flora, fauna, buildings or objects of historical interest and sites and structures of archaeological interest. It is also required to take reasonable actions to mitigate the effects of its proposals on amenity.

This Statement sets out how SP Transmission will carry out these duties in developing and maintaining its network.

## **2 Background**

SP Transmission Limited is a wholly owned subsidiary of Scottish Power UK plc and holds an electricity transmission licence for Central and Southern Scotland. Its transmission network includes around 4000 circuit kilometres, both overhead and underground, and is operated at voltages of 132 kV and above.

Its authorised area include sites of national and international nature conservation, and many protected historic and archaeological sites and buildings, as well as dense housing and some heavily industrialised areas, particularly bordering on the Firth of Forth and the River Clyde.

SP Transmission has a statutory duty to develop and maintain an efficient, co-ordinated and economical system of electricity transmission. It needs to take this and other statutory duties into account, including those relating to preservation of amenity, when developing and carrying out investment projects.

This statement deals only with those environmental obligations falling under Schedule 9 of the Act. SP Transmission has a number of other environmental requirements and has a range of policies and procedures to meet these that are not covered here. Additional information on the environmental performance of the businesses in the ScottishPower group is reported annually within its corporate environmental report.

### **3 Statutory Requirements**

The Act says that a licence holder, when formulating 'relevant proposals':

“(a) shall have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geographical or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest; and

(b) shall do what he reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or any such flora, fauna, features, sites, buildings or objects.” (Schedule 9, 1(1))

'Relevant proposals' mean any proposals:

“... (b) for the installation (whether above or below ground) of an electric line; or

(c) for the execution of any other works for or in connection with the transmission or supply of electricity.” (Schedule 9, 1(3))

In addition, in respect of Scotland, the Act prescribes that:

"... A licence holder... shall avoid, so far as is possible, causing injury to fisheries or to the stock of fish in any waters." (Schedule 9, 3(3))

SP Transmission's guidelines for meeting its Schedule 9 obligations are set out overleaf.

## ***SP TRANSMISSION'S SCHEDULE 9 GUIDELINES***

Where any of our operations or any proposed developments or projects comprise a "relevant proposal" we will observe the following guidelines:

### **1. Established Need**

We will seek to construct new lines or substations only where the existing infrastructure cannot be upgraded to meet security of supply requirements, or where an increase in demand for electricity transportation capacity is foreseen which cannot be satisfied by other means or where new connections to customers are required.

### **2. Designated Areas for Amenity**

We will pay due regard to the need to preserve and maintain amenity, particularly within the areas of the greatest landscape, wildlife or cultural amenity, such as National Parks, National Scenic Areas, Sites of Special Scientific Interest, Scheduled Ancient Monuments and other national or international designated areas.

For new transmission infrastructure we will investigate the possibility of alternative routes or sites outwith the designated area. For existing networks and where there is a requirement for infrastructure inside the designated area we will seek to minimise the impact of its presence through the sensitive routing and siting of structures. In such cases we will consult with those groups most likely to be affected at an early stage.

### **3. Seek to Minimise the Impact of New Infrastructure**

We will seek to minimise the effects of new transmission infrastructure at or near both designated sites and also other sites valued for their general amenity, such as areas of archaeological interest, battlefields, local nature reserves, playing fields and water bodies. We will take into account the significance of sites valued for their amenity through consultation with statutory bodies and local authorities.

### **4. Mitigate the Adverse Effects of Works**

Where works are likely to have an adverse effect on amenity, we will carry out our activities in such a way as to reduce the impact of these activities to the practicable minimum.

Where planned works would have a high impact on amenity, we will consult with statutory bodies, local authorities and relevant landowners to help us identify, assess and carry out measures to mitigate the impact so far as is reasonably practicable.

## **5. Environmental Assessments**

We will carry out environmental assessments in accordance with relevant legislation prior to developing proposals for new lines or plant.

## **6. Protection of Fisheries**

In the preparation of plans and programmes we will seek to avoid, so far as is possible, causing injury to fisheries or to the stock of fish in any waters within our licensed area.

## **7. Training and Awareness**

We will promote environmental awareness amongst staff through appropriate training and dissemination of information. We will also make contractors aware of the relevant parts of this statement, and take steps to audit their compliance with it

## **8. Review of the Schedule 9 statement**

We intend to review our Schedule 9 statement at least every 5 years.

## **Appendix I: SSLG Terms of Reference**

## **Statutory Stakeholder Liaison Group – Terms of Reference**

The Statutory Stakeholder Liaison Group (SSLG) was set up in 2014 and is made up of all of the project's statutory stakeholders from both Scotland and England.

The group will provide a forum for considering the planning, environmental, cultural and natural heritage issues that will arise from the proposal to construct a new 275kV transmission line from Auchencrosh to Harker.

Decisions on these matters will ultimately be a matter for Ministers. The Group's activities will be to ensure that there will be an open and constructive approach to identifying, reporting and considering issues that will have an impact on that decision. The Group will provide a forum for addressing cross-cutting issues and in developing good information flows that will contribute to the prevention or minimisation of delays in considering issues.

### **Members:**

- Scottish Government Energy Consents and Deployment Unit
- South Ayrshire Council
- Dumfries and Galloway Council
- Cumbria County Council
- Carlisle City Council
- SEPA
- Environment Agency
- Historic Scotland
- Historic England
- Scottish Natural Heritage
- Natural England

Note: It is anticipated that other stakeholders may be invited to attend, at certain times, as the scheme and consultation progresses.

## **Appendix J: Feedback received about the consultation process in the first round**

## Feedback received about the consultation process in the first round

Feedback	SPEN Action
<ul style="list-style-type: none"> <li>- Timing of the consultation should avoid holidays and periods when councils are in recess.</li> </ul>	<ul style="list-style-type: none"> <li>- The second round of consultation will avoid major holiday periods and will not start or end in a school holiday or on a bank holiday. While the second round of consultation does not encroach on the Christmas school holidays, SPEN recognises that this is a busy time for families and has extended the deadline for receipt of feedback until January 13, 2017.</li> </ul>
<ul style="list-style-type: none"> <li>- Hard copies of project documents should be provided to community councils and, on request, members of the public free of charge.</li> </ul>	<ul style="list-style-type: none"> <li>- Hard copies of project documents will be sent to all community councils whose area is within the consultation zone.</li> <li>- Due to the cost of printing larger documents, we may still need to charge for further copies of documents. However we will make copies available free on memory stick or other suitable data storage device to members of the public on request.</li> <li>- Folders containing hard copies of all relevant project information will also be made available for reference at public information points.</li> </ul>
<ul style="list-style-type: none"> <li>- More information is required for landowners, particularly those, such as holiday home owners, who may not be in residence when information is posted. Also, more information on landowner issues such as wayleaves and compensation is requested.</li> </ul>	<ul style="list-style-type: none"> <li>- SPEN's Land Officers will contact landowners within the proposed routes to confirm land ownership and discuss access to land to carry out surveys for the Environmental Impact Assessment (EIA). We will also discuss issues with landowners on an individual basis at this time and arrange separate meetings as required.</li> </ul>
<ul style="list-style-type: none"> <li>- More use of visual imagery is requested to help people understand the scale and impact of the project better.</li> </ul>	<ul style="list-style-type: none"> <li>- We will prepare a fully interactive 3D model to allow the general public and other consultees to gain an appreciation of the potential visual impact of the project. Diagrams indicating the scale of existing and proposed towers will also be incorporated into the materials.</li> </ul>
<ul style="list-style-type: none"> <li>- Packaging design for mailing of project leaflet should be improved.</li> </ul>	<ul style="list-style-type: none"> <li>- Future mailings will be enclosed in identifiable branded envelopes.</li> </ul>
<ul style="list-style-type: none"> <li>- The duration of consultation should allow people adequate time to assess and interpret detailed technical information.</li> </ul>	<ul style="list-style-type: none"> <li>- We are allowing eight weeks for the consultation, which is more than originally allocated to the first round of consultation. SPEN believes this time is adequate given the scope of the KTR Project and the level of technical detail, which is significantly less than in the first round. It also reflects the fact that</li> </ul>

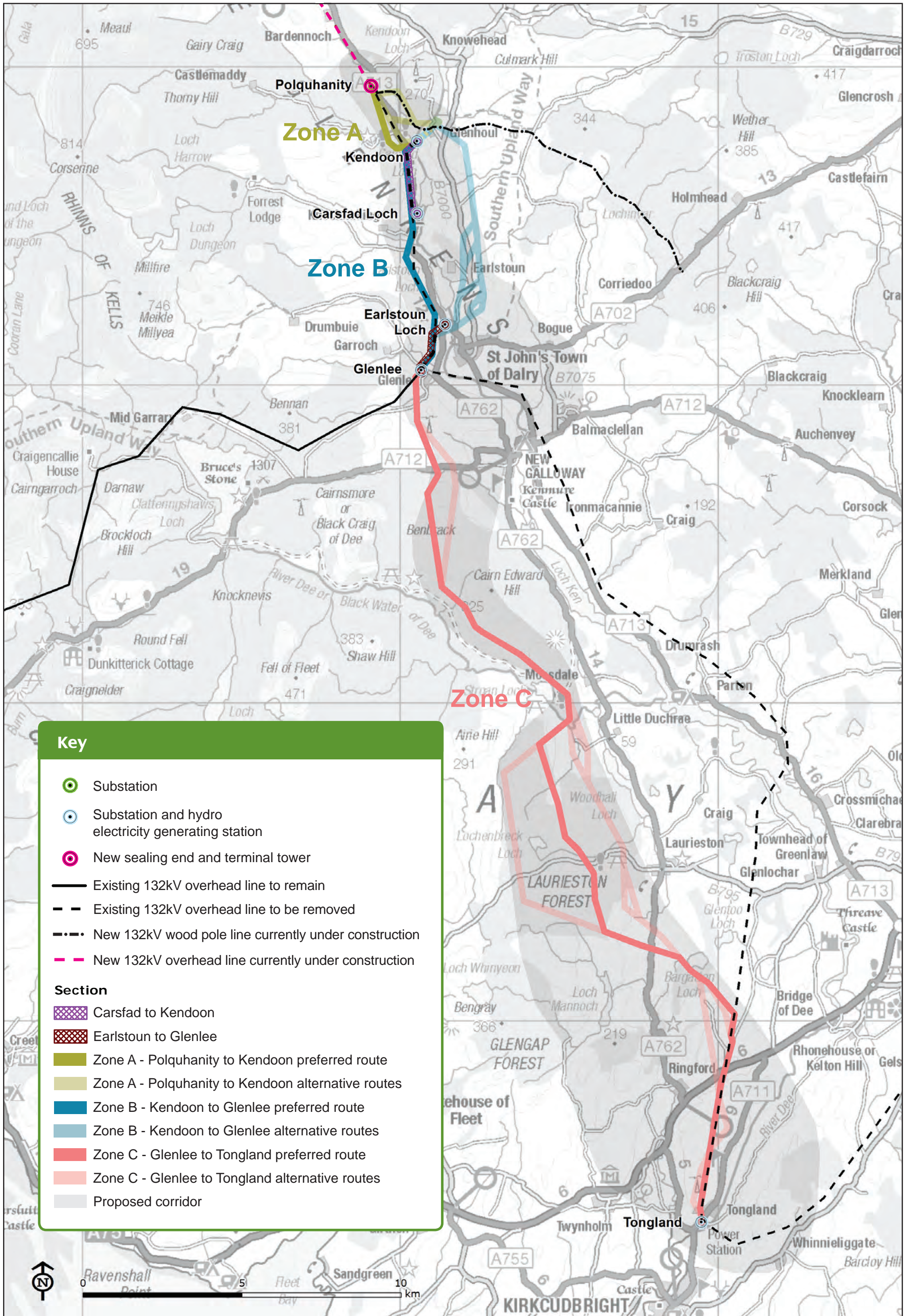


Feedback	SPEN Action
	<p>many people are already aware of many of the issues and allows us to avoid ending the consultation in the run-up to the Christmas holiday period.</p>
<ul style="list-style-type: none"> <li>- General comments provided about imagery, useful additions and terminology.</li> </ul>	<ul style="list-style-type: none"> <li>- Comments about imagery, useful additions and terminology have been taken into account in the second round of consultation.</li> </ul>
<ul style="list-style-type: none"> <li>- Functionality of the online feedback form should be improved to allow for more text to be entered and more choices for people's titles.</li> </ul>	<ul style="list-style-type: none"> <li>- In light of feedback received during consultation, we will improve the capability of text boxes and add additional title options.</li> </ul>
<ul style="list-style-type: none"> <li>- Access to project documents should be improved for people with poor internet access.</li> </ul>	<ul style="list-style-type: none"> <li>- We accept that for some people, website access is an issue, especially in a rural area. Where people have access to a computer, copies of all the project documents will be available free of charge on a memory card or other suitable data storage device on request.</li> <li>- For people with no access to a computer, folders containing hard copies of all relevant project information will also be made available for reference at public information points. People can also contact their community council.</li> <li>- If people are still having problems accessing the documents, we would urge them to contact us to discuss their requirements.</li> </ul>
<ul style="list-style-type: none"> <li>- More information should be provided about the issue of Electric and Magnetic Fields (EMFs).</li> </ul>	<ul style="list-style-type: none"> <li>- Copies of the Energy Networks Association's publication <i>Electric and Magnetic Fields The Facts</i> will be available at exhibitions and on request by phone, email and letter, and we will include a link to the online version on our project website.</li> </ul>
<ul style="list-style-type: none"> <li>- Access to the maps at exhibitions during busy periods should be improved.</li> </ul>	<ul style="list-style-type: none"> <li>- More than one complete set of maps will be available in hard copy at each exhibition. Additionally, we will prepare a fully interactive 3D model to allow the general public and other consultees to gain an appreciation of the potential visual impact of the project.</li> </ul>
<ul style="list-style-type: none"> <li>- Access to the Kirkcudbright exhibition should be improved by making the location more central.</li> </ul>	<ul style="list-style-type: none"> <li>- In the second round of consultation we will hold the Kirkcudbright exhibition at Kirkcudbright Parish Church Hall in Church Place, Kirkcudbright, DG6 4DN.</li> </ul>

Feedback	SPEN Action
<ul style="list-style-type: none"> <li>- Advertising for ad hoc drop-in events organised at the request of community councils should be improved.</li> </ul>	<ul style="list-style-type: none"> <li>- We believe advertising and promotion of these events is the responsibility of the event organiser, as frequently we have less control and therefore cannot vouch for the arrangements. However, we will provide posters and advice on request.</li> </ul>
<ul style="list-style-type: none"> <li>- Access to information points in evenings or at weekends should be improved.</li> </ul>	<ul style="list-style-type: none"> <li>- Dalry Library is no longer open on Saturday mornings. However we will include other venues with extended opening hours. These are Kirkcudbright Library, which is open until 7pm on Fridays and between 10am and 1pm on Saturdays, and Dumfries' Ewart Library which is also open from 10am until 4pm on Saturdays as well as several later evenings during the week.</li> </ul>
<ul style="list-style-type: none"> <li>- Lessons learned from the experience of communicating the Beauty to Denny project should be adopted.</li> </ul>	<ul style="list-style-type: none"> <li>- A new Community Liaison Group (CLG) will be established in Autumn 2016 to coincide with the second round of non-statutory public consultation. This new forum will provide community representatives with an opportunity to be informed on the latest proposals and raise points with SPEN. This forum will be ongoing for the duration of the project, meeting as required.</li> </ul>
<ul style="list-style-type: none"> <li>- Advertising in shops, pubs, community centres, libraries, post offices, health centres and supermarket noticeboards should be considered, as should erecting static displays in village halls or empty shop windows and using temporary banners on exhibition days.</li> </ul>	<ul style="list-style-type: none"> <li>- A5 posters will be designed for local notice-boards to include details of local exhibitions and how to respond to the consultation. SPEN will send these to community councils to help them promote the consultation as well as identified display points in the consultation zone, which may include local businesses, shops, petrol stations, health practices, places of worship, sports/community venues and village halls. SPEN urges anyone who has ideas for a location to contact them.</li> <li>- A promotional A-board will be erected outside exhibition venues during events.</li> </ul>

## **Appendix K: Map of consultation zones**







## **Appendix L: Banners used at exhibitions**

# Kendoon to Tongland 132kV Reinforcement Project

## Powering the future



*A 132kV overhead line on towers like those proposed for the Kendoon and Tongland 132kV Reinforcement Project.*

We all expect electricity to be available at the flick of a switch 24 hours a day.

In southern and central Scotland the job of making sure that happens belongs to SP Energy Networks (SPEN). In fact we have a statutory duty to do it.

SPEN operates, maintains and develops the network of cables, overhead lines and substations which transport electricity to homes and businesses in the South of Scotland.

In Dumfries and Galloway almost 83,000 people rely on our 132kV (132-000 volt) electricity transmission network which is nearing the end of its life.

Over the last year we've been working with stakeholders and the public to work out the best way to modernise it and we are now consulting people again to help us refine our proposals.

Find out more at [www.spengsr.co.uk](http://www.spengsr.co.uk)

# Kendoon to Tongland 132kV Reinforcement Project

## Why do we need new overhead lines?



*Double circuit 132kV transmission overhead line in Dumfries and Galloway showing a typical angle tower.*

SP Energy Networks has a duty to keep its network up-to-date to safeguard electricity supplies and allow new sources of generation to connect to the grid.

Parts of Dumfries and Galloway's 132kV electricity transmission network have not changed since it was built more than 80 years ago.

This is particularly the case for the overhead lines between Kendoon and Tongland. Although they have served their communities well, they are at the end of their working life and need updating.

Building around 44km of new 132kV overhead lines between Kendoon and Tongland will help secure local electricity supplies and provide us with more flexibility for future developments.

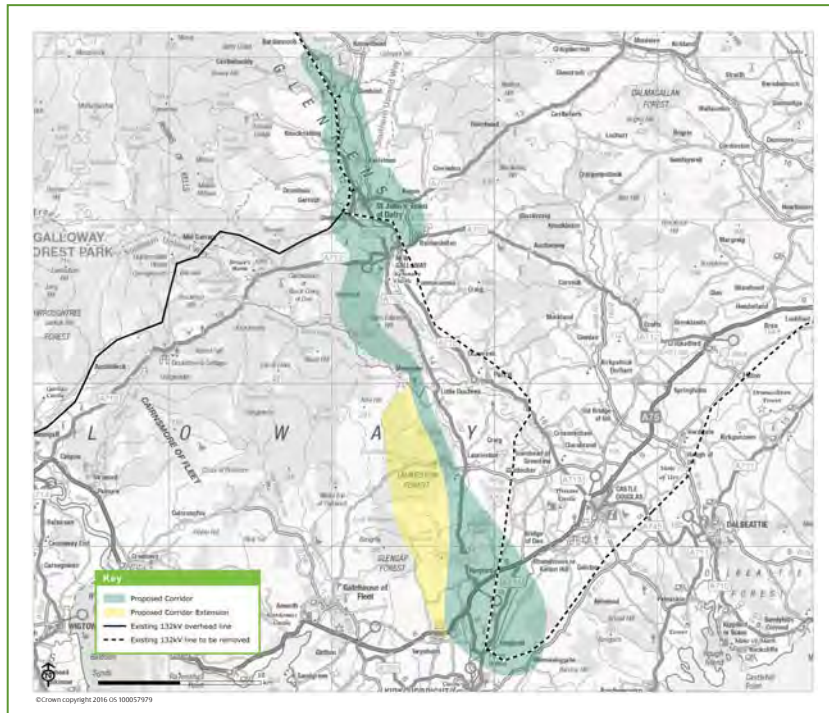
Once built, we will be able to remove about 90km of overhead lines and towers where we no longer need them.

We are aiming to complete the project by 2023.

Find out more at [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

# Kendoon to Tongland 132kV Reinforcement Project

## The story so far



*The proposed corridor for the KTR project showing the extension near Mossdale.*

In 2015, we carried out our first round of consultation on a broad swathe of land (called a corridor) within which the new 132kV lines between Kendoon and Tongland could be built.

At that time, these lines were part of a much larger project which also included a new west-to-east overhead line of up to 400kV and four new 400kV substations. That project was called the Dumfries and Galloway Strategic Reinforcement Project (DGSR).

Since then the future needs of the transmission network have changed and a new 400kV overhead line is not now required.

However, the feedback relating to the corridors between Kendoon & Glenlee and Glenlee & Tongland, together with information from further surveys and technical reviews, helped us verify the corridor for the remaining part of DGSR, which has been renamed the Kendoon to Tongland 132kV Reinforcement Project (KTR).

As a direct result of the consultation, the proposed corridor was widened west of Mossdale to incorporate the Laurieston Forest.

Find out more at [www.spendgsr.co.uk](http://www.spendgsr.co.uk)



# Kendoon to Tongland 132kV Reinforcement Project

## What does the project involve?



*The single circuit 132kV transmission overhead line between Glenlee and Tongland.*

We need to replace the existing 132kV overhead lines, which are all supported on steel towers at the moment, between the following locations:

1. Polquharity and Kendoon substation
2. Kendoon substation and Glenlee substation
3. Carsfad substation and Kendoon substation
4. Earlstoun substation and Glenlee substation
5. Glenlee substation and Tongland substation

Although we will not need to build any new substations, we will need to extend our existing 132kV substation at Glenlee to the south west by approximately 90m by 40m. We may also need to carry out a minor boundary extension to our existing Kendoon substation.

We can't remove the existing overhead lines until the new ones are built. But when the project is complete, they will be taken down. When all these new lines are built we can remove approximately 90km of existing lines, which includes the existing overhead line between Tongland and Dumfries.

Find out more at [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

# Kendoon to Tongland 132kV Reinforcement Project

## Identifying preferred routes



SP Energy Networks is committed to developing proposals which, on balance, cause the least disturbance to the environment and the people who live, work and enjoy recreation within it.

Having identified a proposed corridor for the KTR Project following the first round of consultation, our next job was to look for possible routes within it for the new overhead lines.

Independent environmental consultants helped us identify options for potential routes, using an established routing methodology.

We then appraised each option for its impact on various criteria including:

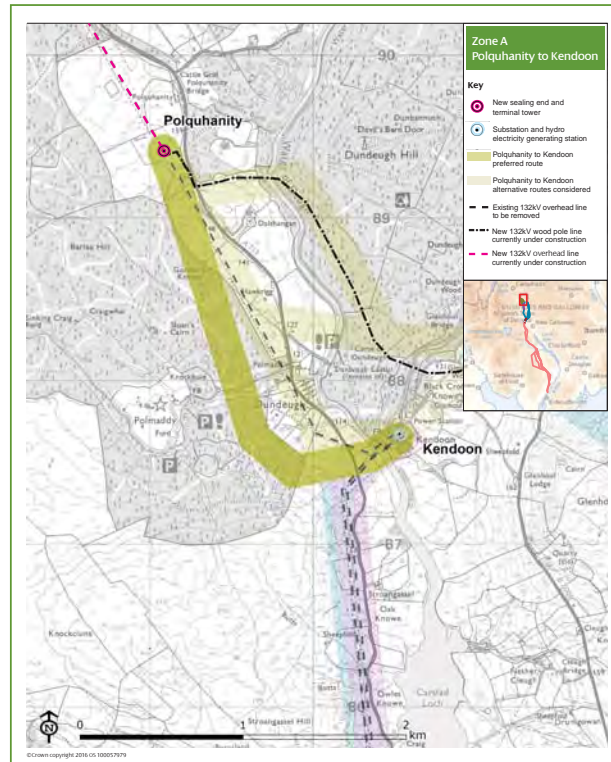
- views from residential properties and tourism and recreation areas
- the character of the landscape
- biodiversity
- cultural heritage
- flood risk
- how the land is used, including agriculture and forestry.

Our preferred routes are the ones that we believe have the best overall balance between the environment and people whilst meeting our technical requirements. The project will ultimately be funded by electricity bill payers, so it needs to be value-for-money too.

Find out more at [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

# Kendoon to Tongland 132kV Reinforcement Project

## Zone A: Polquhanity to Kendoon



Our existing 132kV overhead line in this area is a mixture of single and double circuits supported on steel towers.

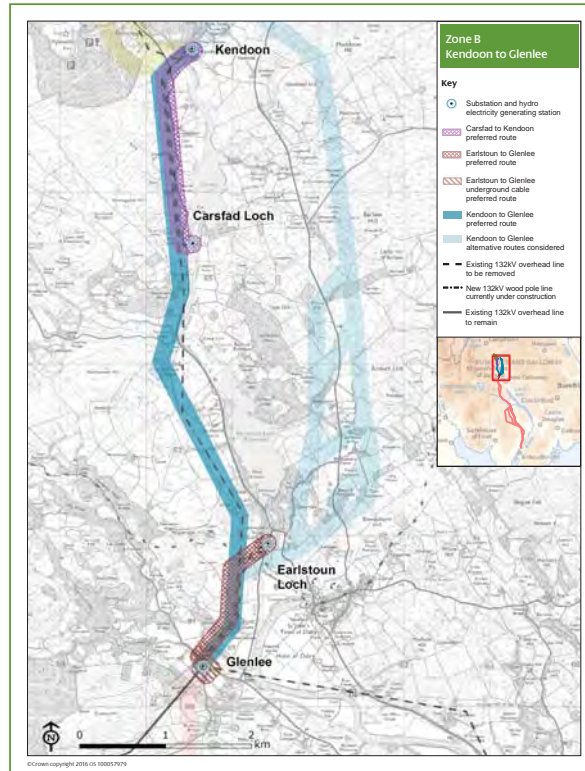
It will be replaced with a new section of 132kV double circuit overhead line on steel towers.

Our preferred route starts at Polquhanity (about 3km north of Kendoon) where it connects to another new 132kV line which is currently under construction. It then heads south-east into commercial forestry and emerges from forestry south-west of Dundee before turning east, north-east over the A713 and the Water of Ken to Kendoon substation.

Find out more at [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

# Kendoon to Tongland 132kV Reinforcement Project

## Zone B: Kendoon to Glenlee



There are three existing 132kV overhead lines to be replaced in this area. They are a mixture of single and double circuits supported on steel towers.

We need to replace each line with a new one, but only the overhead line between Kendoon and Glenlee will be built on steel towers, because it needs to be a double circuit. The other two overhead lines will be single circuits supported on wooden poles.

**Kendoon to Glenlee:** Our preferred route starts at Kendoon substation, following the existing line south along the Glenkens Valley. It deviates south-west near Knocknalling Wood before re-joining the existing line near Glen Strand. The route goes through Hag Wood and across Coom Burn into Glenlee substation.

**Carsfad to Kendoon:** Our preferred route starts at Carsfad hydro power station and heads west across the A713 before turning north and following the existing line. At the head of Carsfad Loch it crosses the A713 towards the Water of Ken, before transferring to steel towers to cross the Water of Ken into Kendoon substation.

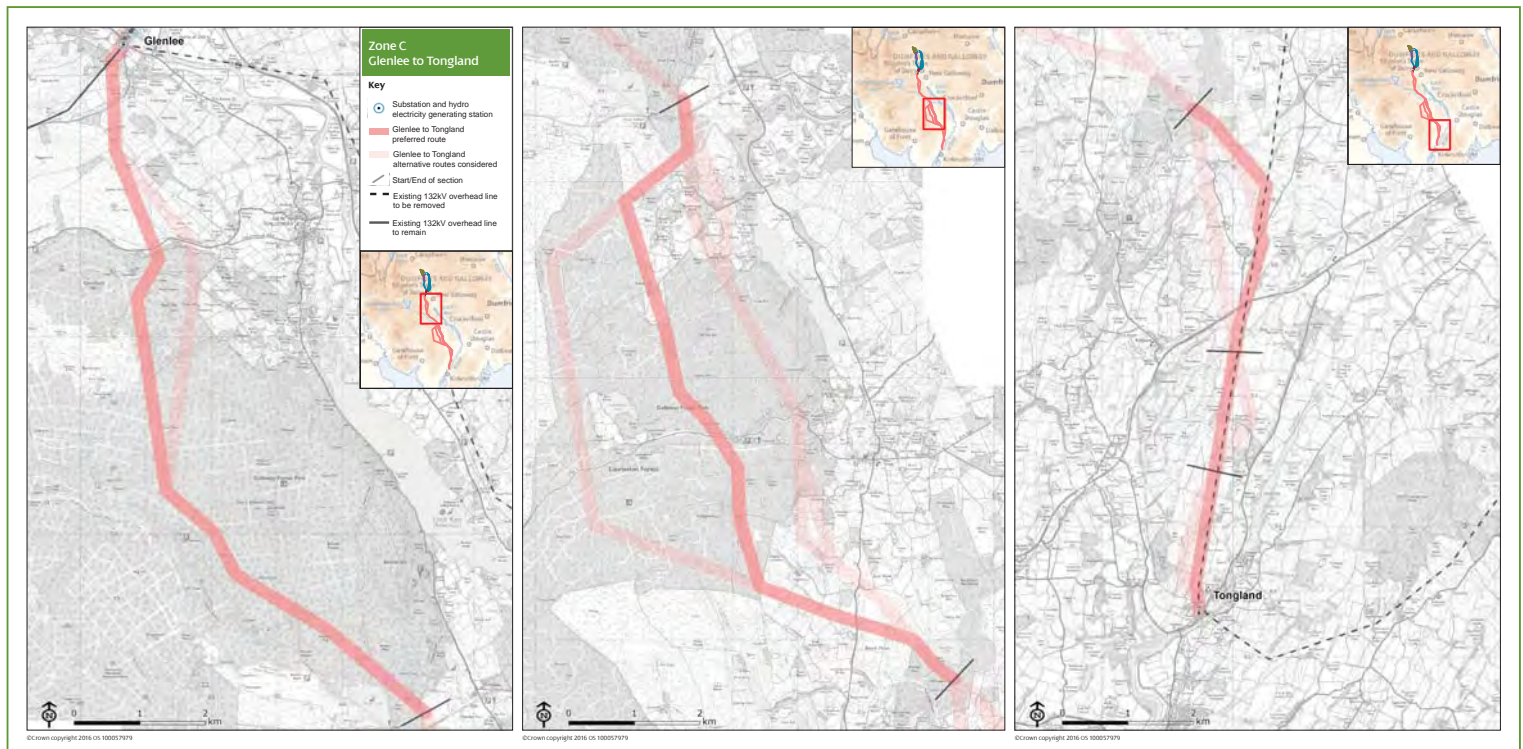
**Earlstoun to Glenlee:** Our preferred route starts at Earlstoun hydro power station and heads south-west before turning south to follow the route of the existing line. After heading south-west through Hag Wood and over Coom Burn, it transfers to an underground cable near Glenlee substation.



# Kendoon to Tongland 132kV Reinforcement Project

## Zone C: Glenlee to Tongland

Our existing 132kV overhead line in this area is a single circuit supported on steel towers. It will be replaced with a new section of 132kV double circuit overhead line on steel towers.



Our preferred route starts at Glenlee substation following an existing overhead line westwards before turning south. After crossing the A712 and Knocknairling Burn it continues south through coniferous woodland before turning south-east and passing east of Stroan Loch.

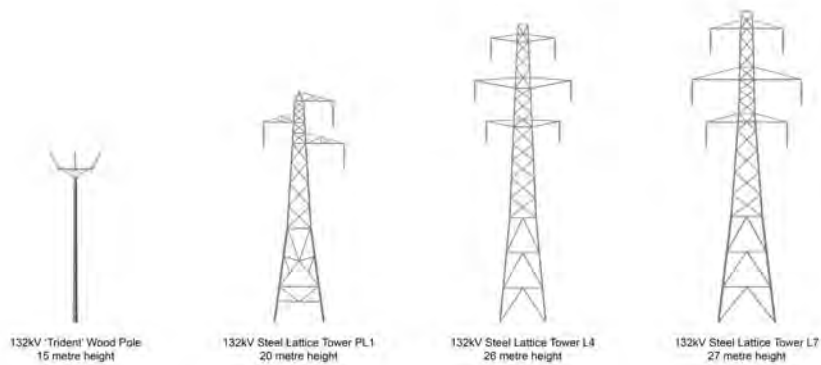
After heading south past Stroan Viaduct, the route turns south-west through coniferous woodland and then south again near Bennan Hill. It crosses the minor road at Kenick Wood before emerging from the south-eastern edge of Laurieston Forest.

From Bargatton Loch the preferred route heads south-east until reaching the existing line south-west of Dunlop. It follows the existing line quite closely, passing east of Upper Balannan and crossing the A75 north-east of Ringford before turning southwards to Tongland substation.

Find out more at [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

# Kendoon to Tongland 132kV Reinforcement Project

## How will the new lines look?



*Illustration of standard design heights of existing and proposed structures.*

The 132kV overhead lines we're planning to replace are all on steel towers and are a mixture of single and double circuits.

For the most part, the existing towers have a standard height of 20m tall and have three arms.

Along three of our preferred routes, the new overhead lines will be double circuits. This means there will be up to twelve wires (plus an earth wire) between the supporting towers instead of three. The new towers will have standard heights of 26m or 27m and have three arms on each side (six arms in total).

However, the new lines from Earlstoun to Glenlee, and from Carsfad to Kendoon, will remain as single circuits and we plan to put those on wooden poles with a standard height of 15m.

The result will be a network which is more resilient and has more capacity if required in the future.

Find out more at [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

# Kendoon to Tongland 132kV Reinforcement Project

## What happens next?



Although we have a statutory duty to reinforce our electricity transmission network in Dumfries and Galloway, we want to engage communities in a meaningful way.

Your views will help us make sure we consider all the potential issues before selecting proposed routes for the next stage of the process, which will involve environmental impact assessment.

We will report back on this consultation early in 2017 and will carry out our third round of consultation on alignments for the new overhead lines later the same year.

During 2018 we plan to submit our proposals to the Scottish Government during who will carry out their own consultation.

Our aim is to have the new lines up and running by 2023.

If you register your email address on our website we can keep you updated.

Tell us what you think at [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

## **Appendix M: Launch press release and media outlets it went to**



**PRESS RELEASE**  
**October 17, 2016**

## **SP Energy Networks Begins Consultations on Proposed Kendoon to Tongland 132kV Reinforcement Project**

SP Energy Networks is to hold a series of public consultation events in November to discuss their proposals to replace part of the electricity network in Dumfries and Galloway.

The Kendoon to Tongland 132kV Reinforcement Project aims to modernise the electricity network between Kendoon and Tongland, making it more resilient for homes and businesses. The existing 132,000 volt (132kV) system is coming towards the end of its operational life.

The consultation will seek views on preferred routes for new 132kV overhead lines, and follows a review of proposals since an earlier round of consultation last year.

The following public consultation exhibitions have been arranged:

**1. Tuesday November 1, 2pm until 8pm**

Cairndale Hotel, English Street, Dumfries, DG1 2DF

**2. Wednesday November 2, 2pm until 8pm**

Kirkcudbright Parish Church Hall, St Mary Street, Kirkcudbright, DG6 4AQ

**3. Thursday November 3, 2pm until 8pm**

MosSDale Village Hall, MosSDale, DG7 2NF

**4. Friday November 4, 2pm until 8pm**

New Galloway Town Hall, High Street, New Galloway, DG7 3RL

Copies of the project documents relating to this second round of consultation will also be available to view at a number of information points from October 21<sup>st</sup>. The project website provides details on the information points, and all of the ways that residents can comment on the plans [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

The responses received from the consultation process will be the subject of a report early next year. This feedback, together with further technical studies, will help inform SP Energy Networks' plans, and determine the routes to be progressed to the next stage of the process, which will be environmental impact assessment.

A third round of consultation on the detailed route alignments is expected to be carried out next year.

Subject to final approval by the Scottish Government, SP Energy Networks hopes to have the new system in use by 2023.

**Ends**

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**List of media to receive the press release:**

BBC (Dumfries)

ITV (Border)

Stranraer Free Press

DNG Media (Dumfries Courier)

Galloway News

Galloway Gazette

Ayrshire Post

Carrick Gazette

Daily Record

Scottish Sun

## **Appendix N: Close of consultation press release and media outlets it went to**

**PRESS RELEASE**  
**December 19, 2016**

**SP Energy Networks Calls for Comments on Proposed Kendoon to Tongland 132kV Reinforcement Project**

Following a series of recent public consultation events on proposals to replace part of the electricity network in Dumfries and Galloway, SP Energy Networks has reminded residents that there is still time to submit their comments. The consultation is due to close on the 21<sup>st</sup> December, but residents have until 13<sup>th</sup> January to submit feedback.

The Kendoon to Tongland 132kV Reinforcement Project aims to modernise the electricity network between Kendoon and Tongland, making it more resilient for homes and businesses. The existing 132,000 volt (132kV) system is coming towards the end of its operational life.

The consultation is seeking views on preferred routes for new 132kV overhead lines. Copies of the project documents are available to view at a number of information points across the region. The project website provides details on the information points, and all of the ways that residents can comment on the plans [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

Colin Brown, SP Energy Networks Project Manager, said: "We had a good turnout at the exhibitions we held in Dumfries, Kirkcudbright, Mossdale and New Galloway in November, and we have received a range of comments. However, there is still time for anyone who wishes to put forward their views to review all of the documents and submit their feedback."

The responses received from the consultation process will be the subject of a report early next year. This feedback, together with further technical studies, will help inform SP Energy Networks' plans, and determine the routes to be progressed to the next stage of the process.

A third round of consultation on the detailed route alignments is expected to be carried out next year.

Subject to final approval by the Scottish Government, SP Energy Networks hopes to have the new system in use by 2023.

**Ends**

**Notes to Editors:**

The recent public consultation exhibitions included:

**1. Tuesday November 1, 2pm until 8pm**

Cairndale Hotel, English Street, Dumfries, DG1 2DF

**2. Wednesday November 2, 2pm until 8pm**

Kirkcudbright Parish Church Hall, St Mary Street, Kirkcudbright, DG6 4AQ

**3. Thursday November 3, 2pm until 8pm**

Mossdale Village Hall, Mossdale, DG7 2NF

**4. Friday November 4, 2pm until 8pm**

New Galloway Town Hall, High Street, New Galloway, DG7 3RL

Project documents are available at the following Information points:

- Dalry Library, Main Street, St. John's Town of Dalry, DG7 3UP. Tel: 01644 430234.
- Kirkcudbright Library. High Street, Kirkcudbright, DG6 4JW. Tel: 01557 331240.
- Dumfries Ewart Library. Catherine Street, Dumfries, DG1 1JB. Tel: 01387 253820.
- Dumfries Planning Office, Kirkbank, English Street, Dumfries, DG1 2HS.

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**List of media to receive the press release:**

BBC (Dumfries)  
ITV (Border)  
Stranraer Free Press  
DNG Media (Dumfries Courier)  
Galloway News  
Galloway Gazette  
Ayrshire Post  
Carrick Gazette  
Daily Record  
Scottish Sun

## **Appendix O: Copy of launch advert, plus newspapers and their circulation**

Title	Publication dates	Relevant core readership area coverage
Galloway News	Thu Oct 20	Kirkcudbright and New Galloway
D&G Standard	Fri Oct 21	New Galloway and Dumfries
Galloway Gazette	Fri Oct 21	Kirkcudbright
Dumfries Courier	Fri Oct 21	Dumfries

## Kendoon to Tongland 132kV Reinforcement Project



### We'd like your views

SP Energy Networks needs to replace and upgrade its 132,000-volt (132kV) electricity transmission network between Kendoon and Tongland, in Dumfries and Galloway, which is approaching the end of its operational life.

We propose replacing the existing lines with new ones at the same voltage. The project will also involve extending our existing substation at Glenlee.

We have identified preferred routes for the new overhead lines and would like to hear local people's views on them so we can take their comments into account as we develop our plans.

**Our second round of public consultation runs from October 31 to December 21, 2016. Deadline for receipt of feedback is January 13, 2017.**

During November we will hold four public exhibitions where you can view our proposals and ask questions of our project team.

Our project website [www.spendgsr.co.uk](http://www.spendgsr.co.uk) also holds all the project documents and a list of public information points where you can view hard copies throughout the consultation period.

You can comment online at [www.spendgsr.co.uk](http://www.spendgsr.co.uk) or contact us in one of the following ways:

**Phone: 0800 157 7353**

**Email: [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk)**

**Post: FREEPOST SPEN DGSR**

At this stage, your comments are not representations to the planning authority. If we do make an application for development consent in future, you will be able to make formal representations at that stage.

### Public exhibitions (2pm until 8pm each day)

Cairndale Hotel, English Street, Dumfries, DG1 2DF	Tuesday November 1, 2016
Kirkcudbright Parish Church Hall, St. Mary Street, DG6 4AQ	Wednesday November 2, 2016
Mossdale Village Hall, DG7 2NF	Thursday November 3, 2016
New Galloway Town Hall, High Street, DG7 3RL	Friday November 4, 2016

### Public information points (available from October 21)

Opening hours vary. Please check before travelling.

**Dalry Library**, Main Street, St. John's Town of Dalry, DG7 3UP.

**Kirkcudbright Library**, High Street, Kirkcudbright, DG6 4JW.

**Dumfries Ewart Library**, Catherine Street, Dumfries, DG1 1JB.

**Dumfries Planning Office**, Kirkbank, English Street, Dumfries, DG1 2HS.

## **Appendix P: A5 poster, the venues asked to display it and sample covering letter**





November 2016

## New overhead electricity lines

### **Kendoon to Tongland 132kV Reinforcement Project**

SP Energy Networks needs to replace and upgrade its 132kV electricity network between Kendoon and Tongland and needs your views on preferred routes for the new overhead lines. Call **0800 157 7353** for a feedback form, or email [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk).

Consultation runs from October 31 until December 21, 2016.  
Please send your feedback by January 13, 2017.

### **Come to a public exhibition near you**

#### **Dumfries November 1, 2016**

Cairndale Hotel (Solway Suite), English Street, DG1 2DF, 2pm until 8pm

#### **Kirkcudbright November 2, 2016**

Kirkcudbright Parish Church Hall, St. Mary Street, DG6 4AQ, 2pm until 8pm

#### **Mosssdale November 3, 2016**

Mosssdale Village Hall, Mosssdale, DG7 2NF, 2pm until 8pm

#### **New Galloway November 4, 2016**

New Galloway Town Hall, High Street, DG7 3RL, 2pm until 8pm

More information at [www.spendgsr.co.uk](http://www.spendgsr.co.uk)

Appendix P Poster, display venues and covering letter

<b>Outlet name</b>	<b>Type</b>
Drs Carson, Oliver & Greeley	Health centre
Kirkcudbright Dental Surgery & Implant Centre Ltd	Health centre
St Andrews St Dental Surgery	Health centre
Richard G Lyons B.D.S	Health centre
Glenafton Stores	Grocer
Glenkens Medical Practice	Health centre
Crown Filling Station	Petrol station
J.R Hopkins	Grocer
Balmaclellan Store	Grocer
G & M Newton	Grocer
Crossmichael Sub Post Office	Post office
New Galloway Post Office	Post office
Mossdale Post Office	Post office
Carsphairn Village Shop and Tearoom	Grocer
Dalry Post Office	Post office
Cally Palace Hotel	Pub
Kenmure Arms	Pub
Cross Keys Hotel	Pub
Old School House	Pub
Morrisons	Grocer
Kirkcudbright Community Centre	Community venue
Kirkcudbright Town Hall	Community venue
Customer Service Centre	CSC
Kirkcudbright Sports Centre	Sports centre
Kirkcudbright Library	Library
Dumfries Ewart Library	Library
Dalry Library	Library
Kirkcudbright Post Office	Post office
Kirkcudbright Pharmacy	Pharmacy

10/10/2016

Dear

**Kendoon to Tongland 132kV Reinforcement Project  
Second round of consultation: October 31 to December 21 2016**

I am writing to ask if you could display the enclosed poster in your premises regarding an important public consultation in your area, which starts on October 31.

We are trying to make sure as many people are aware of the consultation as possible, and people have told us they think posters at well-used community venues and local businesses is a good way to get the message out on top of our usual advertising and mailing.

If possible, it would be great if you could display the poster from now until the end of the consultation at Christmas. However, I realise that wall space is often at a premium, so the most important period is from now and during the week of our exhibitions, which run until November 4.

I am also enclosing a copy of the consultation leaflet which is also being mailed out to all addresses within our consultation zone. As you can see, as well as the exhibitions, we are putting information on our website [www.spendgsr.co.uk](http://www.spendgsr.co.uk) and at various local libraries from October 21.

Thank you in anticipation of your help. If you would like further copies of the poster, or have any questions please call or email our KTR community relations team on 0800 157 7353 or email [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk).

Yours faithfully



Rachel Cochrane  
Community relations team  
Kendoon to Tongland 132kV Reinforcement Project

Enc. Poster

## **Appendix Q: Sample letters to stakeholders at launch**

(Community councils)

**Kendoon to Tongland 132kV Reinforcement Project**  
**Second round of consultation: October 31 to December 21 2016**

I'd like to let you know in advance about the second round of consultation on our plans to improve Dumfries and Galloway's electricity transmission system, which will start on October 31.

As you may remember, last year SP Energy Networks consulted communities on a project known as the *Dumfries and Galloway Strategic Reinforcement Project (DGSR)*. After further review and cost-benefit analysis to make sure we deliver the most efficient and economical solution, we have reduced this scheme. It is now known as the Kendoon to Tongland 132kV Reinforcement (KTR) Project.

The KTR Project comprises part of the original DGSR scheme which involved replacing the existing 132kV overhead lines between Kendoon and Tongland with new 132kV overhead lines.

The first round of consultation helped us identify a proposed corridor within which we could seek potential routes for the new lines. We are now asking people for their views on the routes we identified, in particular our preferred routes.


The second round of consultation will run for eight weeks from October 31 until December 21 2016, with an extended deadline of January 13 2017 for submitting feedback. The enclosed leaflet gives a good overview of the scheme and explains how you can make a comment. I have also enclosed a copy of our KTR Project Routeing and Consultation Document (October 2016), which contains more detail.

From October 21, these and other key documents will be available on our project website [www.spendgsr.co.uk](http://www.spendgsr.co.uk) and at various information points in the area. There will also be a number of local exhibitions in the first week of November. I hope you can come to one of them.

In addition to this, the Scottish Government intends to create a Community Liaison Group for the KTR Project. The Scottish Government will shortly be in touch with you to provide further details on the establishment of this group.

If you would like us to attend one of your Community Council meetings please do not hesitate to contact our Community Relations Team by post at FREEPOST SPEN DGSR, by email at [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk) or by phone on 0800 157 7353, and they will make the arrangements.

Yours sincerely



Stephen Jack  
Kendoon to Tongland 132kV Reinforcement Project Team,  
SP Energy Networks

Enc. Newsletter  
KTR Project Routeing and Consultation Document (October 2016)

(Non-statutory consultees)

**Kendoon to Tongland 132kV Reinforcement Project**  
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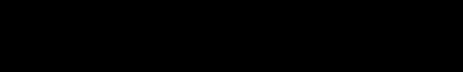
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I have also enclosed a USB stick which includes all the relevant documents listed on the website and in the leaflet.

In the meantime if you have any questions please contact our Community Relations Team by phone on 0800 157 7353 or by email at [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk).

Yours sincerely



Stephen Jack  
Kendoon to Tongland 132kV Reinforcement Project Team,  
SP Energy Networks

Enc. Newsletter  
USB stick

(Other consultees)

**Kendoon to Tongland 132kV Reinforcement Project**  
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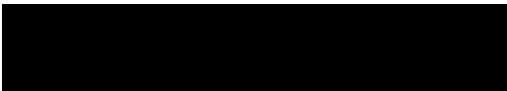
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If you have any questions in the meantime please call our KTR community relations team on 0800 157 7353 or email [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk).

Yours sincerely



Stephen Jack  
Kendoon to Tongland 132kV Reinforcement Project Team,  
SP Energy Networks

Enc. Newsletter



(Interest groups)

**Kendoon to Tongland 132kV Reinforcement Project  
Second round of consultation: October 31 to December 21 2016**

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In addition to this, the Scottish Government intends to create a Community Liaison Group for the KTR Project. The Scottish Government will shortly be in touch with you to provide further details on the establishment of this group.

If you would like any further information please do not hesitate to contact our Community Relations Team by post at FREEPOST SPEN DGSR, by email at [dgsr@communityrelations.co.uk](mailto:dgsr@communityrelations.co.uk) or by phone on 0800 157 7353, and they will make the arrangements.

Yours sincerely



Stephen Jack  
Kendoon to Tongland 132kV Reinforcement Project Team,  
SP Energy Networks

Enc. Newsletter  
KTR Project Routeing and Consultation Document (October 2016)

Ochil House, 10 Technology Park, Blantyre. G72 0HT

SP Power Systems Limited  
Registered Office: 1 Atlantic Quay, Glasgow G2 8SP. Registered in Scotland No. 21584

(Ward councillors)

**Kendoon to Tongland 132kV Reinforcement Project  
Second round of consultation: October 31 to December 21 2016**

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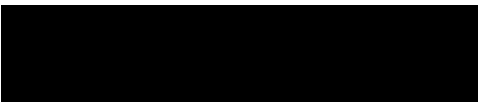
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Yours sincerely



Stephen Jack  
Kendoon to Tongland 132kV Reinforcement Project Team,  
SP Energy Networks

Enc. Newsletter  
USB stick

Ochil House, 10 Technology Park, Blantyre. G72 0HT

SP Power Systems Limited  
Registered Office: 1 Atlantic Quay, Glasgow G2 8SP. Registered in Scotland No. 21584

## **Appendix R: List of stakeholder organisations consulted**

## **Appendix R Stakeholders consulted in the second round of consultation**

Consultees shown in this appendix were those identified and informed of the launch of the consultation in October 2016.

Further consultees who have made themselves known subsequently are not shown but their feedback has been considered in the same way and they will be added to distribution lists for future rounds of consultation.

### **Statutory consultees**

Scottish Government Energy Consents and Deployment Unit

Dumfries & Galloway Council

Scottish Environmental Protection Agency

Scottish Natural Heritage

Historic Scotland

Forestry Commission (Scotland)

### **Community councils**

Balmaclellan Community Council

Balmaghie Community Council

Carsphairn Community Council

Dalry Community Council

Royal Burgh of Kirkcudbright and District Community Council

Royal Burgh of New Galloway and Kells Parish Community Council

Tongland and Ringford Community Council

Twynholm Community Council

Kelton Community Council

Gatehouse of Fleet Community Council

### **Key non-statutory consultees**

Royal Society for the Protection of Birds (Scotland)

West of Scotland Archaeology Service

Ministry of Defence, Defence Infrastructure Association

Marine Scotland

Scottish Water

The Coal Authority

Association of Salmon Fishery Boards

Scottish Wildlife Trust

John Muir Trust

Transport Scotland

The Woodland Trust

Scotland Gas Networks

Forest Enterprise Scotland

**Other non-statutory consultees**

Scottish Rights of Way and Access Society (ScotWays)

Ramblers Association (Scotland)

The Crown Estate

Shell UK

National Farmers Union

Health and Safety Executive

NSIP (Health and Safety Executive)

Architecture and Design Scotland

National Trust for Scotland

Civil Aviation Authority

National Air Traffic Services

Scottish Badgers

Royal Commission on Ancient & Historic Monuments

British Trust for Ornithology Scotland

BT

RAF

Nuclear Safety Directorate (HSE)

DEFRA

GTC (Gas Transportation Company Ltd.)

Joint Nature Conservation Committee

Network Rail

OFCOM

OFWAT

Solway Coast AONB

Independent Power Networks Limited.

MCofS (Mountaineering Council of Scotland)

Sustrans Scotland

Visit Scotland

British Trust for Ornithology

WWT Caerlaverock Wetland Centre

MOD DIO Land Management Services

### **MP and MSPs**

Richard Arkless MP

Finlay Carson MSP

Rachael Hamilton MSP

Emma Harper MSP

Colin Smyth MSP

Paul Wheelhouse MSP

Claudia Beamish MSP

Brian Whittle MSP

Joan McAlpine MSP

Oliver Mundell MSP

### **Dumfries & Galloway Councillors**

Councillor Finlay Carson (Castle Douglas and Glenkens ward)

Councillor Brian Collins (Castle Douglas and Glenkens ward)

Councillor George Prentice (Castle Douglas and Glenkens ward)

Councillor Patsy Gilroy (Dee ward)

Councillor Jane Maitland (Dee ward)

Councillor Colin Wyper (Dee ward)

**Interest groups**

Dumgal Against Pylons

The Mossdale Community Group

Kendoon Village Residents Association

Dumfries and Galloway Chamber of Commerce

Destination Dumfries and Galloway

Visit Scotland

National Farmers Union Scotland

Southern Uplands Partnership

Solway Firth Partnership

Scottish Wildlife Trust Galloway Group

Crichton Institute

Federation of Small Businesses D&G Branch

Local Energy Scotland

Energy Agency

Community Energy Scotland

Cree Valley Community Woodland Trust

Galloway Preservation Society

National Trust for Scotland

Association for the Protection of Scotland

Galloway and Southern Ayrshire Biosphere

Dumfries and Galloway Environmental Resources Centre (DGERC)

The Landmark Trust



## **Appendix S: CLG Terms of Reference**

# **KENDOON TO TONGLAND REINFORCEMENT PROJECT**

## **Communities Liaison Group**

### **Terms of Reference**

The CLG will provide a forum for community representatives, SPEN and the Scottish Government to discuss local issues and concerns relating to the KTR Project. The specific role of the CLG will be to ensure that there is an open and constructive approach to identifying and discussing these issues and to ensure that these are fully considered in the development of the KTR Project during the pre-application phase and, once applications for consent are submitted, in the decision making process. The role of the CLG may also extend beyond the application phase, should consents be granted by the Scottish Ministers.

### **Membership of the CLG**

The membership of the Group comprises:

- The Scottish Government Energy Consents Unit (Chair),
- SPEN,
- Dumfries & Galloway Council Communities team,
- Locally elected officials (D&G Councillors representing ward areas of Dee and Castle Douglas & Glenkens or their representatives)
- Members of community councils representing ward areas within the project consultation zone.

It should be noted that membership of the CLG is not exclusive to those listed above and, subject to agreement of the CLG, the chair may invite other individuals or Groups to attend one or more meetings on issues or subjects where they have particular interest or expertise.

The consultation zone for the KTR project is covered by the ward areas of Dee (ward area 4) and Castle Douglas and Glenkens (ward area 5).

## **Appendix T: Attendance numbers at exhibitions**

Event	Total
Dumfries	18
Kirkcudbright	41
Mossdale	54
New Galloway	73 (incl. 10 pupils)
Total	186

## **Appendix U: Appraisal of consultation-informed deviations to the preferred routes**

## Appendix U: Appraisal of consultation-informed deviations to the preferred routes

### *Descriptions of route deviations considered*

#### **Polquhanity deviation:**

This deviation follows a more westerly alignment than the current preferred route (B), running south-west from the Polquhanity T-in point before entering the coniferous forestry of Galloway Forestry Park. The route option passes through an area of recently felled forestry increasing the distance from new build residential properties west of the A713, and emerges from the forestry to the south-west of Dundough, before deviating eastwards and crossing the A713. The deviation then descends towards the river where the existing overhead line crosses the Water of Deugh and passes the southernmost extent of Dundough Forest before crossing the Water of Ken to access Kendoon substation.

See **Figure 6.3a** for a map of this deviation.

#### **Darsalloch deviations:**

**Darsalloch 1:** This deviation follows preferred route (1A) south-west of the Glenlee substation. It runs parallel with the existing Glenlee-Newton Stewart overhead line south-west through Black Bank Wood then deviates southwards, following a more westerly alignment than the current preferred route, before turning south-east, crossing the current preferred route option to the west of Barn Knowe, but remaining west of this woodland and the residential property of Airie. The deviation then crosses the A712/The Queen's Way slightly further east of the current preferred route before entering the coniferous forest of Galloway Forest Park, where it passes west of Peal Hill before rejoining the current preferred route and continuing south.

**Darsalloch 2:** This deviation follows the same alignment as Darsalloch 1, until west of Shiel Hill, where Darsalloch 1 deviates east and Darsalloch 2 continues south. The route then crosses the relatively elevated and open ground of Gallows Knowe and Rig of Airie before crossing the A712/The Queen's Way west of the current preferred route, and entering the coniferous forest of Galloway Forest Park, where the route passes across the eastern flanks of Darsalloch Hill, and west of the residential property of Darsalloch, before deviating south-easterly to cross Darsalloch Burn. The route then rejoins the current preferred route to the south-west of Peal Hill.

**Darsalloch 3:** This deviation follows the same alignment as Darsalloch 2 until west of Barn Knowe, where Darsalloch 2 continues south and Darsalloch 3 takes a south-westerly alignment, passing over relatively elevated and open ground between Maggot Hill and Gallows Knowe, before crossing the A712/The Queen's Way further west of Darsalloch 2. It then passes around the western flanks of Darsalloch Hill, before deviating south-eastwards through coniferous woodland towards Darsalloch Burn. It rejoins the current preferred route to the south-west of Peal Hill.

See **Figure 6.3b** for a map of the Darsalloch deviations.

#### **Stroan Loch deviation:**

This deviation leaves the current preferred route (1A) to the north of Loch Stroan, running south-east across Bennan Moss. It continues on this alignment, passing around the northern flanks of Airds Craig, until meeting the Raiders Road Forest Drive, where it turns south and crosses the forest drive, before rejoining the preferred route to the north of Stroan Viaduct.

See **Figure 6.3c** for a map of this deviation.

### **Slogarie deviation:**

This deviation follows a more northerly alignment than preferred route (2B), running almost parallel to it from where they diverge east of Stroan Hill. It then enters coniferous forestry north-west of Bennan Hill, following a south-easterly alignment to the west of Slogarie. It rejoins the current preferred route to the south-west of Bennan Hill.

See **Figure 6.3c** for a map of this deviation.

### **Edgarton deviation:**

This deviation leaves the current preferred route (2B) south of Kennick Burn, continuing south-east through coniferous forestry of the Galloway Forest Park and emerging from the forestry north of Edgarton Cothouse. The route then descends south-eastwards towards the A762 north of Edgarton Mote, before crossing the A762 and rejoining the preferred route just to the west of Bargatton Loch.

Please see **Figure 6.3d** for a map of this deviation.



**Appendix U: Appraisal Criteria for Line Route Options - Deviations following Consultation**

CRITERION	Sub-Criteria	Route Deviation						
		Polquharity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton
<b>Approximate Length of Line Route (km)</b>		2.9km (Preferred Route Option B 2.8km).	5.2km (same section of Preferred Route Option G/T 1A 5.1km).	4.9km (same section of Preferred Route Option G/T 1A 5.1km).	5.7km (same section of Preferred Route Option G/T 1A 5.1km).	2.2km (same section of Preferred Route Option G/T 1A 1.9km).	4km (same section of Preferred Route Option G/T 2B 3.9km).	4km (same section of Preferred Route Option G/T 2B 4.5km).
<b>Biodiversity and Geological Conservation</b>	Sites of Special Scientific Interest (SSSIs)	Not applicable	Not applicable	Not applicable	Not applicable	The deviation passes within the 1km trigger for consideration zone around the Laughenghie and Arie Hill SSSI and may include breeding and foraging sites used by qualifying species. The trigger for consideration zone cannot be avoided during alignment.		Not applicable
	Ornithology trigger for consideration zones around designated sites and habitual concentrations of species of high conservation value and known nest sites of Annex 1/Schedule 1 raptor species and Black Grouse leks.	The route option passes through the trigger for consideration zone around a black grouse lek, and may include foraging areas and areas of elevated flight activity by this species. The trigger for consideration zone could not be avoided during alignment.	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	The route option partly overlaps the trigger for consideration zone around an Annex 1/Schedule 1 raptor nest site, and may include foraging areas and areas of elevated flight activity. The trigger for consideration zone could be avoided during alignment.
	Scottish Natural Heritage Priority Peatland Habitats (Classes 1 and 2)	Not applicable	Not applicable	Not applicable	Not applicable	Deviation passes through an area of Class 1 habitat. This could be avoided during alignment.	Not applicable	Deviation passes through 200m of Class 1 habitat on its eastern extent. This could not be avoided during alignment.
<b>Landscape &amp; Visual Amenity</b>	National Scenic Areas (NSAs)	Fleet Valley NSA is located at a distance of over 10km, visibility of this deviation will not be possible from the NSA due to intervening topography.				Fleet Valley NSA is located at a distance of over 9km, visibility of this deviation will not be possible from the NSA due to intervening topography.	The Fleet Valley NSA is located approximately 6.6km to the south-west at its nearest point. However, visibility of this deviation will be very limited due to the presence of intervening landform and coniferous woodland.	The Fleet Valley NSA is located at a distance of over 7.5km to the south-west of this deviation at its nearest point. Visibility of this route deviation from the NSA will be restricted due to distance, and the presence of intervening landform and coniferous woodland.
	Regional Scenic Areas (RSAs)	This route deviation passes through the Galloway Hills RSA which cannot be avoided	All route deviations pass through the Galloway Hills RSA in their entirety which cannot be avoided through routeing.			This route deviation passes through the Galloway Hills RSA which cannot be avoided through routeing.	This route deviation is outwith the Galloway Hills RSA, however views of the deviation	

CRITERION	Sub-Criteria	Route Deviation						Edgerton
		Polquhanity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	
		through routeing.						are likely to occur from the RSA.
	Landscape Capacity	<p>This route deviation is located solely within the Upper Dale (Valley) Landscape Character Type (LCT) (medium Capacity) – Upper Glenkens Landscape Character Unit (LCU) (Medium Capacity).</p> <p>The route deviation follows a broadly parallel route to Route Option A, and west of the existing 132kV overhead line. As for Route Option A, the deviation passes through simple landcover of rough pasture farmland before entering the coniferous forestry of the Galloway Forest Park approximately 500m north-west of Gordon's Knowe to reduce perceptibility of the overhead line from residential properties to the south, south-east (e.g. Karnack House &amp; Hawkrigg) and maximising the potential screening provided by coniferous forestry west of these properties.</p> <p>South-west of Dundough the route deviation will pass over slightly higher ground than Route Option A in order to increase the distance of the overhead line from the residential properties located west of the A713.</p>	<p>This route deviation passes through the Rugged Granite Uplands with Forest LCT (Medium capacity) – Cairn Edward LCU (Medium capacity); and Foothills with Forest LCT – Rhinns of Kells LCU (Higher capacity).</p> <p>This route deviation is very similar to that of Route Option 1A, however, at its northern extent the deviation crosses the shallow valley west of Shiel Hill and Fintloch Hill further west, whilst still avoiding the potential for to skylining of the overhead line in views from the east.</p> <p>The presence of local topography to the east of the deviation will minimise the visibility of the overhead line as it continues southwards towards the A712 before crossing this road and Knocknairling Burn south-west of Achie Hill.</p> <p>The northern section of this deviation crosses simple landcover of enclosed pasture and rough grazing before</p> <p>South of the A712 the overhead line enters extensive coniferous woodland, utilising localised landform south of Knocknairling Burn to reduce perceptibility of the overhead line from the residential property of Darsalloch to the west, and New Galloway and the Glenkens Valley to the east.</p>	<p>This route deviation passes through the Rugged Granite Uplands with Forest LCT (Medium capacity) – Cairn Edward LCU (Medium capacity); and Foothills with Forest LCT – Rhinns of Kells LCU (Higher capacity).</p> <p>At its northern extent this deviation follows that of route deviation 1, before passing southwards over the higher ground of Gallows Knowe and Rig of Airie. Presence of the overhead line across this open moorland ridge will potentially lead to wider visibility and skylining of the overhead line from the Glenkens Valley to the east and the interior of the Galloway Forest Park to the west.</p> <p>South of the A712 the overhead line enters the Bennan Forest Area and passes across the lower eastern flanks of Darsalloch Hill, avoiding the highest ground to minimise skylining of the overhead line in views from the Glenkens Valley to the east and the interior of the Galloway Forest Park to the west, whilst utilising opportunities for backclothing of the overhead line in views from the east.</p>	<p>This route deviation passes through the Rugged Granite Uplands with Forest LCT (Medium capacity) – Cairn Edward LCU (Medium capacity); and Foothills with Forest LCT – Rhinns of Kells LCU (Higher capacity).</p> <p>At its northern extent this deviation follows that of route deviation 1 and 2, before passing south-westwards over higher ground between Maggot Hill and Gallows Knowe. The deviation will pass across open moorland and will potentially lead to wider visibility and skylining of the overhead line from the Glenkens Valley to the east and the interior of the Galloway Forest Park to the west.</p> <p>South of the A712 the overhead line enters the Bennan Forest Area and passes across the lower western flanks of Darsalloch Hill, avoiding the highest ground to minimise skylining of the overhead line in views from the Glenkens Valley to the east and the interior of the Galloway Forest Park to the west, whilst utilising opportunities for backclothing of the overhead line in views from the west.</p>	<p>This route deviation passes through the Rugged Granite Uplands with Forest LCT (Medium capacity) – Cairn Edward LCU (Medium capacity); the Drumlin Pastures LCT (Medium capacity) – Deeside LCU (Medium capacity), and the Foothills with Forest LCT – Laurieston LCU (Higher capacity).</p> <p>The deviation passes over relatively higher ground north of Airds Craig before deviating southwards towards Stroan Viaduct.</p> <p>Although the overhead line will pass predominantly through coniferous woodland, it will potentially appear on the skyline which forms the backdrop to views across the Drumlin Pastures LCT – Deeside LCU from the Mossdale Flow area to the east of the overhead line.</p>	<p>This route deviation is located solely within the Foothills with Forest LCT – Laurieston LCU (Higher capacity).</p> <p>The deviation follows the broad alignment of Route Option 2B but will pass over slightly lower ground north of Bennan Hill before passing into coniferous woodland on the northern flanks for Slogarie Hill. The deviation will potentially reduce perceptibility of the overhead line from the Rugged Granite Uplands with Forest LCT (Medium capacity) – Cairn Edward LCU to the north and the Drumlin Pastures LCT (Medium capacity) – Deeside LCU (Medium capacity) to the east, north-east, utilising the screening and backclothing opportunities provided by coniferous woodland whilst avoiding the potential for skylining of the overhead line above highest ground of Slogarie Hill.</p>	<p>This route deviation passes through the Drumlin Pastures LCT (Medium capacity) – Deeside LCU (Medium capacity), and the Foothills with Forest LCT – Laurieston LCU (Higher capacity).</p> <p>As for Route Options 2A and 2B the deviation maximises opportunities for backclothing and screening of the overhead line as it passes through Laurieston Forest. Where the deviation emerges from Laurieston Forest the overhead line will pass across the unforested transitional edge of the foothills landscape before descending onto the relatively lower ground of enclosed pasture west of the A762. The deviation avoids the more complex topography to the north and south in order to minimise skylining of the overhead line as it transitions from Laurieston Forest to the Drumlin Pasture of Deeside.</p>

CRITERION	Sub-Criteria	Route Deviation							
		Polquhanty	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton	
			The extensive coniferous woodland south of the A712 (Bennan Forest Area) offers opportunities for screening and backclothing the overhead line, whilst passing to the west of Peal Hill to minimise perceptibility of the overhead line from New Galloway and the Glenkens Valley.						
	Residential Visual Amenity	<p>The route deviation will locate the overhead line approximately 150m further west of Route Option B, and will seek to maximise the potential screening of the overhead line offered by coniferous forestry.</p> <p>The location of this route deviation within the coniferous forestry further west of the Route Option B will maximise the potential to screen views from the residential properties of Karnack House and Hawkrigg, whilst reducing perceptibility of the overhead line from residential properties at Dundough.</p> <p>South-west of Dundough the deviation will increase the distance between the overhead line and the properties of Knockbrack, Ridgeway and Phail Barcris, west of the A713, whilst the existing overhead line will be removed from the principal views of these new build residential properties.</p>	<p>The first section of this route deviation encroaches on the 150m trigger for consideration zone of residential properties south of Glenlee substation, most notably the property of Glenlee Kennels adjacent to Bucks Linn Bridge.</p> <p>Between the minor road and the A712 the overhead line passes within the 150m trigger for consideration zone of Airie Cottage, however the principal views of this property are east, south-eastwards towards the valley, whilst views towards the deviation are predominantly contained by woodland screening around the curtilage of the property. Views of the overhead line will be experienced whilst approaching the property along the access track from the south-east. Opportunities exist to avoid encroachment on the 150m trigger for consideration zone during the alignment stage.</p> <p>South of the A712 the</p>	<p>As for deviation 1, the first section of this route deviation encroaches on the 150m trigger for consideration zone of residential properties south of Glenlee substation, most notably the property of Glenlee Kennels adjacent to Bucks Linn Bridge.</p> <p>The deviation will locate the overhead line further west of Route Option 1A approximately 250m further west of the nearest property Airie Cottage, however as it passes over higher ground wider visibility of the overhead line from the settlement of St. John's Town of Dalry and properties on the eastern side of the Glenkens Valley may be possible.</p> <p>Once south of the A712 the deviation passes to the west of the property of Darsalloch without encroaching on the 150m trigger for consideration zone from this property. The presence of intervening local topography and coniferous woodland will potentially filter and</p>	<p>As for deviation 1 and 2, the first section of this route deviation encroaches on the 150m trigger for consideration zone of residential properties south of Glenlee substation, most notably the property of Glenlee Kennels adjacent to Bucks Linn Bridge.</p> <p>This deviation will locate the overhead line further west of Route Option 1A approximately 250m further west of the nearest property Airie Cottage, however as it passes over higher ground wider visibility of the overhead line from the settlement of St. John's Town of Dalry and properties on the eastern side of the Glenkens Valley may be possible.</p> <p>South of the A712 the overhead line passes through the uninhabited coniferous woodland of the Bennan Forest Area.</p>	<p>No residential properties are located within the immediate vicinity of this deviation to Route Option 1A, however, the deviation will potentially result in wider visibility of the overhead line from residential properties at Mossdale to the east, south-east as it passes to the east of Airds Craig, although this is unlikely to affect the principal outlooks of properties.</p>	<p>This deviation follows a similar alignment to Route Option B, however once west of the River Dee/Black Water of Dee the deviation passes north of Bennan Hill before entering coniferous woodland. This will reduce the potential visibility of the overhead line from residential properties within the vicinity of the Slogarie Non-inventory Garden and Designed Landscape (NIDL), including Slogarie House, Slogarie Farm, Coach House, Keepers Cottage and Rose Cottage. Principal views from these properties will be largely unaffected, and views west towards the route will be largely screened or filtered by the presence of the coniferous woodland which will be retained east of the overhead line on the eastern flanks of Slogarie Hill.</p>	<p>This route deviation follows a similar route to Route Options 2C, 2E and 2G, and does not encroach on the 150m trigger for consideration zone from residential properties. The deviation passes to the south, south-west of the nearest property of Dinnance which affords a south-easterly outlook whilst views south-west, south towards the deviation are predominantly screened by the presence of intervening topography, woodland cover and agricultural buildings.</p> <p>Unlike Route Option 2B this deviation avoids sequential views of the overhead line from the access track to properties at Edgarton, and avoids crossing the principal and south facing views experienced from the property of Edgarton Cottage and Edgarton Cothouse to the south, however views of the deviation</p>	

CRITERION	Sub-Criteria	Route Deviation							
		Polquhany	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton	
			<p>route deviation will pass to the east of the property of Darsalloch, crossing the road and Knocknairling Burn at the lowest point (south-west of Achie Hill) whilst utilising localised landform east of the property to minimise visibility of the overhead line from the principal north, north-easterly views from the property. Opportunities exist to avoid encroachment on the 150m trigger for consideration zone from this property during the alignment stage.</p> <p>South of this property, the overhead line passes through the uninhabited coniferous woodland of the Bennan Forest Area.</p>	<p>screen some views of the overhead line from the rear outlook and curtilage of the property (west, south, south-west).</p> <p>South of this property, the overhead line passes through the uninhabited coniferous woodland of the Bennan Forest Area.</p>					<p>from the north facing outlook of Edgarton Cothouse at the edge of Laurieston Forest and the curtilages of these properties will be possible.</p> <p>More distant views of this deviation will be possible from elevated properties at the eastern edge of the Laurieston as the overhead line descends from the higher ground to the west, however these views will be experienced at a distance of over 1km and will be partially screened and filtered by intervening woodland cover and vegetation.</p>
	Tourism and Recreation: key viewpoints (visual amenity – promoted viewpoints, tourist attractions and recreational areas).	<p>As for Route Option B, this route deviation will cross the Bardennoch Trail (Core Path) to the west of Dundegh, and whilst the deviation is located within the eastern periphery of the Galloway Forest Park it does not intersect with the FCS-promoted trails at Polmaddy.</p> <p>The deviation will be partly visible from the Galloway Tourist Route which follows the A713, however the overhead line will generally be located further from the road than the alignment of the existing 132kV overhead line until it crosses the road south of Dundegh.</p> <p>The route deviation will pass close to the licensed caravan/campsite adjacent to the property</p>	<p>As for Route Options 1A and 1B, the deviation will potentially be perceptible from sections of the Southern Upland Way as it crosses higher ground on the eastern and western side of the Glenkens Valley, however, the overhead line will be seen at a distance of over 1.5km and in the context of the existing 132kV overhead line between Glenlee and Newton Stewart, and infrastructure of the Glenlee hydro power station.</p> <p>This route deviation is unlikely to be visible from the Galloway Tourist Route (A713) on the east side of the Glenkens Valley due to intervening landform and the presence of coniferous woodland west of the A762.</p>	<p>As for Route Options 1A and 1B, these deviations will potentially be perceptible from sections of the Southern Upland Way as it crosses higher ground on the eastern and western side of the Glenkens Valley, however, the overhead line will be seen at a distance of over 1.5km and in the context of the existing 132kV overhead line between Glenlee and Newton Stewart, and infrastructure of the Glenlee hydro power station.</p> <p>This route deviation may introduce skylined views of the overhead line from the Galloway Tourist Route (A713) on the east side of the Glenkens Valley, as the overhead line passes over the higher ground of Gallows Knowe and Airie Hill to the west of Route Option 1A.</p> <p>These deviations cross the New Galloway West Core Path north of the A712, before deviating south, south-westwards over higher ground to the west of the Core Path route. More distant views of these deviations from the eastern extent of the footpath near the A712 will be limited by the intervening topography of Gallows Knowe and Rig of Airie.</p> <p>The deviation will also cross the A712 (The Queen's Way), further west of Route Option 1A and deviation 1 and north of Darsalloch Hill. The overhead line will cross at a relatively open section of the A712, with open views towards the overhead line possible as it crosses the open moorland of Gallows Knowe and</p>		<p>As for Route Option 1A this deviation crosses the FCS-promoted Raiders Road Forest Drive and Raiders Road to Mossdale Core Path at a prominent section of the route east of Airds Craig, where receptors will experience sequential views of the overhead line whilst passing under the route on the approach to Stroan Loch.</p> <p>South of the Raiders Road Forest Drive the deviation crosses the Mossdale Kite Walk Core Path whilst paralleling the Forest Drive with sequential views of the overhead line likely from this promoted route for approximately 600m.</p> <p>The deviation will</p>	<p>As for Route Option B, this route option crosses a Core Path to the south of Stroan Loch which is popular with local walkers and cyclists, however views will be short-lived as the overhead line passes over these routes, often within dense coniferous forestry.</p> <p>As for Route Option B, views of the overhead line from the FCS promoted Black Water Riverside Walk will occur.</p>	<p>As for the other route options in this area, including the preferred Route Option 2B, this deviation does not cross any promoted tourist or recreational routes, however, visibility may be possible from some short sections of the Galloway Red Kite Trail where it follows the A762 to the north-east of the deviation.</p> <p>As for preferred Route Option 2B, although the deviation passes close to two Core Paths east and west of Kenick Wood, views from these Core Paths will be limited by the presence of woodland cover. Similarly, the deviation avoids the Retreat Wood circular Core Path, passing</p>	



CRITERION	Sub-Criteria	Route Deviation						
		Polquharity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton
		<p>of Hawkrigg, however the overhead line will be located beyond the alignment of the existing overhead line to the west (to be removed), and located further into the coniferous forestry to the west.</p>	<p>Sections of the Galloway Red Kite Trail within the Glenkens Valley (following the A762 and A713) are also unlikely to experience views of the deviation.</p> <p>This deviation will cross and pass close to the New Galloway West Core Path north of the A712, with sequential views from this footpath possible for approximately 500m as the overhead line will run broadly parallel with the footpath from south-west of Shiel Hill.</p> <p>The deviation will cross the A712 (The Queen's Way), route of the Robert the Bruce Trail and a section of the Galloway Red Kite Trail (between New Galloway and Clatteringshaws Loch), crossing the road perpendicular to the north of Peal Hill. The road also provides access to the interior of the Galloway Forest Park, however views of the overhead line will be limited to short lived sequential views from a short section of the road as it crosses perpendicular to the direction of travel.</p> <p>Views of this deviation from New Galloway Golf Course are not considered likely, due to the presence of intervening landform and coniferous woodland.</p>	<p>Rig of Airie. The presence of the overhead line across the higher ground of Gallows Knowe and Rig of Airie to the north of the A712, and the higher ground of Darsalloch Hill to the south of the A712 will likely increase visibility of the overhead line in views from the interior of the Galloway Forest Park to the west, and when travelling along the A712 from the west.</p> <p>Views of this deviation from New Galloway Golf Course are not considered likely, due to the presence of intervening landform and coniferous woodland.</p>		<p>potentially increase visibility of the overhead line from the Airds, Kite Trail Core Path, the Mossdale to Gatehouse Station Railway Walk Core Path and areas surrounding Mossdale Loch which is used for recreational angling.</p> <p>The deviation will also potentially increase visibility of the overhead line from the Galloway Red Kite Trail (A762) to the east, south-east.</p>		<p>within approximately 150m at its nearest point.</p> <p>As for the other route options, at the southern extent the deviation will be visible in longer distance views from Neilson's monument on Barstobrick Hill and locations surrounding Bargatton Loch will be possible.</p>
Cultural Heritage	Scheduled Monuments	Two Scheduled Monuments, Dundough Castle (SM2476) and Polmaddy medieval and	One Scheduled Monument, Dalry motte, lies within 2km of the route option. Dalry motte is a promoted heritage site and has been raised as a sensitive asset by Dumfries & Galloway Council in relation to the potential effect on its setting.			There is one Scheduled Monument, Little Duchrae (SM1077) within 2km of the route option.	There are two Scheduled Monuments, Bargatton Farm, cairn	

CRITERION	Sub-Criteria	Route Deviation							
		Polquharity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton	
		<p>post-medieval settlement (SM5391) lie within 2km of the route option.</p> <p>Polmaddy settlement is a promoted heritage site and has been raised as a sensitive asset by the Dumfries &amp; Galloway Council in relation to the potential effects on its setting.</p> <p>Polmaddy is located on a south-facing slope surrounded by large swathes of commercial forestry. Initial assessment suggests that intervening topography and commercial forestry would mostly screen views to the proposals and the setting of the settlement would not be adversely affected.</p>	<p>The northern end of the route options would be located over 1.6km to the south-east of the mote and the route options would not pass the motte. Initial assessment suggests that the built up areas of St Johns Town of Dalry, to the south/south-west of the motte, would principally screen views in the direction of the proposed overhead line (all alternative routes) and its effect on the motte would be minimal.</p>						<p>(SM1002) and Edgarton Mote, fort (SM1119) within 2km of the route.</p>
	Listed Buildings Category A, B and C	<p>There are eight listed buildings within 2km of the route option:</p> <p>Four Category B Listed Building and four Category C Listed Buildings.</p>	<p>There are fifteen listed buildings within 2km of the route option:</p> <p>Thirteen Category B Listed Buildings and two Category C Listed Buildings.</p>	<p>There are thirteen listed buildings within 2km of the route option:</p> <p>Twelve Category B Listed Buildings and one Category C Listed Building.</p>		<p>There are four listed buildings within 2km of the route option:</p> <p>Three Category B Listed Buildings and one Category C Listed Building.</p>		<p>There are seven listed buildings within 2km of the route option:</p> <p>Five Category B Listed and two Category C Listed.</p>	
	Conservation Areas (CA)	<p>No CAs are crossed by the route option or within 2km of the route option.</p>	<p>One CA, New Galloway, lies within 2km of the route option.</p>	<p>No CAs are crossed by the route option or within 2km of any of the route options.</p>					
	Archaeologically Sensitive Areas (ASA)	<p>Two ASAs lie within 2km of the route option, Polharrow Burn ASA and Bardenoch – Garryholm ASA.</p> <p>Polharrow Burn ASA has been raised as a sensitive asset by the Dumfries &amp; Galloway Council in relation to the potential effects on its setting. It is considered that the setting of the ASA would not be adversely</p>	<p>No ASAs are crossed by the route option or within 2km of the route option.</p>			<p>One ASA lies within 2km of the route option, Grobdale ASA.</p>	<p>The route option crosses the north eastern edge of Grobdale ASA.</p> <p>Within the ASA, where the route option would cross at Stroan Hill, are the ruins of a post-medieval farmstead and field system and remains of an earlier (medieval) township (MDG8225 &amp; MDG8226, see below) along with</p>	<p>One ASA lies within 2km of the route option, Loch Mannoch ASA.</p>	

CRITERION	Sub-Criteria	Route Deviation						
		Polquharity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgerton
		affected by the proposals.					<p>elements of earlier land-use, such as small groups of clearance cairns and a prehistoric burnt mound. The remains form a well-preserved archaeological landscape that has considerable time-depth and are recorded as being of national importance in the Dumfries &amp; Galloway Council HER.</p> <p>The route option would cross the ASA just south of Stroan Hill, crossing the nationally important settlement and field system remains of Stroan. Preliminary assessment indicates that the route option would cross several field banks defining areas of rig and furrow cultivation that are component parts of the more extensive field system. Construction of the proposed overhead line over this section of the ASA has the potential to cause a direct, permanent and irreversible effect on the upstanding remains of the field system, and although the route would only cross the southernmost part of the township, the predicted direct impacts would likely also affect the integrity of the settlement/field system as a whole. In addition, it is considered that the construction of an overhead line within this route option (crossing the field system) would likely result in a significant</p>	



CRITERION	Sub-Criteria	Route Deviation						
		Polquhany	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton
							effect on the setting of the nationally significant Stroan settlement/farmstead and the ASA.	
	Non – Inventory Gardens and Designed Landscapes (NIDL)	No NIDLs are crossed by the route option or within 2km of the route option.	There are four NIDLs within 2km of the route option: Garroch, Glenlee Park, Kenmure Castle & Hannaston.  Three of these NIDLs, Glenlee Park, Kenmure Castle and Garroch have been raised as sensitive assets by the Dumfries & Galloway Council in relation to potential effect on their settings. It is considered that the setting of the NIDLs would not be adversely affected by any of the alternative route options.			One NIDL, Hensol House NIDL, lies within 2km of the route option.	Two NIDLs, Hensol House and Slogarie, lie within 2km of the route option.	One NIDL, Laurieston Hall, lies within 2km of the route option.
	Unscheduled Archaeology of National Importance	Three unscheduled archaeological sites of national importance lie within 2km of the route option.  Mackilston Cairn (MDG3865) has been raised by the Dumfries & Galloway Council as a sensitive asset in relation to the potential effect on its setting. It is considered that the setting of the cairn would not be adversely affected by the proposals.	There are two sites of national importance within 2km of the route option: Dalry Fundamental Bench Mark (MDG25521) and The Score (MDG12802). The Score is a promoted heritage site located along the Southern Upland Way, and Dalry Fundamental Bench Mark is near the A713 south of St Johns Town of Dalry. Both have been raised as sensitive assets by Dumfries & Galloway Council in relation to the potential effect on their setting.  The Score lies over 1.3km from the northern end of the alternative route options and Dalry Fundamental Bench Mark lies over 1.9km from the alternative route options; it is considered that the setting of these assets would not be adversely affected by any of the alternative route options.			There are no unscheduled archaeological sites of national importance within 2km of the route option.  Dumfries & Galloway Council have highlighted the route of the 'Raiders Road' a promoted forest drive (heritage trail) as a sensitive heritage asset. The road runs from the Clatteringshaws Loch to Stroan Loch through the Galloway Forest Park, along the lower slopes of the River Dee (or Black Water of Dee), and is surrounded by commercial forestry. The road would be crossed by the current preferred route and the FES alternative option at Airds Craig. Any direct impact on the road itself could be avoided during alignment.  In addition, there are three unscheduled sites of national importance within 2km of the route option:  Stroan, settlement and field system (MDG8225 & MDG8226) and settlement remains at	The route option crosses Stroan settlement, field system and cultivation remains (MDG8225 & MDG8226) which is an unscheduled archaeological site of national importance and forms part of Grobdale ASA (see comments above in ASAs).  There are an additional four unscheduled archaeological sites of national importance within 2km of the route option:  Stroan, settlement and field system (MDG15807 & MDG15910); Airie Settlement (MDG15807) and Lochenbreck, burnt mound (MDG15917).	Ten unscheduled archaeological sites of national importance lie within 2km of the route option, including Bargatton, cairn (MDG3778); Barstobrick Hill fort (MDG3780); Lochenbreck, burnt mound (MDG8244); Edgarton, burnt mound (MDG8367); Edgarton, mill and associated structures (MDG8368); Upper Lairdmannoch, burnt mounds (MDG8371, MDG8374 & MDG8384); Dinnance, cairn (MDG8405) and Bargatton, burnt mound (MDG8419).

CRITERION	Sub-Criteria	Route Deviation						
		Polquharity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton
						Airie (MDG8232).		
	<p>Undesignated Archaeology of Regional and Local Importance (recorded in Dumfries &amp; Galloway Council Historic Environment Record) within route options.</p>	<p>There are four sites of regional/local importance within the route option.</p> <p>Mesolithic flint findspots (MDG3848 and MDG3849), Kendoon Suspension Bridge (footbridge) (MDG3850) and Dundough farmstead and field system (MDG15327)</p> <p>The bridge could be avoided during alignment.</p> <p>The findposts indicate the potential for a cluster of early prehistoric remains present around Kendoon. Where the route option crosses two areas that contained Mesolithic flint findspots there may be a requirement for further archaeological investigations and mitigation prior to and during construction of the development.</p> <p>The farmstead is recorded from historical maps and its current baseline condition is unknown. From modern aerial photographs the site appears to have been planted on (commercial plantation) and field survey would require to be undertaken to record the condition and surviving extent of the site.</p>	<p>There are four sites of regional/local importance within the route option.</p> <p>'Old Edinburgh Road' (MDG3154), Rig of Airie Farmstead/Field System (MDG15971), Rifle Range (MDG27065) and Road (MDG27066).</p> <p>The upstanding remains of Airie Farmstead and Field System have been recorded within moorland, comprising principally of turf filed banks, on the south facing slopes of Gallows Knowe. The route alignment crosses the eastern edge of the farmstead remains, however there is potential for the overhead line to avoid the upstanding remains during detailed routeing.</p> <p>The 'Old Edinburgh Road' and Road (MDG27066) are both visible on aerial photographs, the first as a trackway running east to west across an area of moorland (running parallel with the A712 public road), the second as a short section of track flanged by stone walls running across farmland to the south of Airie. Any direct impact on these roads could be avoided during detailed alignment.</p> <p>The rifle range has been recorded from historical maps and field survey would be required to record the condition and full extent of the rifle</p>	<p>There are three sites of regional/local importance within the route option.</p> <p>'Old Edinburgh Road' (MDG3154), Rig of Airie Farmstead/Field System (MDG15973) and Rifle Range (MDG27065).</p> <p>The upstanding remains of Airie Farmstead and Field System have been recorded within moorland, comprising principally of turf field banks and some rig and furrow cultivation remains, on the south facing slopes of Gallows Knowe. The route alignment crosses the western edge of the farmstead remains, however there is potential for the overhead line to avoid the upstanding remains during detailed routeing.</p> <p>The 'Old Edinburgh Road' is visible on aerial photographs as a trackway running east to west across an area of moorland (running parallel with the A712 public road). Any direct impact on the road itself could be avoided during detailed alignment.</p> <p>The rifle range has been recorded from historical maps and field survey would be required to record the condition and full extent of the rifle range</p>	<p>There is one site of regional/local importance within the route option, 'Old Edinburgh Road' (MDG3154).</p> <p>The road is visible on aerial photographs as a trackway running east to west across an area of moorland (running parallel with the A712 public road). Any direct impact on the road itself could be avoided during detailed alignment.</p>	<p>There is one archaeological site of regional/local importance within the route option, a deserted settlement (MDG3822).</p> <p>The settlement (or farmstead) is recorded from historical maps and its current baseline condition is unknown. From modern aerial photographs the site appears to have been recently planted on (commercial plantation) and field survey would require to be undertaken to record the condition and surviving extent of the site.</p>	<p>There are no sites of regional and/or local importance recorded within the route option.</p>	<p>There are two sites of regional/local importance within the route option: Camelon Bridge, burnt mound (MDG8366) and Bargatton Wood, burnt mound (MDG8429).</p> <p>Bargatton Wood burnt mound lies just on the eastern edge of the route option and could be avoided during alignment. The other, Camelon Bridge burnt mound, lies within the route option. Initial assessment suggests that it is a discrete, isolated, site which could be avoided during detailed alignment.</p>

CRITERION	Sub-Criteria	Route Deviation						
		Polquharity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton
			range.					
Forestry	Commercial forestry	<p>37.7ha of conifer 2.1ha of broadleaves</p> <p>This deviation has a greater impact on commercial forestry relative to the preferred route, predominately at the northern end where the deviation route enters the forest at an earlier point. (Deviation route 37.7ha of commercial forestry, preferred route 30.2ha of commercial forestry). This commercial forestry cannot be avoided during route alignment.</p>	<p>38.7ha of conifer 4.3ha of broadleaves</p> <p>This deviation has a greater impact on existing commercial woodland relative to the preferred route. (Deviation route 38.7ha of commercial forestry, preferred route 36.2ha of commercial forestry). This commercial forestry cannot be avoided during route alignment.</p>	<p>37.1ha of conifer 3.2ha of broadleaves</p> <p>This deviation has a small increased impact on commercial woodland relative to the preferred route. This commercial forestry cannot be avoided during route alignment.</p>	<p>51.2ha of conifer 4.82ha of broadleaves</p> <p>This deviation has a large additional impact on commercial woodland relative to the preferred route, due to its longer route through the main forest area to the west of Darsalloch Hill. (Deviation route 51.2ha commercial forestry, preferred route 36.2ha of commercial forestry). This commercial forestry cannot be avoided during route alignment.</p>	<p>41.1ha of conifer. 0ha of broadleaves</p> <p>This deviation has an additional impact on commercial woodland relative to the current preferred route option. However, the current preferred route impacts on the forest management activities around Loch Stroan; in particular, on the commercial woodlands managed under Low Impact Silvicultural Systems (LISS). This process is being followed within the forest adjacent to the loch, in an attempt by the Forestry Commission to retain the conifer forest for longer than a normal commercial rotation. This reflects the importance of the area for both forest landscape and conservation.</p>	<p>58.3ha of conifer 0.2ha of broadleaves.</p> <p>This deviation has an increased impact on commercial forestry due to it entering the main forest area at an earlier point coming from the north. This route does offer significant opportunities to retain a forest edge to the east of the line subject to accurate siting of the line to make best use of existing windfirm edges within the forest. (Deviation route 58.3ha commercial forestry, preferred route 32.2ha of commercial forestry). This commercial forestry cannot be avoided during route alignment.</p>	<p>23.1ha of conifer 1.07ha of broadleaves</p> <p>This deviation has large reduced impact on commercial forestry relative to the proposed route. This is due to the deviation route exiting the forest area at an earlier point coming from the north. (Deviation route 23.1ha commercial forestry, preferred route 47.3ha of commercial forestry). This commercial forestry cannot be avoided during route alignment.</p>
	Ancient and Semi-Natural Woodland (ASNW) and Native Woodlands Survey of Scotland (NWSS)	<p>0.43ha ASNW 2.43ha of NWSS</p> <p>The deviation route has a small increased impact on Ancient woodland relative to the preferred route. The ASNW could be avoided during route alignment. The deviation has small increased impact on NWSS to the preferred route. There is limited potential to avoid this area of NWSS during route alignment.</p>	<p>4.6ha of ASNW 5.1ha of NWSS</p> <p>The deviation route has a small increased impact on Ancient woodland relative to the preferred route. The ASNW cannot be avoided during route alignment. The deviation has small increased impact on NWSS relative to the preferred route. The NWSS cannot be avoided during route alignment.</p>	<p>4.6ha of ASNW 3.7ha of NWSS</p> <p>The deviation route has a small increased impact on Ancient woodland relative to the preferred route. The ASNW cannot be avoided during route alignment. The deviation has small reduction on the impact on NWSS relative to the preferred route. The NWSS cannot be avoided during route alignment.</p>	<p>4.6ha of ASNW 5.1ha of NWSS</p> <p>The deviation route has a small increased impact on Ancient woodland relative to the preferred route. The ASNW cannot be avoided during route alignment. The deviation has small increased impact on NWSS relative to the preferred route. The NWSS cannot be avoided during route alignment.</p>	<p>3.45ha of ASNW 8.6ha of NWSS</p> <p>The deviation route has a small increased impact on Ancient woodland relative to the preferred route. However, the deviation route will have less of an impact upon the ASNW and neighbouring forest areas managed for Nightjar natural habitat than the current preferred route. Although the deviation route has an increased impact on NWSS relative to the preferred</p>	<p>0ha of ASNW 0ha of NWSS</p> <p>Neither the deviation route or the preferred route impact on ASNW. The deviation does not impact on NWSS. The preferred route impacts on 2.3ha of NWSS.</p>	<p>0ha of ASNW 0ha of NWSS</p> <p>The deviation route has no impact on ASNW. The preferred route impacts on 2.8ha of ASNW. Neither the deviation route or the preferred route impact on NWSS.</p>

CRITERION	Sub-Criteria	Route Deviation							
		Polquhany	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton	
							route, it will have less impact upon woodlands located on the edge of the SSSI and Loch Stroan.		
	New proposed Rig of Airie woodland (Scottish Woodlands)		This deviation will impact on an estimated 4.7ha of the area of new woodland planting. The woodland is mainly conifer with edges of broadleaf woodland.  This deviation has a lower impact on this area of new proposed woodland relative to the current preferred route option which impacts on 28ha.	This deviation will impact on an estimated 25.6ha of the area of new woodland planting. The woodland is mainly conifer with edges of broadleaf woodland.  This deviation has a lower impact on this area of new proposed woodland relative to the current preferred route which impacts on 28ha.	This deviation will impact on an estimated 23.4ha of the area of new woodland planting. The woodland is mainly conifer with edges of broadleaf woodland.  This deviation has a lower impact on this area of new proposed woodland relative to the current preferred route which impacts on 28ha.				
<b>Flood Risk</b>	Flood zones and waterbodies	As with the existing preferred route, this route deviation crosses two areas within the 1/200yr flood risk zone (one to the west of Polmaddie, close to Polmaddy Ford and one to the south-west of Kendoon, which is where the Water of Deugh meets the Water of Ken).  These flood risk zones cannot be avoided during routeing; however they are not wider than the average span length of 250m and so can be easily spanned.	All route deviations cross two areas within the 1/200yr flood risk zone, one to the south of Glenlee (Craigshinnie Burn) and one to the north of Peal Hill (Knocknairling Burn).  These flood risk zones cannot be avoided during routeing; however, they can be spanned during route alignment stage.  Ordnance Survey maps show an area of marshy, wet ground to the south of Craigshinnie Burn at the confluence of two small watercourses which enter the burn from the south. All route deviations and the current preferred route cross part of this area. However, the three deviation routes may have more issues during micro-siting of the pylons compared to the preferred route.			Not applicable.	As with the existing preferred route, this route deviation crosses one area within the 1/200yr flood risk zone (Black Water of Dee, to the south-west of Mossdale).  This flood risk zone cannot be avoided during routeing; however it is not wider than the average span length of 250m and so can be easily spanned.	Not applicable.	
<b>Comment</b>		<u>Length:</u> There is a slight <b>preference for the existing preferred route</b> , as it is 0.1km shorter than the deviation.	<u>Length:</u> There is a slight preference for the existing preferred route, as it is 0.1km shorter than the deviation.	<u>Length:</u> There is a slight preference for deviation, as it is 0.2km shorter than the existing preferred route.	<u>Length:</u> There is a preference for the existing preferred route, as it is 0.6km shorter than the deviation.	<u>Length:</u> There is a <b>preference for the existing preferred route</b> , as it is 0.3km shorter than the deviation.	<u>Length:</u> There is a slight <b>preference for the existing preferred route</b> , as it is 0.1km shorter than the deviation.	<u>Length:</u> There is a <b>preference for deviation</b> , as it is 0.5km shorter than the existing preferred route.	
			Overall there is a <b>preference for the deviation Darsalloch 2</b> , over both the other deviations, and the existing preferred route, as this is the shortest route.						

CRITERION	Sub-Criteria	Route Deviation						
		Polquhanity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton
		<p><u>Biodiversity:</u> The deviation passes through the trigger for consideration zone around a black grouse lek site. While the existing preferred route also passes through the zone, it is further to the east thus further from the lek itself. <b>There is a preference for the existing preferred route.</b></p>	<p><u>Biodiversity:</u> There is <b>no preference</b> between the existing preferred route or the 3 deviation options.</p>			<p><u>Biodiversity:</u> Both the deviation and the existing preferred route pass through small areas of Class 1 habitat. It would be possible to avoid impacting Class 1 habitat on both routes. Both the deviation and the existing preferred route pass through the 1km trigger around a SSSI, however as the deviation is further from the SSSI boundary, <b>there is a preference for the deviation.</b></p>	<p><u>Biodiversity:</u> Both the deviation and the existing preferred route pass through the trigger for consideration around a SSSI. However, as the deviation passes closer to the SSSI boundary, <b>there is a preference for the existing preferred route.</b></p>	<p><u>Biodiversity:</u> Both the deviation and the existing preferred route pass through areas of Class 1 habitat. It is more likely that deep peat can be by-passed along the deviation, thus <b>there is a preference for the deviation.</b></p>
		<p><u>Ornithology:</u> The <b>existing preferred route is preferred</b> as it passes through less of the trigger for consideration zone around a black grouse lek than the route deviation.</p>	<p><u>Ornithology:</u> There is <b>no preference.</b></p>			<p><u>Ornithology:</u> <b>Neither route is preferred</b> over the other.</p>	<p><u>Ornithology:</u> The <b>existing preferred route is preferred</b> as it has no overlap with trigger for consideration zones around Annex 1/Schedule 1 nest sites; however this zone can be avoided during route alignment if the deviation is progressed.</p>	<p><u>Ornithology:</u> <b>Neither route is preferred</b> as both pass through a single trigger for consideration zone around an Annex 1/Schedule 1 nest site.</p>
		<p><u>Cultural heritage:</u> There are <b>no key differences</b> between the deviation and the current preferred route option for effects on cultural heritage.</p>	<p><u>Cultural Heritage:</u> There are no key differences between the deviations (Darsalloch 1, 2 and 3). On balance Darsalloch 3 would be the preferred route option due to the relatively lower number and density of cultural heritage assets within the route option, however, it could be possible to avoid the heritage assets within Darsalloch 1 and 2 during detailed alignment.</p>			<p><u>Cultural Heritage:</u> The <b>preferred route option would be the alternative route alignment</b> (Stroan Loch Deviation) as it would principally avoid (only cross the northern edge of) settlement, (MDG3822) reducing any potential impact on surviving upstanding remains.</p>	<p><u>Cultural Heritage:</u> <b>The current preferred route option would be the preferred route.</b> Although this route option would cross the ASA it would be on the edge of the ASA and away from the nationally important cultural heritage remains in a less sensitive part of the ASA, removing any potential direct effect on the upstanding archaeological remains. The presence of the proposed development crossing the ASA within the current preferred route option would result in an impact on</p>	<p><u>Cultural Heritage:</u> There are no previously recorded unscheduled archaeological remains within the current preferred route option; however, this route option would be visible to the south of Scheduled Monument Edgarton mote, fort (SM1119) in principal views. In their consultation response, Historic Environment Scotland advise that an overhead line within the current preferred route option (to the south of Edgarton More) would</p>



CRITERION	Sub-Criteria	Route Deviation						
		Polquhanity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton
							<p>the setting of both the ASA and the nationally important settlement remains; however, initial assessment suggests that this would likely be minimal.</p>	<p>potentially adversely impact the setting of the monument and advised that these impacts could be mitigated by a route to the north of the monument.</p> <p>There are a small number of unscheduled cultural heritage sites recorded within the deviation, these appear to be isolated discrete features (for example burnt mounds) that could be avoided during detailed route alignment. Field survey would require to be carried out to confirm this. The deviation would be to the north of Scheduled Monument Edgarton Mote fort and thus not within the principal views from the monument to the south (and taking into consideration advice from Historic Environment Scotland during consultation). On this basis <b>the deviation route is preferred.</b></p>
		<p><u>Committed Development:</u> There is <b>no preference.</b></p>	<p><u>Committed Development:</u> There is <b>no preference</b> between the existing preferred route or deviations 1 or 3. There is a valid planning application within deviation 2; however this could be avoided during route alignment.</p>			<p><u>Committed Development:</u> There is <b>no preference.</b></p>		<p><u>Committed Development:</u> The <b>existing preferred route is preferred.</b></p>
		<p><u>Forestry:</u> <b>Preference for the preferred route.</b></p>	<p><u>Forestry:</u> <b>Preference for the Darsalloch 1 deviation.</b></p>	<p><u>Forestry:</u> <b>No preference between deviation and current preferred route.</b></p>	<p><u>Forestry:</u> <b>Preference for the preferred route.</b></p>	<p><u>Forestry:</u> <b>Preference for the deviation route to the east of Loch Stroan.</b></p>	<p><u>Forestry:</u> <b>Preference for the deviation.</b></p>	<p><u>Forestry:</u> <b>Preference for the deviation.</b></p>

CRITERION	Sub-Criteria	Route Deviation						
		Polquhanity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton
		<u>Flood Risk:</u> There is <b>no preference</b> between the existing preferred route and the deviation.	<u>Flood Risk:</u> There is a <b>slight preference for the existing preferred route</b> as it mostly avoids the confluence to the south of Craigshinnie Burn. However, it is likely that flood risk issues can be resolved in alignment for all routes.			<u>Flood Risk:</u> There is <b>no preference</b> as there are no areas within the 1/200yr flood risk zone either in the existing preferred route, or the deviation.	<u>Flood Risk:</u> There is <b>no preference</b> between the existing preferred route and the deviation.	<u>Flood Risk:</u> There is <b>no preference</b> as there are no areas within the 1/200yr flood risk zone either in the existing preferred route, or the deviation.
		<p><u>L VIA:</u> This route deviation takes a very similar alignment to preferred Route Option B.</p> <p>On balance, this route deviation is preferred to that of Route Option B as it increases the potential distance between the overhead line and residential properties near Polquhanity and at Dundough, whilst it further utilises the presence of coniferous forestry to provide potential screening of the overhead line from these residential properties and the Galloway Tourist Route along the A713.</p> <p><b>Route Option B with proposed deviation is preferred.</b></p>	<p><u>L VIA:</u> On balance this relatively minor deviation to Route 1A is preferred as it potentially increases the distance of the overhead line from the residential property of Darsalloch south of the A712, maximising the opportunities to use local topography and landform, and intervening coniferous woodland to partially screen views from the principal outlook of the property (north, north-east) whilst minimising potential for sequential views of the overhead line from the Queen's Way (A712).</p>	<p><u>L VIA:</u> Although this deviation to Route Option 1A removes potential visibility of the overhead line from the principal views of Darsalloch (north, north-east), views of the overhead line will still be possible from the rear and curtilage of the property (west, south, south-west). The deviation will however potentially introduce more wide spread visibility of the overhead line as it crosses over the higher ground of Gallows Knowe and Rig of Airie, including potential skylining of the overhead line in views from the Glenkens Valley to the east and the interior of the Galloway Forest Park.</p>	<p><u>L VIA:</u> Although this deviation to Route Option 1A removes potential visibility of the overhead line from the property of Darsalloch it will potentially introduce more wide spread visibility of the overhead line as it crosses over the higher ground of Gallows Knowe and Rig of Airie, including potential skylining of the overhead line in views from the Glenkens Valley to the east and the interior of the Galloway Forest Park. The crossing of the Queen's Way to the west of Darsalloch Hill will potentially increase visibility of the overhead line in sequential views experienced from this route.</p>	<p><u>L VIA:</u> On balance, the preferred Route Option (1A/2B) remains the preference through this section as it minimises potential effects on views from the FCS Raiders Road Forest Drive by crossing the route perpendicularly to minimise sequential views experienced along a longer section of the road.</p> <p>The deviation will also potentially lead to wider visibility of the overhead line from residential properties at Mossdale and the route of the Galloway Kite Trail (A762) to the east</p> <p><b>Route Option 1A/2B is preferred.</b></p>	<p><u>L VIA:</u> This deviation is preferred as it reduces visibility of the overhead line from residential properties within the vicinity of Slogarie NIDL, utilising the landform of Bennan Hill to the north and the presence of coniferous woodland across the eastern flanks of Slogarie Hill to reduce visibility of the overhead line.</p> <p><b>Route Option 2B with proposed deviation is preferred.</b></p>	<p><u>L VIA:</u> On balance this route deviation is preferred to that of Route Option 2B as it avoids the principal southern outlooks from the residential properties of Edgarton Cottage and Edgarton Cothouse, as well as sequential views of the overhead line from the shared approach to these properties along with Edgarton Farmhouse.</p> <p><b>Route Option 2B with proposed deviation is preferred.</b></p>
		<b>Route Option 1A with proposed deviation 1 is preferred.</b>						
<b>Overall Preference</b>		The overall preference is for Route Option B, with the proposed deviation. This is primarily as the deviation increases the potential distance between the overhead line and residential properties. In addition there are opportunities for forestry to limit views of the overhead line from these	The overall preference is Route Option 1A with the proposed deviation Darsalloch 1, as it potentially increases the distance of the overhead line from the residential property of Darsalloch south of the A712, maximising the opportunities to use local topography and landform, and intervening coniferous woodland to partially screen views from the principal outlook of the property (north, north-east) whilst minimising potential for sequential views of the overhead line from the Queen's Way (A712). This deviation also has less impact on the Scottish Woodlands planting proposals.			The overall preference is for the current preferred Route Option 1A / 2B within this section, primarily due to potential increased wider visibility of the deviation within the local area. However, the route option has been modified in this area to seek to address the concerns raised by FES	The overall preference is Route Option 2B, with the proposed deviation as it reduces visibility of the overhead line from residential properties within the vicinity of Slogarie NIDL, utilising the landform of Bennan Hill to the north and the presence of coniferous woodland across the eastern flanks of	The overall preference is for the Route Option 2B, with the proposed deviation. The deviation avoids the principal southern outlooks from nearby residential properties, as well as sequential views from the shared approach to these properties, along with Edgarton Farmhouse.



CRITERION	Sub-Criteria	Route Deviation						
		Polquhanity	Darsalloch 1	Darsalloch 2	Darsalloch 3	Stroan Loch	Slogarie	Edgarton
		properties, and the Galloway Tourist Route along the A713.				without increasing visibility within the local area, through movement of the route slightly northeast. This also increases the potential to avoid cultural heritage features in the locality.	Slogarie Hill. The deviation also offers opportunities to avoid NWSS.	The deviation also avoids the principal view from from the Scheduled Monument at Edgarton Mote and would result in less woodland felling that the current preferred route.

## **Appendix V: Appraisal of consultation-informed route for Zone C which follows existing 132kV overhead line**

# Appendix V: Appraisal of consultation-informed route for Zone C which follows existing 132kV overhead line

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**Table 1: Appraisal against criteria for route following existing 132kV overhead line in Zone C**

CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
<b>Approximate Length of Line Route (km)</b>		Approximately 33.5km.	Approximately 32.3km	Preference for current SPEN preferred route as this is shorter at 32.3km.
<b>Biodiversity and Geological Conservation</b>	Ramsar Sites	Route option passes through the Loch Ken and River Dee Marshes Ramsar site for a distance of approximately 800m. Designated for its wintering Greenland white-fronted goose population and also its wintering greylag goose population. This cannot be avoided during route alignment.	n/a	This route option is not favoured over the current preferred route as it passes through the Loch Ken and River Dee Marshes SPA and Ramsar Site and passes through a length of the 2km trigger for consideration zone of the Loch Ken and River Dee Marshes SPA. Flight activity by qualifying species of the SPA and Ramsar Site, in particular Greenland white-fronted geese, will be elevated leading to a risk of collision with the overhead line. There is also a risk of disturbance to the feeding and roosting areas of all qualifying species during construction and throughout operation. The proposed configuration (L4 steel tower) of the overhead line of this route would increase the risk of collision to the SPA's qualifying species and, therefore, is likely to adversely affect the integrity of the SPA.  Should a route following the existing overhead line through the SPA be progressed, it would be subject to a Habitats Regulations Appraisal (HRA) as it would be deemed to have a Likely Significant Effect (LSE) on the integrity of the SPA. As part of the HRA the competent authority would undertake an Appropriate Assessment of the project focussing on the qualifying interests of the SPA and potential impacts on the SPAs Conservation Objectives. The requirement is for scientific evidence that there will be no adverse effect on site integrity. If there is even any doubt about adverse effects of the proposal on site integrity, the Habitats Regulations require that permission must be refused unless there are no alternatives <u>and</u> there are imperative reasons of over-riding public interest in proceeding.  Information collated during desk and field studies on the use of habitats by the SPA's qualifying species, in particular Greenland white-fronted geese, confirms that the existing overhead line currently presents a risk of collision, as regular feeding areas are found on both sides of the overhead line, leading to flights across the overhead line. An overhead line within the current SPEN preferred route would enable the removal of the existing overhead line within the SPA. This would remove any collision risk that the existing overhead line currently presents to the wintering Greenland white-fronted goose and greylag goose interest of the
	Special Protection Areas (SPA)	Route option passes through the Loch Ken and River Dee Marshes SPA site for a distance of approximately 800m. Designated for its wintering Greenland white-fronted goose population and also its wintering greylag goose population. This cannot be avoided during route alignment.	n/a	
	Sites of Special Scientific Interest (SSSI)	Route option crosses the Water of Ken Woods SSSI (designated for upland oak woodland and lichen assemblages). This cannot be avoided during routeing.  Route option also bisects the River Dee SSSI (designated for dragonfly, white-fronted goose, whooper swan, greylag goose, lowland acid grassland, and transition fen). This cannot be avoided during route alignment.	This route option passes through the 1km trigger for consideration zone around the Laughenghie and Airie Hills SSSI (for approximately 5.3km in total) and may include breeding and foraging areas used by the qualifying species.  This cannot be avoided during route alignment.	
	Ornithology trigger for consideration zones around designated sites and habitual concentrations of species of high conservation value and known nest sites of Annex 1/Schedule 1 raptor species and Black Grouse leks.	Route option passes through the 2km trigger for consideration zone of the Loch Ken and River Dee Marshes Special Protection Area (SPA) for a distance of approximately 16.5km. This cannot be avoided during route alignment.  Route option passes through the trigger for consideration zones around one Annex 1/Schedule 1 raptor nest site and one raptor roost site where flight activity and sensitivity to disturbance may be elevated.  These cannot be avoided during route alignment.	This route option passes through the trigger for consideration zone for a number of Annex 1/Schedule 1 raptor nest sites; sensitivity to disturbance and flight activity may be elevated. These zones cannot be avoided during route alignment.  The route option also partly overlaps the trigger for consideration zone around one nest site. The zone could be avoided during alignment.  This route option follows the existing overhead line alignment for approximately 6km.	
	Scottish Natural Heritage (SNH) Priority Peatland Habitats (Classes 1 and 2)	The route option routes through Class 1 peatland at Shirmers Moss which cannot be avoided during route alignment.  There is a small area of Class 1 peatland at Glentoo Moss; which can be avoided during route alignment.	This route options passes through Class 1 habitat at two locations (west of Mossdale Flow and immediately adjacent to the A762 at Beoch Moor). Opportunities exist to avoid/span the Class 1 peatland habitats during the alignment stage.	

CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
				site, as well as the whooper swan interest of the River Dee SSSI.
<b>Landscape &amp; Visual Amenity</b>	National Scenic Areas (NSA)	The Fleet Valley NSA is located approximately 10km south-west and the East Stewartry Coast NSA is located approximately 8.8km south-east of the most southerly section of this route option at their nearest point. However, extensive visibility of the route option from these NSAs will be unlikely due to distance, and the presence of intervening landform and coniferous woodland, with some limited views expected from hills and elevated ground at the west, north-western periphery of the East Stewartry Coast NSA.	The Fleet Valley NSA is located approximately 6.8km to the west of this route option, at its nearest point. However, visibility of the route option will be very limited due to the presence of intervening landform and coniferous woodland.  In addition, the East Stewartry Coast NSA is approximately 7.3km east of this route option at its nearest point.  Any visibility of this route option from these NSAs will be in a similar context to that of the existing 132kV overhead line, appearing in relatively long distance views experienced from high ground at the periphery of the NSAs.	The preference remains for SPEN's current preferred route (west of Loch Ken) in relation to landscape and visual amenity.  The route following the existing route east of Loch Ken generally passes through landscape character types of medium capacity, however a large section of the route option passes through the Ken Valley LCU (Flooded Valley LCT) which is judged to have a lower capacity to accommodate the type of overhead line proposed, due to the larger scale of the new overhead line (L4 towers), compared to the existing towers, with the potential for more extensive effects on the landscape character of the valley. Passing through relatively simple landscapes of undulating landform, characterised by settled pasture farmland and rough grazing, the route option passes close to a large number of scattered properties and farmsteads, as well as small hamlets often located in close proximity to the road network. Although the 150m trigger for consideration zone could be avoided for most residential properties, the route option will likely result in unavoidable views of the overhead line from the principal outlook of a number of properties along its route. The route option does however offer opportunities to improve views from a small number of residential properties where the existing overhead line is located in very close proximity (inside the 150m trigger for consideration zone) or appears prominent in principal views.
	Regional Scenic Areas (RSA)	Approximately 19km of this route option is located within the Galloway Hills RSA which cannot be avoided during route alignment. The Solway Coast RSA is approximately 6km to the south of the most southerly section of this route at its nearest point.	This route option passes through the Galloway Hills RSA for a distance of approximately 14.5km, which cannot be avoided through routeing.  A proportion of the route option also passes through the Solway Coast RSA for approximately 800m, which cannot be avoided through routeing.	Although the 150m trigger for consideration zone could be avoided for most residential properties, the route option will likely result in unavoidable views of the overhead line from the principal outlook of a number of properties along its route. The route option does however offer opportunities to improve views from a small number of residential properties where the existing overhead line is located in very close proximity (inside the 150m trigger for consideration zone) or appears prominent in principal views.
	Landscape Capacity	The route option passes through the Upper Dale Valley Landscape Character Type (LCT) (Medium capacity) – Upper Glenkens Landscape Character Unit (LCU) (Medium capacity), Flooded Valley LCT (Lower capacity) – Ken Valley LCU (Lower capacity), Drumlin Pastures LCT (Medium capacity) – Deeside LCU (Medium capacity) and the western periphery of the Upland Fringe LCT (Medium capacity) – Corsock LCU (Medium capacity). The route closely follows the alignment of the existing 132kV overhead line between Glenlee and Tongland. As the landscape has assimilated to the presence of an overhead line, this is considered to locally increase the capacity of the landscape to accommodate new overhead line development.  From Glenlee substation the route crosses the Ken Valley passing through enclosed pasture within the river valley before ascending the relatively steep slopes of the valley south of St. John's Town of Dalry. The route then runs parallel with the existing overhead line across the mid-slopes of the Ken Valley, through medium scale enclosed rough grazing and improved pasture fields. The route broadly follows the A713 southwards along the Ken Valley generally avoiding the highest ground to the east of the road, whilst avoiding existing blocks of coniferous and broadleaf woodland and the scattered pattern of residential properties and farmsteads.  East of Loch Ken, the route crosses archetypal drumlin pasture landscape, with individual drumlins offering opportunities to screen views of individual towers or sections of line in views from the adjacent Ken Valley and Loch Ken to the west. North of Parton, the route option crosses the higher ground of Barend Hill, with the potential for skylining of this section of the route visible over a wider area relative to the existing steel towers due to the larger scale of the proposed L4 towers. The route then passes south-eastwards towards the Ken Valley, passing through coniferous woodland which provides opportunities for backclothing and/or screening of the overhead line.  The route crosses Loch Ken parallel to the existing overhead line before passing through relatively simple and low-lying, enclosed drumlin pasture	This route option passes through the Rugged Granite Uplands with Forest LCT (Medium capacity) – Cairn Edward LCU (Medium capacity); Foothills with Forest LCT – Rhinns of Kells LCU (Higher capacity), Drumlin Pastures LCT (Medium capacity) – Deeside LCU (Medium capacity); and Foothills with Forest LCT – Laurieston LCU (Higher capacity).  This route option follows higher ground to the west of the Water of Ken, utilising routeing opportunities within the shallow valley west of Shiel Hill and Fintloch Hill to minimise skylining of the overhead line in views from the east. The presence of local topography to the east of the route option, and coniferous woodland along a large proportion of the route option will minimise the visibility of the overhead line as it continues southwards.  The route options cross simple landcover of enclosed pasture and rough grazing before entering extensive coniferous woodland south of the A712 road. The extensive coniferous woodland offers opportunities for screening and backclothing the overhead line, whilst avoiding the higher ground of Peal Hill and Cairn Edward Hill.  This route option then avoids the higher ground of Slogarie Hill and Kenick Hill, taking an eastern alignment to pass over the vague saddle between these hills, east of Lochenebreck Loch, minimising the opportunity for skylining of the overhead line. The presence of coniferous forestry provides opportunities for backclothing and screening the overhead line before it emerges from the forest and	Therefore, on balance, the current SPEN preferred route located to the west of the Glenkens Valley remains the preference in relation to the landscape and visual criteria considered within the appraisal as it largely avoids the settled Glenkens Valley, minimising the potential for views from settlements and principal views from residential properties within the valley. The preferred route to the west of the Glenkens Valley route also minimises

CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
		<p>to the west, south-west of the loch, where small scale coniferous and broadleaf woodland blocks offer opportunities for screening and / or backclothing of the overhead line.</p>	<p>heads east across open farmland either side of the A762.</p> <p>The route option crosses the shallow valley north of Culcrae and passes over slightly elevated ground to the east and south, utilising opportunities for backclothing or screening of the overhead line by the small wooded hill west of the minor road between Upper Balannan and Dunlop, before it deviates southwards along the alignment of the existing 132kV overhead line. The simple landcover of pasture farmland with linear field boundaries offers opportunities to tie into the existing landscape pattern, whilst utilising the presence of woodland for screening and backclothing as the route option approaches the A75.</p> <p>South of the A75, the route option ascends the gentle slopes, however a short section of the overhead line will be skylined as it follows the alignment of the existing overhead line onto the elevated plateau to the south.</p> <p>The southern section of this route option broadly follows the alignment of the existing 132kV overhead line, which locally increases the capacity of the landscape to accommodate overhead line development.</p> <p>The overhead line crosses sparsely populated and relatively high ground between the valleys of the River Tarff to the west and the River Dee to the east, crossing through enclosed pasture farmland and through a stand of coniferous woodland creating a wider wayleave west of the existing overhead line.</p> <p>The route option then crosses enclosed pasture farmland before passing adjacent to the extensive area of mineral extraction to the north of Tongland. Following a similar alignment to the existing overhead line, this route option will result in visibility of towers across the skyline from the River of Dee valley to the east, extending across the Dundrennan LCU to the south-east, however, the overhead line will appear in the context of the existing mineral extraction site.</p>	<p>potential visibility of the overhead line from a number of promoted tourist routes (which follow the A713) and key viewpoints, as well as Loch Ken which is promoted within the region for tourism and recreation.</p>
	<p>Residential Visual Amenity</p>	<p>As for the existing overhead line, the route passes within relatively close proximity to a number of settlements along its length, including St. John's Town of Dalry and New Galloway (both within 1.5km) in its northern extent, and Crossmichael (within 1.5km) and Castle Douglas (within 5km) at its southern extent. Views of the overhead line from each of these settlements, as well as the smaller hamlets of Balmaclellan and Parton, will be possible, with the larger L4 towers likely appearing more perceptible than the existing overhead line.</p> <p>The dispersed pattern of residential properties and farmsteads is generally contained within the lower reaches of the Glenkens Valley, with properties often located close to the public road network and affording views southwards or towards the valley. Following the broad alignment of the existing overhead line, which itself passes in very close proximity to a</p>	<p>The first section of this route option encroaches on the 150m trigger for consideration zone of residential properties south of Glenlee substation, including the property of Glenlee Kennels adjacent to Bucks Linn Bridge.</p> <p>Between Bucks Linn Bridge and the A712 this route option passes close to a small number of scattered properties and farmsteads on the west side of the Glenkens Valley, including Glenlee Kennels and Airie Cottage, however the principal views of these properties are east, south-eastwards towards the valley or are contained by woodland screening, and opportunities exist to avoid encroachment on the</p>	



CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
		<p>number of residential properties, this route option also encroaches on the 150m 'trigger for consideration zone' of a number of residential properties along its route (approximately 12).</p> <p>At its northern extent between Glenlee substation and the B7075, the route option encroaches on the 150m trigger for consideration zone for the residential properties of Boatknowe, Grennan Cottage, Mallard Cottage and Garplefoot; however, opportunities exist to avoid the trigger zones and principal views from each of these properties during alignment. More distant views of the overhead line from beyond approximately 1km will be possible from residential properties at the western edge and elevated locations within Balmaclellan. South of the B7075, the route crosses farmland, generally avoiding being within 150m of most residential properties, whilst opportunities exist to avoid Killochy Farm and its principal views to the south-west, where the route is within 150m. East of Loch Ken, the route option crosses the principal views from the property of Roan Bank, which cannot be avoided during alignment, before encroaching on the 150m trigger for consideration zone for the properties of Mosscroft, Kentor and Nether Ervie Farm and Cottage, however routeing opportunities exist to avoid the principal views from these properties.</p> <p>The route then passes over less populated higher ground, avoiding the principal views west from Fominoch Cottage, before emerging from forestry south-east of Glengunnoch Hill and crossing the views from a cluster of properties at Craichie and Redcroft.</p> <p>As the route descends towards Loch Ken it comes within 150m of the residential properties at Barbershall and Parton Mill, where the overhead line will unavoidably cross the principal views south, south-west from these properties.</p> <p>Between Loch Ken and the B795 the route passes west of most residential properties, which are predominantly orientated to afford views east towards the loch and the River Dee, however, views from the properties of Waterside and Livingstone, east and west of the existing overhead line crossing of Loch Ken respectively are contained by the presence of mature woodland which screen and filter views towards the existing overhead line and this route option. The route comes within 150m of the residential property of Auchenhay, although routeing opportunities exist to avoid the principal views from this property.</p> <p>South of the B7075, the route comes within 150m of the property of Bridge of Dee, before deviating westwards of the existing overhead line to avoid Glentoo Farm. South of Glentoo Farm, blocks of woodland including Glentoo Wood, and Long Wood offer opportunities for screening the overhead line from residential properties to the east at Longwood and Dunlop.</p>	<p>150m trigger for consideration zone from these properties during the alignment stage.</p> <p>South of the A712 the route option passes through generally uninhabited coniferous woodland, however, the route option will pass to the east of the property of Darsalloch, north-west of Peal Hill, but will avoid the principal north facing views from the property.</p> <p>Some visibility of the route option from across the Glenkens valley may be possible from St. John's Town of Dalry appearing in the context of the Glenlee hydro power station and other existing overhead lines, however, more distant views of the route option from properties within the settlement of New Galloway are unlikely to occur due to the presence of intervening landform and woodland where the route options passes west of Peal Hill.</p> <p>Deviating southwards once west of Bennan Hill this route option then passes through a sparsely populated area of the Galloway Forest Park. A small number of properties are located within Laurieston Forest, the nearest of which are located within or accessed via the grounds of Slogarie NIDL, including Slogarie House, Coach House, Keepers Cottage and Rose Cottage. Principal views from these properties will be unaffected, and views west towards the route are generally contained by the presence of coniferous and broadleaf woodland. South of Slogarie, the route option passes through commercial forestry absent of habitation.</p> <p>Views of the overhead line from the properties at Barstobrick will be screened by the presence of dense deciduous woodland and coniferous forestry north of this cluster of properties.</p> <p>Closely following the alignment of the existing 132kV overhead line, this route option will avoid the principal view south, south-west from the property of Culcrae east of Barstobrick Hill, before deviating south, south-eastwards whilst avoiding the principal views south, south-west from the property of Upper Balannan. The route option will encroach on the 150m trigger for consideration zone for this property, but views will be limited to those available north, north-east from the property and its curtilage.</p> <p>The route option then passes through farmland with a dispersed pattern of scattered farmsteads and properties with various viewing orientations and outlooks informed by local topography and vegetation.</p> <p>A 'pinch point' exists between residential properties at Argrennan Cottages and Argrennan Mains, from which the principal views are orientated south. The route option runs closely parallel to the west of the</p>	



CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
			<p>alignment of the existing 132kV overhead line, within 150m of these residential properties, however the existing overhead line which is located within approximately 75m of Argrennan Mains will subsequently be removed.</p> <p>As this route option is aligned to the west of the existing 132kV, it will locate the overhead line further from residential properties at High Clachan.</p> <p>At its southern extent, following closely the alignment of the existing 132kV overhead line, the proposed route will require the positioning of towers within 150m of residential properties on the approach to Tongland substation, near Langbarns.</p>	
	<p>Tourism and Recreation: key viewpoints (visual amenity – promoted viewpoints, tourist attractions and recreational areas).</p>	<p>At its northern extent the route option passes west of the promoted viewpoint at Balmaclellan from where the overhead line will appear in views west towards the lower reaches of the Glenkens Valley and above this small hamlet, however the distant skyline formed by the Galloway Hills will be unaffected by the overhead line.</p> <p>The route option crosses the elevated views afforded from two promoted viewpoints on Bennan Hill west of Loch Ken, eastwards across the Ken Valley from where the overhead line will appear skylined in views above the underlying drumlin pasture landscape at a distance of approximately 1.5km. The route also passes close to a promoted viewpoint at Glenlaggan, north of Parton, which is also promoted as part of the Galloway Red Kite Trail, and affords views towards the existing overhead line and the route option, approximately 1km to the north-east, east.</p> <p>At its northern extent, the route option crosses the Glenkens Valley and will be perceptible from sections of the Southern Upland Way as it crosses the flood plain west of St. John's Town of Dalry, and higher ground on the western side of the valley, however views of the overhead line will be experienced in the context of the overhead lines between Kendoon and Glenlee, and Earlstoun and Glenlee.</p> <p>The route option crosses and passes within 1km of a number of promoted tourist trails, including the Galloway Tourist Route, Robert the Bruce Trail and Galloway Red Kite Trail which follow the A713 along the east side of the Glenkens Valley. The existing overhead line is located predominantly east of the A713, from which sequential views of the existing overhead line are possible, however the larger L4 towers of the new overhead line will likely increase the perceptibility of towers from sections of the A713 when travelling north and south, although the focus of the view will remain westwards towards Loch Ken and the Galloway Hills in the distance.</p> <p>The route passes close to a number of Core Paths including a section of the path to Mulloch Hill near St. John's Town of Dalry, and will appear skylined on the east side of the valley from the Dalry to New Galloway Riverside Path. Further south, the route option crosses the Core Paths at Cruichie and Glengunnock Wood, from where the existing overhead line is a notable feature from sections of these paths.</p> <p>A number of recreational facilities are located along the length of Loch Ken, including water based activities (e.g. Galloway Activity Centre) and registered caravan and campsites (e.g. Loch Ken Holiday Park). Views of the overhead line will be possible from the loch and its shores (including views from the western shore along the A762), although the presence of intervening landform and woodland will provide screening from some</p>	<p>The northern extent of this route option will potentially be perceptible from sections of the Southern Upland Way as it crosses higher ground on the eastern and western side of the Glenkens Valley, however, the overhead line would be seen at a distance of over 1.5km and in the context of the existing 132kV overhead line between Glenlee and Newton Stewart, and infrastructure of the Glenlee hydro power station.</p> <p>The route option is unlikely to be visible from the Galloway Tourist Route (A713) on the east side of the Glenkens Valley due to intervening landform and the presence of coniferous woodland west of the A762. Sections of the Galloway Kite Trail within the Glenkens Valley (following the A762 and A713) are also unlikely to experience views of this route option.</p> <p>The route option crosses the Robert the Bruce Trail and a section of the Galloway Kite Trail (between New Galloway and Clatteringshaws Loch) which follow the A712 between New Galloway and Newton Stewart, crossing the road perpendicular to the north of Peal Hill. The route option then passes into dense coniferous woodland before broadly running parallel with the route of the FCS Promoted Raiders Road Forest Drive (at a distance of beyond 300m through much of this section, but within 100m for a short section at the eastern extent) south-eastwards towards Stroan Loch and the A762, within the Galloway Forest Park. Views of the overhead line experienced from this promoted off road tourist drive will be possible, with visibility dependant on the presence, retention and future management of coniferous woodland.</p> <p>The route option then crosses the Raiders Road east of Ross Hill, crossing the line perpendicular within an area of coniferous woodland.</p> <p>Due to intervening landform and the presence of dense coniferous woodland, the route option is unlikely to be visible from the two promoted viewpoints on Bennan Hill from which the key focus</p>	

CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
		<p>areas.</p> <p>Once west of Loch Ken, the route option crosses the Livingstone Hill Core Path twice, from where the overhead line will be visible from the unwooded sections of this short promoted walk on the eastern flanks of Livingstone Hill. The route then crosses the Galloway Red Kite Trail (B795) from which views will be relatively limited due to blocks of woodland situated east and west of the likely crossing.</p> <p>The entirety of this route option avoids the Galloway Forest Park, however visibility of the route option will be possible from the eastern periphery of the forest park including the promoted viewpoints on the eastern flanks of Bennan Hill, west of Loch Ken (see above).</p>	<p>of the available views are east, south-east across Loch Ken, where the existing 132kV overhead line is visible on the east side of the Glenkens Valley.</p> <p>The route option will be visible in views from the Stroan Loch and Stroan Viaduct, however, the key views west across the loch from the eastern shore and adjacent picnic area will be unaffected.</p> <p>The route option crosses a number of Core Paths both north and south of the A712, however the route will most frequently cross perpendicular to these walking and cycling routes, minimising the opportunities for extended sequential views from these routes, which predominantly pass through coniferous woodland where more distant views of the route option will be limited.</p> <p>The route option encroaches on the FCS promoted Buzzard Walk (No. 17) which follows a short loop around the northern and eastern shores of Stroan Loch, from which close up views of the overhead line will be possible where open views from the woodland exist.</p> <p>Views of the route option from New Galloway Golf Course are not considered likely, due to the presence of intervening landform and coniferous woodland.</p> <p>This route option crosses two Core Paths to the east and south of Stroan Loch which are popular with local walkers and cyclists, however views will be short-lived as the overhead line passes over these routes, often within dense coniferous forestry.</p> <p>Views of the overhead line from the FCS promoted Black Water Riverside Walk will occur.</p> <p>South of the minor road west of Laurieston, the route option passes close to two Core Paths east and west of Kenick Wood, however views from these Core Paths will be limited by the presence of woodland cover.</p> <p>There is the potential for effects on views from Neilson's Monument situated on Barstobrick Hill, including the network of footpaths around the northern slopes of this hill, and from the area surrounding Bargatton Loch.</p> <p>However, from the summit and upper slopes of Barstobrick Hill, the overhead line will be located further east beyond other man-made elements (farmsteads and agricultural buildings) in the view.</p> <p>The route option does not cross the Barstobrick Core Path to the south-west, but views of the overhead line will be possible from sections of this route in views to the north and east.</p> <p>Visibility of the route option, from the Barstobrick Visitor Centre will be possible in views to the east,</p>	

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			<p>albeit at a distance of approximately 2km.</p> <p>At this point the alignment of this route option will be slightly further west than the existing 132kV; however, it will result in similar views of the overhead line east from the valley of Tarff Water, including from the Core Paths at Stick Bridge and Barstobrick.</p> <p>Following the alignment of the existing 132kV closely this route option is then likely to result in similar views from the Tongland to Cumstoun Bridge Core Path which follows the A762 to the south-west and the Dee Walk and Boreland Core Path to the south-east.</p> <p>Similar views of this route option to that of the existing 132kV overhead line are also possible, where it passes within 250m of the Tongland Family Golf Centre/Course. This route option will position towers slightly further west of the existing overhead line, often partially screened by intervening topography to the west of the golf course.</p> <p>At its southern extent distant views of this route option from the Burns Heritage Trail and Robert the Bruce Trail are likely to be very limited, appearing in a similar context to the existing 132kV overhead line at a distance of over 1.5km.</p>	
<b>Cultural Heritage</b>	Scheduled Monuments	<p>There are no Scheduled Monuments within the route option.</p> <p>Eleven Scheduled Monuments lie within 2km<sup>1</sup> of the route option:</p> <ul style="list-style-type: none"> <li>• Bargatton Farm, cairn (SM1002)</li> <li>• Dalarran Holm, standing stone (SM1018)</li> <li>• Auld Kirk of Lochroan, fort (SM1051)</li> <li>• Little Merkland, fort (SM1082)</li> <li>• Balmaclellan Motte (SM1109)</li> <li>• Boreland Mote, motte, Boreland Glen (SM1114)</li> <li>• Dalry, motte (SM1117)</li> <li>• Kirkland Mote, motte (SM1124)</li> <li>• Craig Hill, fort, Laurieston (SM2891)</li> <li>• Kenmure Castle (SM7743)</li> <li>• Balmaghie, enclosures 100m NW of Balmaghie Church (SM13540)</li> </ul> <p>One site, Kenmure Castle, is also a Category A Listed Building and Dalry motte (SM1117) is also a promoted heritage site.</p> <p>Both Kenmure Castle and Dalry motte have been raised as sensitive assets by Dumfries &amp; Galloway Council in relation to the potential effect on their setting. In addition, Bargatton Farm, cairn (SM1002) and Craig Hill, fort (SM2891) have been raised as sensitive assets by Historic Environment Scotland in relation to the potential effect on their setting.</p> <p>The route option would be seen in views to the south of Dalry motte and may potentially affect the setting of the monument. Initial assessment suggests that views from the motte to the route option would be principally screened by surrounding buildings (forming part of St Johns</p>	<p>There are no Scheduled Monuments within the route option.</p> <p>Nine Scheduled Monuments lie within 2km of the route option:</p> <ul style="list-style-type: none"> <li>• Dalry Motte (SM1117)</li> <li>• Little Duchrae Fort (SM1077)</li> <li>• Edgarton Mote, fort (SM1119)</li> <li>• Bargatton Farm cairn (SM1002)</li> <li>• Park stone circle (SM1039)</li> <li>• Kirkcormarck motte (SM1122)</li> <li>• Carse Mote fort (SM1058)</li> <li>• Brockcleugh Cottage cup and ring marked rocks (SM1005)</li> <li>• Cumstoun Castle (SM8263)</li> </ul> <p>Dalry Motte (SM1117) is a promoted heritage site and has been raised as a sensitive asset by Dumfries &amp; Galloway Council in relation to the potential effect on its setting. The northern end of the overhead line would be located over 1.3km to the south-east of the motte and the route option would not pass the motte. Initial assessment suggests that the built up areas of St John's Town of Dalry, to the south/south-west of the motte, would principally screen views in the direction of the proposed overhead line and its effect on the motte would be minimal.</p>	<p>The route option east of Loch Ken would be the preferred route. This is due to the relatively lower number and density of nationally/regionally important monuments/sites within the route option (i.e. Scheduled Monument, Listed Buildings and Archaeologically Sensitive Areas (ASAs)) and the relatively lower number and density of Scheduled Monuments and Listed Buildings within close proximity which may have their setting affected by the proposal. In addition, the route option does not cross any Archaeological Sensitive Areas.</p>

<sup>1</sup> the 'trigger for consideration zone' for setting effects

CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
		<p>Town of Dalry) and the effect on the setting of the monument would not be significant.</p> <p>The route option would be seen in views to the east of Kenmure Castle, on the opposite side of the River Ken, however initial assessment suggests that being over 1.4km away, the route option would not have an adverse effect on the monument's setting.</p> <p>The route option passes to the east of Bargatton, Cairn, c.1.4km away, and initial assessment suggests that it would be screened from view by intervening trees. It is therefore considered that the setting of this asset would not be adversely affected by the route option.</p> <p>The route option would be seen in views to the east of Craig Hill fort, on the opposite side of the River Ken, however initial assessment suggests that being over 1.9km away, the route option would not have an adverse effect on the monument's setting.</p> <p>It is considered unlikely that there would be significant adverse effects on any other scheduled monuments within 2km of the route option.</p> <p>Threave Castle (SM90301, and a National Trust Property in Care) and Glenlochar Roman fort, annexe, road, camps &amp; barrows (SM12792), lie outwith the 2km 'trigger for consideration zone', however, they are likely to be considered as sensitive assets in relation to effect on their setting.</p>	<p>Both Edgarton Mote, fort (SM1119) and Bargatton Farm cairn (SM1002) have been raised as sensitive assets by HES in relation to the potential effect on their settings.</p> <p>Edgarton Mote fort is located in an area of open moorland just west of Edgarton farm. Views are afforded from the mote to the surrounding landscape, principally to the south. This route option would pass the fort in these views and may potentially adversely affect its setting. See Appendix 5 of the <i>KTR Project Routeing and Consultation Document (October 2016)</i> for details on setting.</p> <p>Bargatton Farm cairn stands in open moorland with views to the surrounding landscape, principally to the south/south, south-east overlooking Bargatton Loch. The proposed overhead line would be a new element in the surrounding landscape of the cairn, visible in the principal views, c. 0.5km away, and may potentially adversely affect its setting. See Appendix 5 of the <i>KTR Project Routeing and Consultation Document (October 2016)</i> for details on setting.</p>	
	Listed Buildings Category A, B and C	<p>There are no Listed Buildings within the route option.</p> <p>There are a total of 57 Listed Buildings within 2km of the route option, comprising:</p> <ul style="list-style-type: none"> <li>• Five Category A Listed Buildings</li> <li>• Forty-three Category B Listed Buildings</li> <li>• Nine Category C Listed Buildings</li> </ul> <p>One of the Category A Listed Buildings, Kenmure Castle (LB9745), has been raised as a sensitive asset by Dumfries &amp; Galloway Council in relation to the potential effect on its setting (see text above on Scheduled Monuments for discussion/details).</p> <p>Initial assessment suggests that there could potentially be significant effects on the setting of Category B Listed Livingstone House (LB3407), which lies in close proximity to the route option and may have key views out towards the route option. The existing overhead line currently crosses the principal vista running from the main elevation (southern elevation) of Livingstone House (LB3407) and is potentially visible in views along this vista.</p> <p>It is considered unlikely that there would be significant adverse effects on other Listed Buildings within 2km of the route option.</p>	<p>There is one Listed Building within the route option, Category B Listed Glenlee Power Station and Bridge (LB9736). The building can be avoided during route alignment.</p> <p>There are a total of 40 Listed Buildings within 2km of the route option, comprising:</p> <ul style="list-style-type: none"> <li>• 5 Category A Listed Buildings</li> <li>• 31 Category B Listed Buildings</li> <li>• 4 Category C Listed Buildings</li> </ul> <p>Three of these buildings, Category A Listed Tongland Old Bridge and Tongland Bridge and Category B Listed Tongland Abbey, have all been raised as sensitive assets by Dumfries &amp; Galloway Council in relation to the potential effect on their settings. See Appendix 5 of the <i>KTR Project Routeing and Consultation Document (October 2016)</i> for detailed on setting. It is considered that the proposals would not have an adverse effect on the setting of the abbey.</p> <p>Both Category A Listed Tongland Bridge and Tongland Old Bridge are located to the south and south-east, respectively. Views from both bridges are concentrated along the River Dee, approximately east to west. There are a number of current electricity wood pole lines and telegraphy wires either within the surrounding landscape of the bridges or spanning the river close to the bridges, particularly at Tongland Old Bridge. The proposed route option would terminate in farmland just north of Tongland Bridge. Initial desk-based assessment</p>	



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			<p>suggests that intervening topography would mostly screen views of the overhead line from Tongland Old Bridge. Views would be afforded to the overhead line from Tongland Bridge, but this would be in an area that contains a number of similar overhead lines in the landscape and it is considered that the proposals would likely have a minimal effect on the setting of this bridge.</p>	
	Conservation Areas	One Conservation Area, New Galloway, lies within 2km of the route option.	One Conservation Area, New Galloway, lies within 2km of this route option.	
	Archaeologically Sensitive Areas (ASA)	n/a	<p>This route option crosses the eastern extent of Grobdale ASA (at Stroan Hill). The route option would be aligned to the east of the the ASA, at closest being c.1.5km from the edge of the ASA area. Where the route option passes the eastern edge of the ASA it would pass through an area of commercial forestry.</p> <p>Within the ASA, where the route option crosses Stroan Hill, are the ruins of a post-medieval farmstead and field system and remains of an earlier (medieval) township (MDG8225 &amp; MDG8226, see below) along with elements of earlier land-use, such as small groups of clearance cairns and a prehistoric burnt mound. The remains form a well-preserved archaeological landscape that has considerable time-depth and are recorded as being of national importance in the Dumfries &amp; Galloway Council HER. Although the route option would cross the ASA it would be on the edge of the ASA and away from the nationally important cultural heritage remains in a less sensitive part of the ASA, removing any potential direct effect on the upstanding archaeological remains. The presence of the overhead line crossing the ASA would result in an impact on the setting of both the ASA and the nationally important settlement remains, and effects on these will be considered during the alignment and EIA stages.</p> <p>There is one additional ASA, Loch Mannoich, within 2km of the route option. Here the route option would be present to the north/east of the ASA partially passing through an area of commercial forestry. Initial assessment suggests that the preferred route option would be principally screened from the ASA by intervening topography and would therefore not adversely affect the setting of the ASA. See Appendix 5 of the <i>KTR Project Routeing and Consultation Document (October 2016)</i> for details on setting.</p>	

CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
	Non – Inventory Gardens and Designed Landscapes (NIDL)	<p>The route passes the edge of two NIDLs, Holme and Parton House, however both NIDLs could be avoided during route alignment. Potential effects on the NIDLs will be considered as part of the EIA stage.</p> <p>There are an additional thirteen NIDLs within 2km of the route option, including:</p> <ul style="list-style-type: none"> <li>• Garroch</li> <li>• Glenlee Park</li> <li>• Kenmure Castle</li> <li>• Barscobe Castle</li> <li>• Tower</li> <li>• Hensol House</li> <li>• Airds (of Parton)</li> <li>• Barwhilantry</li> <li>• Danevale Park</li> <li>• Culgruff</li> <li>• Balmaghie House</li> <li>• Argrennan House</li> <li>• Hannaston</li> </ul> <p>Three of these NIDLs, Glenlee Park, Kenmure Castle and Argrennan House have been raised as sensitive assets by Dumfries &amp; Galloway Council in relation to the potential effects on their setting.</p> <p>Kenmure Castle is also a Scheduled Monument and Category A Listed Building, and discussed above (see text on Scheduled Monuments). The route option would be seen in views to the east of Kenmure Castle, on the opposite side of the River Ken, however, initial assessment suggests that being over 1.4km away, the route option would not have an adverse effect on the setting of the NIDL.</p> <p>Glenlee Park forms the setting for Category B Listed Glenlee Park House and other associated structures. The route option would pass the northern side of the NIDL on the opposite side of the Water of Ken, c.0.5km away from the boundary of the NIDL. Initial assessment suggests that the setting of the asset would not be adversely affected by the route option; Glenlee House and other associated structures, which form the principal features of the NIDL, are clustered together at the centre of the designed landscape and principally surrounded by trees that would provide screening of the route option.</p> <p>The northern edge of Argrennan House NIDL just lies within 2km of the route option, with the NIDL lying at the closest c. 1.9km from the route option. Initial assessment suggests that the setting of the asset would not be adversely affected by the route option.</p>	<p>Within 2km of the route option there are nine NIDLs including:</p> <ul style="list-style-type: none"> <li>• Garroch</li> <li>• Glenlee Park</li> <li>• Kenmure Castle</li> <li>• Slogarie</li> <li>• Laurieston Hall</li> <li>• Hensol House</li> <li>• Argrennan House</li> <li>• Dildawn</li> <li>• Cumstoun House</li> </ul> <p>Seven of these NIDLs, Kenmure Castle, Garroch, Glenlee Park, Slogarie, Hensol House, Laurieston Hall and Argrennan House have been raised as sensitive assets by the Dumfries &amp; Galloway Council in relation to the potential effect on their settings. See Appendix 5 of the <i>KTR Project Routeing and Consultation Document (October 2016)</i> for details on setting. It is considered that the setting of the NIDLs would not be adversely affected by the proposals.</p>	
	Unscheduled Archaeology of National Importance	<p>There are two sites of national importance within the route option:</p> <p>Dalry Fundamental Bench Mark (MDG25521), which stands near the A713 south of St Johns Town of Dalry. The site is a discrete structure which can be avoided during route alignment. The monument has been raised as a sensitive asset by Dumfries &amp; Galloway Council in relation to the potential effect on its setting. The existing overhead line currently runs past the Fundamental Bench Mark within 26m of the monument. On this basis, initial assessment suggests that the setting of the monument would not be adversely affected by the route option.</p> <p>The crop mark site of Drum Hill / Fauld O Wheat Ring Ditch (MDG4708) lies partially within the route option, the crop mark site could be avoided</p>	<p>There are no sites of national importance within the route option.</p> <p>There are 31 unscheduled archaeological sites of national importance within 2km of the route option. Of these, the following have been raised as sensitive assets by Dumfries &amp; Galloway Council in relation to the potential effect on their setting:</p> <ul style="list-style-type: none"> <li>• The Score, a promoted heritage site located along the Southern Upland Way</li> <li>• Dalry Fundamental Bench Mark (near the A713 south of St John's Town of Dalry)</li> </ul>	

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		<p>during route alignment. There is potential for associated buried remains, not visible as cropmarks, within the vicinity of the ring ditch and there may be a requirement for further archaeological investigations and mitigation prior to and during construction of the overhead line where it passes the crop mark site.</p> <p>In addition there are ten sites of unscheduled archaeology of national importance within 2km of the route option, comprising:</p> <ul style="list-style-type: none"> <li>• Mollance, Building Platform; Mill; Dam (MDG20989)</li> <li>• Balmaclellan Churchyard, Crimean War Memorial, War Memorial (MDG24850)</li> <li>• Balmaghie, Findspot (MDG26913)</li> <li>• Bargatton, Cairn (MDG3770)</li> <li>• Giant's Dike / Barstobrick Hill, Fort (MDG3780)</li> <li>• Dalarran Holm, Ring Ditch; Findspot; Standing Stone; Lithic Scatter (MDG3796)</li> <li>• Cogarth, Hut Circle (MDG13003)</li> <li>• Bargatton, Burnt Mound (MDG8419)</li> <li>• The Score (MDG12802)</li> <li>• Neilson's Monument (MDG3772)</li> </ul> <p>Four of these sites, Bargatton Cairn (MDG3770), Barstobrick Hill, Fort (MDG3780) / Neilson's Monument (MDG3772) and The Score (MDG12802) were raised as sensitive assets by Dumfries &amp; Galloway Council in relation to potential effects on their setting.</p> <p>The route option passes to the east of Bargatton, Cairn (MDG3770), c.1.4km away and initial assessment suggests that it would be screened from view by intervening trees. It is therefore considered that the setting of this asset would not be adversely affected by the route option.</p> <p>There will be potential for effects on views from Barstobrick Hill, fort (MDG3780) and Neilson's Monument (MDG3772) where the route option passes the fort to the east. The route option would be potentially visible in the wider landscape surrounding the hillfort; however, at over c. 1.4km away it is considered that the setting of the monument on Barstobrick Hill fort would not be adversely affected by the proposal.</p> <p>The Score is a promoted heritage site located along the Southern Upland Way and would lie over 1km from the northern end of the route option. Initial assessment suggests that the setting of the monument would not be adversely affected by the route option.</p>	<ul style="list-style-type: none"> <li>• Dinnance Cairn</li> <li>• Bargatton Cairn</li> <li>• Neilson's Monument</li> <li>• Barstobrick Hill fort</li> <li>• Gillfoot Mote</li> <li>• Netherthird Settlement</li> <li>• Hell's Hole Settlement</li> </ul> <p>The effect of the overhead line on these sites would require to be assessed; however, it is considered that the proposals would not likely result in an adverse effect on the setting of these monuments.</p> <p>In addition, Dumfries &amp; Galloway Council has highlighted the route of the 'Raiders Road', a promoted forest drive (heritage trail), as a sensitive heritage asset. The road runs from the Clatteringshaws Loch to Stroan Loch through the Galloway Forest Park, along the lower slopes of the River Dee (or Black Water of Dee), and is surrounded by commercial forestry. The road would be crossed by the proposed route option at Ross Hill. There are no previously recorded archaeological sites within this area and any direct impact on the road itself could be avoided during alignment. See Appendix 5 of the <i>KTR Project Routeing and Consultation Document (October 2016)</i> for details on setting. It is considered that the overhead line would not adversely affect the setting of the forest drive.</p> <p>The route option also crosses Stroan settlement and cultivation remains (MDG8225 &amp; MDG8226) which as well as being an unscheduled archaeological site of national importance, forms part of Grobdale ASA.</p>	
	<p>Unscheduled Archaeology of Regional and Local Importance (recorded in Dumfries &amp; Galloway Council's Historic Environment Record within route option)</p>	<p>There is one site of local importance within the route option: Ervie Morr Farmstead / Field (MDG25460), this farmstead and associated field are recorded from historic maps, and modern aerial photographs suggest that upstanding remains of the farmstead and field boundary still survive. Subject to a field survey to record the current edition and surviving extent of the site, initial assessment suggests that the site could be avoided during route alignment.</p>	<p>There are two archaeological sites of regional/local importance within this route option; a deserted settlement (MDG3822) and a burnt mound (MDG8228).</p> <p>The settlement (or farmstead) is recorded from historical maps and its current baseline condition is unknown. From modern aerial photographs, the site appears to have been recently planted (commercial plantation) and field survey would require to be undertaken to record the condition and surviving extent of the site.</p> <p>The burnt mound (MDG8228) forms part of the Stroan ASA. The burnt mound can be avoided during route alignment.</p>	



CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
<b>Land Use</b>	Existing and Committed Development: areas allocated within Dumfries & Galloway Council's Local Development Plan including existing buildings / sites, residential use applications and valid planning applications for other non-residential uses of a size and geographic location to be considered 'major areas' (including minerals and windfarms).	There are no areas of existing or committed development allocated with the LDP <sup>2</sup> .	<p>This route option crosses an area of committed development (identified as having potential for mineral extraction). The route option follows the existing 132kV overhead line parallel to the western most edge of the existing mineral extraction area. The existing quarry could be avoided during the alignment stage.</p> <p>There are no areas of other areas of committed development located within this route option; however, there is a large area to the east of Upper Balannan which has had planning permission granted for the siting of 444 bases and holiday lodges. This route option passes approximately 30m to the west of this area.</p>	
<b>Forestry</b>	Commercial forestry	This route option contains 31.03ha of commercial coniferous woodland. These commercial woodlands are scattered along the length of the route from north to south. The majority of the woodlands could be avoided during route alignment.	This route option contains 266ha of commercial forestry. These woodlands cannot be avoided during route alignment.	The route option East of Loch Ken would result in the loss of less woodland than the current SPEN preferred route and is therefore the preference in relation to forestry.
	Ancient Woodland (ASNW) and Native Woodland (NWSS)	<p>This route option contains 1.9ha of Ancient Woodland (ASNW) in four small blocks. The most northerly of these four blocks will be impacted upon by the overhead line, while the remaining three blocks of ASNW could be avoided during route alignment.</p> <p>There are 17.15ha of Native Woodland (NWSS) distributed throughout the route. The majority of the NWSS cannot be avoided during route alignment.</p> <p>(There is an additional 7.4ha of broadleaf woodland within the route option which is neither NWSS nor ASNW which is located in small 'pockets' the majority of which can be avoided during route alignment.)</p>	<p>This route option contains 45.74ha of ASNW. Some of this can be avoided during route alignment; however, there are areas where this will not be possible. For example, the ASNW area on the north of Peal Hill is conifer woodland. During route alignment, the impact on this area cannot be avoided. In addition there is an area of ASNW at Kenick Wood which cannot be avoided during route alignment.</p> <p>This route option contains 46.2ha of NWSS. It will not be possible to avoid all areas of NWSS during route alignment.</p>	
<b>Flood Risk</b>	Flood zones and waterbodies	The route option crosses an area within the 1/200yr flood risk zone directly to the south east of the Glenlee substation (where the Coom Burn and Craigshinnie Burn join the Water of Ken). This area of flood risk extends to the south-east, following the Water of Ken, with the route option crossing a distance of approximately 1.5km of floodplain. This flood risk zone cannot be avoided during routeing, and is wider than the average tower length span of 250m. Further consideration would be required as to the possibility of spanning this area; however, the existing overhead line follows this route, with at least six existing towers located within the predicted SEPA 1/200 yr floodplain. Under Scottish Planning Policy (SPP), development in the floodplain is generally not permitted. However, SPP does allow for development in the floodplain for critical infrastructure, therefore it is likely that this would not be insurmountable. However, it would require a more	<p>This route option crosses five areas within the 1/200yr flood risk zone; one to the immediate south-west of Glenlee substation (Coom Burn), one to the south of Glenlee (an unnamed burn which meets Coom Burn), one to the north of Peal Hill (Knocknairling Burn), one to the south-west of Mossdale (the River Dee), and one within the Laurieston Forest (the Kenick Burn).</p> <p>These flood risk zones cannot be avoided during routeing; however, none of these are wider than the average span length of 250m and so can be easily spanned.</p>	The current SPEN preferred route remains the preference as although it crosses several small areas of 1/200yr flood risk zone, these can all be spanned, whereas the route option east of Loch Ken crosses areas of flood risk zone which extend further than the average tower length span of 250m and cannot be spanned.

<sup>2</sup> Data relating to valid residential use applications was not available from Dumfries & Galloway Council.

CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
		<p>detailed assessment of impacts at the EIA stage and consultation with SEPA and the council. Based on an initial assessment, the impacts on flood risk are likely to be minimal, but would have to be assessed in further detail at EIA stage if this route is progressed.</p> <p>Numerous, smaller areas within the 1/200yr flood risk zone, are crossed as the route option follows the existing overhead line towards Tongland. These include Garple Burn, approximately 1km north-west of Balmaclellan; Shirmers Burn, approximately 450m to the north-east of Galloway Sailing Centre; Arvie Burn, approximately 420m to the north-west of Little Drumrash; Boreland Burn which enters Loch Ken west of Parton; Craichie Burn and an area extending from Loch Ken near Paton Mill House. All of these smaller areas cannot be avoided during routeing; however, they can be spanned.</p> <p>The route option then crosses Loch Ken. The area within the 1/200yr flood risk zone extends from the loch banks to cover an area of approximately 870m at narrowest point. This cannot be avoided during routeing, and is wider than the average tower length span of 250m. Further consideration would be required as to the possibility of spanning this area. The existing overhead line crosses the loch at the same location with four existing towers located on low-lying islands or the loch banks; all four towers are located within the 1/200yr flood risk zone. As above, further assessment of the impacts of new tower construction in the floodplain would have to be assessed at the EIA stage along with further consultation with SEPA and the council.</p> <p>Two other smaller areas within the 1/200yr flood risk zone are then crossed prior to the route option reaching Tongland; an unnamed burn, approximately 2.6km south east of Laurieston; and a burn to the south-east of Glentoo Loch. As with the other smaller areas, neither of these can be avoided during routeing; however, they can be spanned.</p>		
<b>Overall Preference</b>		<p>In balancing the environmental issues considered for both the existing route (east of Loch Ken) and the SPEN preferred route (west of Loch Ken) in the appraisal process, alongside the feedback received from the public and stakeholders, SPEN's overall preference remains the preferred route west of Loch Ken. The consideration and balancing of these factors is set out below.</p> <p>The route option east of Loch Ken passes directly through the Loch Ken and River Dee Marshes SPA, Ramsar Site and SSSI designated for its ornithological interest. This route option would increase the risk of disturbance and particularly collision to the SPA's qualifying species, as collated information shows flights by the qualifying species would occur across this route option. Mortality arising from increased collisions (due to the configuration of the L4 tower) is likely to adversely affect the integrity of the SPA. Any development which is deemed to have a likely significant effect on the integrity of the SPA would be subject to a Habitats Regulations Appraisal under the Habitats Regulations. Utilising information gathered as part of the EIA process, the competent authority would undertake an Appropriate Assessment of the project focussing on the qualifying interests of the SPA and potential impacts on the SPAs Conservation Objectives. The guidance<sup>3</sup> for decision makers considering such developments is clear. If it is not possible to establish that a development will not adversely affect the integrity of the site then permission must be refused unless there are no alternatives (such as an alternative route for the connection) and there are imperative reasons of over-riding public interest in proceeding. A formal Habitats Regulation Appraisal has not been undertaken in this case, as pertinent information, e.g. from field studies undertaken specifically for the KTR Project, is currently unavailable. Nevertheless, even if field studies were undertaken specific to this area, we do not consider that it would be possible to establish with the required degree of certainty, that the route option east of Loch Ken would not adversely affect site integrity given the nature of the risk, the sensitivity of the qualifying species and uncertainties in determining the magnitude of impacts on the qualifying species.</p> <p>The existing overhead line would not have been subjected to the same assessment as environmental legislation, and associated requirements for environmental protection have changed since it was constructed in the 1930s.</p> <p>The appraisal recognises that the preferred route (west of Loch Ken), has potential to affect Annex 1/Schedule 1 bird species, due to being located within the 'trigger for consideration zones' of a number of nest sites with associated increased flight activity and passes through the 'trigger for consideration zone' of the Laughengie and Airie Hills SSSI. There are opportunities at the alignment stage to minimise disturbance to these species alongside application of appropriate mitigation to reduce/offset and potentially enhance habitats for these species.</p> <p>In addition the current SPEN preferred route largely avoids the settled Glenkens Valley, minimising the potential for views from settlements and principal views from residential properties, whilst minimising potential visibility of the overhead line from a number of promoted tourist routes and key viewpoints, including those located near to Loch Ken. Whilst it is recognised that there are people and residential properties located on the west side of Loch Ken, as well as tourism and recreational features, including the Raiders Road Forest</p>		














<sup>3</sup> [http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura\\_2000\\_assess\\_en.pdf](http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura_2000_assess_en.pdf)

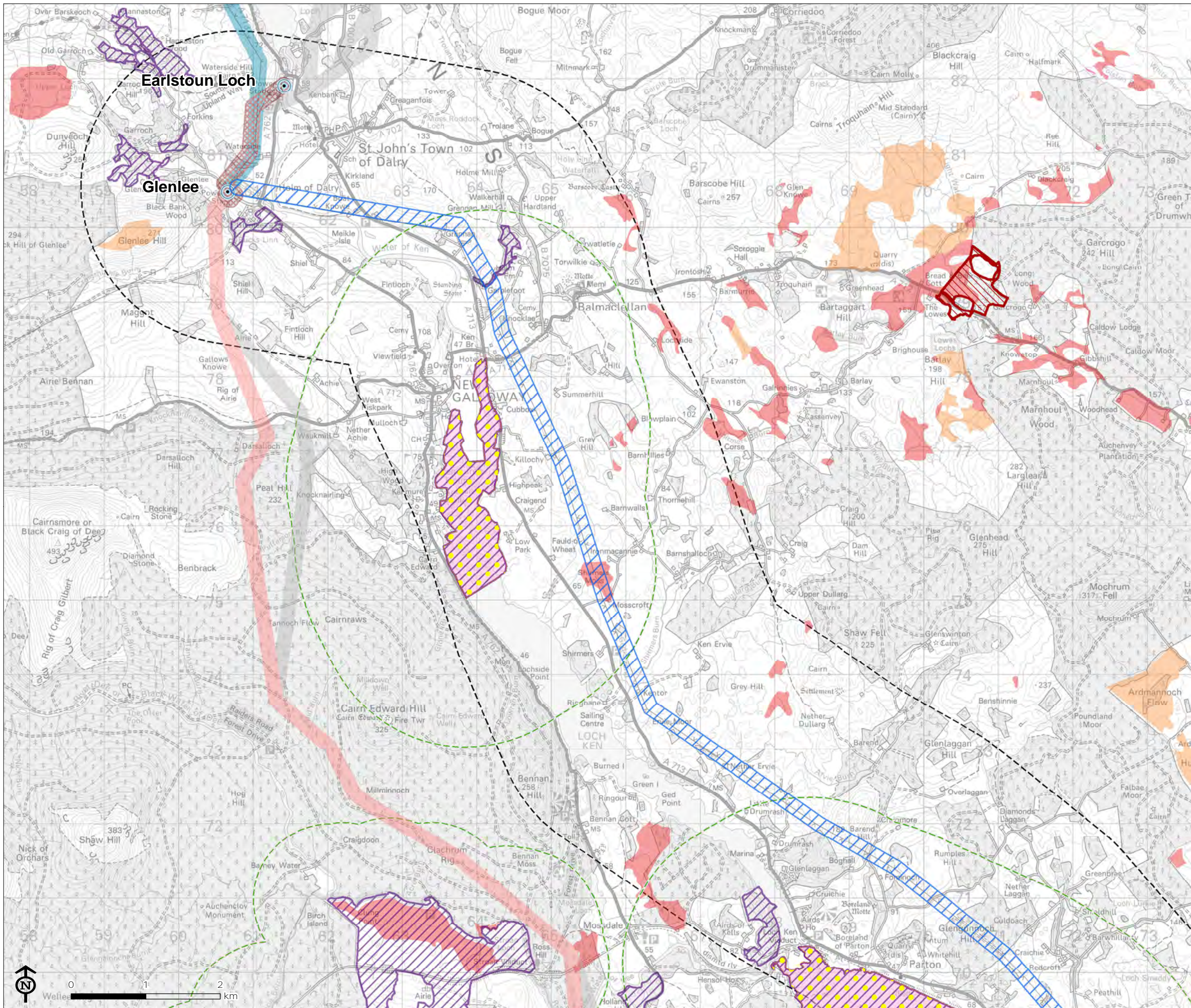
CRITERION	Sub-Criteria	Route Option: Existing 132kV overhead line	Current Preferred Route Option	Preference
		<p>Drive, the landscape of the preferred route is judged to have a greater capacity to accommodate an overhead line of this size and scale proposed, whilst offering opportunities to utilise landform and tree cover to effectively route the overhead line through this area to minimise potential landscape and visual effects.</p> <p>The preferred route also offers opportunities to avoid the flood risk zones in comparison to the route east of Loch Ken which could not avoid siting towers and associated infrastructure in the flood risk zones.</p> <p>Whilst forest cover provides opportunities to limit visibility, it is acknowledged that effects on forestry and woodland will be greater by following the preferred route west of Loch Ken. SPEN will seek to minimise these effects through micrositing of towers in consultation with the forest/woodland managers.</p> <p>It is also acknowledged that the preferred route crosses a regionally important archaeologically sensitive area and has the potential for effects on the setting of cultural heritage features due to their relatively higher number and density in proximity to the route in comparison to the existing route east of Loch Ken.</p> <p>In balancing the findings of the appraisal of both options, in accordance with the KTR Project routeing objective and strategy, and in the context of the Holford Rules for routeing overhead lines, SPEN have sought to avoid effects on areas of highest amenity value and minimise effects on the landscape and people who live, work, visit and enjoy recreation within it.</p> <p>By progressing the current SPEN preferred route (west of Loch Ken), this will enable SPEN to remove the existing overhead line east of Loch Ken. Removal of the existing overhead line is considered an improvement in landscape and visual terms and in relation to the sites designated primarily for their ornithological interest. The beneficial effects of removal have also been highlighted in the consultation responses from Scottish Natural Heritage and Dumfries &amp; Galloway Council (see Appendix A).</p>		



# Kendoon to Tongland Routeing Consultation

Appendix Figure 1a:  
Biodiversity Criteria

-  Consultation informed alternative route options
-  2km from alternative route options
-  Substation and Hydro electricity generating station
- Section**
-  Earlston - Glenlee
-  Glenlee - Tongland
-  Kendoon - Glenlee
- Biodiversity Criteria**
-  Special Protection Area (SPA)
-  Site of Special Scientific Interest (SSSI)
-  Ramsar Site (R)
-  Local Wildlife Site
-  Sensitive Bird Area 'trigger for consideration'
- Priority Peatland Habitats**
-  Class 1
-  Class 2





Map Scale @ A3: 1:50,000





# Kendoo to Tongland Routing Consultation





Appendix Figure 1b:  
Biodiversity Criteria

-  Consultation informed alternative route options
-  2km from alternative route options



Section

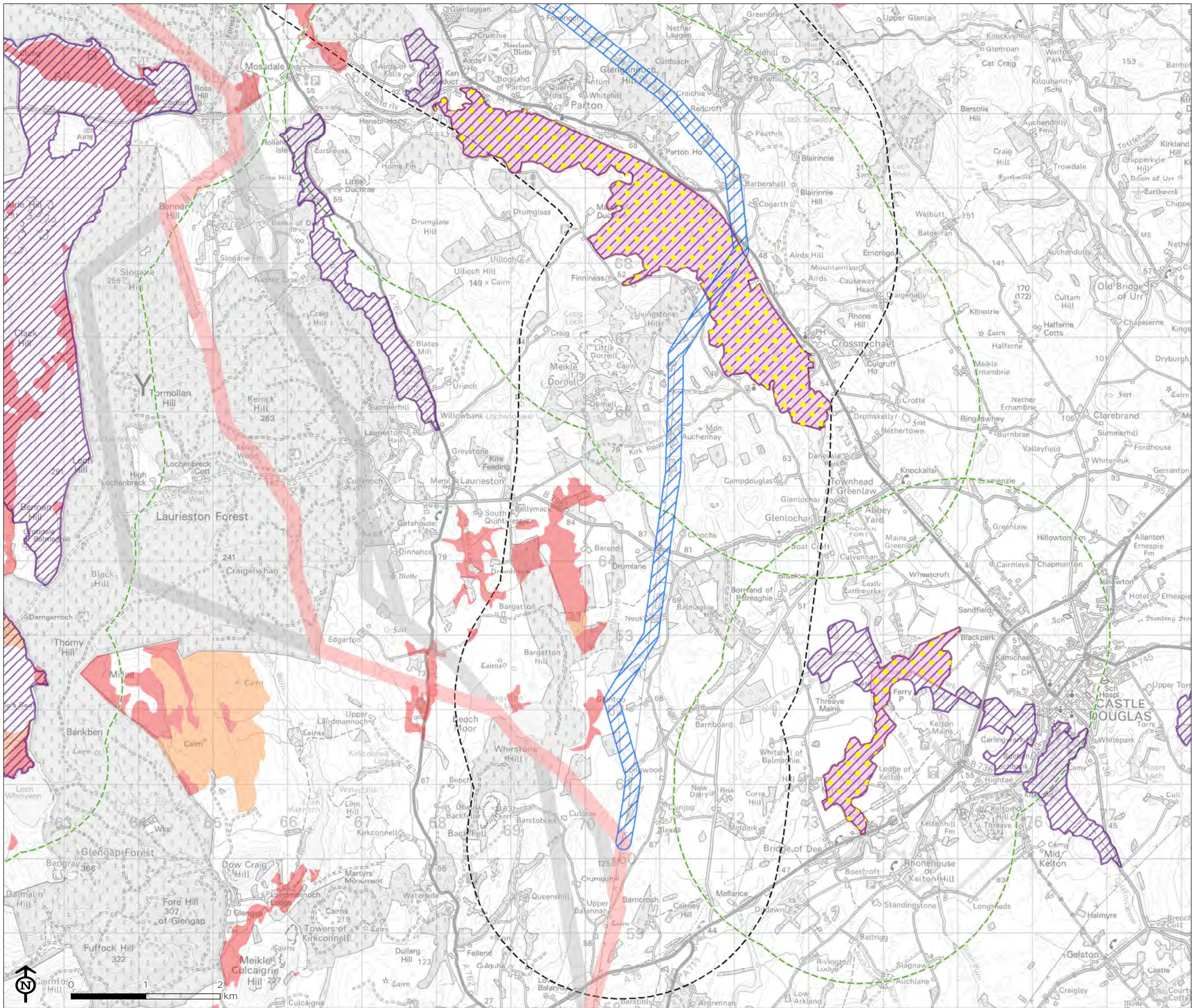
-  Glenlee - Tongland

Biodiversity Criteria

-  Special Protection Area (SPA)
-  Site of Special Scientific Interest (SSSI)
-  Ramsar Site (R)
-  Sensitive Bird Area 'trigger for consideration'

Priority Peatland Habitats

-  Class 1
-  Class 2





Map Scale @ A3: 1:50,000






# Kendoon to Tongland Routeing Consultation

Appendix Figure 2a: Landscape Criteria


-  Consultation informed alternative route options
-  Substation and Hydro electricity generating station

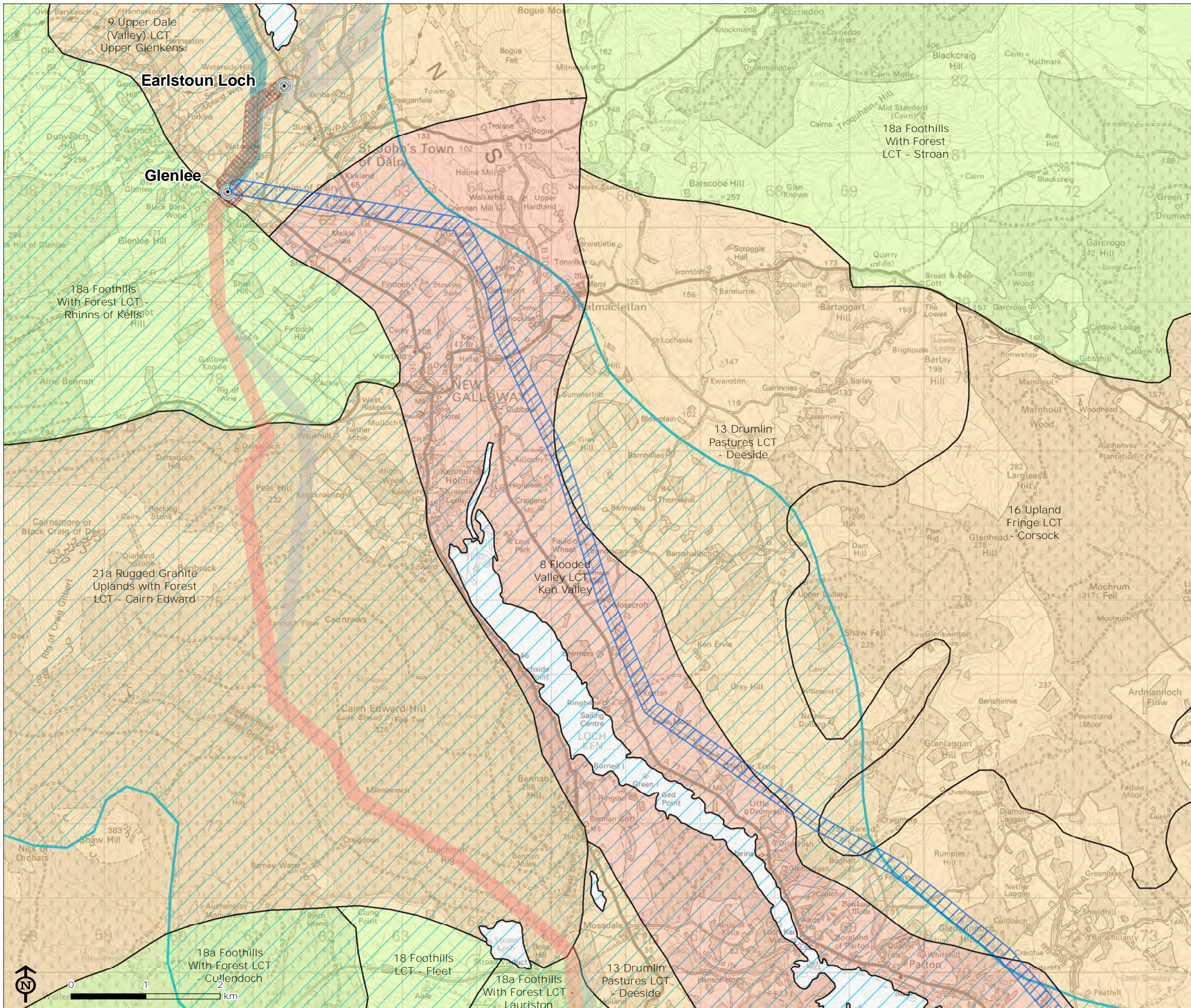
Section

-  Earlstoun - Glenlee
-  Glenlee - Tongland
-  Kendoon - Glenlee

Landscape Criteria

Landscape Capacity

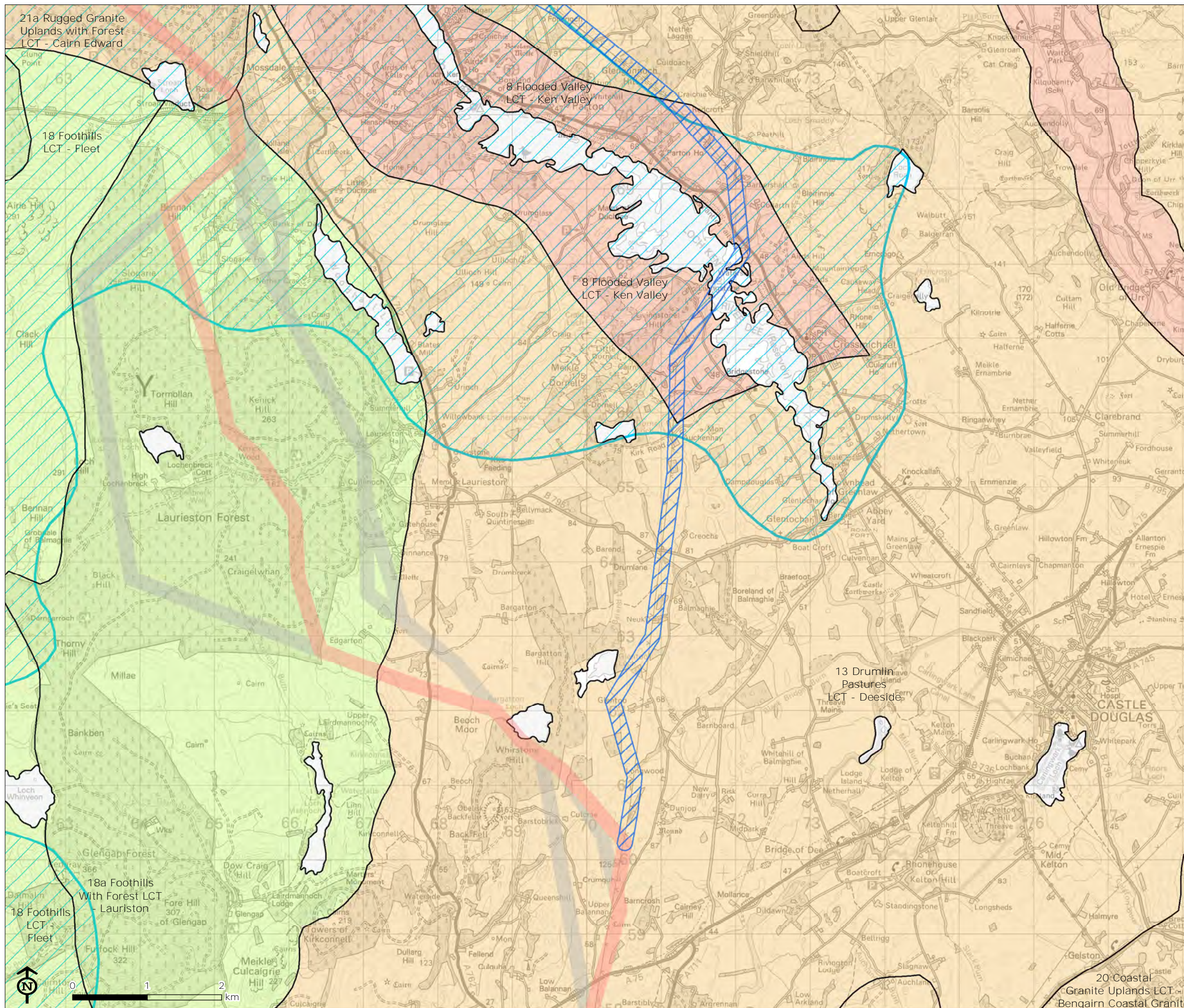
-  Higher Landscape Capacity
-  Medium Landscape Capacity
-  Lower Landscape Capacity
-  Galloway Hills Regional Scenic Area (Dumfries and Galloway)



Map Scale @ A3: 1:50,000













# Kendoon to Tongland Routeing Consultation

Appendix Figure 2b:  
Landscape Criteria

-  Consultation informed alternative route options
- Section**
-  Glenlee - Tongland
- Landscape Criteria**
- Landscape Capacity**
-  Higher Landscape Capacity
-  Medium Landscape Capacity
-  Lower Landscape Capacity
-  Galloway Hills Regional Scenic Area (Dumfries and Galloway)



















Map Scale @ A3: 1:50,000





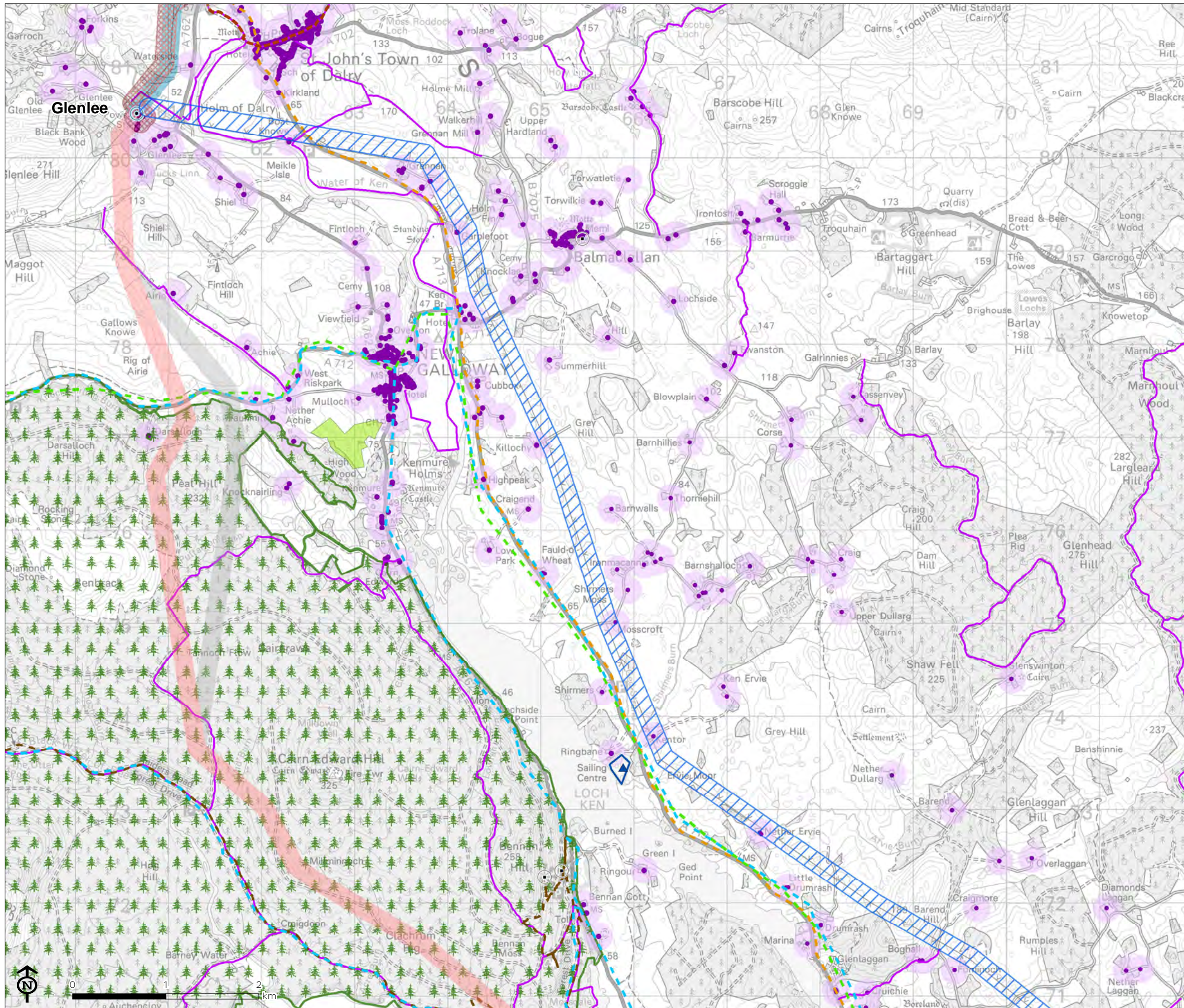
# Kendoon to Tongland Routeing Consultation

Appendix Figure 3a:  
Visual Amenity Criteria

-  Consultation informed alternative route options
-  Substation and Hydro electricity generating station
- Section**
-  Earlstoun - Glenlee
-  Glenlee - Tongland
-  Kendoon - Glenlee
- Visual Amenity Criteria**
-  Residential Property
-  150m from Residential Property
-  Caravan/Camp Site
-  Other Recreation Sites
-  Golf Course
-  Viewpoint
-  Galloway Forest Park
-  Southern Upland Way
-  Galloway Red Kite Trail
-  Robert the Bruce Trail
-  Galloway Tourist Route
-  Galloway Forest District Promoted Trail
-  Core Path

**Note:**  
Routes and trails have been shown as per the data provided. The lines are approximate and in reality are likely to follow the nearest road, track or path.


Map Scale @ A3: 1:40,000





# Kendoon to Tongland Routeing Consultation










Appendix Figure 3b:  
Visual Amenity Criteria

 Consultation informed alternative route options

Section

 Glenlee - Tongland

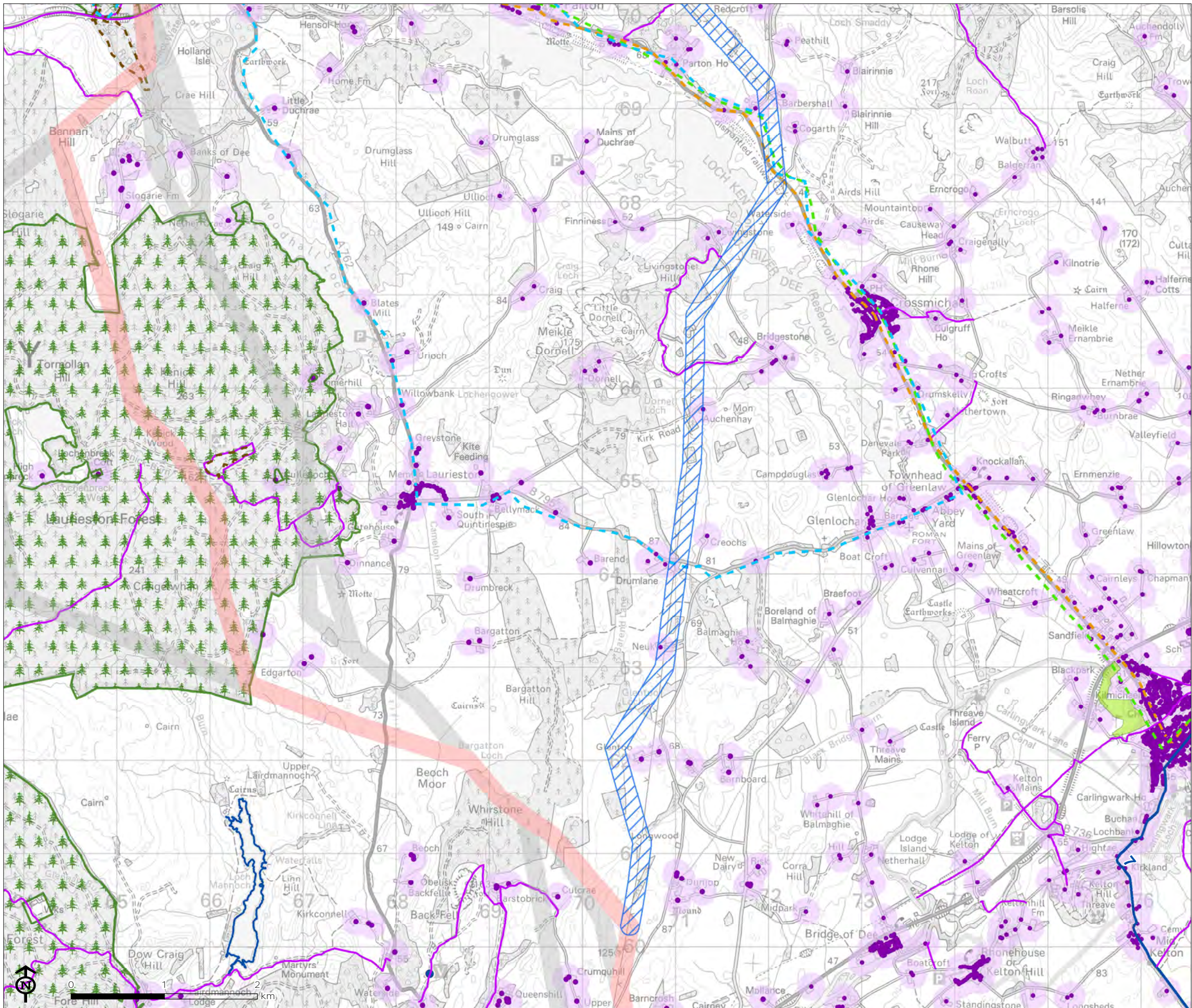
Visual Amenity Criteria

-  Residential Property
-  150m from Residential Property
-  Other Recreation Sites (Point)
-  Other Recreation Sites
-  Golf Course
-  Galloway Forest Park
-  Galloway Red Kite Trail
-  Robert the Bruce Trail
-  Galloway Tourist Route
-  Galloway Forest District Promoted Trail
-  Core Path
-  National Cycle Network

Note:

Routes and trails have been shown as per the data provided. The lines are approximate and in reality are likely to follow the nearest road, track or path.




Map Scale @ A3: 1:40,000





# Kendon to Tongland Routeing Consultation








Appendix Figure 4a:  
Cultural Heritage Criteria

-  Consultation informed alternative route options
-  2km from alternative route options
-  Substation and Hydro electricity generating station






**Section**

-  Earlstoun - Glenlee
-  Glenlee - Tongland
-  Kendon - Glenlee


**Cultural Heritage Criteria**

-  Scheduled Monument
-  Category A
-  Category B
-  Category C
-  Conservation Areas
-  Archaeologically Sensitive Areas (Dumfries & Galloway)
-  Non-Inventory Designed Landscapes (Dumfries & Galloway)

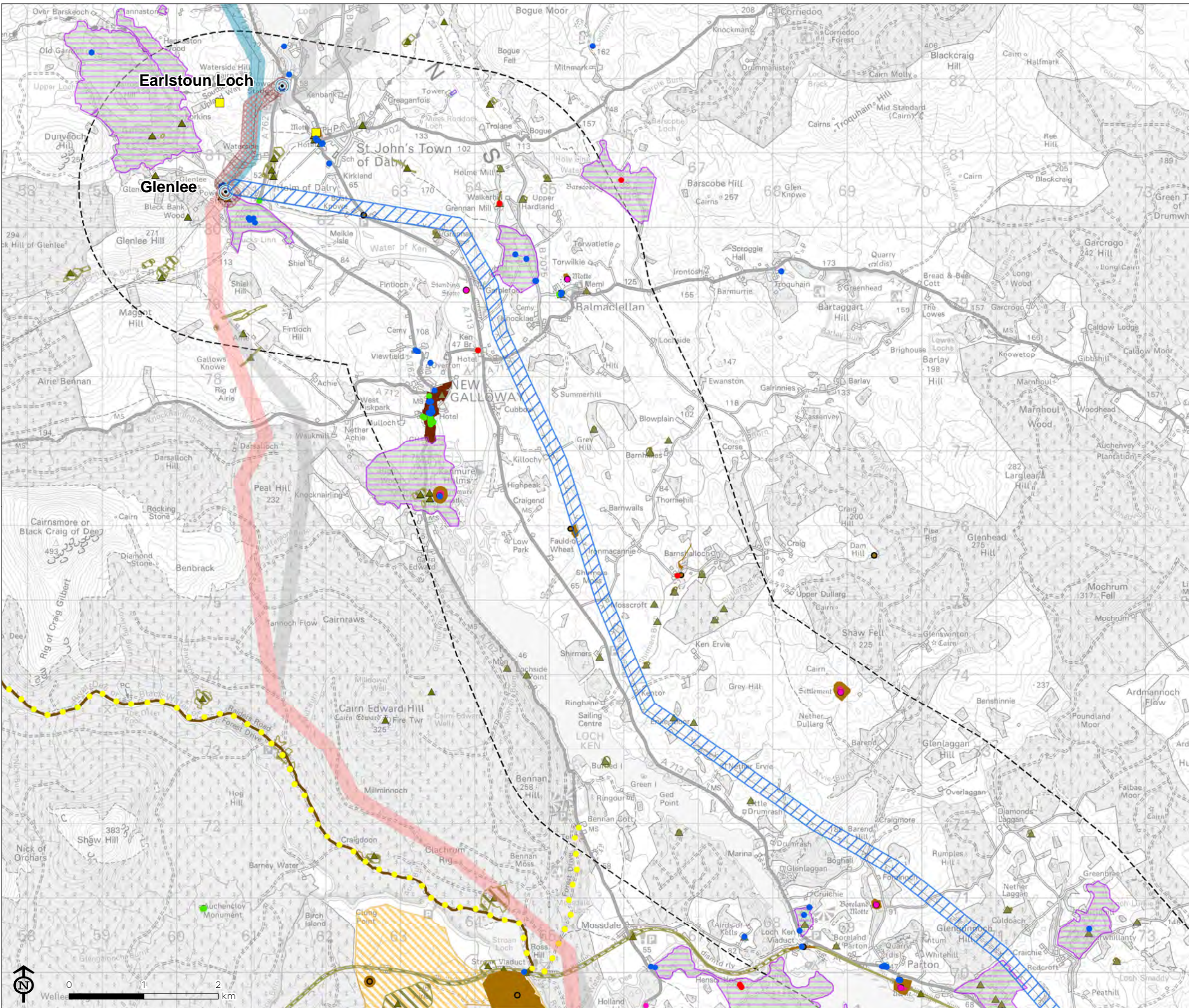
**Unscheduled Archaeology of National Importance**

-  Point
-  Linear
-  Area
-  Promoted Heritage Site - Point
-  Promoted Heritage Site Driving/Hiking Trail

**Unscheduled Archaeology of Regional and Local Importance**

-  Point
-  Area




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# Kendoo to Tongland Routeing Consultation






Appendix Figure 4b:  
Cultural Heritage Criteria

-  Consultation informed alternative route options
-  2km from alternative route options
- Section**
-  Glenlee - Tongland

**Cultural Heritage Criteria**

-  Scheduled Monument
-  Category A
-  Category B
-  Category C
-  Archaeologically Sensitive Areas (Dumfries & Galloway)
-  Gardens and Designed Landscape
-  Non-Inventory Designed Landscapes (Dumfries & Galloway)

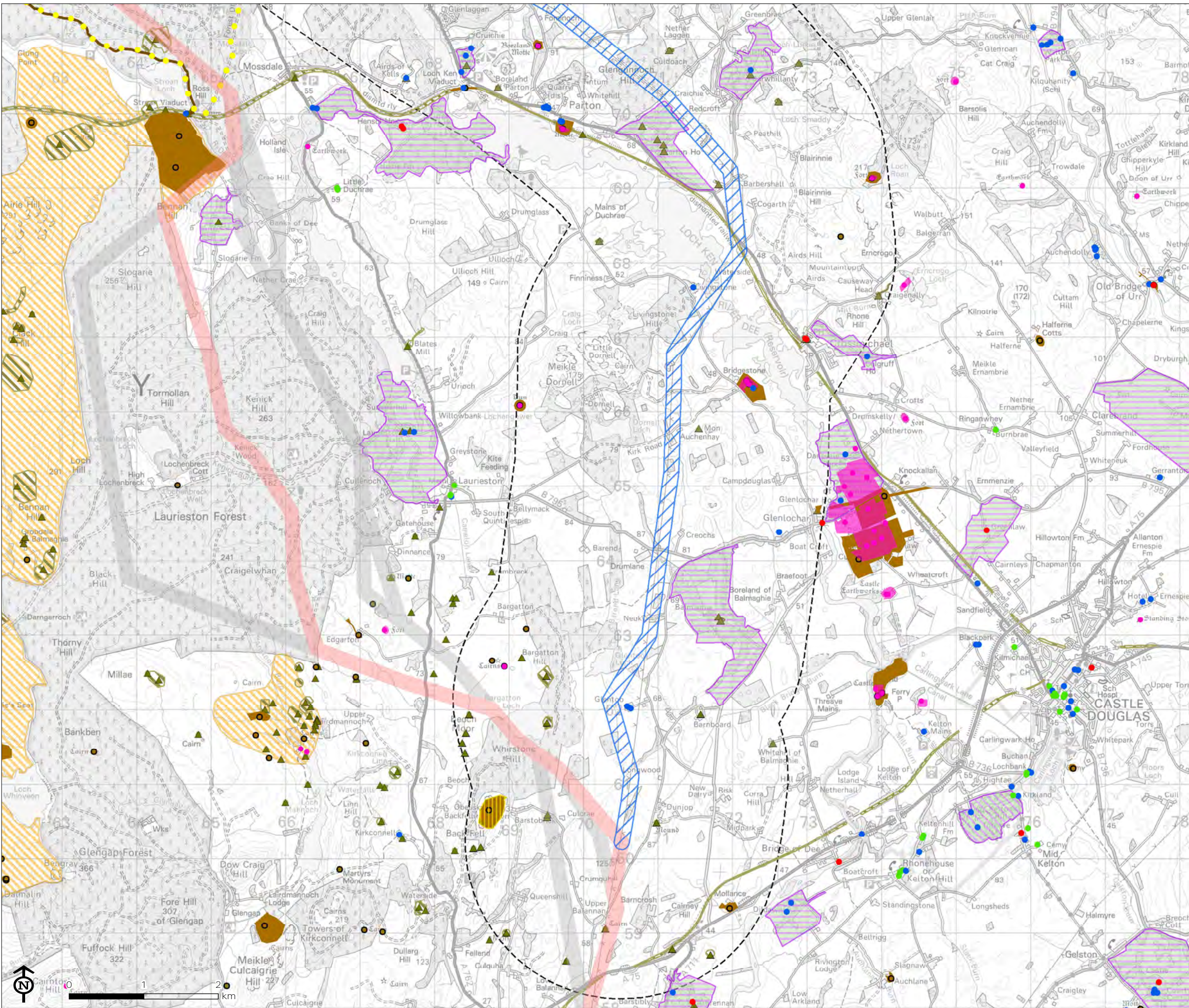
**Unscheduled Archaeology of National Importance**

-  Point
-  Linear
-  Area
-  Promoted Heritage Site Driving/Hiking Trail
-  Promoted Heritage Site - Area

**Unscheduled Archaeology of Regional and Local Importance**

-  Point
-  Area













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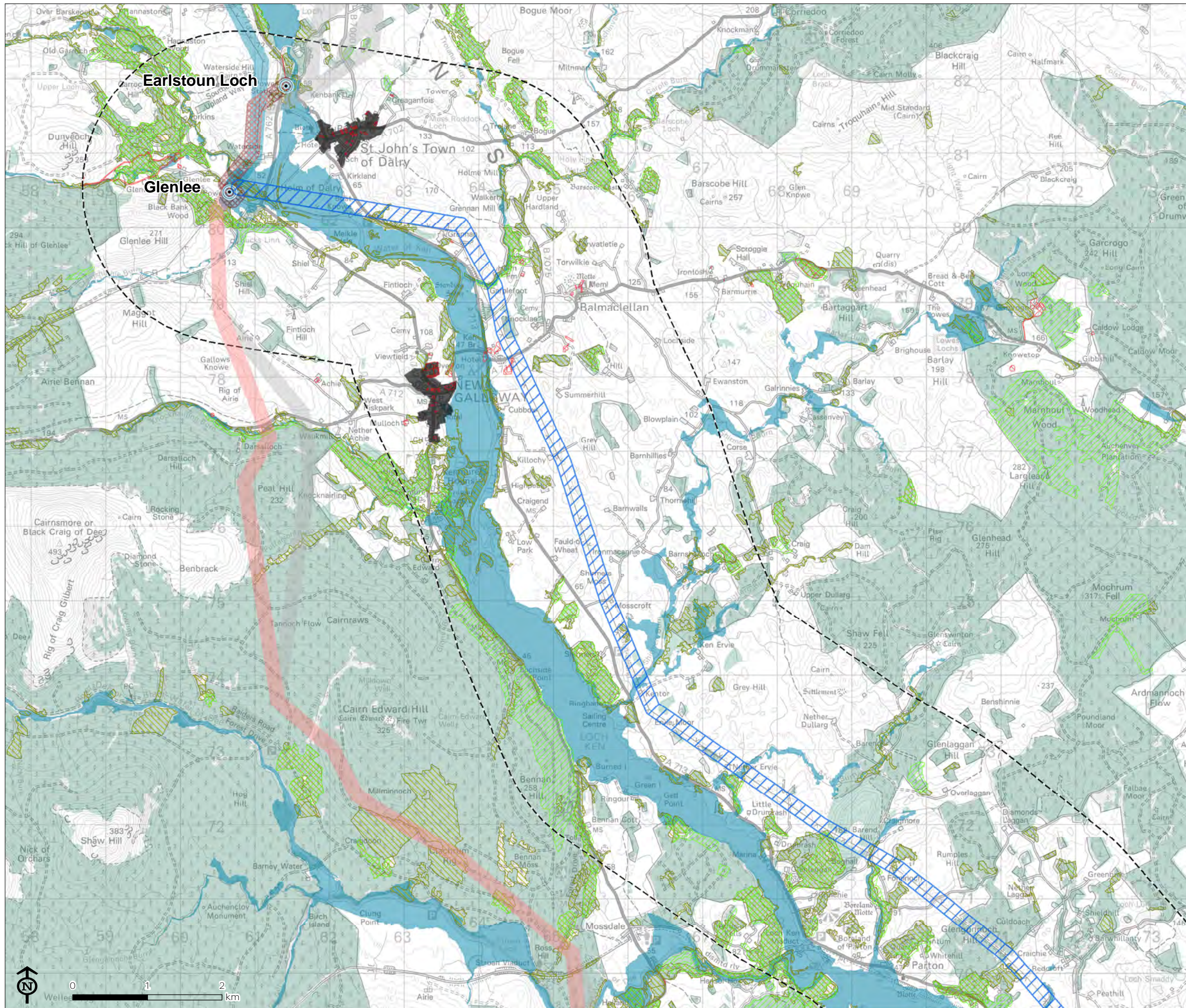




# Kendoon to Tongland Routeing Consultation

Appendix Figure 5a:  
Flood Risk and Land Use

-  Consultation informed alternative route options
  -  2km from alternative route options
  -  Substation and Hydro electricity generating station
- Section**
-  Earlstoun - Glenlee
  -  Glenlee - Tongland
  -  Kendoon - Glenlee
- Flood Risk and Land Use**
-  Flood Risk (1 in 200 years)
  -  Ancient Woodland Inventory
  -  Native Woodland
  -  Woodland
  -  Settlement
  -  Existing and Committed Development












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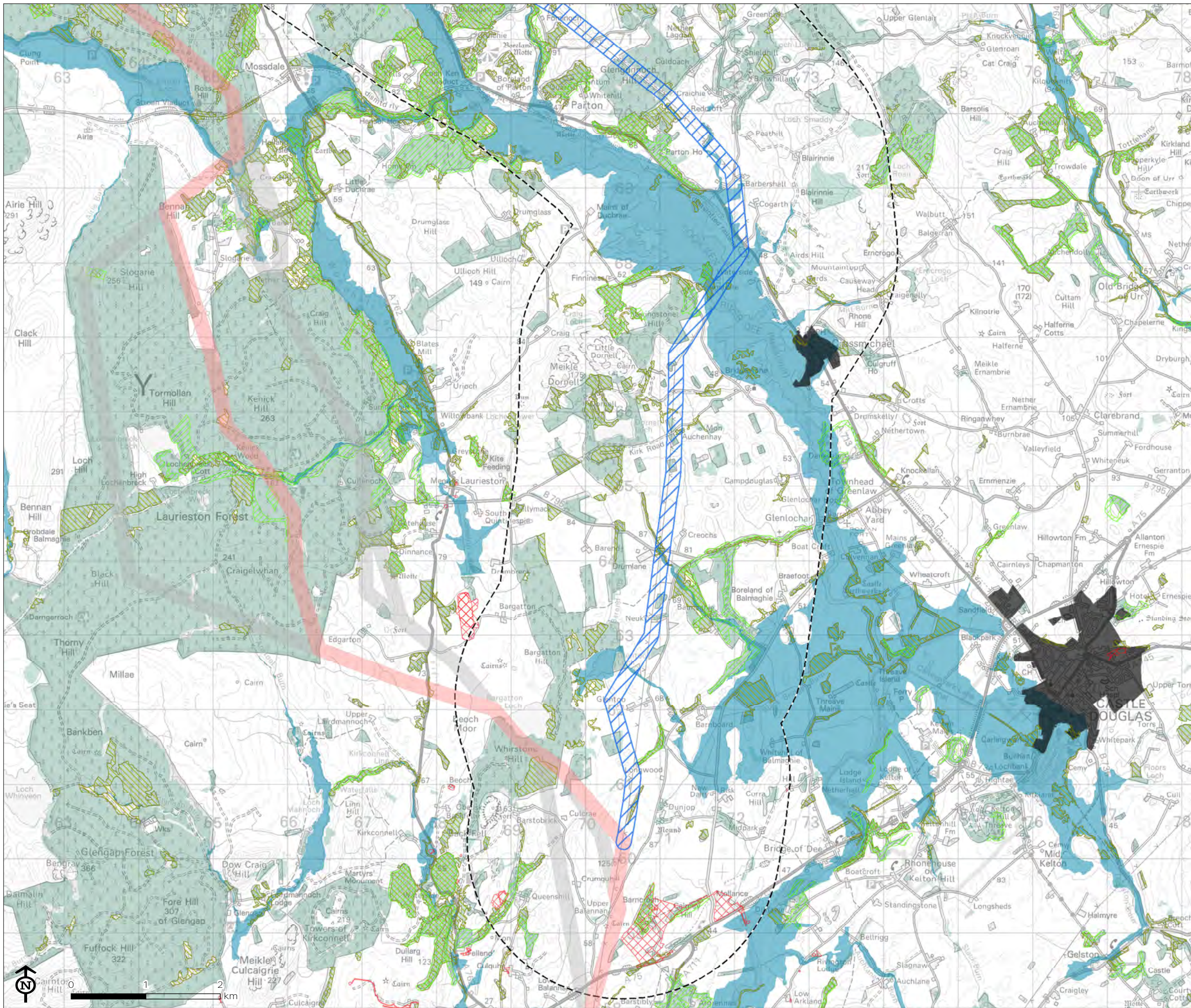




# Kendoon to Tongland Routeing Consultation

Appendix Figure 5b:  
Flood Risk and Land Use

-  Consultation informed alternative route options
-  2km from alternative route options
- Section**
-  Glenlee - Tongland
  
- Flood Risk and Land Use**
-  Flood Risk (1 in 200 years)
-  Ancient Woodland Inventory
-  Native Woodland
-  Woodland
-  Settlement
-  Existing and Committed Development



Map Scale @ A3: 1:50,000





## Appendix W: Revised scale diagram of tower and pole heights

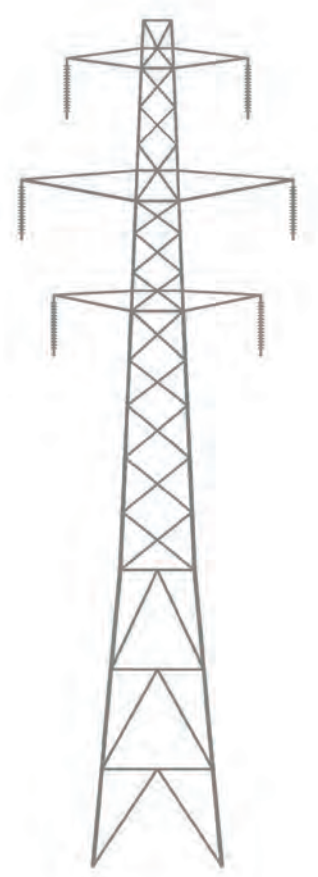
25m  
20m  
15m  
10m  
5m



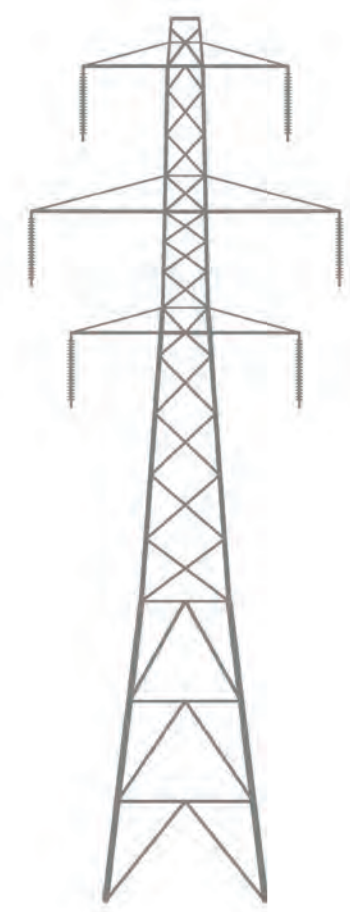
132kV 'Trident' Wood Pole  
12 metre height



132kV Steel Lattice Tower PL1  
20 metre height



132kV Steel Lattice Tower L4  
26 metre height



132kV Steel Lattice Tower L7  
27 metre height