



**SP ENERGY
NETWORKS**

The Kendoon to Tongland 132kV Reinforcement Project

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

July 2019

Kendoon to Tongland Reinforcement (KTR) Project

Appendices to Summary of Feedback from Third Round of Consultation

SP Energy Networks
July 2019

Appendix A: Responses from statutory and non-statutory consultees, community councils, elected representatives and interest groups

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1 Scottish Environment Protection Agency (SEPA):

Thank you for your consultation email which SEPA received on 24 November 2017. We welcome pre-application engagement, but please note that our advice at this stage is based on emerging proposals and we cannot rule out potential further information requests as the project develops. Additionally SEPA will provide a more detailed response at the Scoping Stage of the EIA when there is more survey information available on this project. We ask that the following issues are addressed prior to the submission of a planning application to avoid unnecessary delay and/or objection from us.

1. Flood Risk

1.1 We have reviewed the information provided in this consultation and it is noted that the application site (or parts thereof) lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding.

1.2 The proposed land use (overhead transmission line) is classed as "essential infrastructure" in relation to SEPA's land use vulnerability guidance which is generally appropriate for flood risk locations where the site location is required for operational reasons and an alternative lower-risk location is not available. Development should be designed and constructed to be operational during floods (i.e. 0.5% AEP) and not impede waterflow.

1.3 We have reviewed the "Kendoon to Tongland Reinforcement Project: Consultation Round 3, October 2017" and note in paragraph 3.17, "a 10m buffer strip around all watercourses, all towers, poles and working areas being located outwith this buffer where possible". Given the requirement for the overhead transmission lines to be located as shown in Figure 1.1 of the aforementioned document, in addition to ensuring the infrastructure will be kept outwith flood risk areas as far as possible, we do not require further information in relation to flood risk constraints.

1.4 As such we would have no objection to the proposed development on flood risk grounds. It is recommended that contact is made with your Flood Risk Management Authority regarding this issue. If your authority requires further comment from us, additional information would be necessary to enable us to comment upon the flood risk at the application site.

Caveats & Additional Information for Applicant

1.5 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood:maps/>.

1.6 We refer the applicant to the document entitled: "Technical Flood Risk Guidance for Stakeholders". This document provides generic requirements for undertaking Flood Risk Assessments and can be downloaded from <http://www.sepa.org.uk/media/162602/ss-nfr-p-002-technical-flood-risk-guidance-for-stakeholders.pdf> Please note that this document should be read in conjunction Policy 41 (Part 2).

1.7 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

1.8 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Dumfries & Galloway Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice in line with the phases of this legislation and can be downloaded from <http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/>

2. Peat

2.1 We will provide a more detailed response at the Scoping Stage of the EIA when there is more survey information available on this project especially in relation to peat surveys, proposed reuse and mitigation.

2.2 Such assessment of peat will necessitate detailed investigation of peat depth (to full depth, and within afforested areas) on site in accordance with the *SEPA Regulatory Position Statement – Developments on Peat* and further detailed guidance on development on peatland such as *Guidance On The Assessment Of Peat Volumes, Reuse Of Excavated Peat And The Minimisation Of Waste*. We will also require details on proposals to manage the displaced peat. This must be in line with guidance on acceptable ways to manage displaced peat, contained within guidance documents.

2.3 In summary, the issues to consider are:

- Location of built elements in relation to sensitive receptors (usually watercourses, wetlands and deep peat);
- Demonstration of the minimisation of the disturbance of peat, reuse proposals for displaced peat and if required, disposal proposals;
- Use of any tree material cleared to facilitate development;
- If applicable, impacts upon Groundwater Dependant Terrestrial Ecosystems;
- The pollution prevention principles to be adopted during the construction stage of development of the proposed site including permanent and temporary foul and surface water drainage, oil and chemical storage, working in adverse weather conditions and environmental management;
- Buffers to sensitive receptors such as peatlands, wetlands, watercourses, lochs and water supplies (private and public);
- Hydrology and drainage including abstractions, impoundments and watercourse engineering including crossings;
- Borrow pits including location and operation;
- Restoration principles; and
- Any interactions with authorised processes, if applicable.

3. Ecology & Groundwater

3.1 At this pre-app stage, we do not have enough detailed information to make any specific comments in relation to our ecological interests over and above our standard planning advice. We note a Phase 1 Habitat survey has been carried out along the route and would advise ecologically sensitive areas identified in the survey are avoided in the first instance and if avoidance is impossible then sufficient mitigation should be provided.

3.2 Care must be taken with track construction, any groundwork associated with towers/poles and trench digging to ensure existing hydrological connectivity is maintained in areas of GWDTE and that these are not cut-off or preferential routes created.

3.3 As per SEPA Planning Guidance Note LUPS GU31, identification of all Private Water Supplies (PWS) and Groundwater Dependant Terrestrial Ecosystems (GWDTE) present within the relevant buffer zones (100m and 250m). We request that the developer submit maps clearly showing the locations of all PWS, GWDTEs and proposed infrastructure within the relevant buffer zones, for further details please refer to LUPS Guidance 31 section 2.4.

4. Regulatory advice for the applicant

4.1 Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).

4.2 Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012. Consider if other environmental licences may be required for any installations or processes.

4.3 You may need to apply for a construction site licence under CAR for water management across the whole construction site. These will apply to sites of 4ha or more in area, sites 5 km or more in length or sites which contain more than 1ha of ground on a slope of 25 degrees or more or which cross over 500m of ground on a slope of 25 degrees or more. It is recommended that you have pre-application discussions with a member of the regulatory team in your local SEPA office.

2 Historic Environment Scotland

Thank you for your consultation on the above, which we received on 13 November 2017.

We have reviewed the information provided and our comments here focus on our historic environment remit. This covers scheduled monuments and their settings, category A listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields, and World Heritage Sites.

As a member of the stakeholder liaison group, we have given ongoing advice on the development of the project and its environmental assessment. We are content that the current document reflect this advice, and have no further comments to add to our scoping advice of 25 May 2017.

We welcome the ongoing assessment of impacts on our interests and their consideration in the development of the scheme. We are content that the routing as proposed is not likely to have a significant impact on our interests.

We note that for tower number 109 new access is identified south of the scheduled area of the monument known as Park, stone circle (SM 1039). We welcome the fact that direct impacts on the monument are to be avoided, and advise that if any alteration to this access route is made this should continue to be a consideration.

3 RSPB Scotland

Q1. Zone A: Polquhanity to Kendoon

Need to ensure appropriate mitigation measures are carried out to minimise potential impact to sensitive species including red data species black grouse and Annex 1 species nightjar and red kite and other sensitive raptor species. This could include planning construction outwith breeding season for these species and/or buffering construction works including access routes from proximity to nest/lek sites.

Q2. Zone B: Kendoon to Glenlee

Need to ensure appropriate mitigation measures are carried out to minimise disturbance to Annex 1 species red kite nest sites in this area. This should include ensuring appropriate buffer distances are maintained between nest sites and construction works including new access routes (Fig 3.2.4).

Q3. Zone C: Glenlee to Tongland

We have considerable concerns regarding this section of the route due to potential impact to Annex 1 species nightjar and sensitive raptor species.

We would strongly advise that a section of this route is constructed underground since it falls within a high risk zone for in particular, nightjar territories (*location redacted*). We advise that full consideration is given to the undergrounding of this section and that appropriate mitigation measures are investigated to minimise the impact to nightjar through collision risk of over ground infrastructure should this be consented. This would include suitable mitigation measures for construction (avoiding breeding season) or by providing suitable buffer distances between construction works and nesting territories and through mitigation measures such as line marking to reduce collision risk. We understand that the results of focused survey effort in this area will inform design layout and we advise that this detail should be included in the EIA.

Q7. Any other comments

References to Consultation Document:

2.26 We note that construction of overhead lines/towers is predicted to span a four-month period. We would advise that this period is outwith breeding season for sensitive species in high-risk zones of construction as informed by consultation with data providers and the results of ornithological survey work.

3.2 We note that environmental considerations have influenced design layout although it is not detailed in the Consultation document what factors have been considered. We would expect that this detail is provided in the EIA.

3.20 We note that habitat survey has been completed to phase 1 standard. We would expect that more detailed survey should be completed (NVC level) to appropriately inform route alignment to ensure that impact to sensitive habitats including deep peat is avoided or minimised through design layout and construction.

3.21 We note that results of ornithological surveys (ongoing) has informed route alignment although it is not detailed in the Consultation document what factors have been considered. We would expect that this detail is provided in the EIA.

4 Balmaghie Community Council

Balmaghie Community Council believe strongly that the option of undergrounding substantial sections or all of the new cable is highly preferential.

We ask that in comparing costs, full account is taken of the total cost of constructing the line through the forest area (removal of trees, construction of new tracks, possible destruction of existing tracks within the Galloway Forest Park, associated carbon footprint) of bringing in pylons and infrastructure (mainly concrete) into Galloway Forest Park.

We wish to see a realistic estimate and a worst case estimate – realising that surprisingly frequently major projects actually cost more (in actuality and carbon footprint) because of unforeseen circumstances. Possible costs should be factored in using data from previous major projects.

Balmaghie CC do not want a repeat of the level of infrastructure that has gone on between Dalmellington and Dundee. Where additional tracks are built, they should be temporary 'roll out roads' (military style). Evidence of their existence should very quickly disappear. Taking into account the original construction of the present pylon line would have been concrete brought in by horse and cart, modern technology should be used to minimize disruption and carbon footprint.

Some of the figures in the consultation document (gaps between swathes of trees and footprint of concrete plinths) suggest here might be some over-engineering (we realise the rare occurrence of significant icing requires that the structure must withstand a massive increase in weight). Suffice to say, the original lines have survived the test of time.

Balmaghie CC would expect SPEN to continue to monitor the need for the line; including the capacity of the line. On an ongoing basis SPEN will be expected to limit the size of the project as needs evolve, using the latest pylon design (National Grid's 'T' pylon) as appropriate.

Balmaghie CC is aware that there are periods during intensive forestry work that narrow roads in the parish barely cope with the heavy traffic. Some lorries choose to pass at other than recognized passing places; road surfaces suffer potholes, overwhelmingly related to the position of the inside wheels of lorries.

Balmaghie CC would anticipate that as part of this project, particularly if the overhead route is still chosen, that the community will benefit from reconstruction of roads, particularly 'B' roads and single track roads (Gatehouse Road).

Under no circumstances should lorries pass on narrow roads in other than well signed redesigned passing places. 'Crisp' friendly edging to even single track roads should be provided (white lines to mark road edges). Road structures are to be improved to a standard where the appearance of mainly freeze-thaw related potholes simply does not occur. Where there is slight sinkage of roads (due to heavy traffic) so that water is held, they are redesigned so that all water runs-off. Trees and shrubbery next to the roads will be well kempt. Overall, the carbon footprint associated with repeatedly repairing roads (and sometimes vehicles using them) is a key issue and must decrease as a by-product of this project.

The CC would expect all lorries to politely follow their speed limits and be aware of horses, walkers, runners and cyclists, particularly on single track roads.

The CC would not expect, as happened in 2012-2013, the community to suffer from long lasting power cuts because local electricity lines are blown down, or more likely their tracks are not kept free of trees that then fall across the power lines. Certainly an over-engineered major pylon line in the forest set against poorly maintained local wooden lines would not go down well.

In liaison with the Forestry commission, the CC would expect benefits of the project to be new paths and cycle tracks through areas of forest that will be opened up (in particular near Slogarie hill). The CC would certainly not expect a legacy to be deeply hard cored tracks, uncomfortable for outdoor pursuits. This is a 'forest park': the use of temporary track has been suggested already.

To repeat, our view remains one of preferred undergrounding – which presumably would follow low level terrain and almost entirely 'soft' soils. Clearly, even with that option, there would be disruption, and where it fits the above would still apply. Further specific comments relating to the maps in the Consultation Documents by Geoffrey Monk, a member of Balmaghie Council, who is very familiar with the layout of the topography and tracks within the forest. Some comments refer to the terrain outside the Balmaghie parish:

Comments relating to the pylon numbers shown on the maps (not the page number) in the consultation document:

5 to 11: These are close to a core path through Airie. In mitigation erect clear waymarks at all turning points along the path and kissing gates were necessary.

20-26: Assuming very small angle bends in the power line path will not add substantial load to pylons, if the line was moved approx 200m west, additional (blue) access paths would be shorter.

32-35: Similarly slight realignment 100m SW to lower slopes might help hide the path.

43-45: Realign approx 50 west onto slightly lower ground north of Ross hill. A public benefit legacy would be construction of a core path from access route to 45 to Stroan Loch (cutting off horse shoe along Raiders Road).

50-57: Your access is through very narrow road through Slogarie and then the old road to Airie farm, now a core path (in very poor condition as a road). Consider seriously all access via the old railway, Stroan viaduct, access to Airie Farm. This will have lower impact. Impact on the core path should be by temporary track; not addition of hardcore/new bridges (over burns etc). This is a key location where on completion there should be no evidence of construction activity. Also liaise with Forestry in terms of access to Slogarie forest, where much timber is to be taken out in the next few years, and presently new forestry access tracks are being planned for. A community benefit (involving liaison between SPEN and the forestry) will be new waymarked core cycle and footpaths linking Lochenbreck with the old railway line as well as waymarking the current Airie to Slogarie core path.

52-58: Seems an odd route 'just' inside the forest. Would seem (cursory observation) to leave a narrow swathe of forest along the edge of the forested area. Doesn't make sense from forestry perspective: a narrow band of trees more likely to suffer wind damage.

59-61: Realign 100-200m west so as to maintain pylon locations just in the forest (minimizes impact Slogarie farm land).

63-65: slight repositioning northwards should help reduce extra trackway required.

66-68: Clearly, SPEN have not been there! The forest track shown parallel to and just north of Kennick burn no longer exists (over 700m or so) and under no circumstances should it be rebuilt, even temporarily. The land has returned to peat wetland; new forestry has not been planted. Access must be from the east to west track higher up Kennick Hill.

68: Very concerning. No pylon should be placed here. Re-space pylons 63-70 perhaps putting in an extra pylon abutting the Gatehouse road. There must be no access from the eastern section of path described above, (east of the bog), the area is relatively unspoilt (mixed forestry) and there are multiple well used waymarked walks (I was surprised by level of footprints in the recent snow). These should not be restored for heavy traffic. Access from path higher up Kennick Hill.

69-73: repositioning due to above may enable shorter stretches of new pathway.

82,83: Is there another way? I assume deviation due to boggy ground. A less aggressive solution would surely be a 'floating' roll out road across the bog?

In the above, the majority of 'blue' tracks shown, including all short stretches should be temporary 'rollout' road surfaces. Where improvement is required on the existing 'red' forestry tracks, this should overwhelmingly be carried out by relaying existing hard-core (removal of layers of organic debris that over time build up on existing hard core – some of the paths amount to layers of hardcore added every few years, interspersed by layers of organic matter (decaying to soil)). The reuse of existing forestry road materials will aid lowering the number of lorry journeys into the site, and the total carbon footprint of the project.

5 Finlay Carson MSP

I wish to put on record that I do understand the need for this line to be upgraded and the benefit this will bring to my constituency of Galloway and West Dumfries.

However, I do not believe that all options have been sufficiently considered and this latest round of consultation still does not address the need for undergrounding part of this route. I am disappointed, although the actual alignment of this route has been identified I still believe there are other options. I met with representatives of Scottish Power, to discuss my points and spoke at length about the need to protect our landscape in an area which I hope will become a National Park.

A full assessment of undergrounding this connection needs to be undertaken not just on the route of the currently preferred proposal.

6 Dumgal Against Pylons

Undergrounding and visual impact

Generally we feel that SPEN has made every effort to try and minimise the 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 with careful routeing avoiding high ground and ridgelines to cause minimal visual disturbance. We were particularly pleased to see the deviations and variations at Edgarton, Slogarie, Stroan Loch and Darsalloch made after comments from the second consultation.

DGAP still believe that under grounding, fully or in part, should be considered as this may minimise the landscape impact if the end sealing terminals are carefully sited and there are no adverse archaeological or ecological effects.

We appreciate that the Scottish Government has asked for under grounding to be considered in their Scoping Opinion where there is severe adverse impact. Having reviewed the planned route again, we do not consider that there are any impacts of this severity but hope that under grounding may be considered at some locations identified by local communities or caused by a series of cumulative effects in certain areas.

Dumfries and Galloway Council has stated in their response to the SSLG that they wish that the wider cost of landscape and tourism impact to be considered and balanced against the extra cost of under grounding and we support this view.

Where under grounding is not warranted then please could SPEN give some consideration in the EIA to the inclusion of landscaping and tree planting in some key areas. Opportunities for localised screening close to a road helps minimise views and prevent a long continuous view for travellers. This applies in the forest too, when the design of rides should avoid linear views. However, we are pleased that the forest is being used to screen and backcloth the pylons where possible. We hope that the Forestry Commission will retain some tree cover when the forest is felled to protect the long term shielding of the OHL.

There is widespread local support for a National Park to be formed in Galloway and while it is unlikely to happen before or during this planning application we would not like a visible pylon line to be a barrier to this potential new designation.

Traffic management

Local residents are very concerned at the increase in traffic during construction. The experience of wind farm construction in the area has highlighted the potential problems of congestion, road edge erosion and damage to the road surface. We request that the EIA chapter on Traffic will address these issues to help inform local residents at an early stage although we realise a detailed Traffic Management Plan will not be compiled until planning consent is granted.

Access tracks

Some access tracks will be needed but we hope existing tracks will be utilised where possible and new tracks kept to a minimum number and minimum width. FCS has also expressed concern during the SSLG meetings about the creation of access tracks. These tracks can highlight the pylon route and scar the landscape. In December 2017 five separate applications were made to Dumfries and Galloway Council to retain the access tracks used to build the 132kV line from Blackcraig to Meikle Hill substation for farming interests. We are aware that the same thing happened at Beaully-Denny. So it is important that any construction of new tracks are vital and carefully considered.

Forestry

Consideration must be given to the vistas when the commercial plantations are cropped. We are aware that 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.

The wayleaves or rides that will be cleared to accommodate the line safely will create an opportunity for wildlife and extension of the local Green Network. 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. We hope the detailed EIA will specify construction periods to avoid the nesting season.

Forestry is an important industry in Dumfries and Galloway and compensatory planting will be needed elsewhere and we hope this will be addressed in the EIA.

Queen's Way

This is the entrance to the Forest Park from the east from New Galloway on the A712 leading to popular Clatteringshaws, the Goat Park and the Red Deer range. This section is a strong candidate for consideration for under grounding. The OHL crosses at a curve in the road where there is some low roadside shrub cover but more could be done to improve this route as well as for the homes nearby.

Raiders Road

This is a popular forest drive in the summer months as well as being used by walkers and cyclists and we are pleased that popular sites such as the Otter's Pool will have no visibility of the pylons and OHL.

Crossing the A75

The A75 is the key route through D&G used by all residents and visitors and must be a candidate for possible under grounding despite efforts to screen by using the existing topography and current planting.

Exhibitions

The use of the 3D visualisations available at the exhibitions was excellent and helped us all understand the implications of the OHL. Staff were knowledgeable and very helpful when explaining the process and the preferred route.

Appendix B: Feedback form



Feedback form

Kendoon to Tongland 132kV Reinforcement Project

Consultation on route alignment

The last day for submitting feedback is January 26, 2018

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.

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 <input type="checkbox"/> No <input type="checkbox"/>	
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 <input type="checkbox"/> 19-34 <input type="checkbox"/> 35-50 <input type="checkbox"/> 51-65 <input type="checkbox"/> over 65 <input type="checkbox"/>
Did you attend one of our exhibitions? Yes <input type="checkbox"/> No <input type="checkbox"/>	
<hr/>	
Keeping your details safe	
<small>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.</small>	

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 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; or
4. Email us your comments at 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 third public consultation on the project. In this consultation, we'd like to know:

- Your views on our proposed route alignments;
- Your views on proposed locations for steel towers, wood poles, working areas and construction access points;
- What you think about the potential removal of existing overhead lines in some areas; and
- Any comments you may have on the consultation process.

Your feedback will help us finalise our plans before we apply to Scottish Ministers for planning consent in 2019.

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 proposed route alignment, or the proposed locations for towers, working areas or construction access points in this area?

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

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 proposed route alignment 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 on the proposed route alignments, or the proposed locations for towers or poles, working areas or construction access points 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 proposed route alignment, or the proposed locations for towers, working areas or construction access points in this area?

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

Kendoon to Tongland 132kV Reinforcement Project

Q4. How did you find out about the project and the consultation?

- ☐ Advert
- ☐ Media
- ☐ Letter
- ☐ Leaflet
- ☐ Poster
- ☐ Website
- ☐ Word of mouth
- ☐ Social media
- ☐ Other, please specify:

Q5. Please give us your views about the consultation process?

Please continue on a separate sheet marked Q5, if necessary:

Q6. Are there any other comments you would like to make?

Please continue on a separate sheet marked Q6, 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 26, 2018**

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

Appendix C: Banners used at exhibitions



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.

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 finalise our proposals.

Find out more at www.spendgsr.co.uk

Kendoon to Tongland 132kV Reinforcement Project

Why do we need new overhead lines?



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.

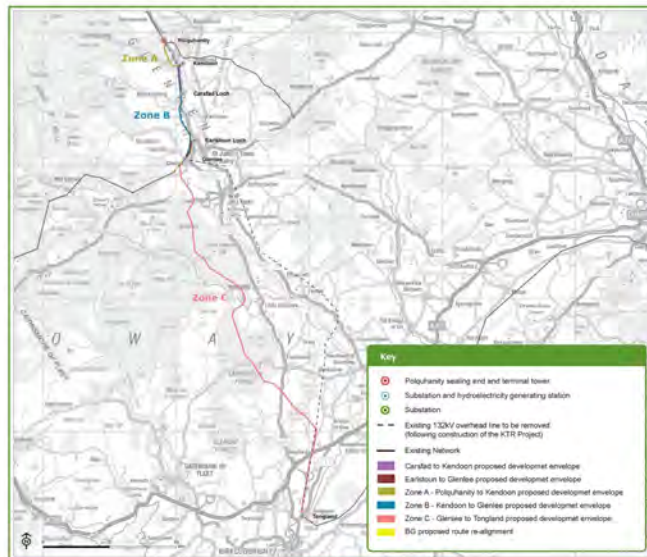
Once built, we will be able to remove the old overhead lines and towers where we no longer need them.

We are aiming to complete the project by 2023.

Find out more at www.spendgsr.co.uk

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 overhead lines between Kendoon and Tongland could be built. The feedback received from this consultation allowed us to verify the proposed corridor for the KTR Project.

In 2016 we held a second round of consultation, asking people for their views on potential routes for the overhead lines within the corridor.

The feedback we received helped us to verify our proposed route for the KTR Project. This includes potential locations for the steel towers and wood poles which support the lines, along with temporary construction accesses and working areas.

Find out more at www.spendgsr.co.uk

Kendoon to Tongland 132kV Reinforcement Project

What does the project involve?



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

1. Polquhanity 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. We may also need to carry out a minor boundary extension to our existing Kendoon substation.

When the new overhead lines are built, we will take down the existing lines between Polquhanity and Kendoon, and between Kendoon and Tongland.

Find out more at www.spendgsr.co.uk



Kendoon to Tongland 132kV Reinforcement Project

Identifying the route alignment



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 200m-wide route following the last round of consultation, our next job was to identify alignments for the proposed overhead lines, including locations for the towers, poles, working areas and construction access points.

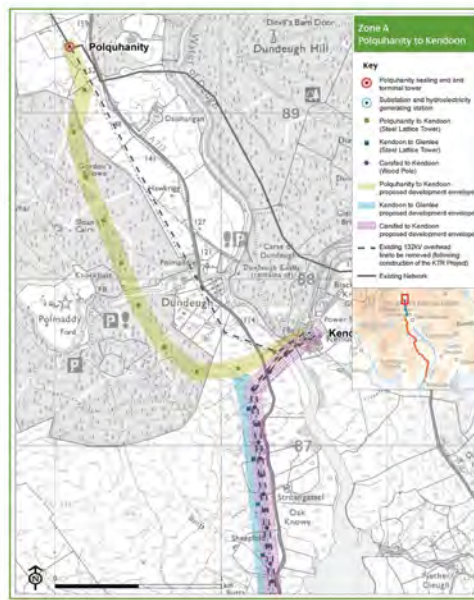
This work has been led by SPEN's overhead line design team. To ensure we balance environmental and technical considerations and, where possible, feedback from landowners who will have the infrastructure on their land, our work has been informed by site surveys carried out by our environmental consultants (LUC).

We will continue to work with landowners and carry out site surveys during this period of consultation.

Find out more at www.spendgsr.co.uk

Kendoon to Tongland 132kV Reinforcement Project

Zone A: Polquharity to Kendoon



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

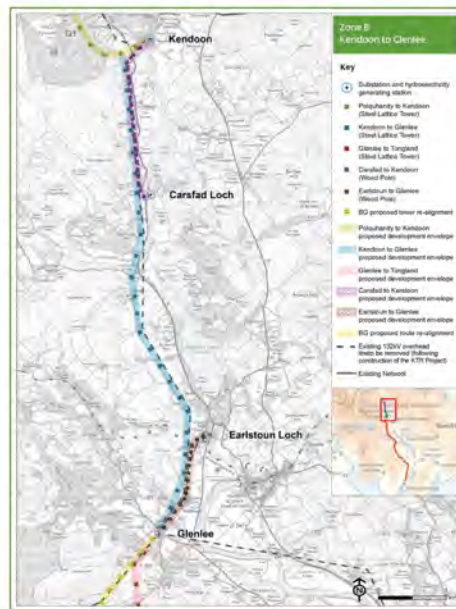
It will be replaced with a new section of 132kV double circuit overhead line on steel towers.

The route starts at Polquharity (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

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: The 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.

Carafad to Kendoon: The route starts at Carafad hydro power station and heads west across the A713 before turning north and following the existing line. At the head of Carafad 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: The 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

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 on steel towers or wood poles and are a mixture of single and double circuits. For the most part, the existing towers have a standard height of 20m and have three arms.

The exact height of each tower is determined by the safety clearances required between the wires and ground obstacles such as roads and watercourses.

The proposed new lines from Polquhanity to Kendoon and Kendoon to Glenlee will be on double circuit L7 towers. This means that there will be 12 wires (plus an earth wire) between the supporting towers. The standard design height for an L7 tower is 27m. Based on our current design, there are 37 towers on this route ranging in height from 23m to 39m, with an average height of 31m.

The proposed new line from Glenlee to Tongland (including the realignment of four towers on the Glenlee to Newton Stewart line at Glenlee) will be on double circuit L4 towers. This means that there will be 6 wires (plus an earth wire) between the supporting towers. The standard design height for an L4 tower is 26m. Based on our current design, there are 123 towers on this route ranging in height from 24m to 35m, with an average height of 29m.

The proposed new lines from Earlstoun to Glenlee, and from Carsfad to Kendoon, will be on single circuit 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

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 we finalise our plans for submission to the Scottish Government. We will report back on this consultation during 2018.

In early 2019 we plan to submit our proposals to the Scottish Government, who will then carry out their own independent consultation.

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

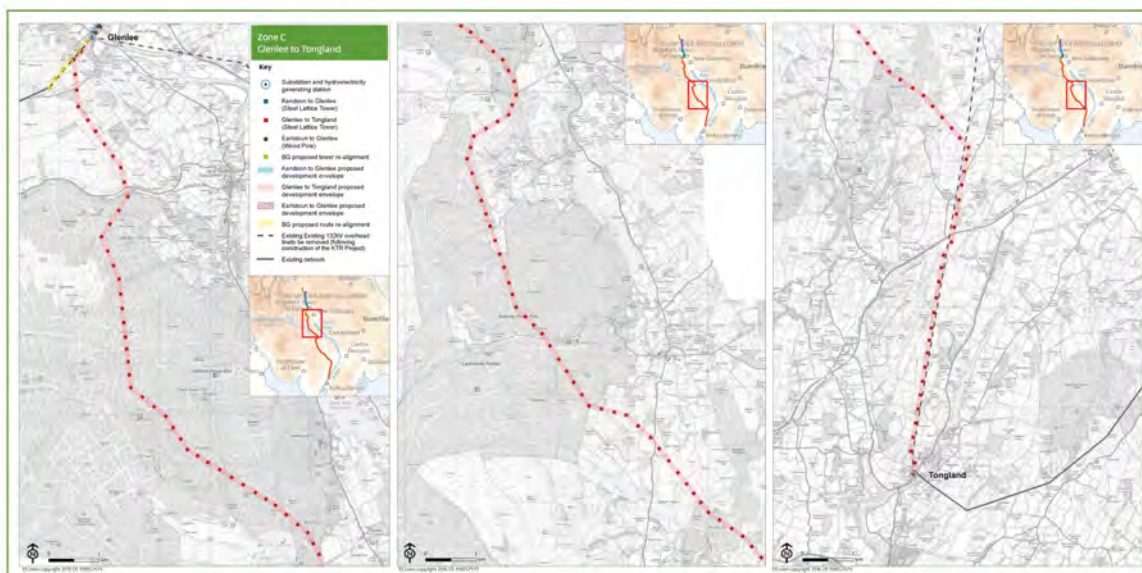
If you register your email address on our website we can keep you updated.

Tell us what you think at www.spendgsr.co.uk

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.



The 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 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 northeast of Ringford before turning southwards to Tongland substation.

Find out more at www.spendgsr.co.uk

Appendix D: Newspaper advert

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 plan to replace the existing lines with new ones at the same voltage.

We have now identified detailed alignments for the new overhead lines, including potential sites for steel towers, wood poles, working areas and construction access points. Now we would like to hear local people's views on them so we can take your comments into account as we finalise our plans.

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

Our project website www.spendgsr.co.uk will also hold 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 or contact us in one of the following ways:

Phone: 0800 157 7353
Email: 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.

Our third round of public consultation runs from 20 November 2017 to 26 January 2018.

Public exhibitions (2pm until 8pm each day)

New Galloway CatStrand Arts & Visitor Centre, High Street, DG7 3RN	Tuesday November 21, 2017
Kirkcudbright Parish Church Hall, St. Mary Street, DG6 4DN	Wednesday November 22, 2017
Mossdale Village Hall, DG7 2NF	Thursday November 23, 2017

Public information points

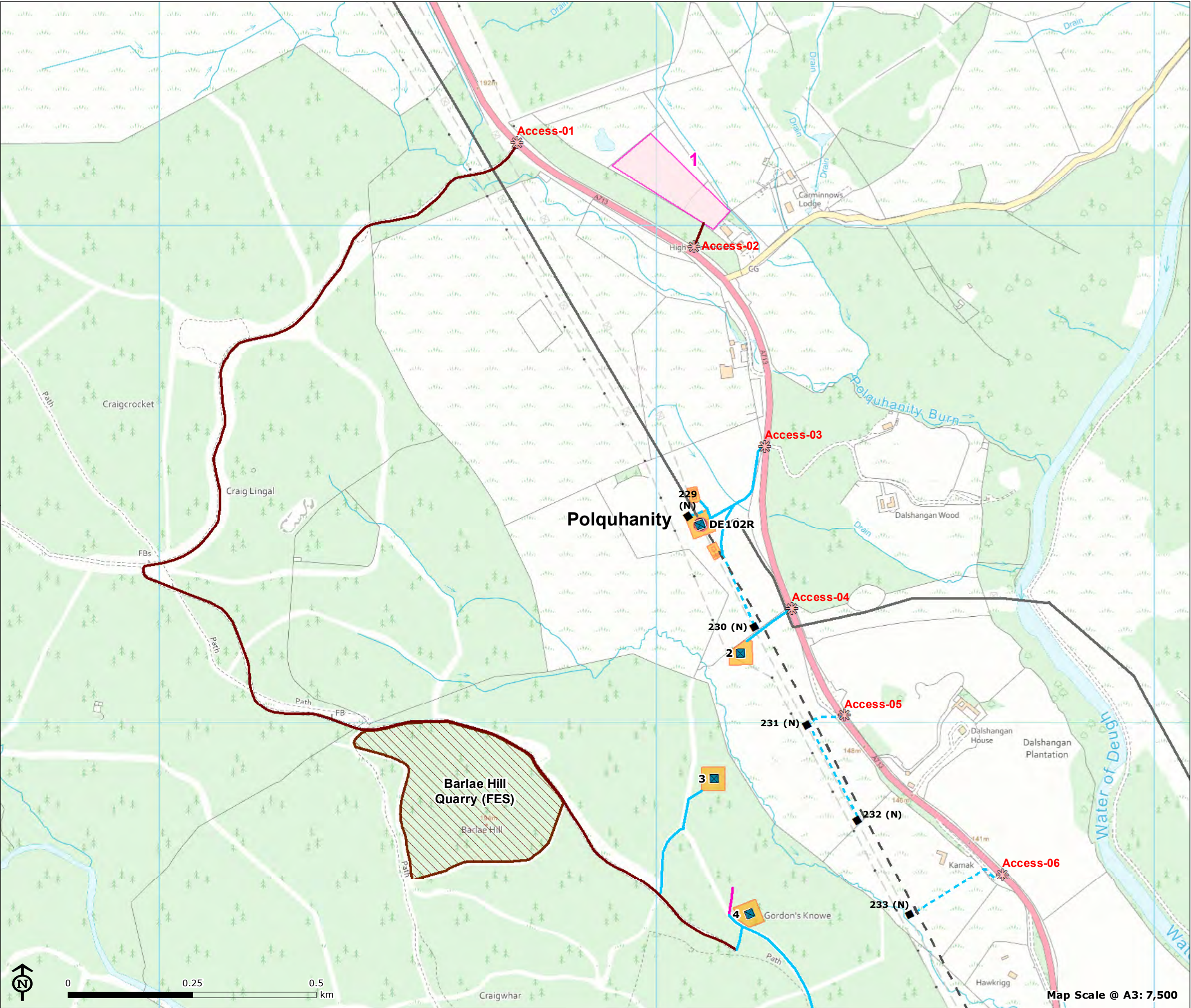
Opening hours vary. Please check before travelling.

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

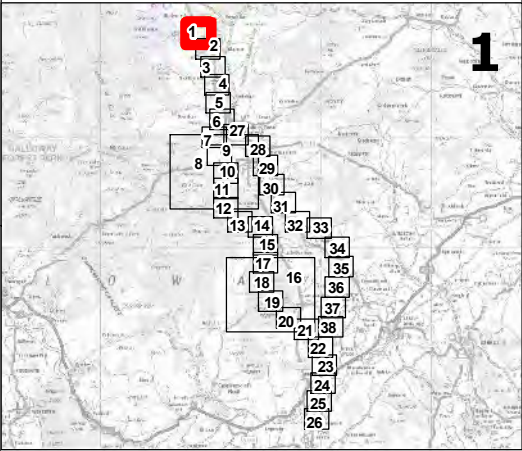
Appendix E: Figures 6.1.1 to 6.1.38: revised design following Third Round of Consultation

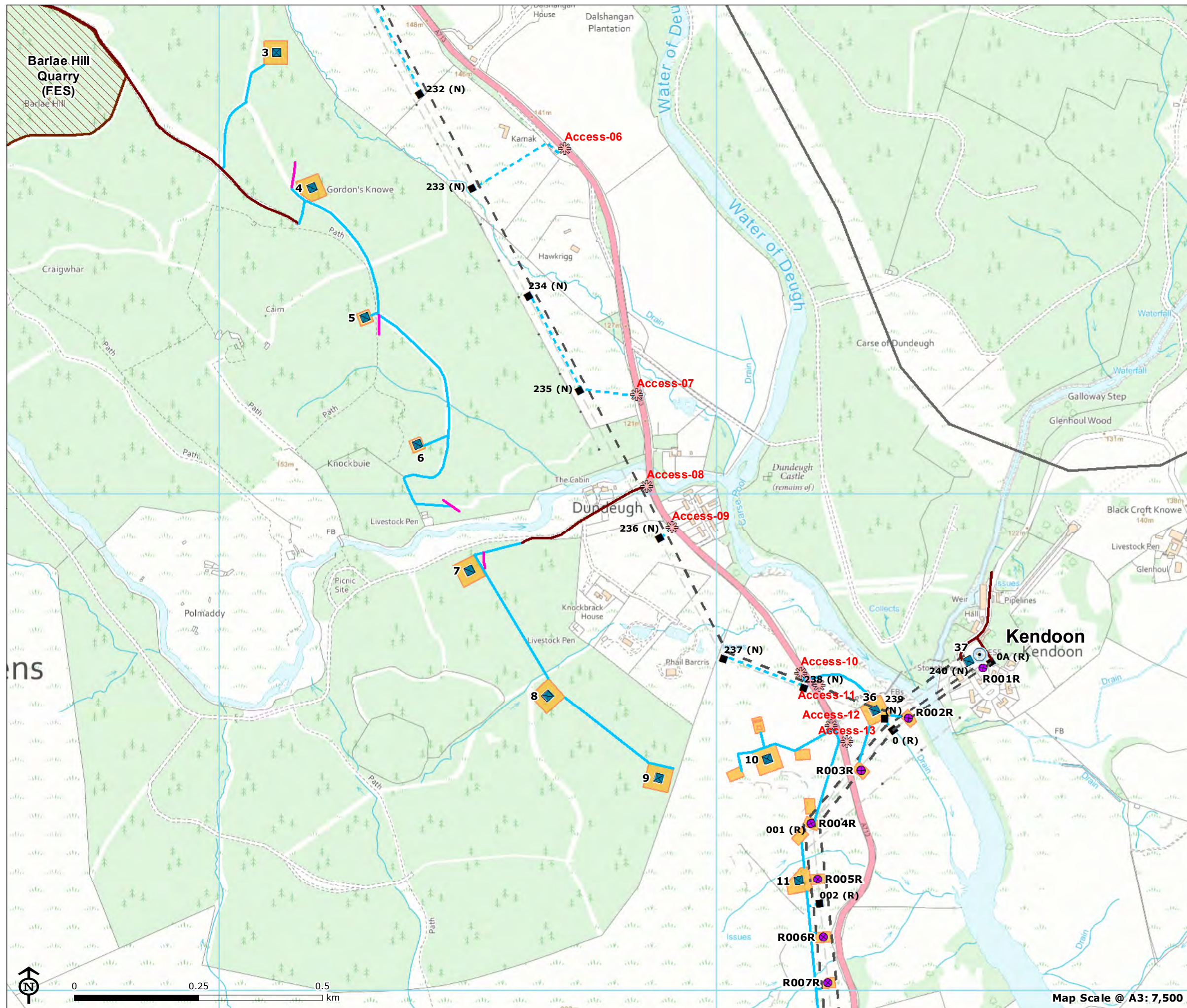
KTR Summary of Feedback to Third Round Consultation

Figure 6.1.1: KTR Design



- Polquhanity sealing end and terminal tower
- Polquhanity to Glenlee (Steel Lattice Tower)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Existing Network
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - New Access
 - Working Area
 - Construction Compound
 - Potential Quarry Working Areas
 - ✱ Access Entrance

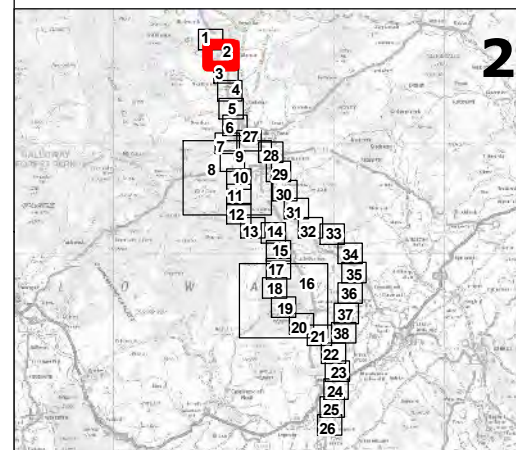




KTR Summary of Feedback to Third Round Consultation

Figure 6.1.2: KTR Design

- Substation and hydro electricity generating station
- Polquhanity to Glenlee (Steel Lattice Tower)
- Carsfad to Kendone (Wood Pole)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Existing Network
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - New Access
- Working Area
- Potential Quarry Working Areas
- Access Entrance



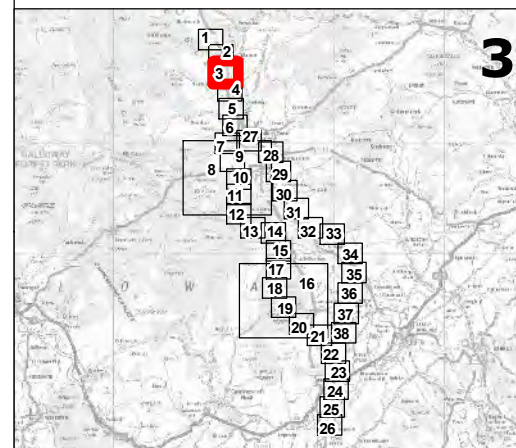
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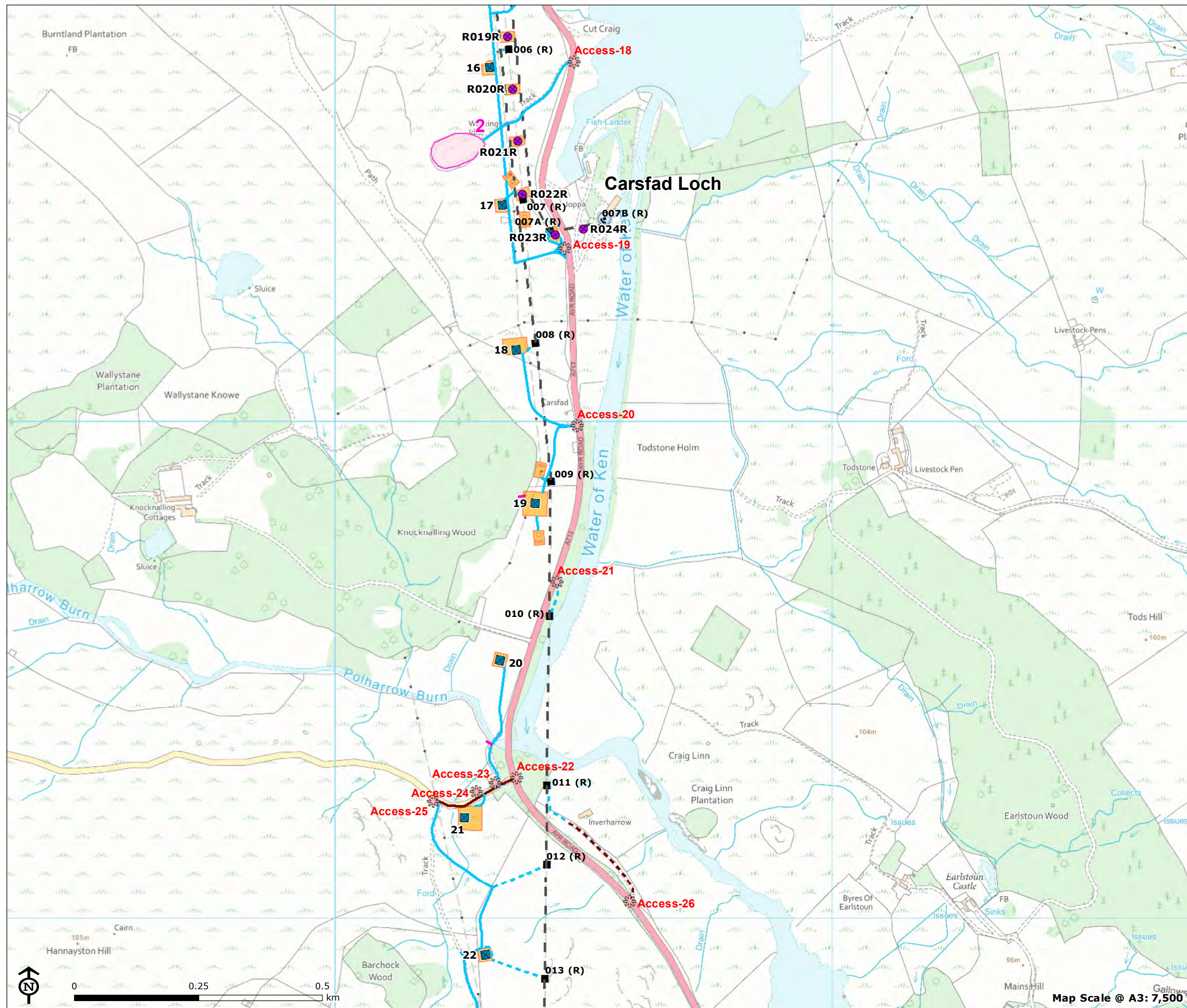


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.3: KTR Design

- Substation and hydro electricity generating station
- Polquhanity to Glenlee (Steel Lattice Tower)
- Carsfad to Kendoon (Wood Pole)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers**
 - New Access
- Access to Towers for Removal**
 - New Access
- Working Area
- Construction Compound
- Access Entrance

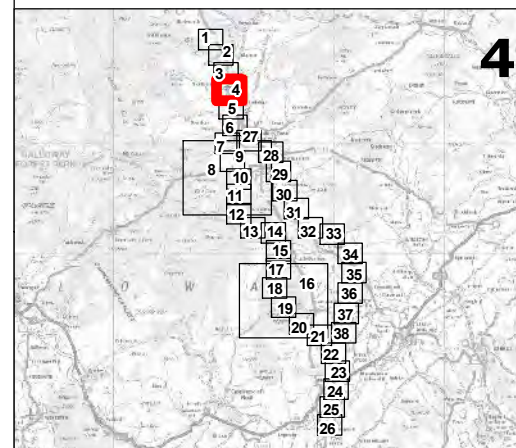


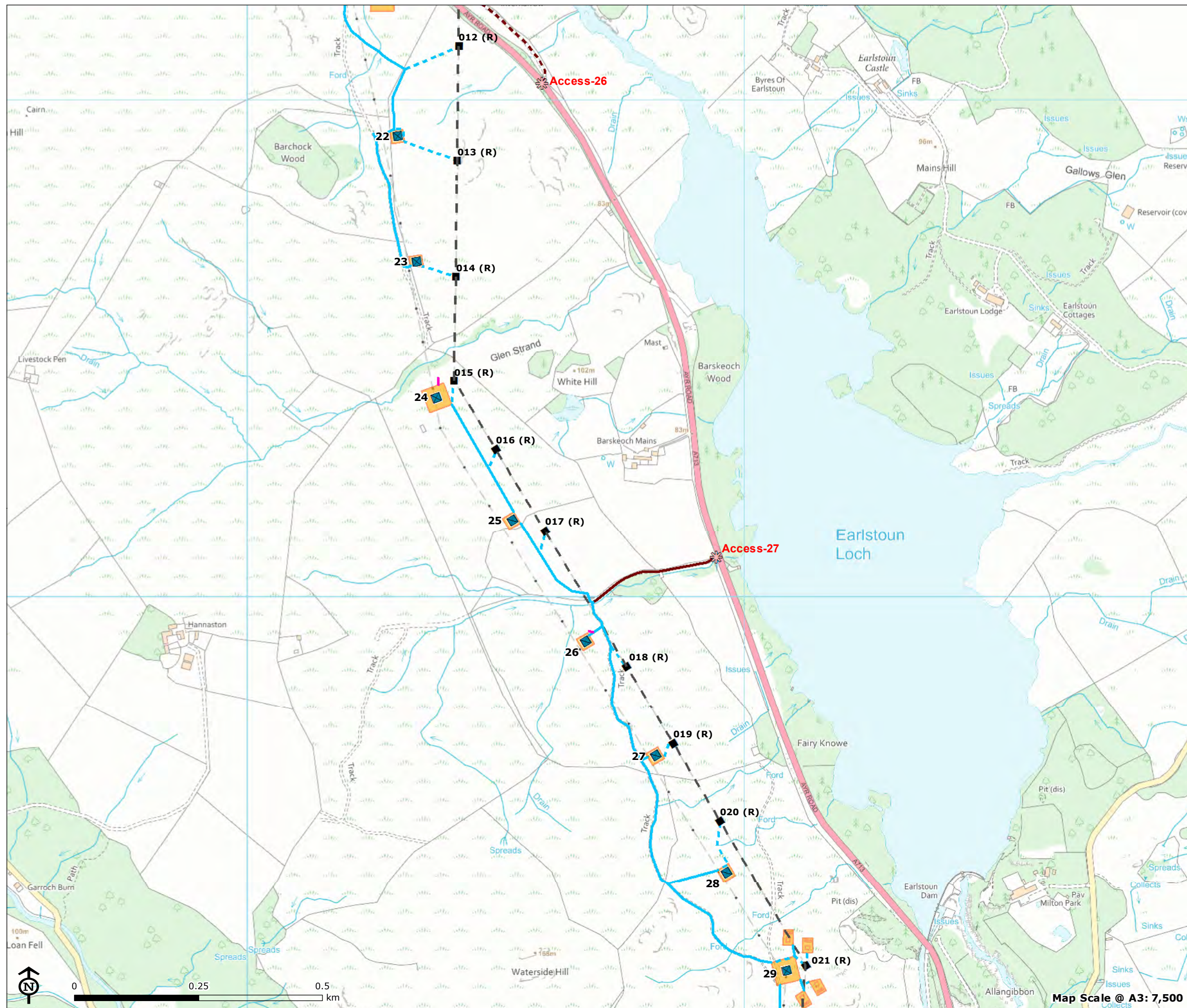


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.4: KTR Design

- Substation and hydro electricity generating station
- Polquharity to Glenlee (Steel Lattice Tower)
- Carsfad to Kendoon (Wood Pole)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - Existing Access
 - New Access
- Working Area
- Construction Compound
- Access Entrance

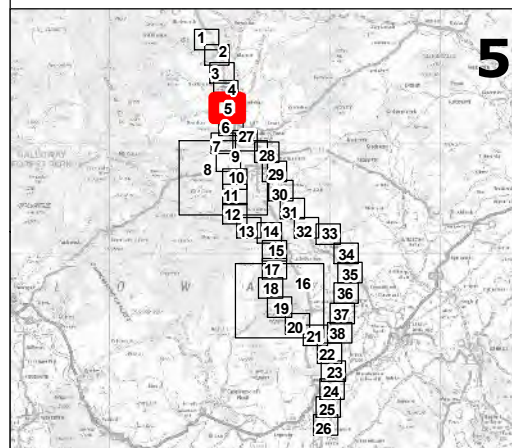


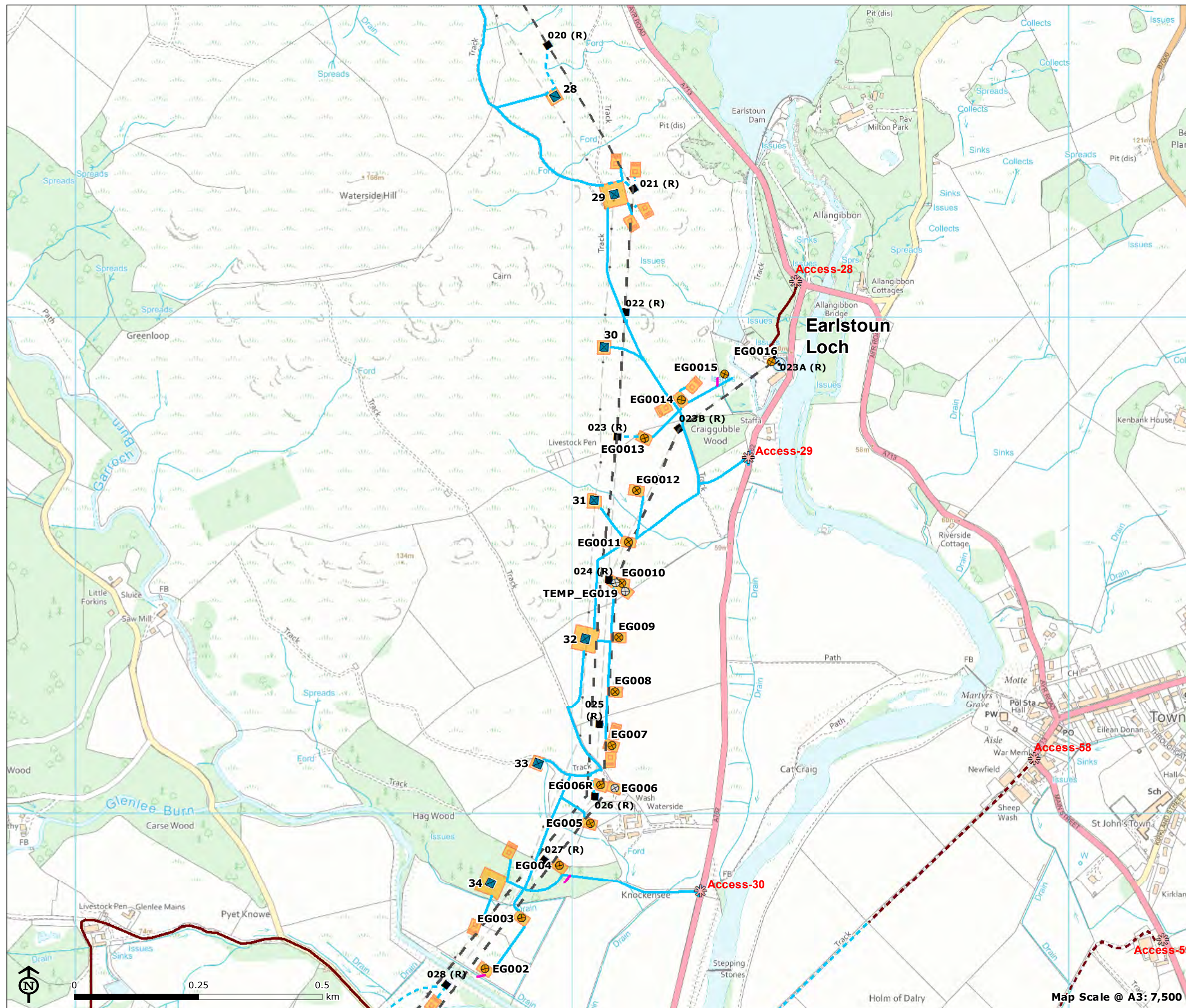


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.5: KTR Design

- Polquharity to Glenlee (Steel Lattice Tower)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - Existing Access
 - New Access
 - Working Area
 - Access Entrance

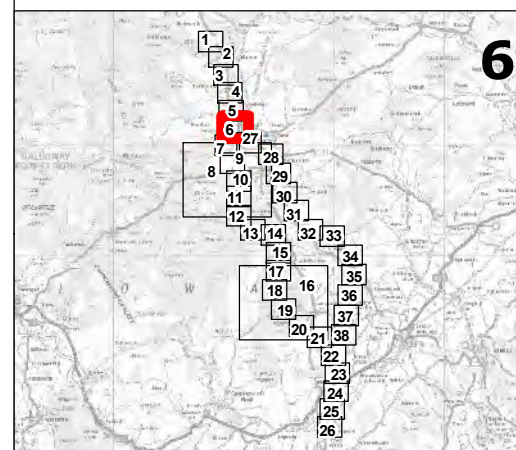




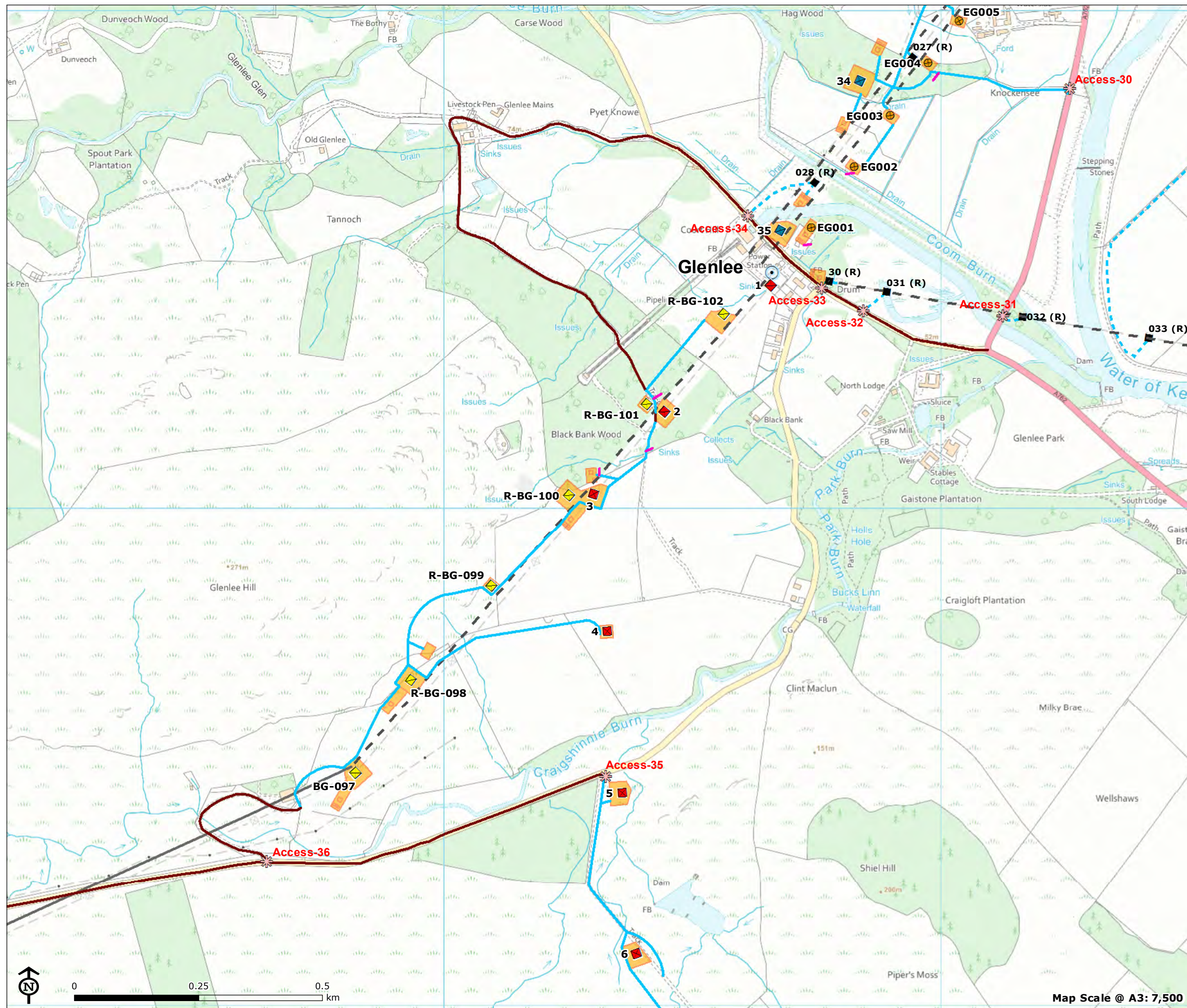
KTR Summary of Feedback to Third Round Consultation

Figure 6.1.6: KTR Design

- Substation and hydro electricity generating station
- Polquhanty to Glenlee (Steel Lattice Tower)
- Earlstoun to Glenlee (Wood Pole)
- Earlstoun to Glenlee (Temporary Wood Pole)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - Existing Access
 - New Access
- Working Area
- Access Entrance



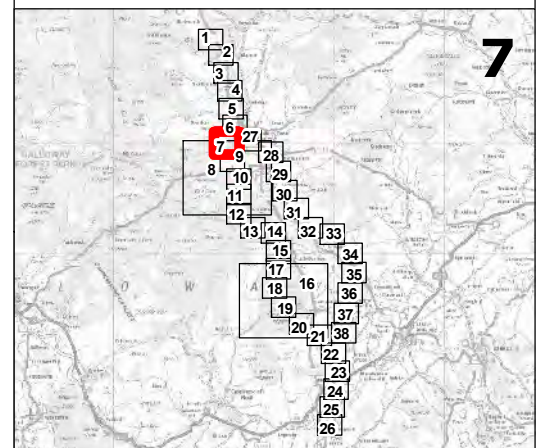
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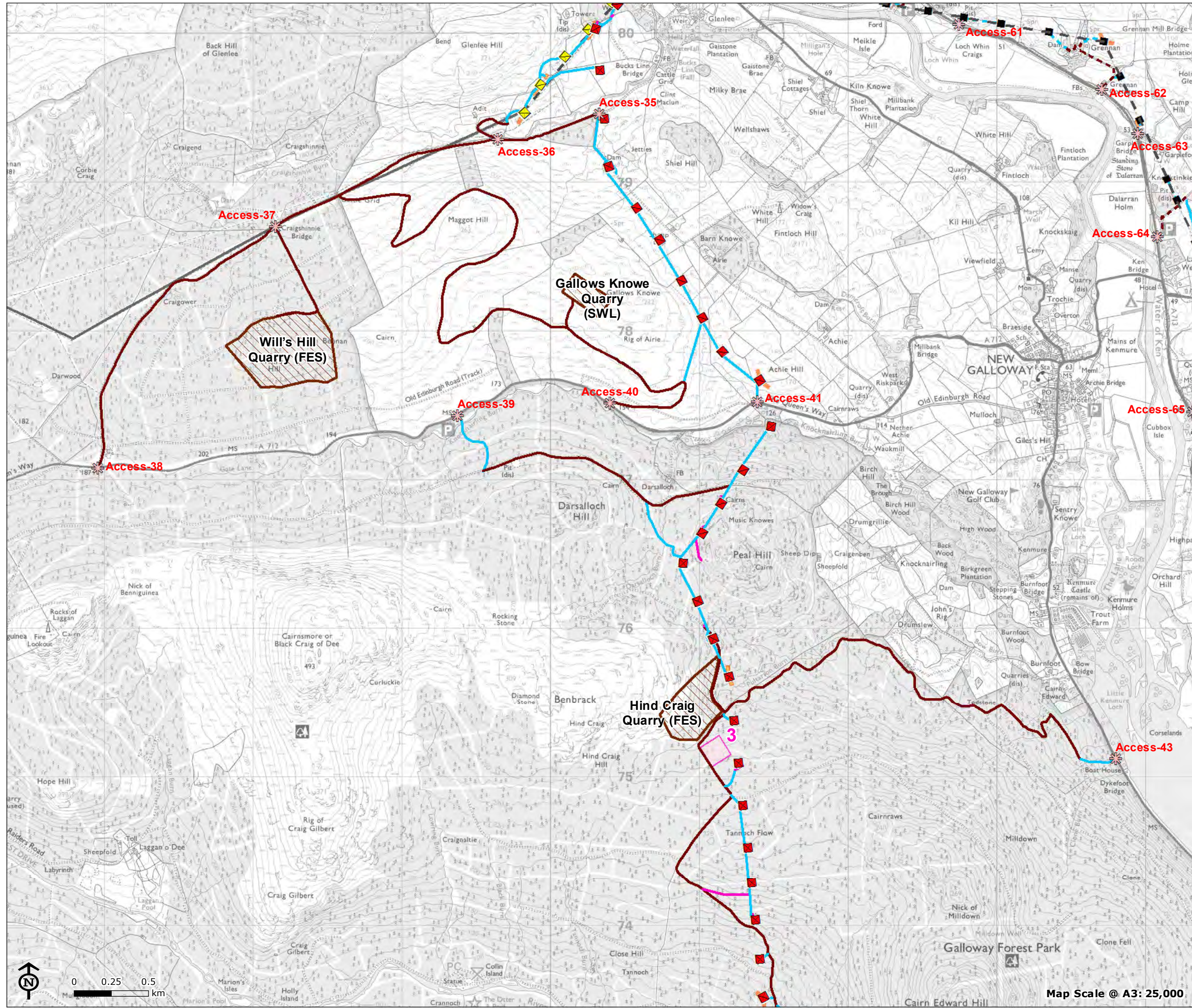
KTR Summary of Feedback to Third Round Consultation

Figure 6.1.7: KTR Design

- Substation and hydro electricity generating station
- Polquharity to Glenlee (Steel Lattice Tower)
- Earlstoun to Glenlee (Wood Pole)
- Glenlee to Tongland (Steel Lattice Tower)
- BG route re-alignment (Steel Lattice Tower)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Existing Network
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - Existing Access
 - New Access
 - Working Area
 - Access Entrance



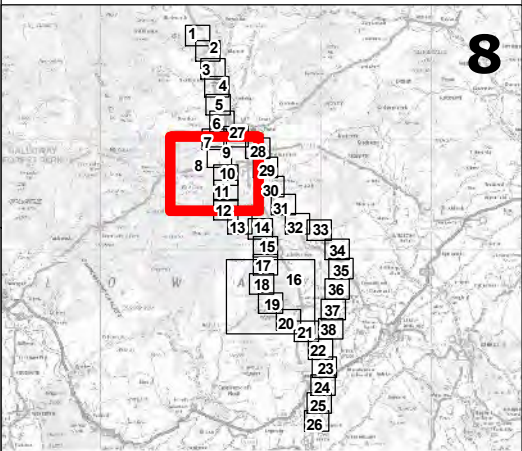
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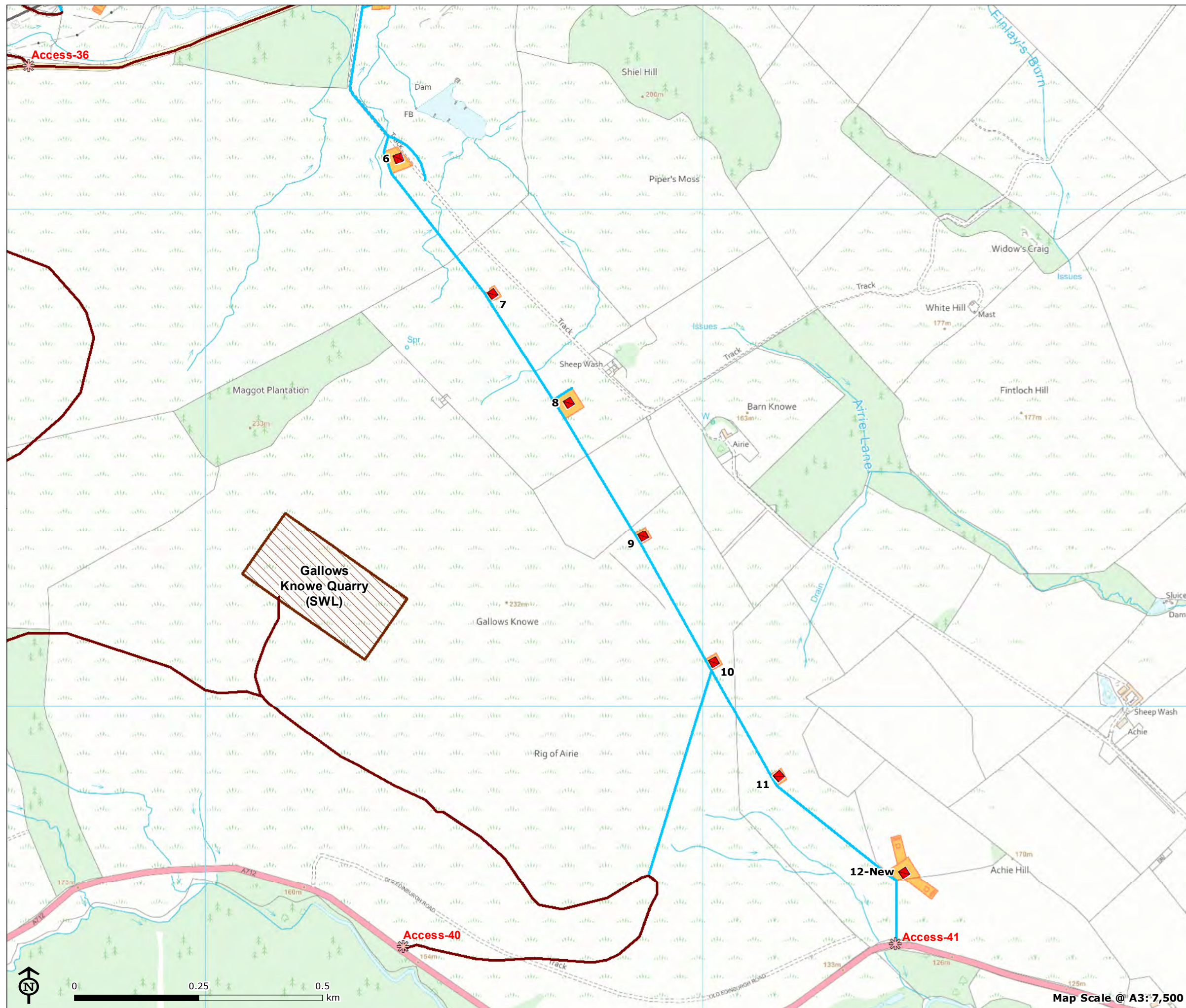


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.8: KTR Design

- Glenlee to Tongland (Steel Lattice Tower)
- BG route re-alignment (Steel Lattice Tower)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Existing Network
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - Existing Access
 - New Access
- Working Area
- Construction Compound
- Potential Quarry Working Areas
- ✱ Access Entrance

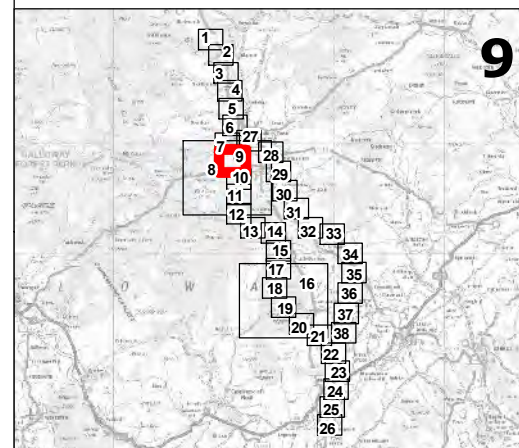


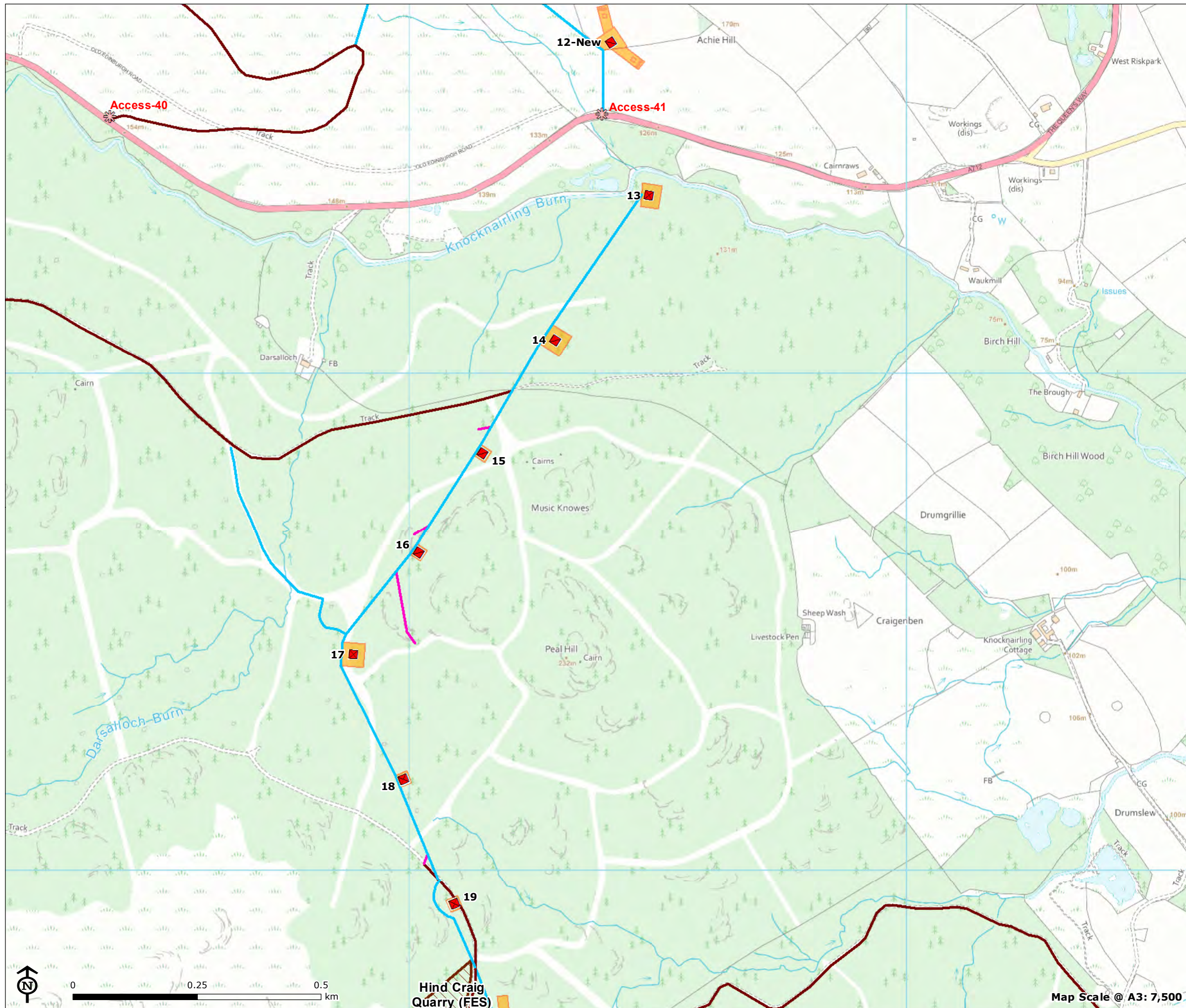


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.9: KTR Design

- ◆ Glenlee to Tongland (Steel Lattice Tower)
- Existing Network
- Access to Proposed Towers**
 - Existing Access
 - New Access
- Working Area
- Potential Quarry Working Areas
- ✱ Access Entrance

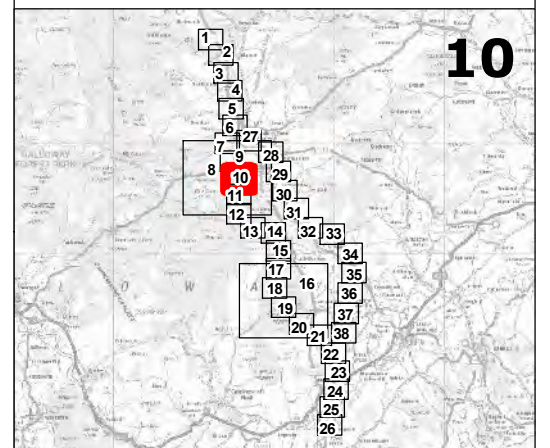




KTR Summary of Feedback to Third Round Consultation

Figure 6.1.10: KTR Design

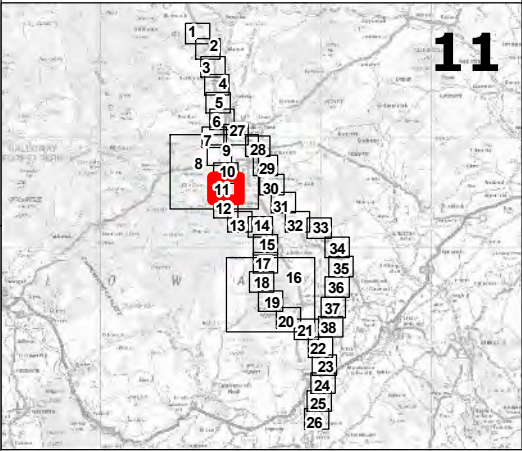
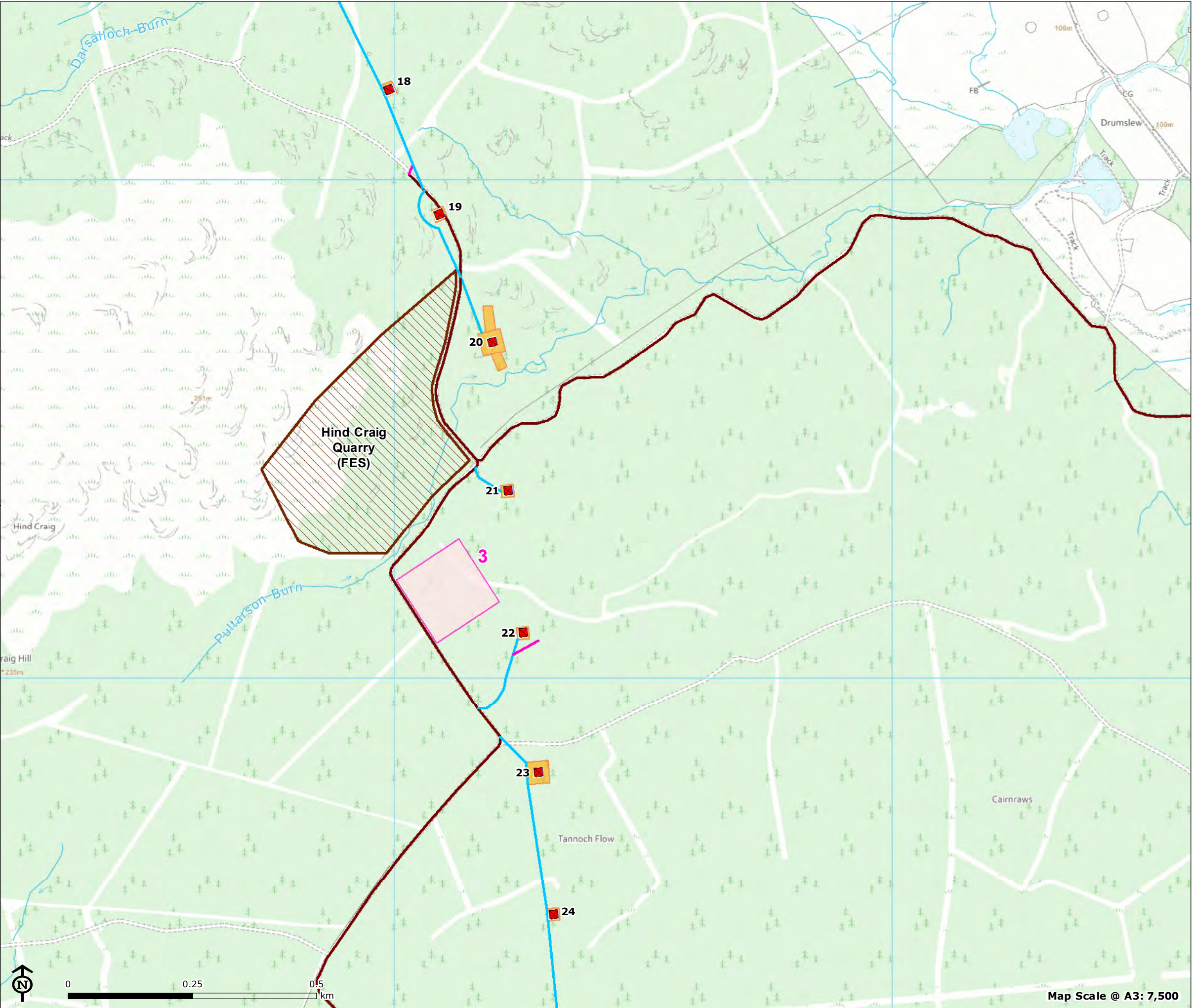
- ◆ Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
 - Working Area
 - Potential Quarry Working Areas
 - ✱ Access Entrance



KTR Summary of Feedback to
Third Round Consultation

Figure 6.1.11: KTR Design

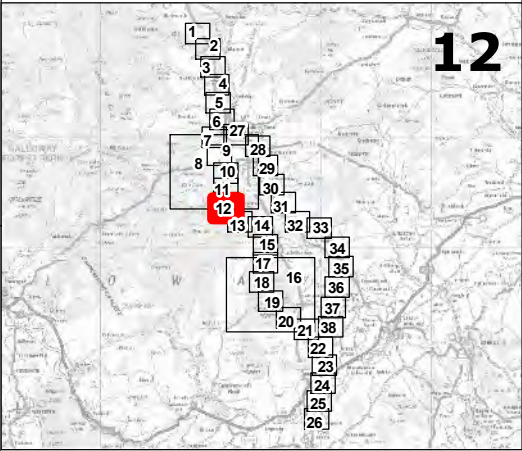
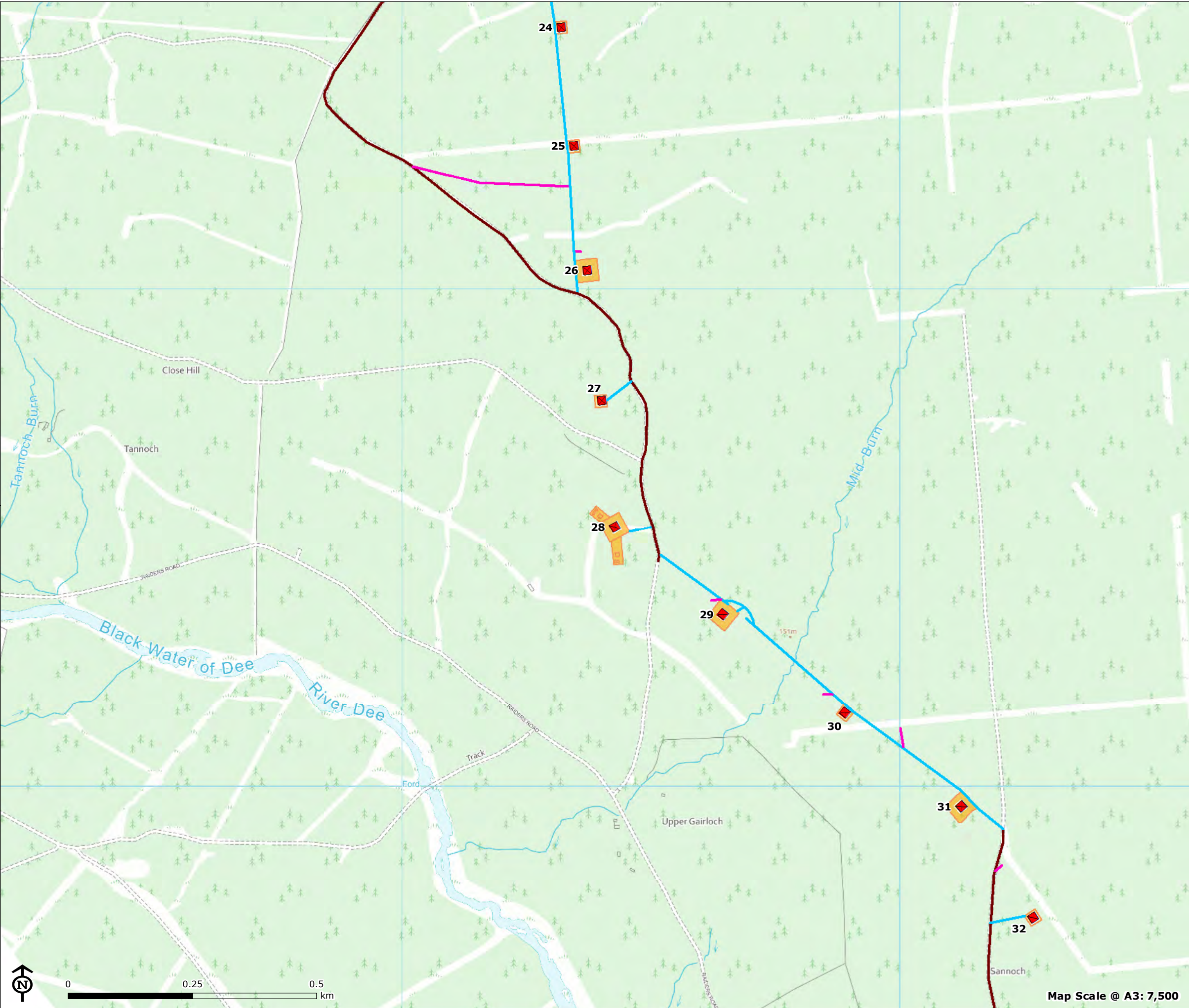
- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Working Area
- Construction Compound
- Potential Quarry Working Areas



KTR Summary of Feedback to
Third Round Consultation

Figure 6.1.12: KTR Design

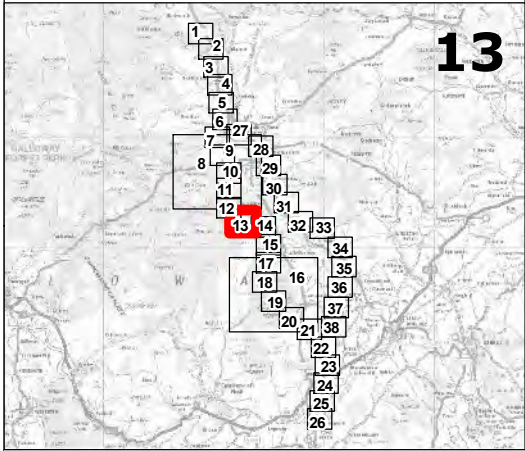
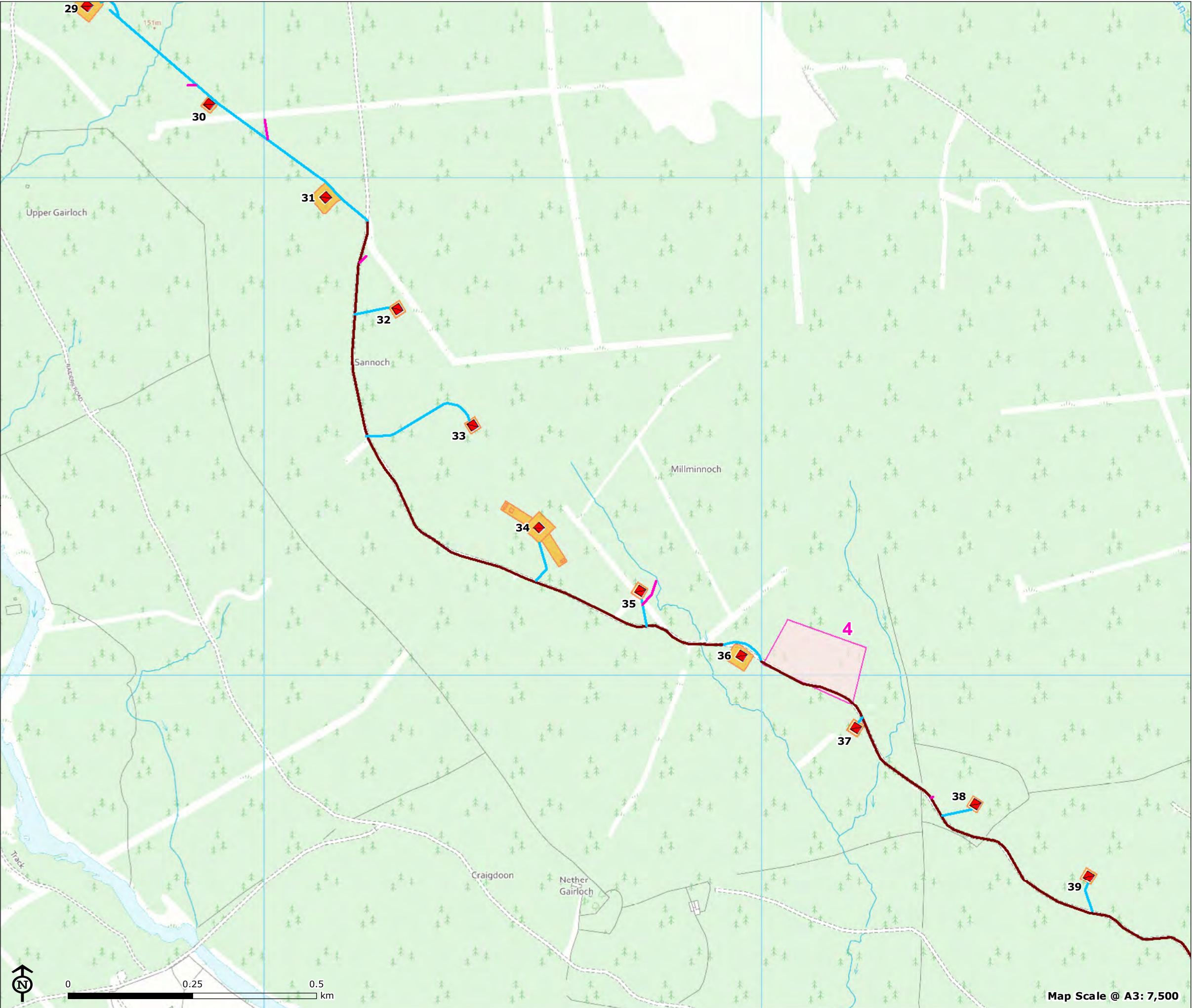
- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
 - Working Area



KTR Summary of Feedback to
Third Round Consultation

Figure 6.1.13: KTR Design

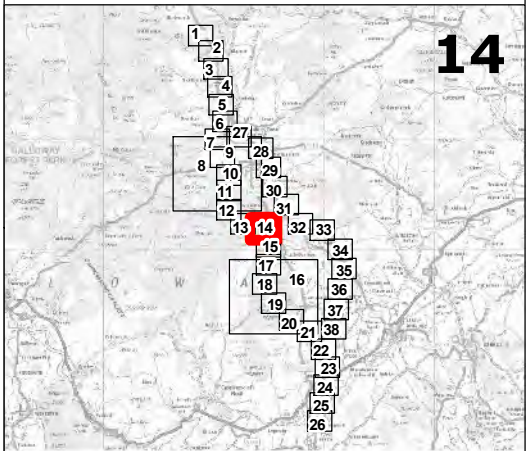
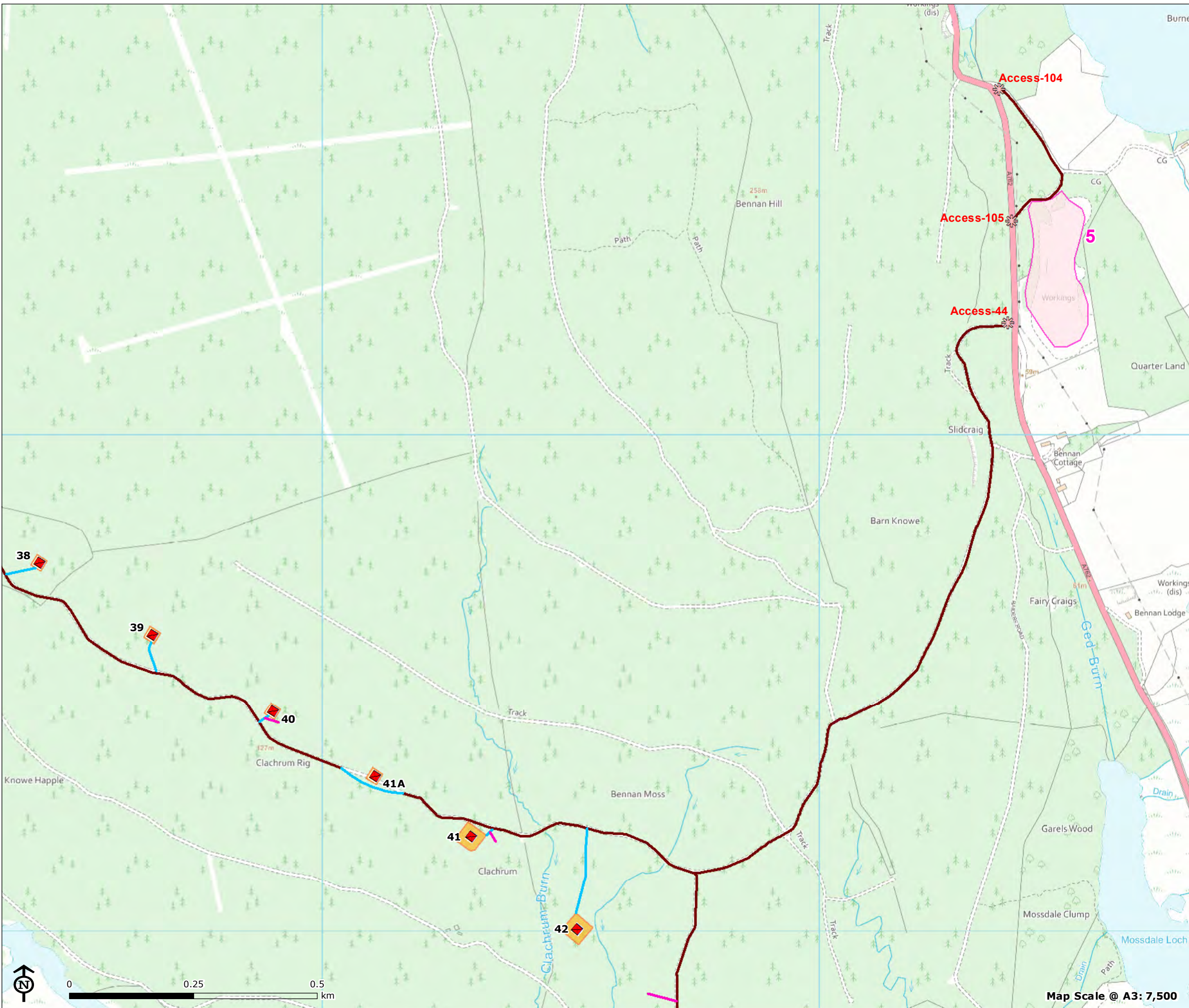
- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Working Area
- Construction Compound



KTR Summary of Feedback to Third Round Consultation

Figure 6.1.14: KTR Design

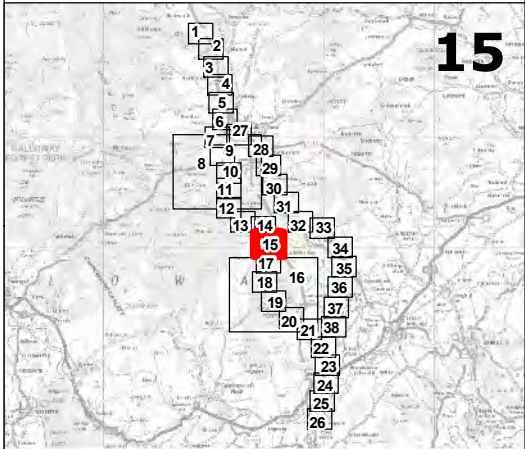
- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
 - Working Area
 - Construction Compound
 - ⊗ Access Entrance



KTR Summary of Feedback to Third Round Consultation

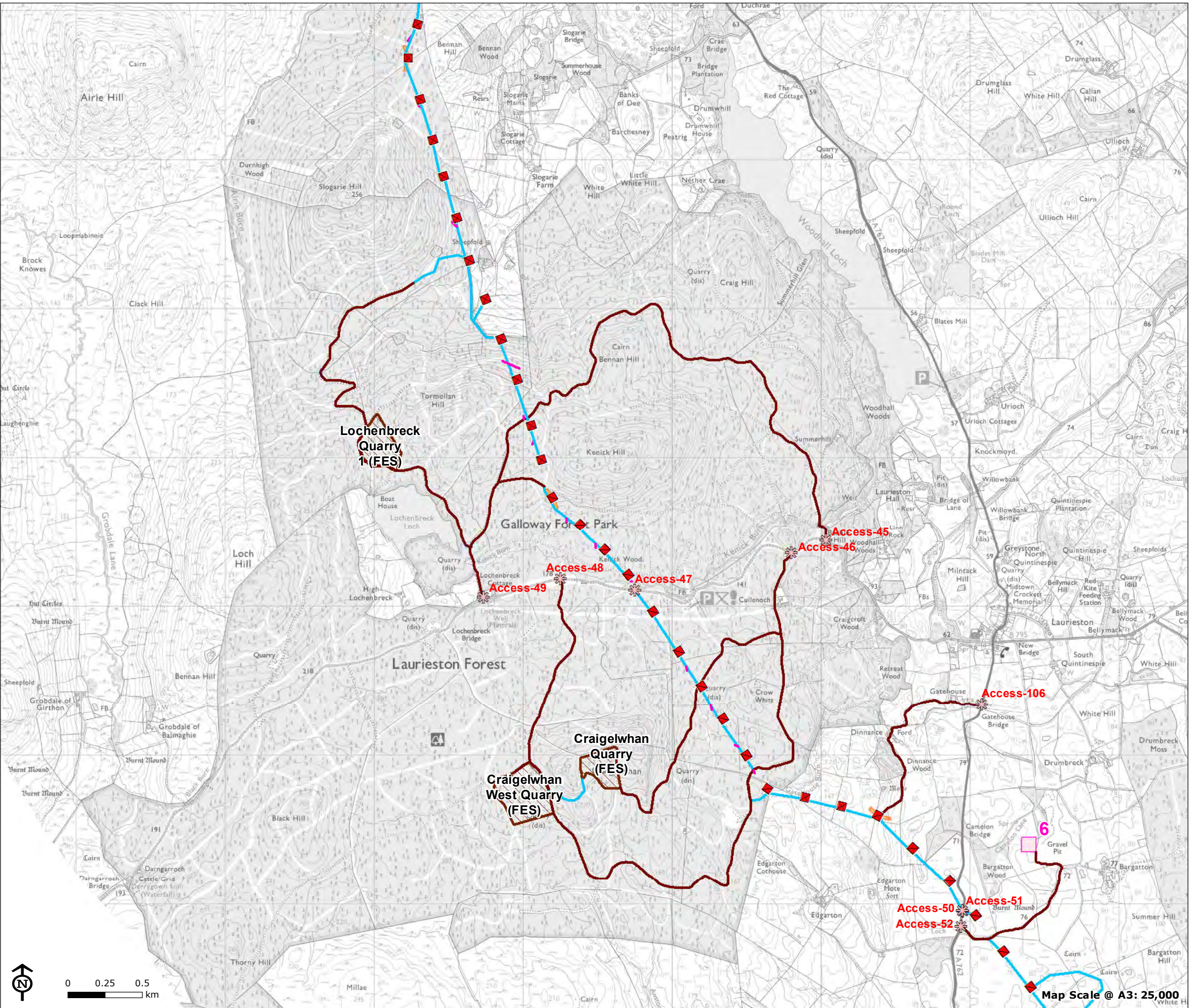
Figure 6.1.15: KTR Design

- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
- Existing Access
- New Access
- Timber Extraction Spur
- Working Area

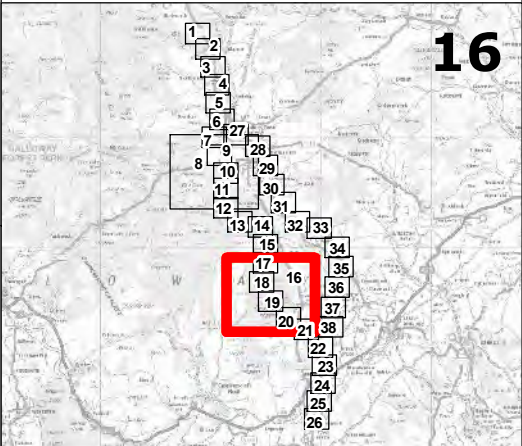


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.16: KTR Design



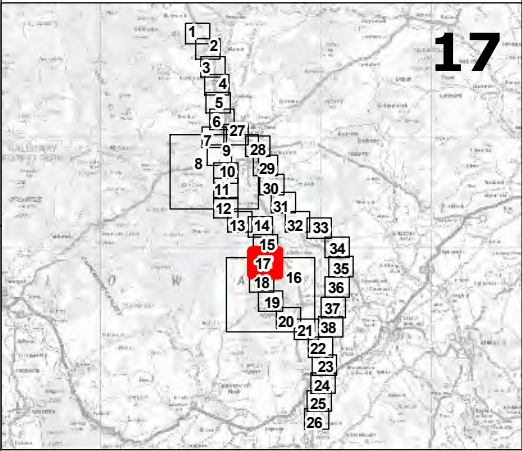
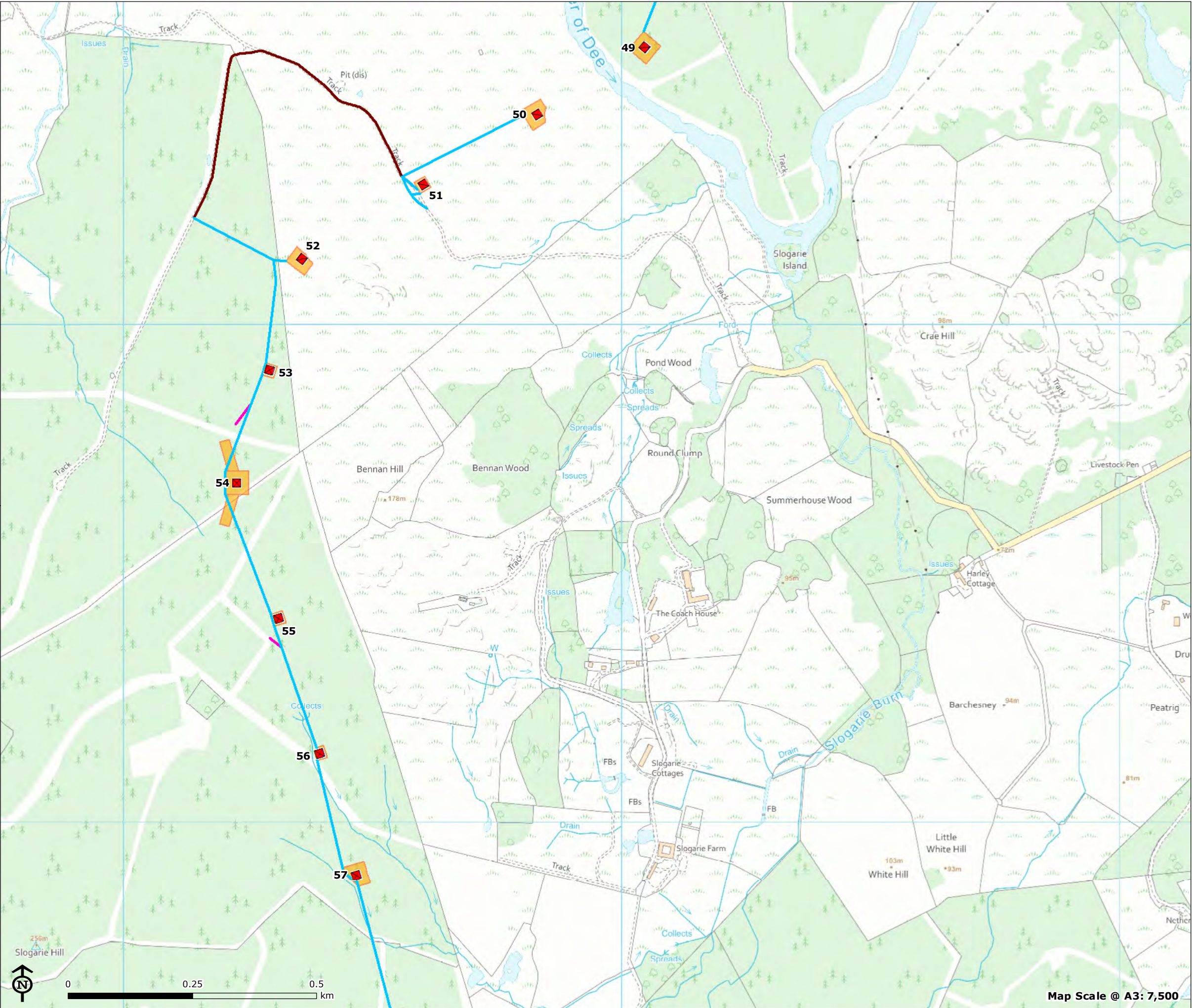
- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
 - Working Area
 - Construction Compound
 - ▨ Potential Quarry Working Areas
 - ★ Access Entrance



KTR Summary of Feedback to
Third Round Consultation

Figure 6.1.17: KTR Design

- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
 - Working Area



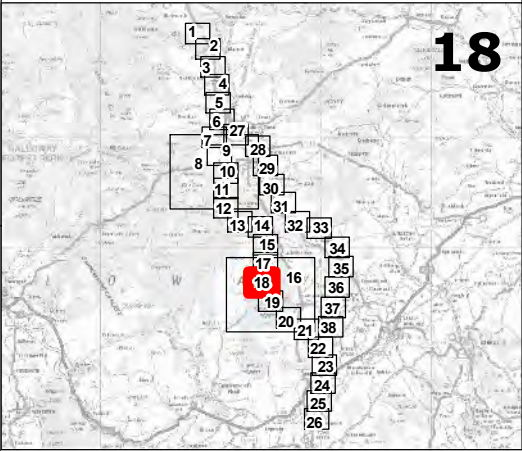
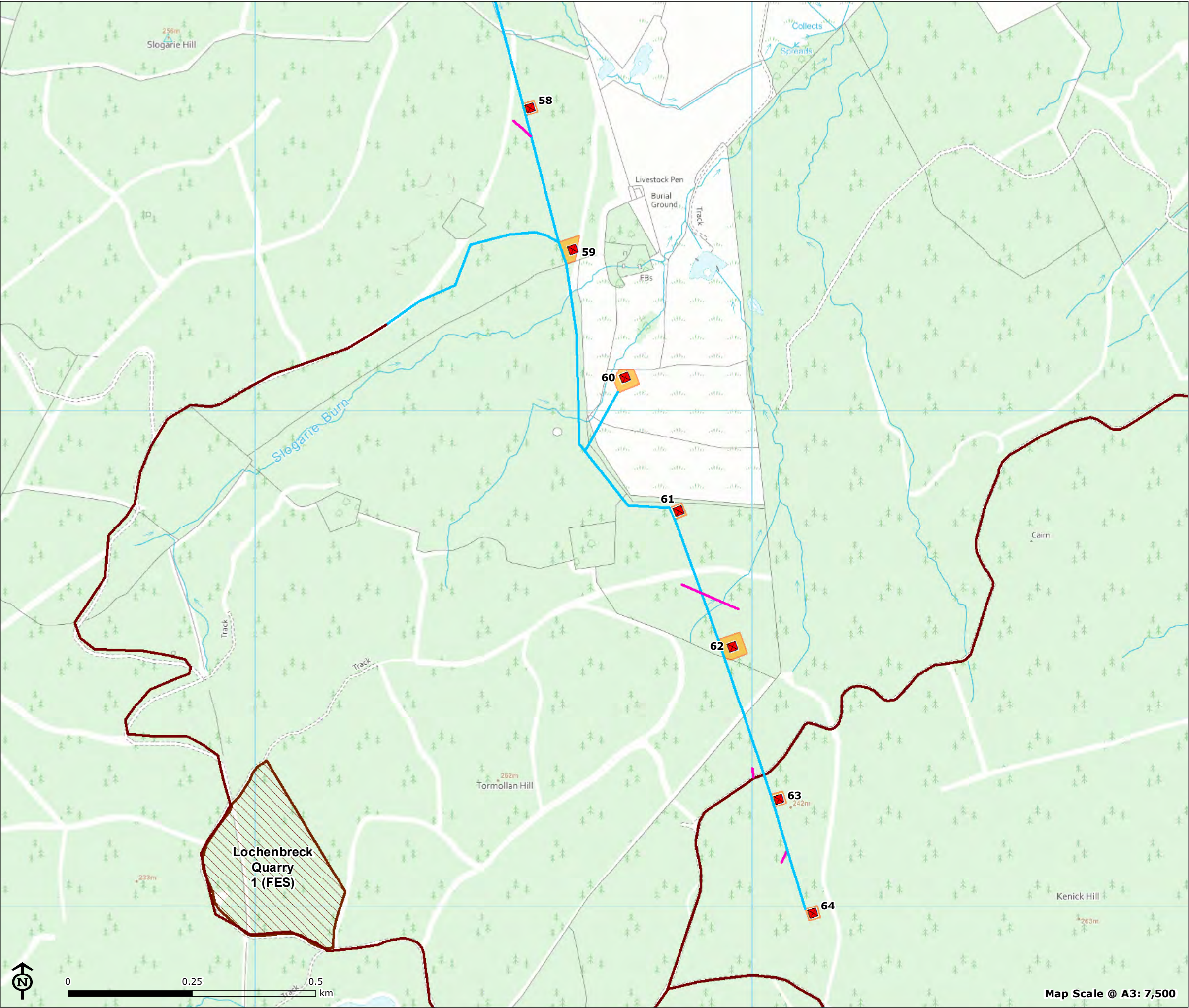
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KTR Summary of Feedback to Third Round Consultation

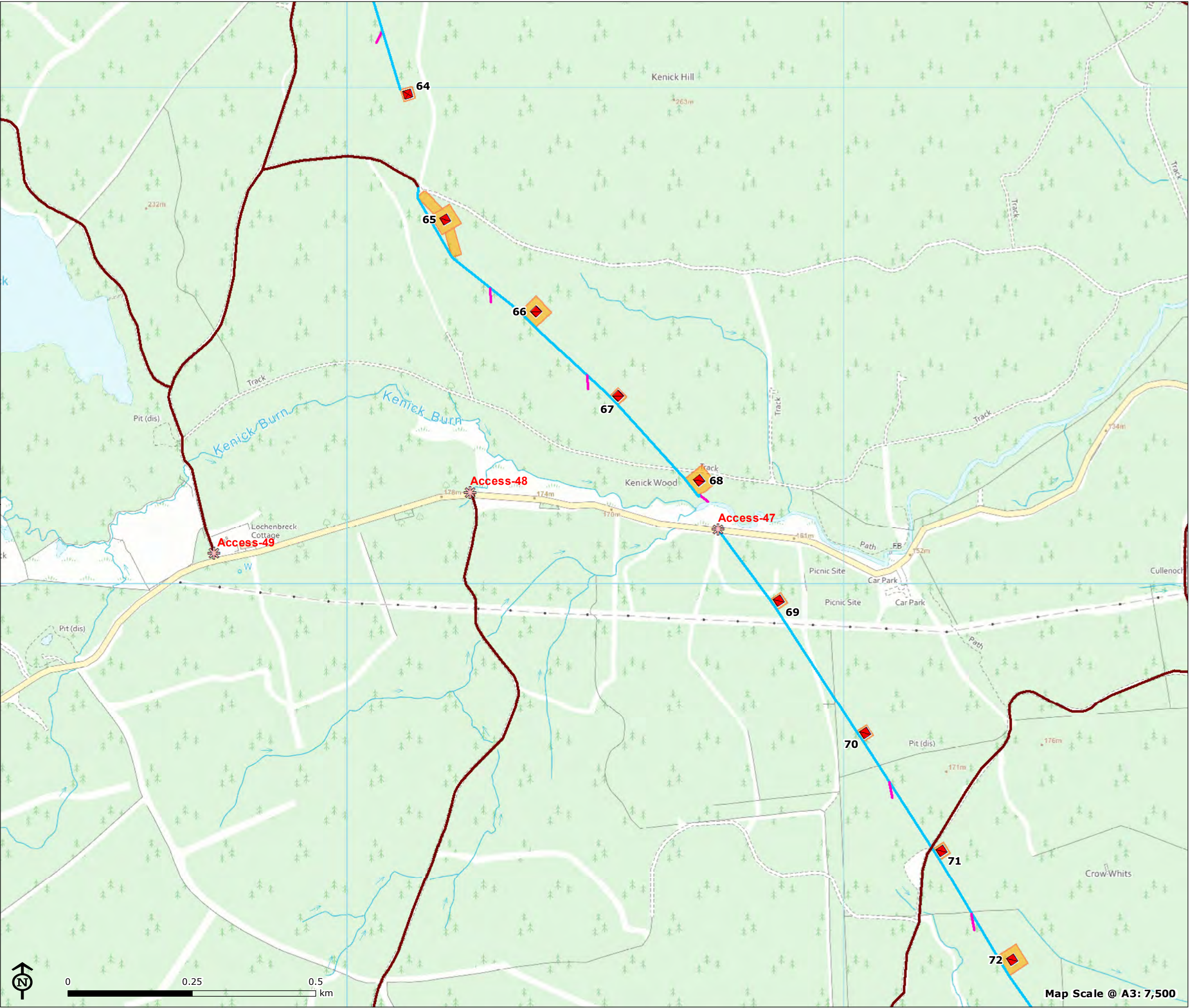
Figure 6.1.18: KTR Design

- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
 - Working Area
 - ▨ Potential Quarry Working Areas

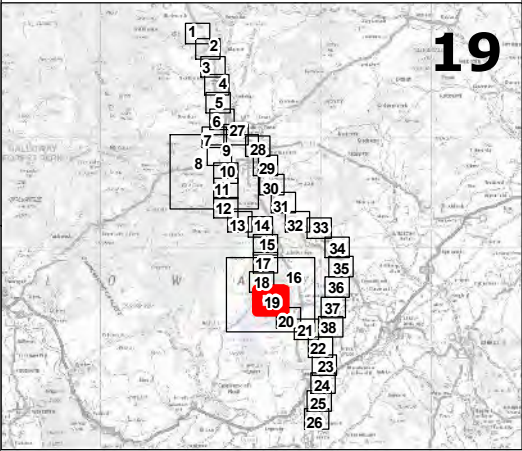


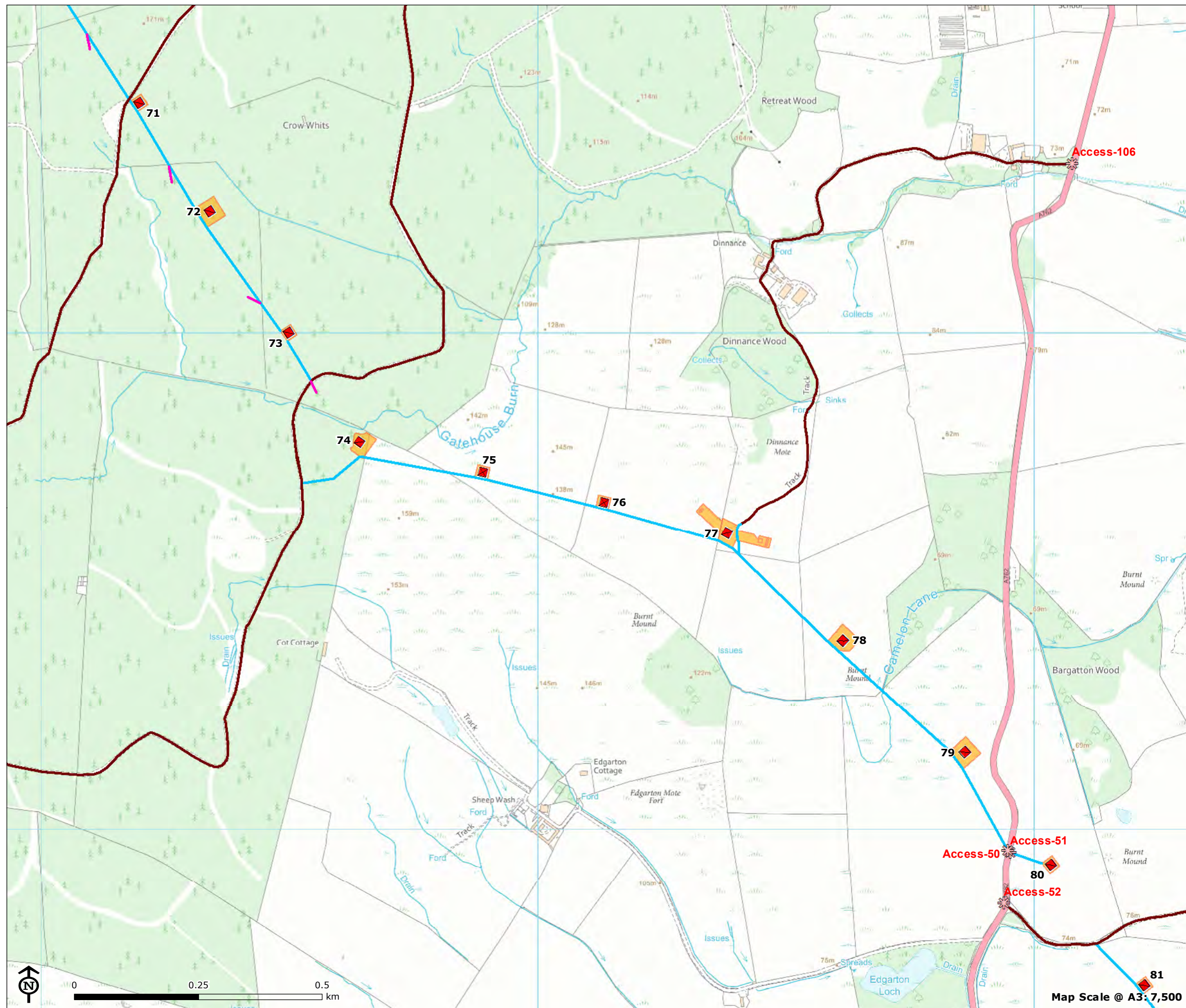
KTR Summary of Feedback to Third Round Consultation

Figure 6.1.19: KTR Design



- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
 - Working Area
 - ✱ Access Entrance

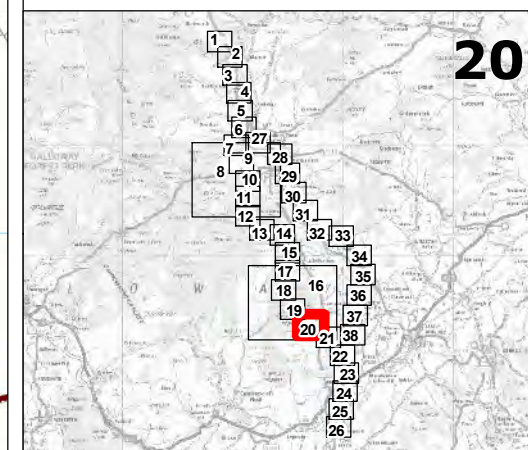




KTR Summary of Feedback to Third Round Consultation

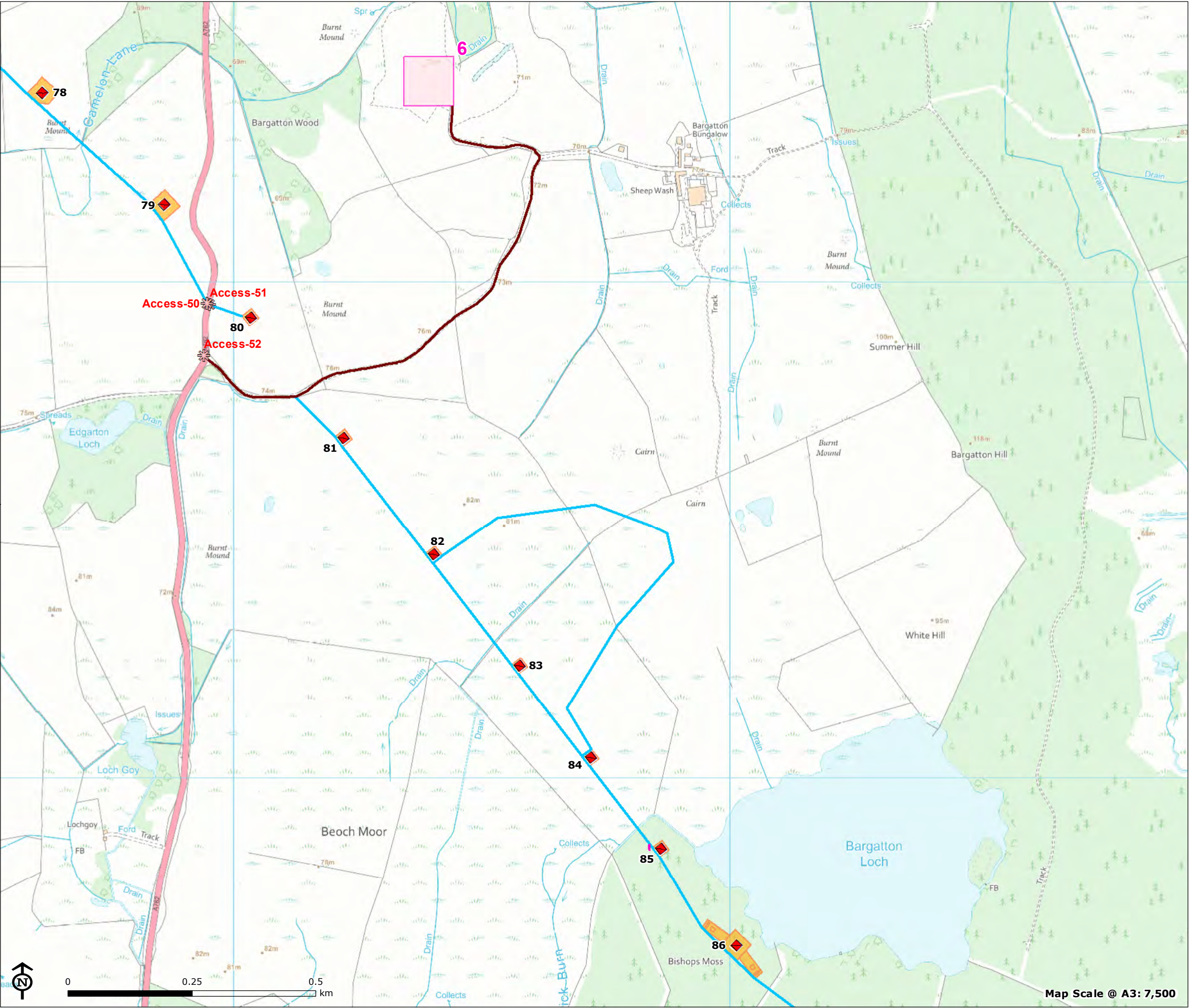
Figure 6.1.20: KTR Design

- ◆ Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
 - Working Area
 - ✱ Access Entrance

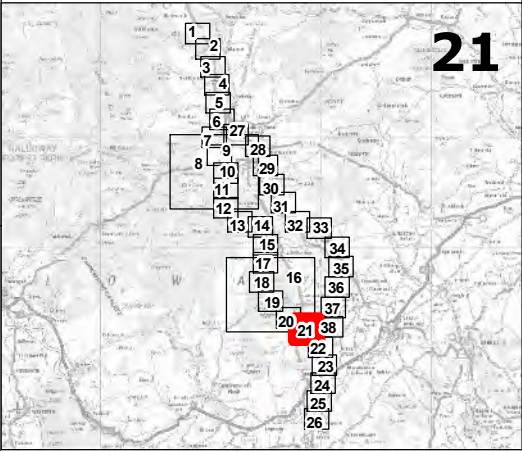


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.21: KTR Design

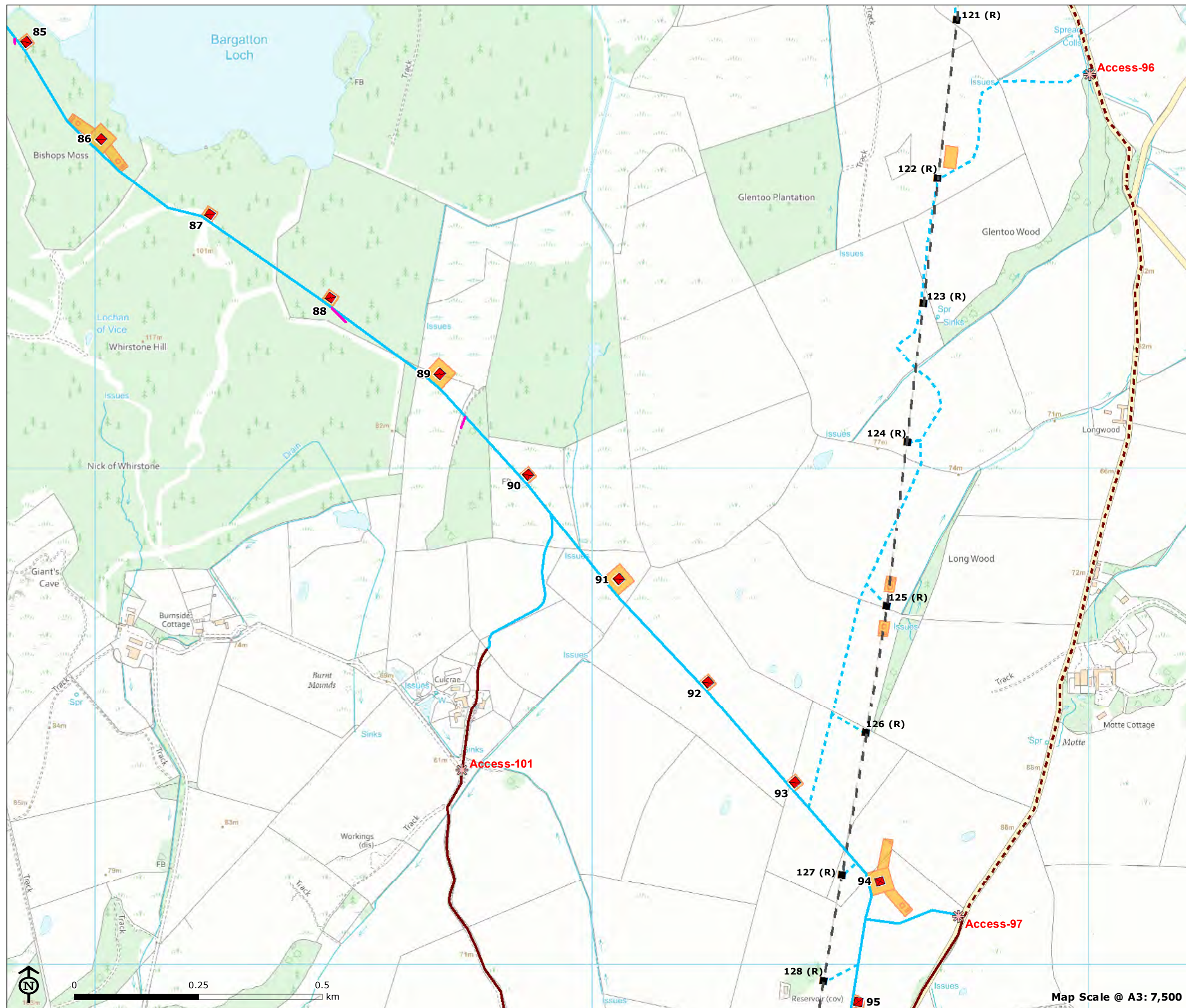


- Glenlee to Tongland (Steel Lattice Tower)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
 - Working Area
 - Construction Compound
 - ✱ Access Entrance



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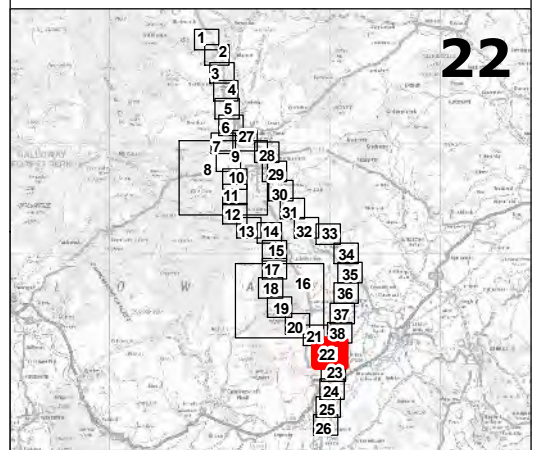




KTR Summary of Feedback to Third Round Consultation

Figure 6.1.22: KTR Design

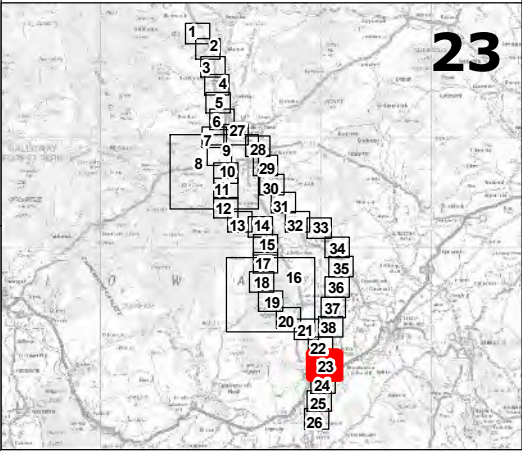
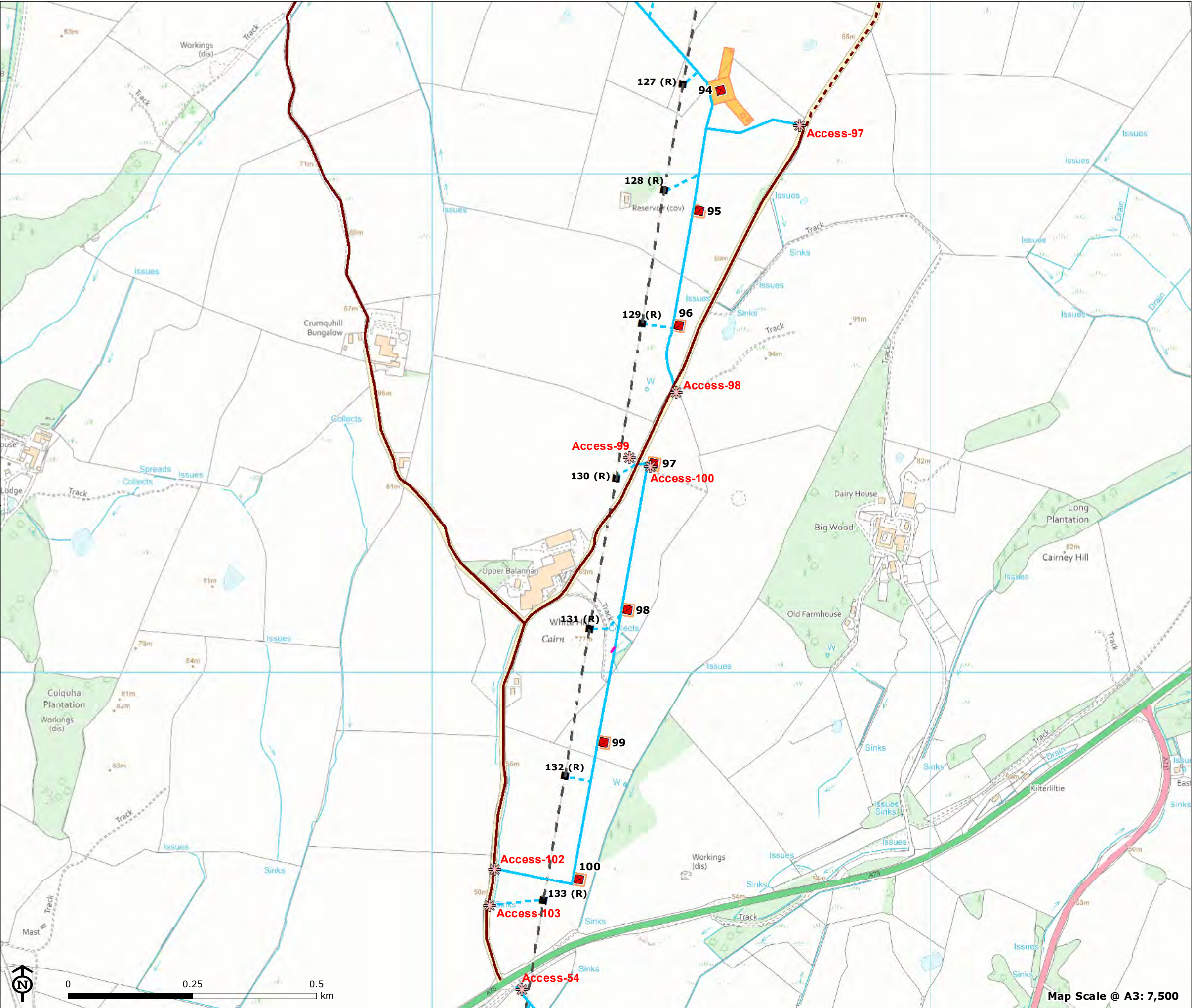
- ◆ Glenlee to Tongland (Steel Lattice Tower)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - Existing Access
 - New Access
- Working Area
- ✱ Access Entrance

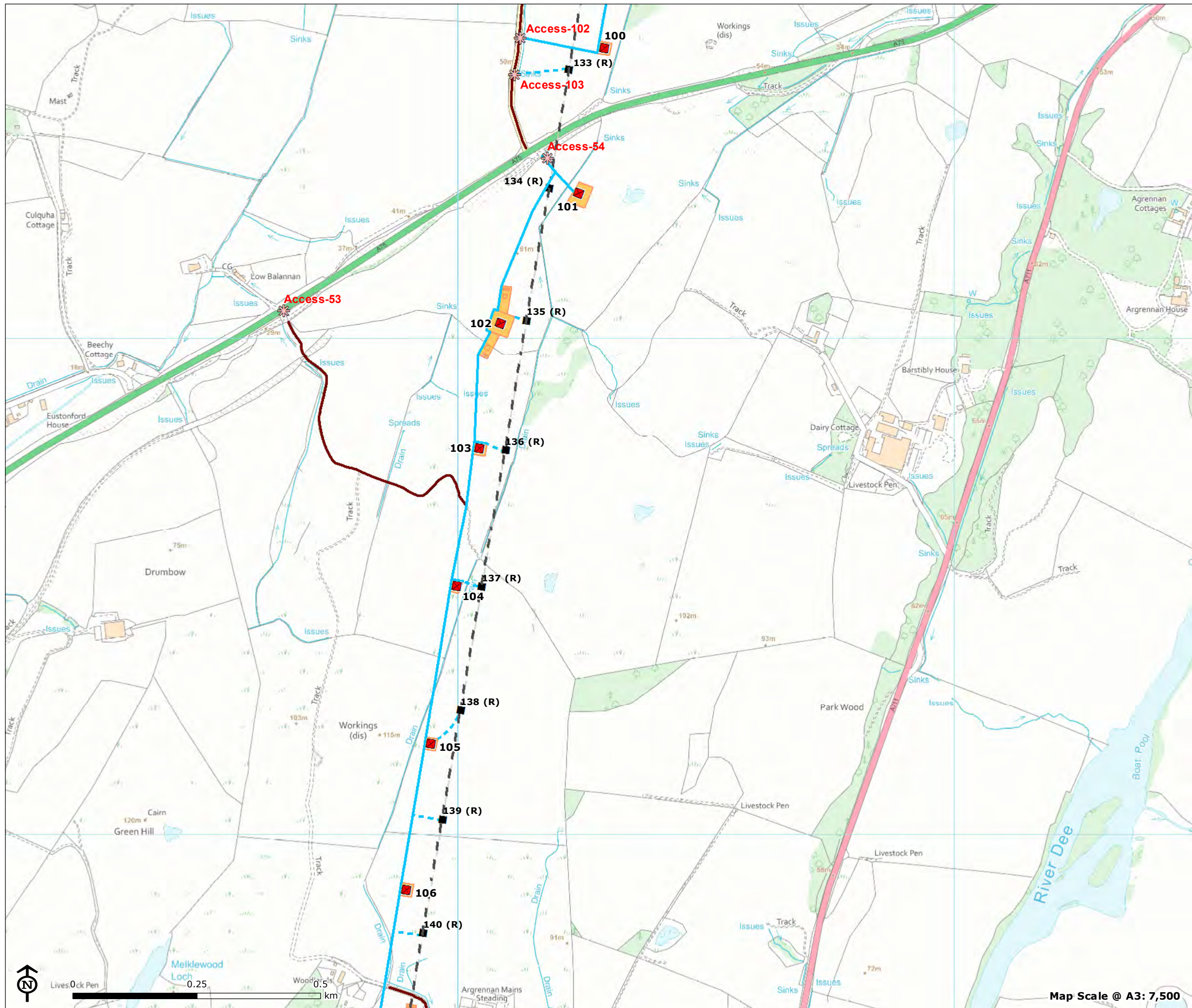


KTR Summary of Feedback to
Third Round Consultation

Figure 6.1.23: KTR Design

- Glenlee to Tongland (Steel Lattice Tower)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - Existing Access
 - New Access
- Working Area
- ✱ Access Entrance

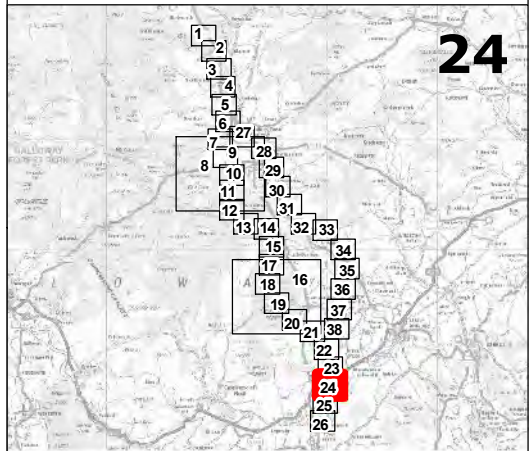




KTR Summary of Feedback to Third Round Consultation

Figure 6.1.24: KTR Design

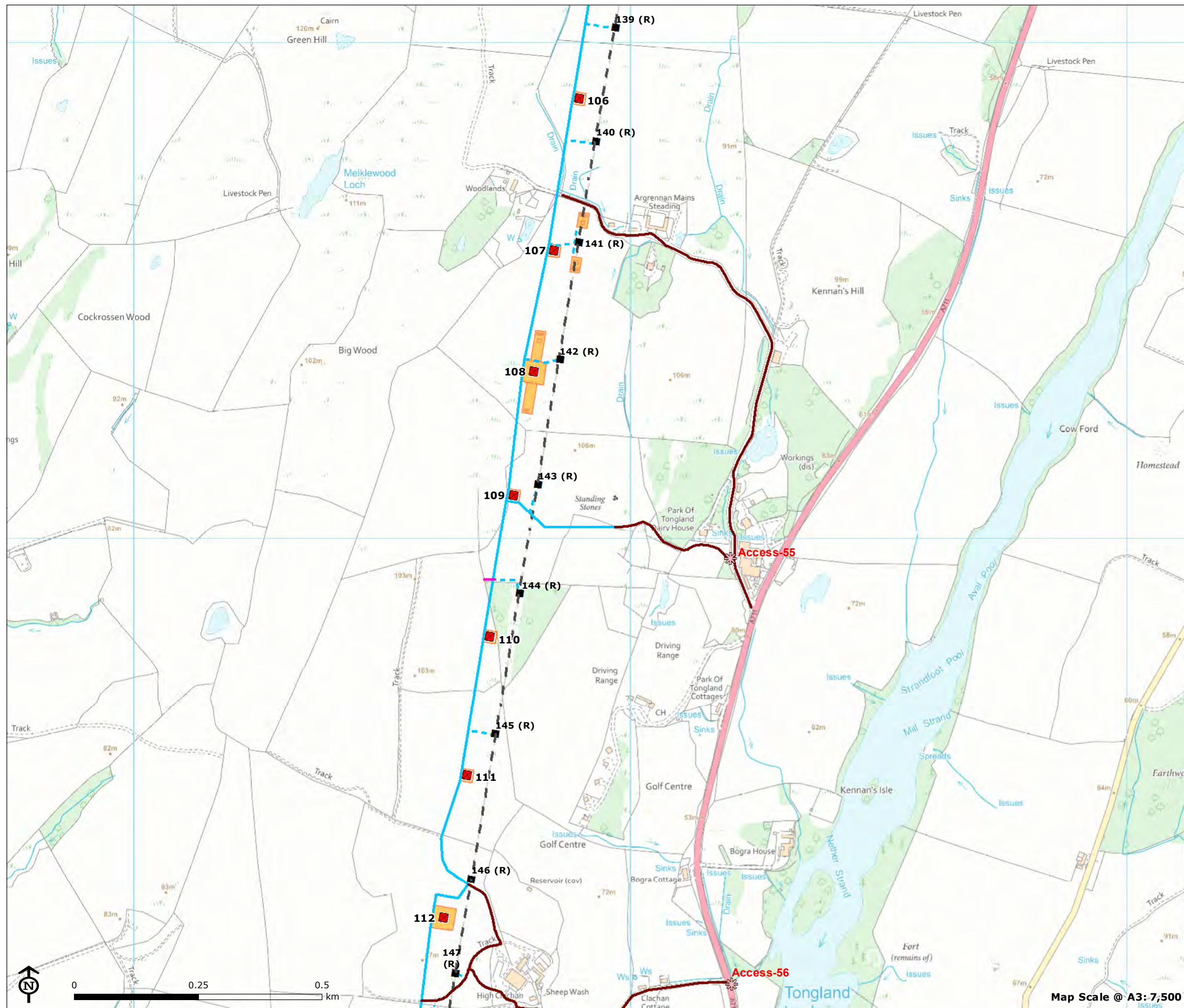
- Glenlee to Tongland (Steel Lattice Tower)
 - Existing Tower for Removal
 - Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers**
- Existing Access
 - New Access
- Access to Towers for Removal**
- New Access
 - Working Area
 - ✱ Access Entrance



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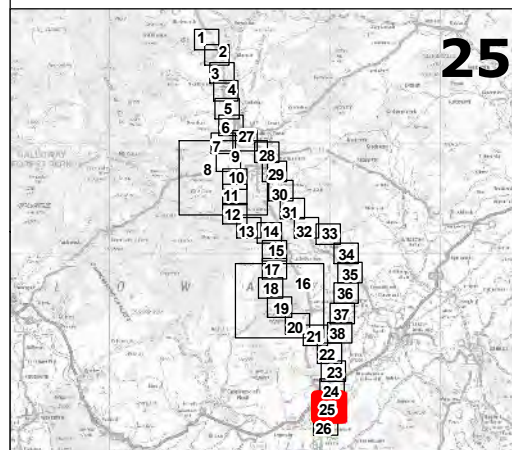
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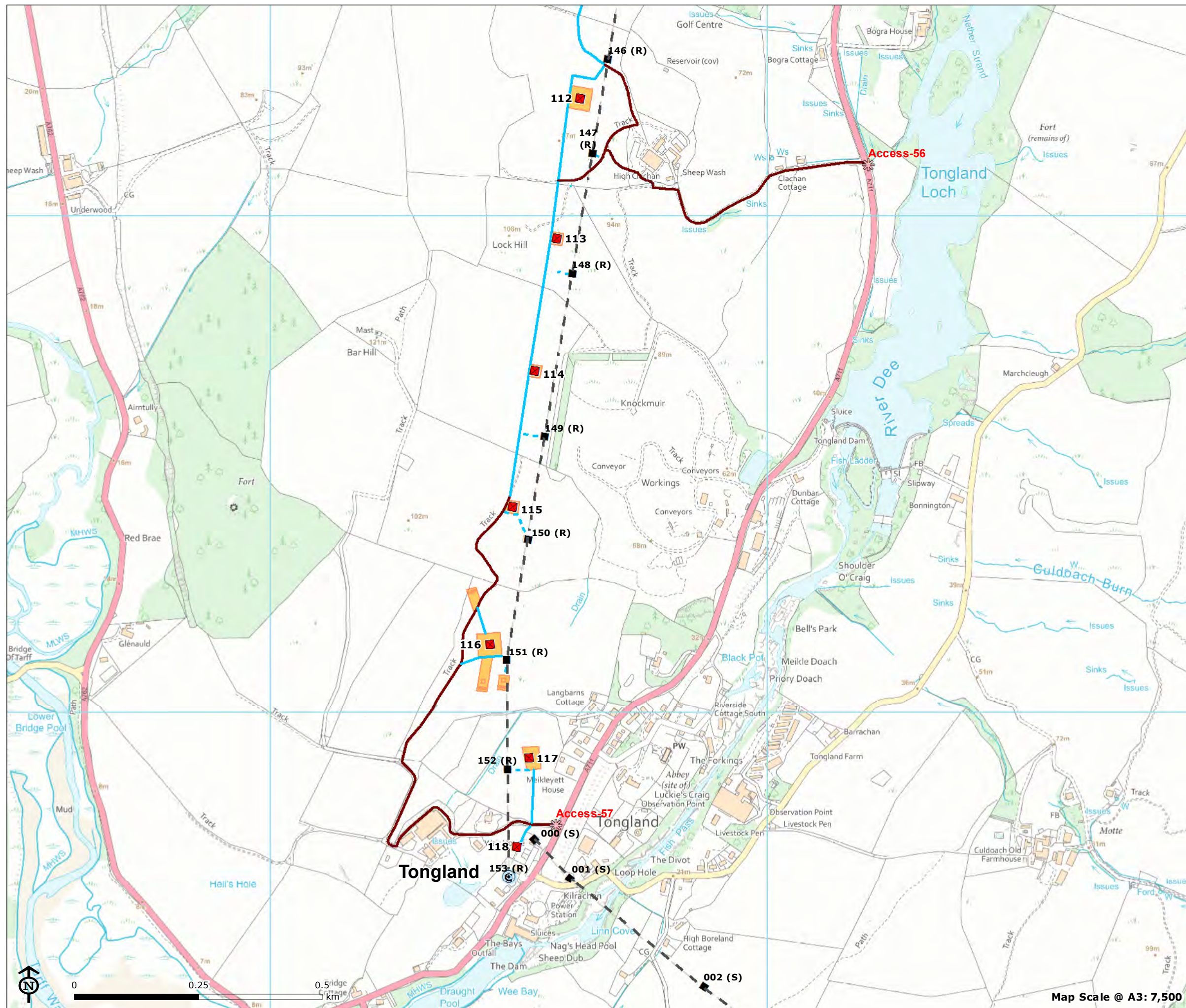


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.25: KTR Design

- Glenlee to Tongland (Steel Lattice Tower)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers**
 - Existing Access
 - New Access
 - Timber Extraction Spur
- Access to Towers for Removal**
 - New Access
 - Working Area
 - ✱ Access Entrance

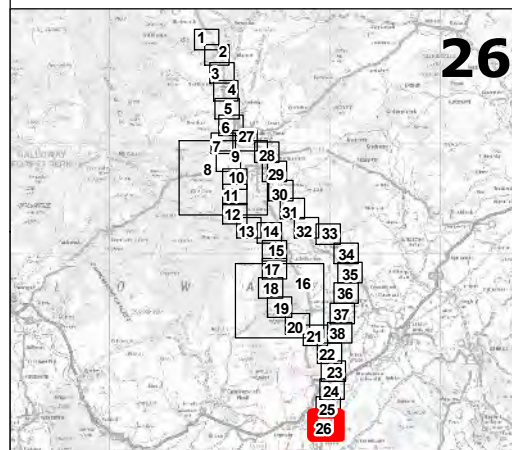




KTR Summary of Feedback to Third Round Consultation

Figure 6.1.26: KTR Design

- Substation and hydro electricity generating station
- Glenlee to Tongland (Steel Lattice Tower)
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers**
 - Existing Access
 - New Access
- Access to Towers for Removal**
 - New Access
- Working Area
- Access Entrance

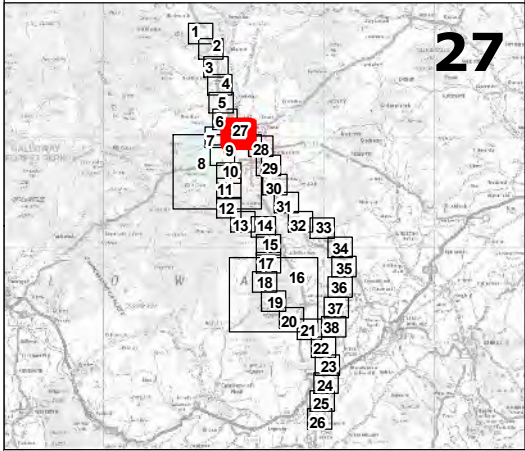
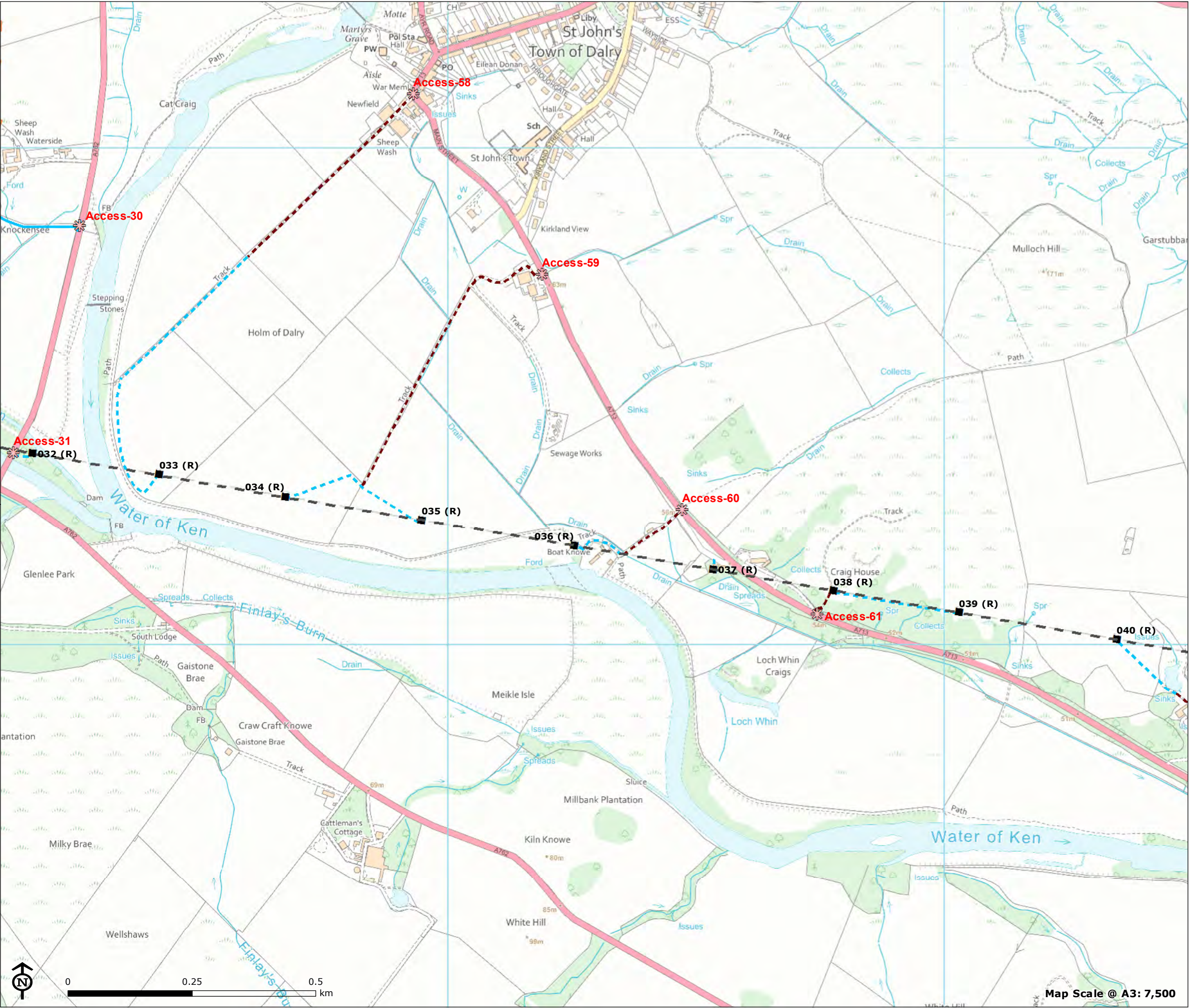


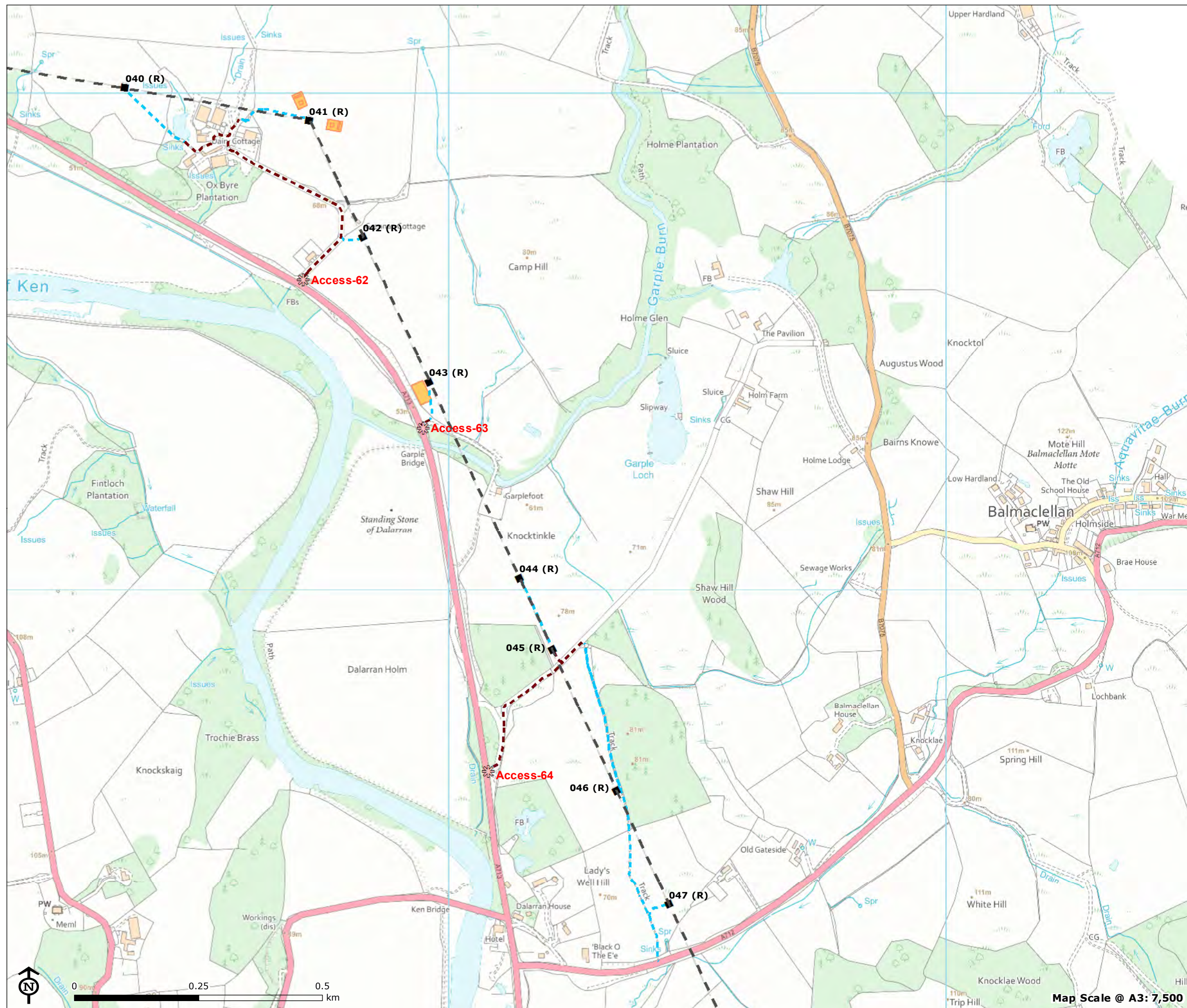
Map Scale @ A3: 7,500

KTR Summary of Feedback to Third Round Consultation

Figure 6.1.27: KTR Design

- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Proposed Towers
 - New Access
- Access to Towers for Removal
 - Existing Access
 - New Access
- Working Area
- Access Entrance

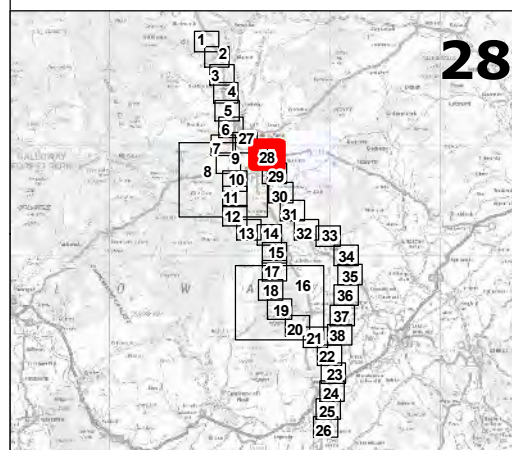




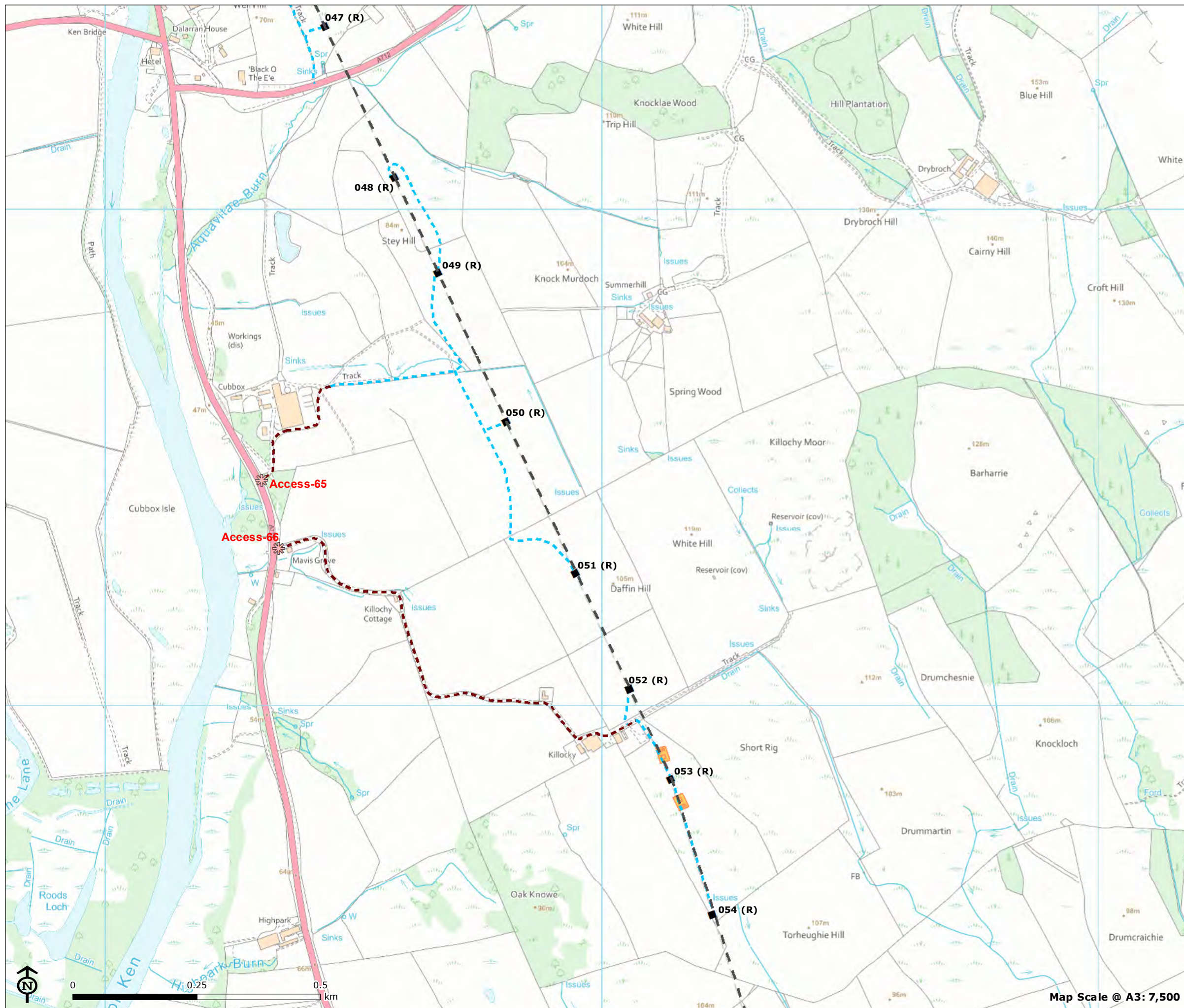
KTR Summary of Feedback to Third Round Consultation

Figure 6.1.28: KTR Design

- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal**
 - Existing Access
 - New Access
 - ✱ Access Entrance



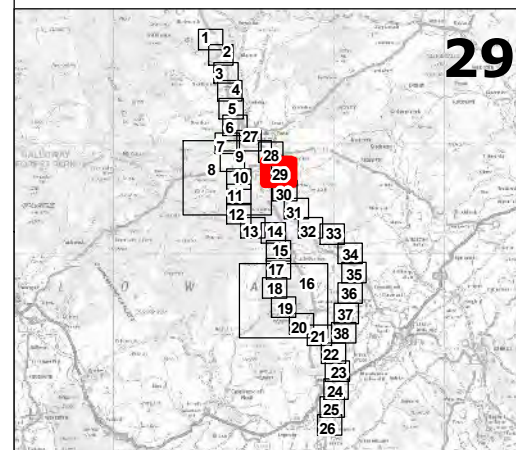
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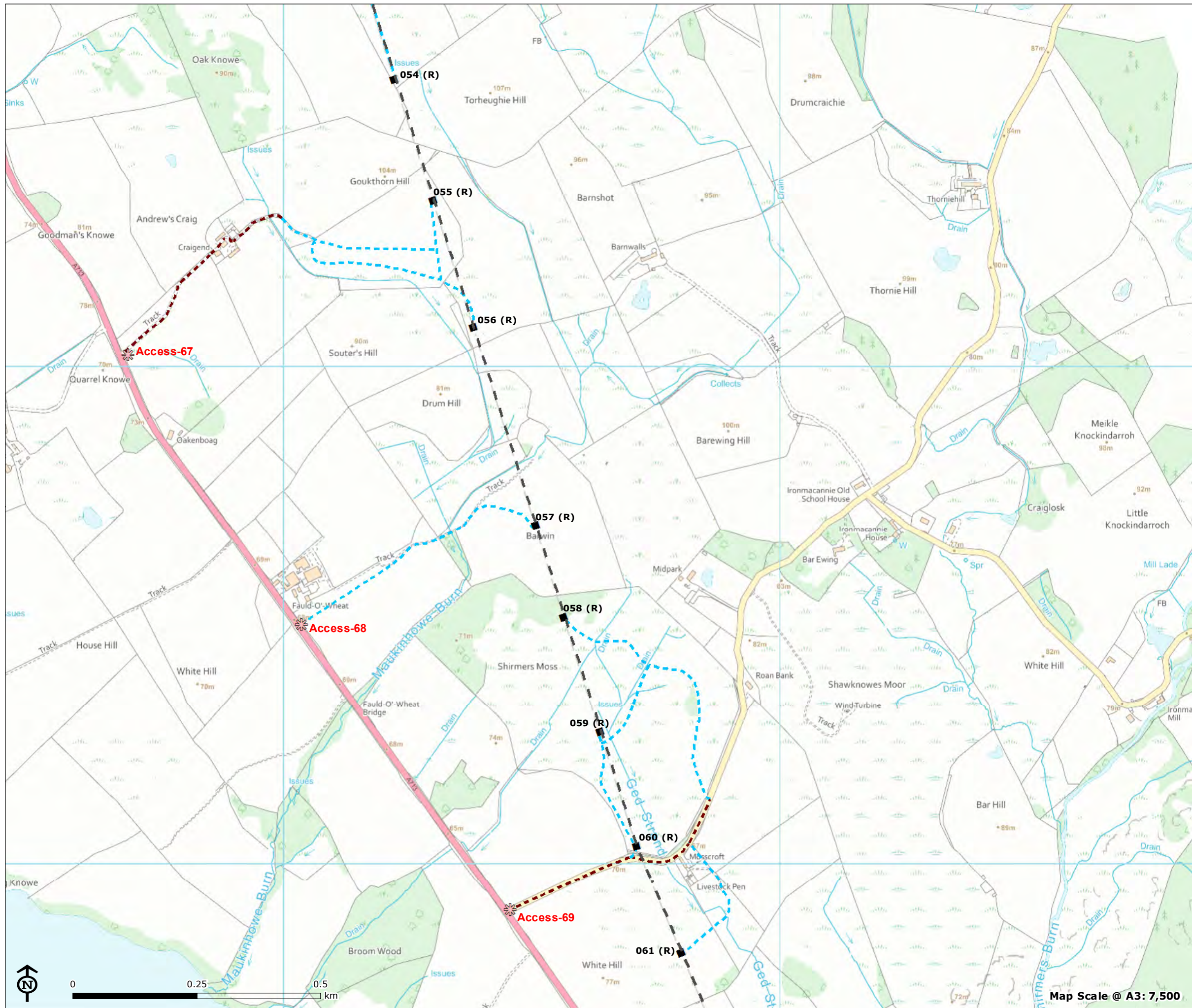


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.29: KTR Design

- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal
 - Existing Access
 - New Access
 - Access Entrance

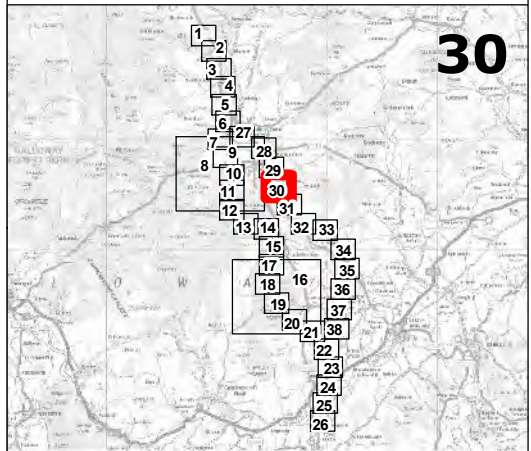




KTR Summary of Feedback to Third Round Consultation

Figure 6.1.30: KTR Design

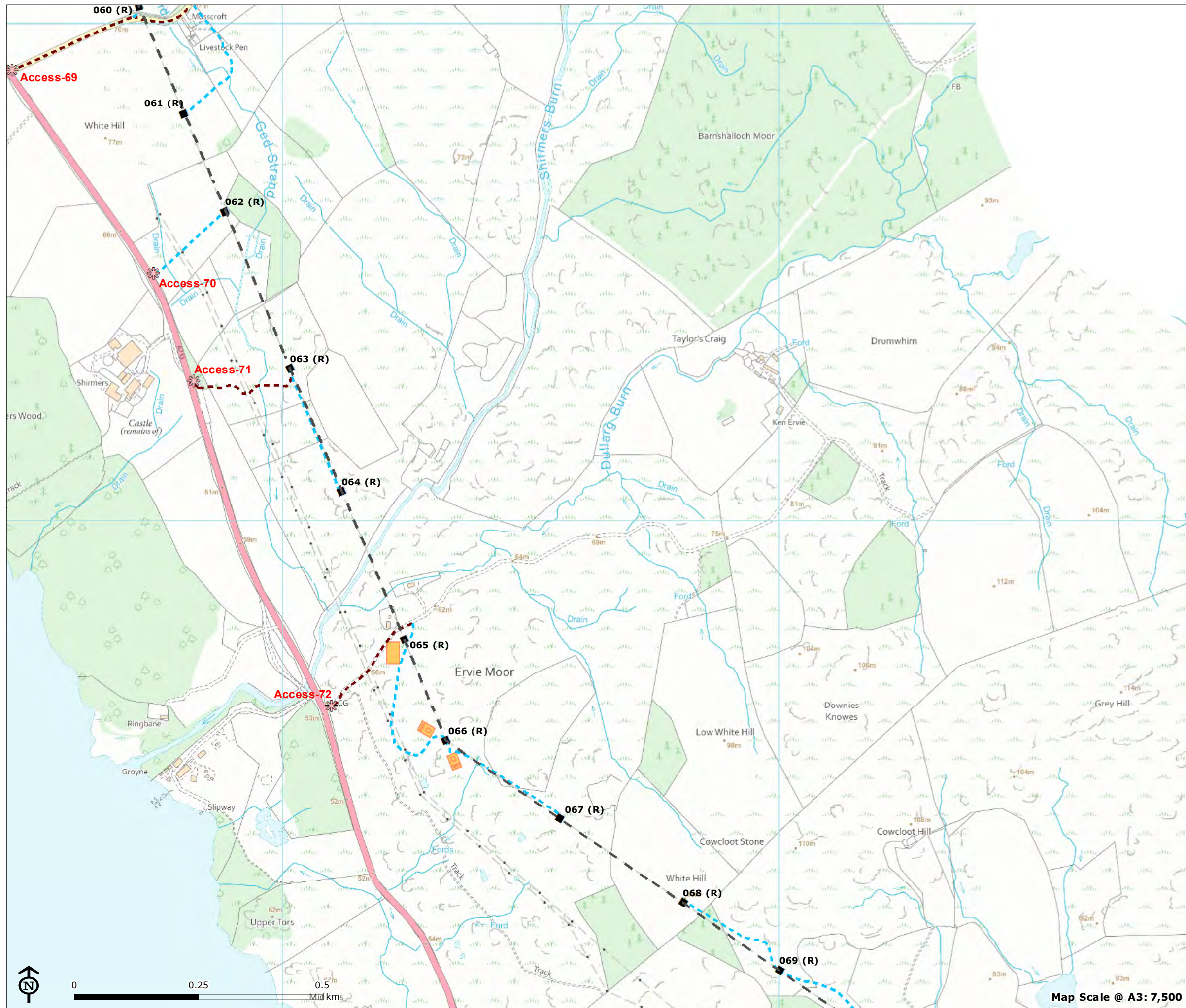
- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal**
 - Existing Access
 - New Access
 - ✱ Access Entrance



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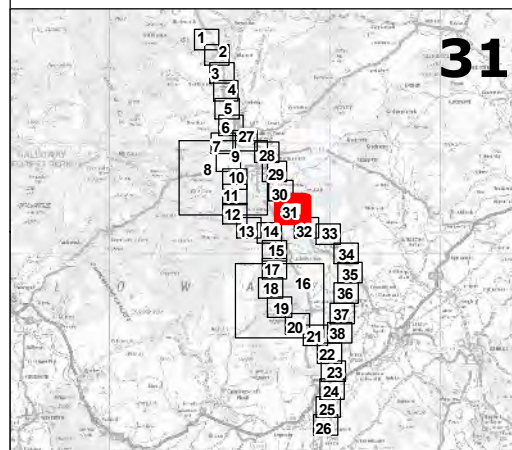
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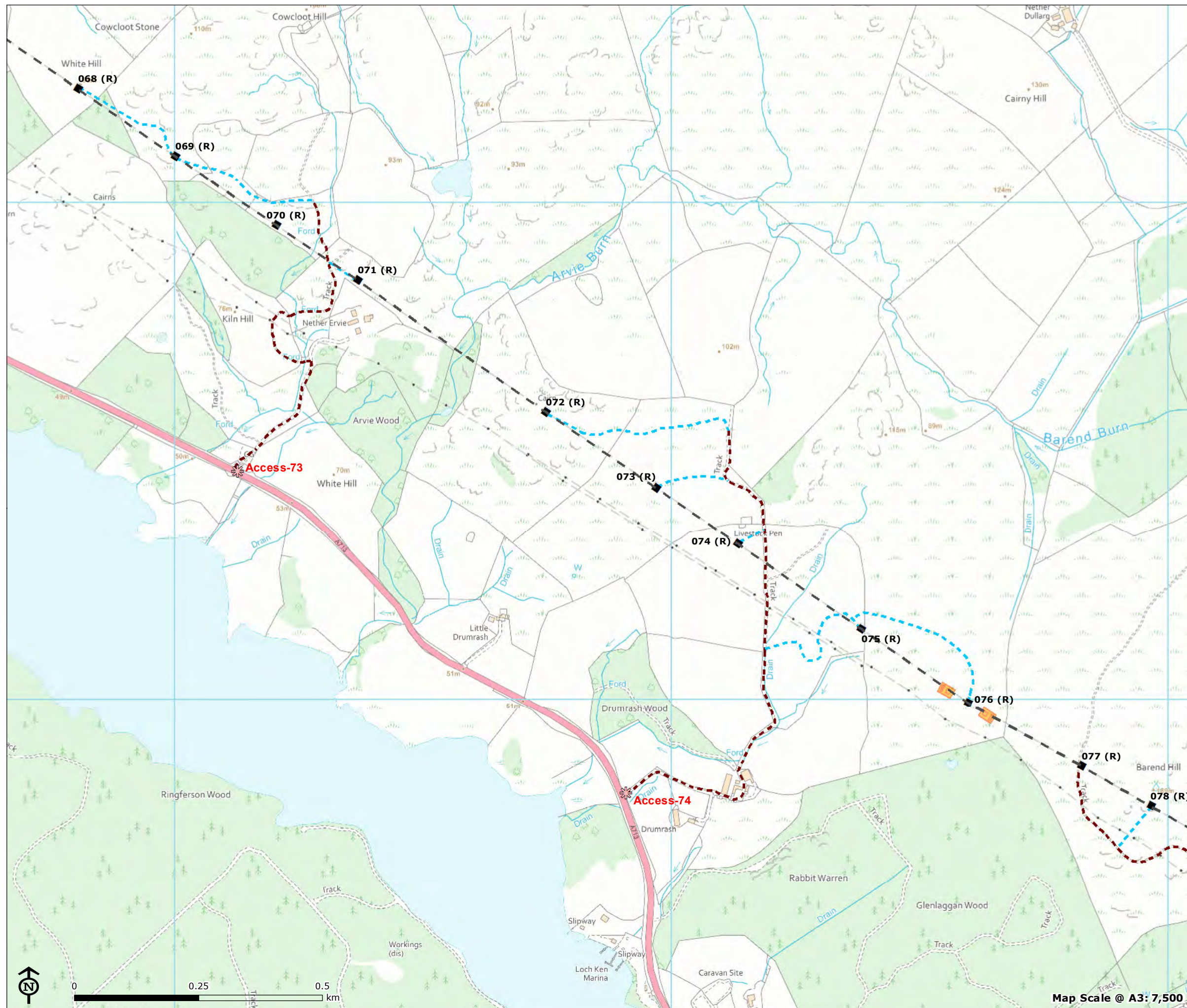


KTR Summary of Feedback to Third Round Consultation

Figure 6.1.31: KTR Design

- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal**
 - Existing Access
 - New Access
 - ✱ Access Entrance

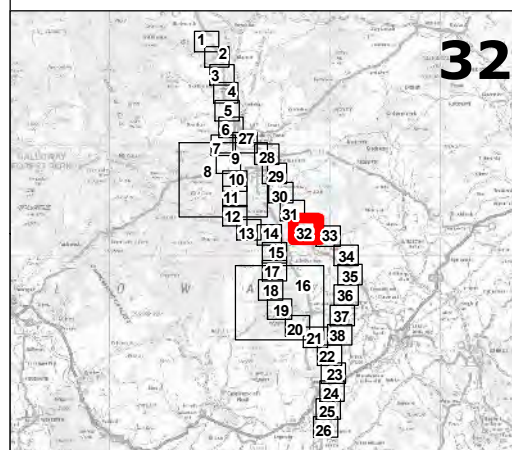




KTR Summary of Feedback to Third Round Consultation

Figure 6.1.32: KTR Design

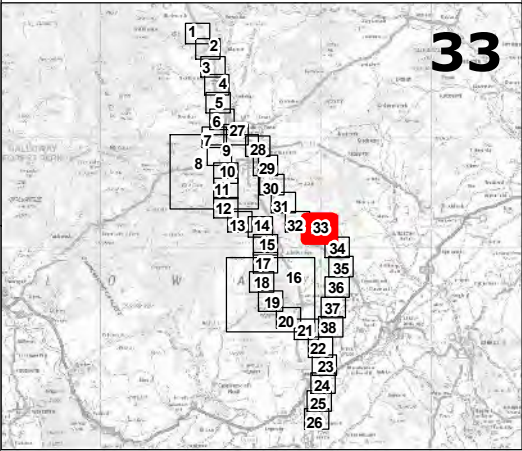
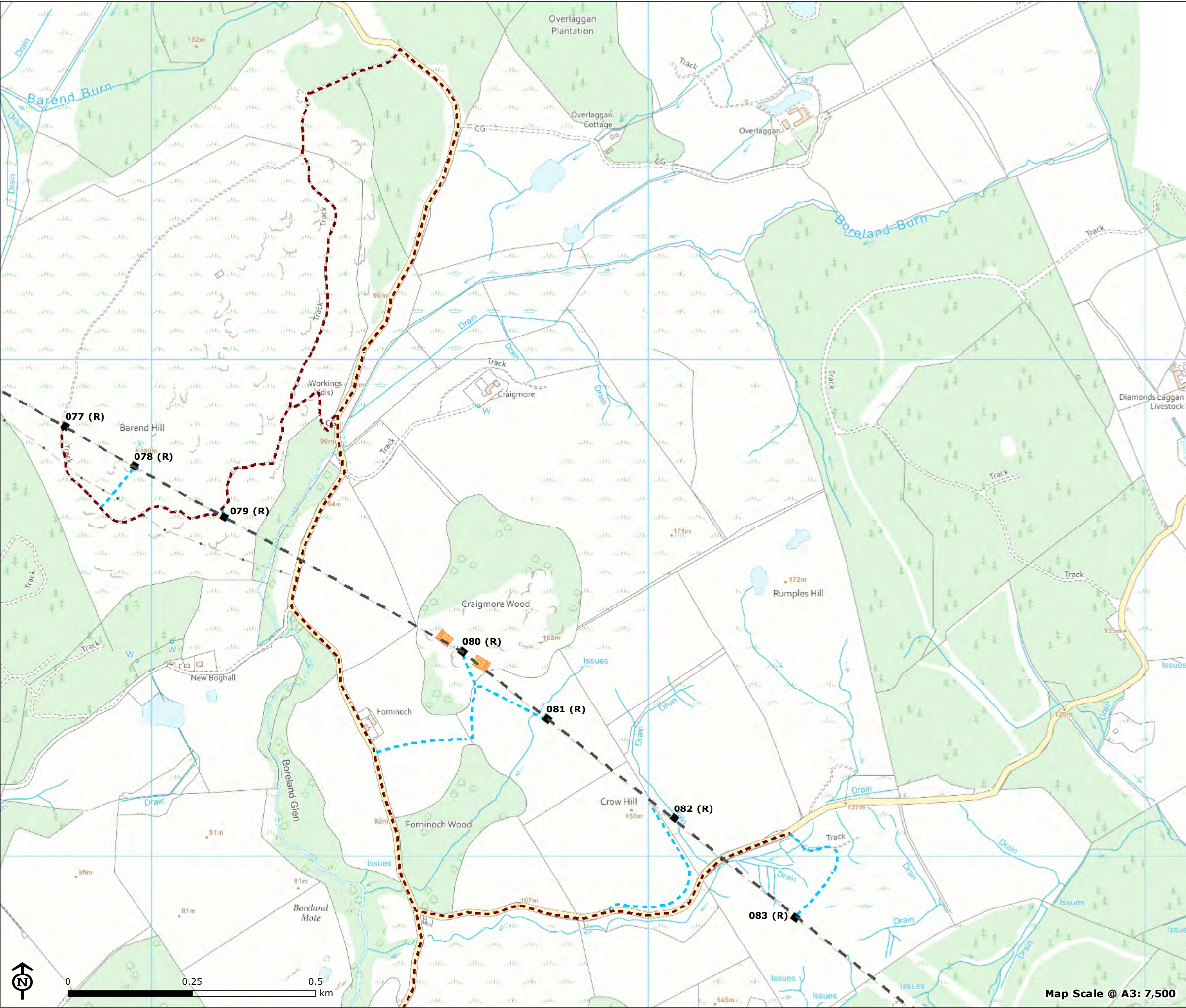
- Existing Tower for Removal
- - Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal**
 - - - Existing Access
 - - - New Access
 - ✱ Access Entrance

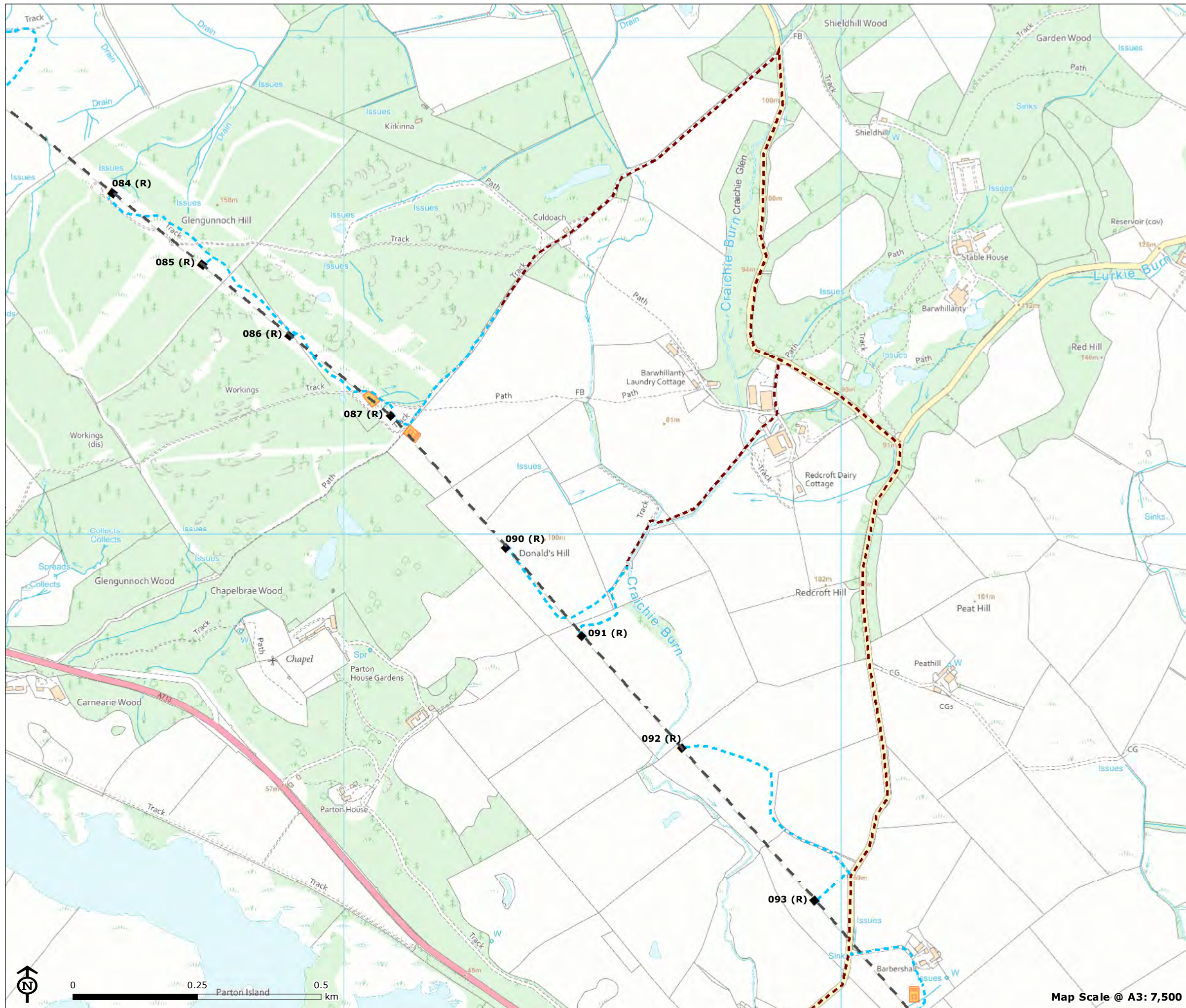


KTR Summary of Feedback to
Third Round Consultation

Figure 6.1.33: KTR Design

- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal
 - Existing Access
 - New Access

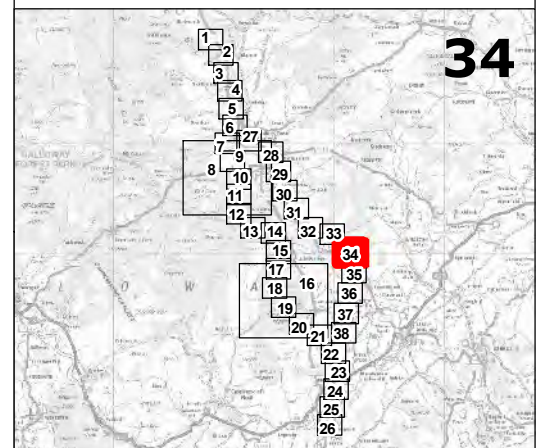




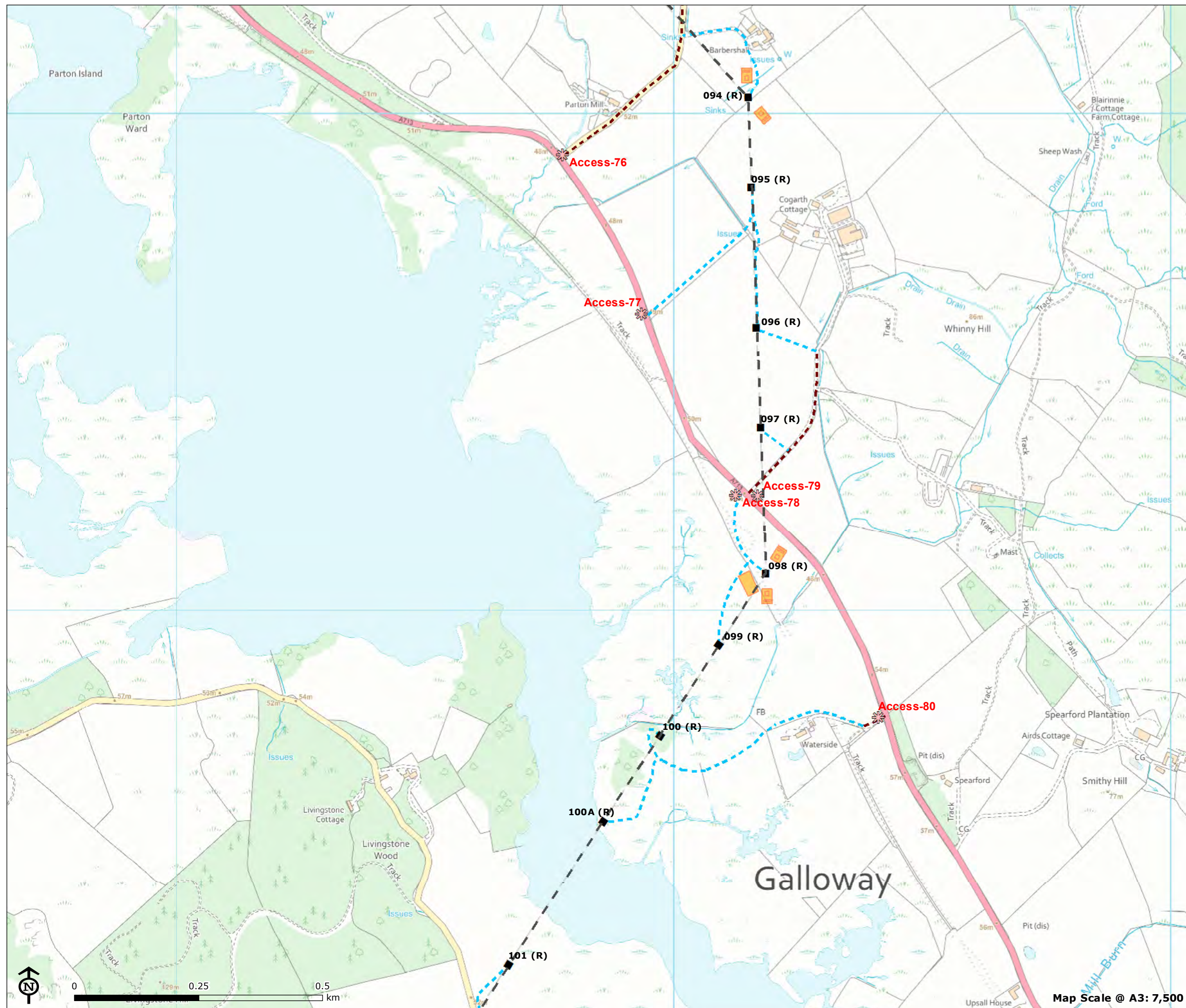
KTR Summary of Feedback to Third Round Consultation

Figure 6.1.34: KTR Design

- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal**
 - Existing Access
 - New Access



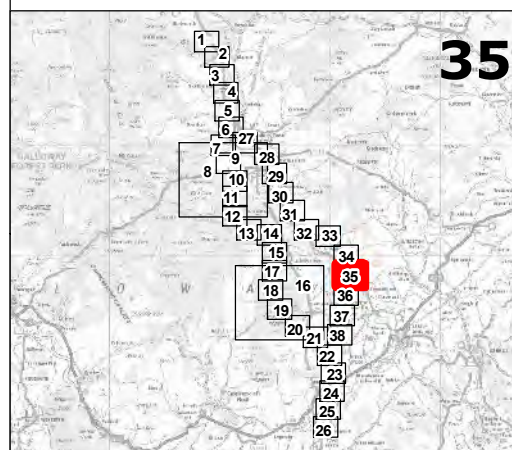
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KTR Summary of Feedback to Third Round Consultation

Figure 6.1.35: KTR Design

- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal**
 - Existing Access
 - New Access
 - ✱ Access Entrance

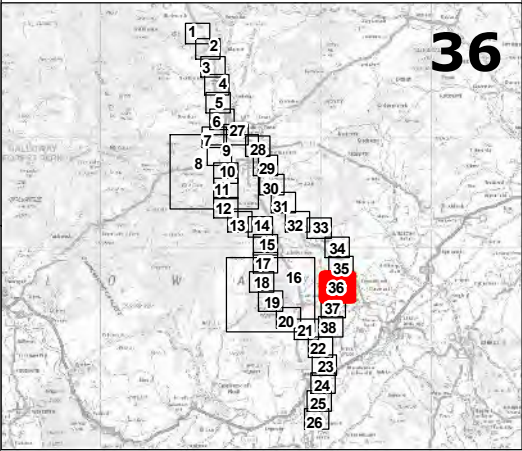
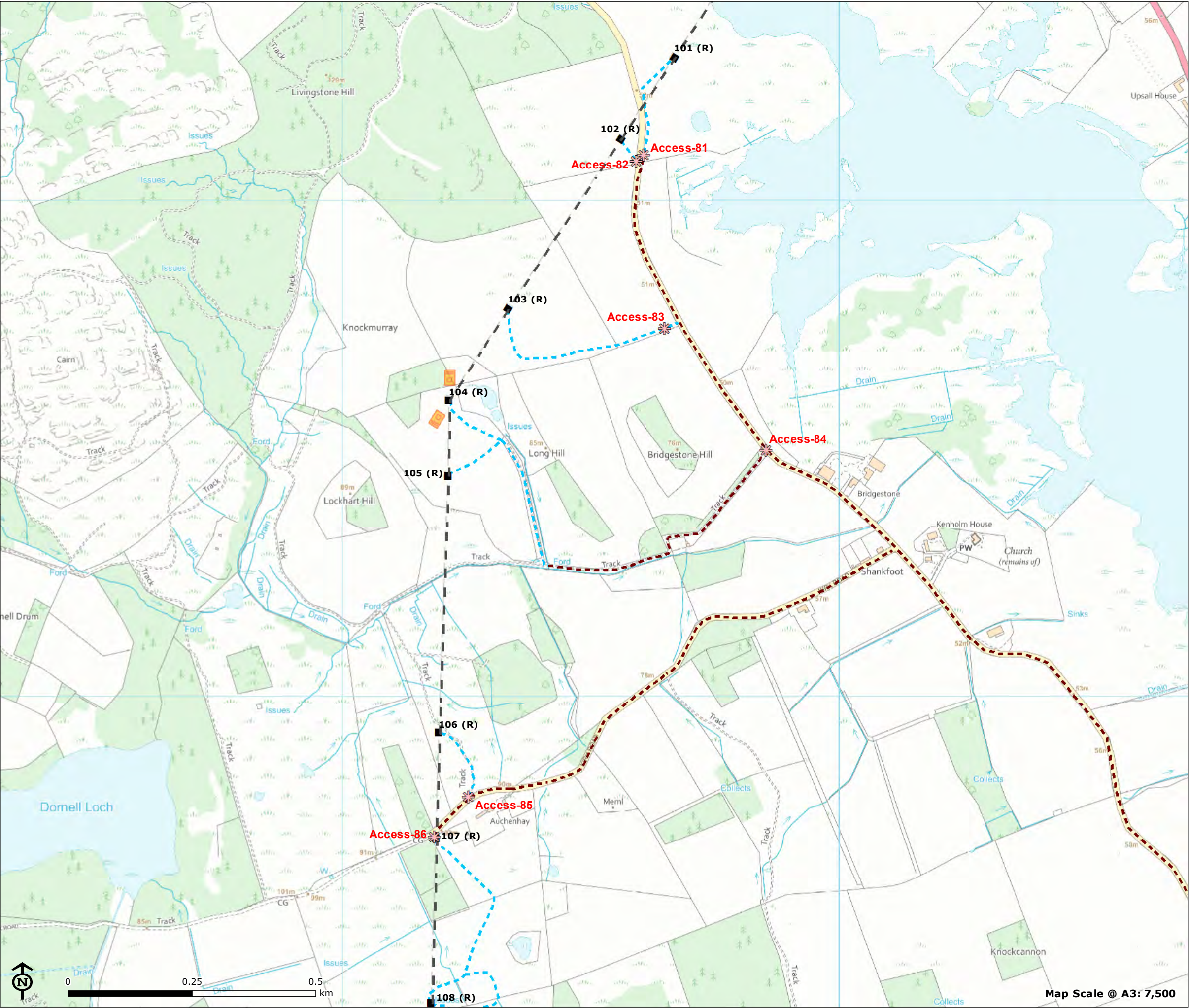


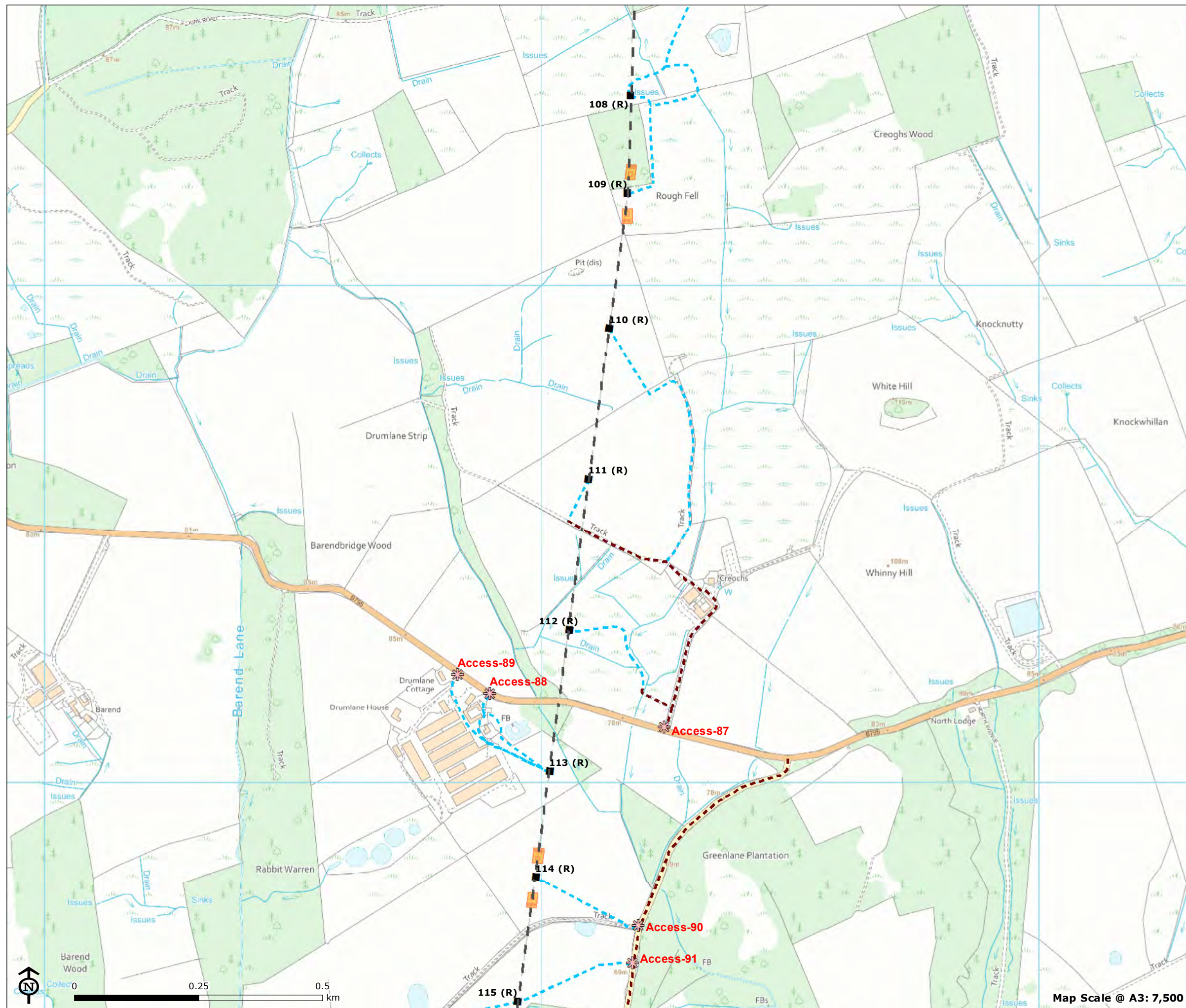
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**KTR Summary of Feedback to
Third Round Consultation**

Figure 6.1.36: KTR Design

- Existing Tower for Removal
- - Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal**
 - - - Existing Access
 - - - New Access
 - ✱ Access Entrance

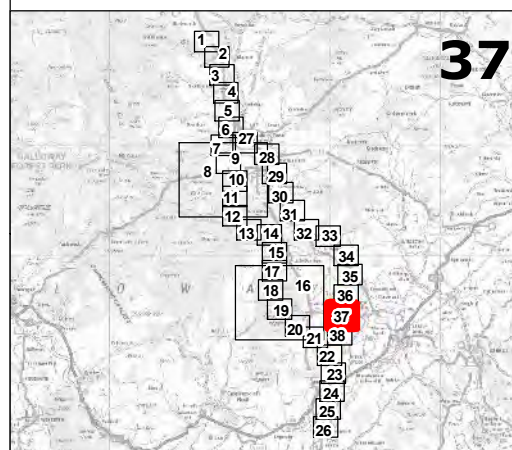




KTR Summary of Feedback to Third Round Consultation

Figure 6.1.37: KTR Design

- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal**
 - Existing Access
 - New Access
 - ✱ Access Entrance



KTR Summary of Feedback to Third Round Consultation

Figure 6.1.38: KTR Design

- Existing Tower for Removal
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Access to Towers for Removal
 - Existing Access
 - New Access
 - Access Entrance

