Greenburn 132kV Connection Project

Consultation Feedback Report

October 2025

Land & Planning

Contents

Chapter 1
Introduction

1.1 This consultation feedback report has been prepared by LUC on behalf of SP Energy Networks (SPEN), to present the findings of the first stage of pre-application consultation on the Greenburn 132kV Connection Project (hereafter referred to as the Proposed Development).

1.2 A pre-application consultation was held between 22nd January to 19th February 2025, whereby statutory and non-statutory consultees were consulted, and an in-person event was held on the 28th January 2025 to obtain feedback from members of the public.

1.3 To inform the consultation, a Routeing and Consultation Report (RCR) was published on 22nd January 2025[1] which includes a comparative appraisal table, alongside figures which illustrate the location of the preferred route option, routeing considerations, and the alternative route options considered. The preferred route for the Proposed Development is shown on **Figure 1.1**.

1.4 The purpose of this consultation feedback report is:

- to provide details relating to the approach to the first round of consultation;
- to summarise the feedback received to date on the content of the RCR, including on the preferred route; and
- to demonstrate how this feedback has influenced the Proposed Development.

1.5 This document should be read in conjunction with the RCR, for completeness.

Need for the Project

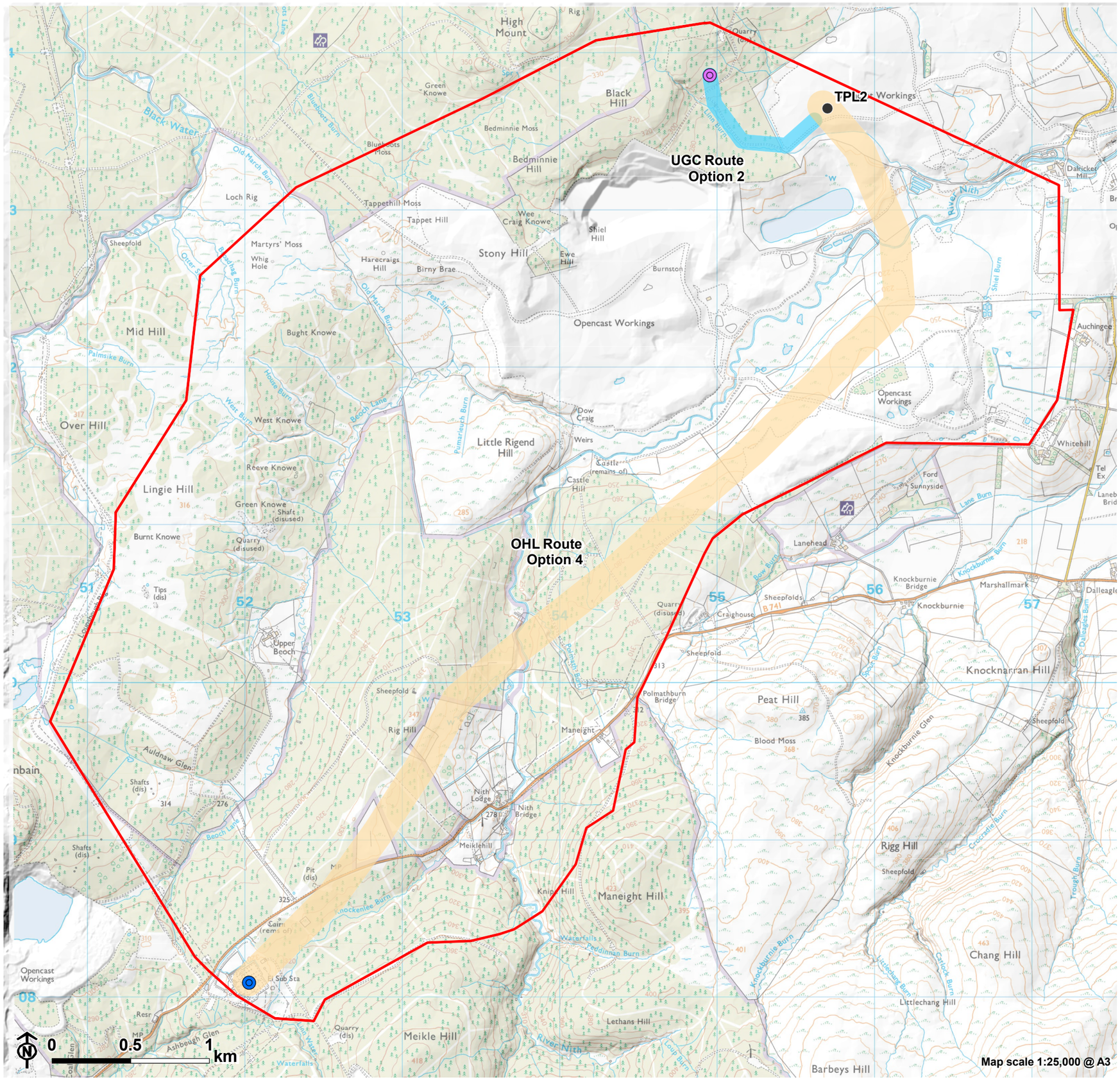
1.6 There is ongoing substantial interest for renewable energy generation development to meet national net zero targets.

1.7 SPEN is required in terms of its statutory and licence obligations to provide for new electricity generators wishing to connect to the transmission system in its licence area. SPEN is also obliged to make its transmission system available for these purposes and to ensure that the system is fit for purpose

[1] Greenburn Connection Project Routeing and Consultation Report 2025. Available [online] at: https://www.spenergynetworks.co.uk/userfiles/file/Greenburn_Routeing_and_Consultation_Document.pdf

LUC

Figure 1.1 Preferred Route



SP Energy Networks

through appropriate reinforcements to accommodate the contracted capacity.

1.8 SPEN received an application from the developer of Greenburn Wind Park, which was consented by Scottish Ministers in April 2023, to connect to the electricity transmission system. Following consideration of the network in this area by SPEN, the proposed connection from the Greenburn Wind Park substation is to the existing New Cumnock substation via a 132kV OHL supported on wood poles and it is anticipated that short sections of underground cable (UGC) may be required at entry to the two substations.

SP Energy Networks

1.9 SPEN owns and operates the electricity transmission and distribution networks in central and southern Scotland through its wholly owned subsidiaries SP Transmission plc (SPT) and SP Distribution plc (SPD). SPEN's transmission network is the backbone of the electricity system within its area, carrying large amounts of electricity at high voltages from generating sources such as wind farms, power stations and various other utilities across long distances to connected homes and businesses. The transmission network consists of approximately 4,000 km of overhead lines and over 600 km of underground cables. The electricity is then delivered via the distribution network which has over 150 substations and in excess of 100 grid supply points which serves approximately two million customers in Southern and Central Scotland.

1.10 As a transmission license holder for central and southern Scotland, SPEN is required under Section 9(2) of the Electricity Act 1989 to:

- Develop and maintain an efficient, co-ordinated and economical system of electricity transmission; and
- Facilitate competition in the supply and generation of electricity.

1.11 Section 38 and Schedule 9 of the Act impose a further statutory duty on SPEN to take account of the following factors in formulating proposals for the installation of overhead transmission lines:

- *"(a) to have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest; and*
- *(b) to do what it 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."*

1.12 As a result of the above, SPEN is required to identify electrical connections that meet the technical requirements of the electricity system, which are economically viable, and cause on balance, the least disturbance to both the environment and the people who live, work and enjoy recreation within it.

Chapter 2
Approach to Pre-Application Consultation

Legislation and Guidance

2.1 SPEN will be applying to the Scottish Ministers for Section 37 Consent under the Electricity Act 1989 to install the Proposed Development. SPEN will also apply for deemed planning permission for the line and associated works under Section 57(2) of the Town and Country Planning (Scotland) Act 1997.

2.2 Whilst there are no formal pre-application requirements for consultation when seeking section 37 consent (with deemed planning permission), SPEN is embracing best practice as outlined in the Scottish Government Energy Consents Unit's (ECU)'s Best Practice Guidance (July 2022). This guidance encourages applicants to engage with stakeholders and the public in order to develop their proposal in advance of such applications being made. For the purpose of this report, consenting/statutory bodies are referred to as statutory consultees for ease of reference/common use of terminology, even though there is no statutory requirement for them to be consulted through this process.

SPEN's Commitment to Engagement

2.3 Stakeholder engagement, including public involvement, is an important component of the Scottish planning and consenting system. SPEN attaches great importance to the effect that its works may have on the environment and on local communities. SPEN recognises the importance of consulting effectively on proposals and of being transparent about the decisions reached. SPEN is keen to engage with key stakeholders including local communities and others who may have an interest in the Greenburn Grid Connection Project. This engagement process begins at the early stages of development of a project and continues into construction once consent has been granted.

2.4 SPEN's approach to stakeholder engagement for major electrical infrastructure projects is outlined in Chapter 2 of the SPEN document 'Approach to Routeing and Environmental Impact Assessment'[2]. SPEN aims to ensure effective, inclusive and meaningful engagement with the public, local

[2] SPEN Approach to Routeing and Environmental Impact Assessment 2020. Available [online] at: https://www.spenergynetworks.co.uk/userfiles/file/SPEN_Approach_to_Routeing_Document_2nd_version.pdf

communities, statutory bodies and other consultees and interested parties through four key engagement steps:

- Pre-project notification and engagement with consenting/statutory bodies and planning authorities;
- Information gathering;
- Obtaining feedback on the emerging route options and / or preferred route; and
- The Environmental Appraisal/Environmental Impact Assessment (EIA) stage.

Consultation Strategy

2.5 The overall objective of the consultation process is to ensure that all parties interested in the Proposed Development have continued access to updated information and were given clear and easy ways in which to shape and inform SPEN's proposal at the pre-application stage.

2.6 Key issues identified during this process have been recorded and will be presented to decision makers to assist with the consents process.

2.7 Two rounds of public consultation events will be undertaken for the public, stakeholders and consultees to provide comments on the proposals. The first round of public consultation events took place on the 28th January 2025.

2.8 Further details of the first consultation process are presented in **Chapter 3: Public Consultation Process** of this report.

Chapter 3
Consultation Process

Overview

3.1 The consultation period ran from Wednesday 22nd January 2025 to Wednesday 19th February 2025.

3.2 The project website[3] went live on the 22nd January 2025 and included publicly available consultation documents to view and download project information.

3.3 Feedback was accepted via the feedback forms, which were made available at the public consultation events and online; and through written correspondence either posted in writing and / or by email to the project email greenburngridconnection@spenergynetworks.co.uk.

3.4 The closing date for sending responses to SPEN was midnight on Wednesday 19th February 2025. Information relating to the RCR, and associated advertisements and consultation material from the events, have remained accessible online and available to download on the project website at:

https://www.spenergynetworks.co.uk/pages/greenburngridconnection.aspx

Consultees

3.5 This section describes the stakeholders relevant to the Proposed Development that SPEN consulted during this first phase of pre-application consultation.

3.6 Stakeholders, including local communities, were identified on the basis of the preferred route which was presented in the RCR. A project email was issued setting out the details of the project and the relevant consultation details. The project email was issued to the following relevant stakeholders:

- statutory and non-statutory consultees, including community councils;
- known local interest and community groups operating in Easy Ayrshire Council Area;
- selected members of East Ayrshire Council area; and
- Local residents, business and the general public.

[3]https://www.spenergynetworks.co.uk/pages/greenburngridconnection.aspx

3.7 As part of the consultation process, the following statutory bodies were contacted through email correspondence, seeking feedback in relation to the preferred route:

- East Ayrshire Council;
- SEPA;
- NatureScot; and
- Historic Environment Scotland (HES).

3.8 Transport Scotland, and Scottish Forestry (specifically the South Scotland Conservancy) were also approached as key internal Scottish government advisory bodies.

3.9 The full list of stakeholders consulted can be found in **Appendix A.**

3.10 Landowners within the preferred route corridor were contacted directly by SPEN's land project officer separately for their feedback on the proposals. SPEN is actively engaging with relevant landowners and discussions will be ongoing through the detailed alignment stage.

3.11 All route options were presented at the consultation events and within the RCR. Consultees were asked for their views on:

- The preferred route (**OHL Route Option 4, combined with UGC Route Option 2**) as shown in **Figure 1.1**; and
- Any other issues, suggestions or feedback; particularly knowledge of the local area, for example areas used for recreation, local environmental features, and any plans to build along the preferred route.

Public Consultation Events

In-person events

3.12 The public consultation event was held on **28th January 2025** between 1pm-6pm at the following venue:

Dalmellington Community Centre
Miners Suite
38 Ayr Rd,
KA6 7SJ

Advertisement

Newspaper Adverts

3.13 Prior to the public consultation event, details of the event were advertised in the Cumnock Chronicles (the local newspaper) on Wednesday 22nd January 2025.

3.14 The advert detailed the date and location for the consultation event, and website information to find out more about the project. The advert also confirmed that comments received at this stage are to SP Energy Networks to inform the routeing process, with the opportunity to comment formally to the Energy Consents Unit (ECU) available once an application has been submitted to them.

3.15 A copy of the advertisement is provided in **Appendix B**.

Leaflet

3.16 Consultation leaflets were distributed via a third party company to local properties located within 2 km of the preferred route option, one week before the consultation event.

3.17 The consultation leaflet invited members of the public to attend the in-person event and provided details about how to access more information online via the project website and make comments. A copy of the consultation leaflet distributed is contained in **Appendix C.**

3.18 A typographical error on the leaflet incorrectly stated the day of the week for the consultation event as Thursday 28th January 2025, instead of Tuesday 28th January 2025.

3.19 The link to the project website on the leaflet displayed the correct full date as well as other materials including the poster advert and newspaper article.

Posters

3.20 Posters were also made available to the following venues, either by email or by post, subject to confirmation on the phone or via written correspondence as to whether a virtual or physical copy was preferred:

- Dalmellington Community Centre, 38 Ayr Rd, Dalmellington, Ayr KA6 7SJ
- Co-op Dalmellington 2 Churchill, High Main St, Dalmellington KA6 7Q
- High Main Street Post Office 10 High Main St, Dalmellington, Ayr KA6 7QN
- Scotmid Co-op New Cumnock 57 Afton Bridgend, New Cumnock, Cumnock KA18 4B
- New Cumnock Bowling Club 3 Castle, New Cumnock, Cumnock KA18 4AN

3.21 Where emailed copies of the poster were made available to venues, LUC had sought confirmation from venues that they were happy to print and put up the posters. It should be noted that whilst posters were made available, it is down to the discretion of each venue to keep the posters up or put them up in the first place as agreed.

Consultation Event Material

3.22 The consultation event material consisted of seven presentation banners which contained information relating to

- Welcome and the need for the project;
- the proposals, including what an overhead line would look like;
- the routing methodology;
- the routeing considerations and the environmental considerations assessed;
- the route options;
- the preferred route; and
- details of how to provide comments and deadlines for doing so.

3.23 On the day of the event, printed copies of the RCR were available to view, alongside a printed version of the preferred route and a constraints plan, which were displayed to allow ease of review.

3.24 A copy of the RCR was left at the event venue, following the event for the remainder of the consultation period, so that it could be accessed at leisure by members of the public.

3.25 Printed versions of the comments forms and consultation leaflet were also available at the event for attendees to take home.

3.26 Copies of the presentation banners are contained in **Appendix D**.

Event Attendance

3.27 At each of the consultation events, attendees were provided with the optional opportunity to sign in and provide their names and email address. Attendance was also counted by one of the team members.

3.28 With consideration to General Data Protection Regulations (GDPR), SPEN has kept the details of the attendees confidential.

3.29 Approximately 11 people attended the event on 28th January 2025, with some attendees choosing not to sign in or provide their details.

3.30 The event was attended by team members from SPEN and LUC.

Consultation Comments Forms

3.31 Comments forms were available on the day of the exhibition for attendees to fill out their responses / feedback.

Comments were also accepted in writing and by email until **midnight on Wednesday 19th February 2025** via:

- Greenburn Grid Connection
  Land and Planning Team
  SP Energy Networks
  55 Fullarton Drive
  Glasgow
  G32 8FA
- greenburngridconnection@spenergynetworks.co.uk

3.32 Attendees were encouraged to provide written feedback/ comments to SPEN via the communication methods detailed.

3.33 Two attendees left written feedback at the consultation event, and no postal responses were received.

3.34 A total of 21 people submitted comments / feedback through the consultation period.

Stakeholder Responses

3.35 Emails were sent to the consultees noted in paragraph 3.6 on 22nd January 2025 providing links to the RCR and accompanying appraisal table and figures. Comments were sought on the preferred route; seeking specific advice from the consultees in relation to any detailed constraints within the preferred route option, and feedback in relation to any potential mitigation that may be required if the preferred route was to be progressed.

3.36 Comments were received from the following statutory consultees during the pre-application consultation:

- NatureScot; and
- HES.

3.37 Comments were received from the following non-statutory consultees during the pre-application consultation:

- Transport Scotland
- Scottish Forestry (South Scotland Conservancy)
- Telecommunications (BT)
- Joint Radio Company (JRC)
- Defence Infrastructure Organisation – Ministry of Defence
- The Coal Authority
- NATS Safeguarding
- Nith District Salmon Fishery Board and the Nith Catchment Fishery Trust
- RSPB Scotland

3.38 Summaries of these consultation responses and any actions to be taken through the detailed design are noted in **Appendix E**: Summary of Pre-Application Consultation Feedback from the Routeing Stage.

Consideration of Feedback

3.39 Consultation responses received and the responses made by SPEN (including any actions required through the design process) are outlined in **Appendix E**.

3.40 Responses in **Appendix E** are set out initially by statutory and non-statutory consultees, then the public comments have been grouped to avoid repetition.

3.41 Public comments have been summarised and anonymised as best possible to ensure compliance with SPEN and LUC's data protection policies.

3.42 Where specific group responses have been received from statutory consultees, these have been reported separately. Additionally, two members of the Dalmellington Parish Development Trust provided written responses on the day of the consultation event, on behalf of the trust. Those comments were combined and responded to below.

3.43 All other public responses have been summarised per issue raised. Where comments were provided on a specific area / landholding, these have been grouped under 'residential and land use'.

3.44 Consultees and event attendees were informed that comments received at the consultation phase were comments to SPEN to allow any informed changes to the preferred route where necessary. Opportunities to provide formal comments to the Scottish Government Energy Consents Unit, who will be the decision makers on the Section 37 application will follow at a later stage.

3.45 SPEN will continue to liaise with landowners to ensure that their views are taken into account in the design process as the project progresses.

Chapter 4
Conclusion and Next Steps

4.1 SPEN has reviewed and considered in detail all feedback received to date from the public, consultees and landowners in relation to the pre-application consultation to inform the Proposed Route to be taken forward to the detailed design stage and EIA Screening.

4.2 Informed primarily by feedback received from landowners in relation to land use, forestry and hydrology Route Option 3 and Route Option 4 were reviewed to seek to address the feedback. Forestry, hydrology and ecology surveys have also been undertaken and an updated detailed technical review undertaken by SPEN to assess the viability of any proposed changes made to address feedback.

4.3 The result of this process has been the finalisation of the Proposed Route representing a route between Route Option 3 and Route Option 4, as shown on **Figure 4.1: Proposed Route**. This route will be taken forward to the EIA Screening process and which will inform the detailed alignment of the Proposed Development.

4.4 SPEN will submit a request for an EIA Screening Opinion to the Scottish Ministers under Regulation 8(1) of the Electricity Works (EIA) (Scotland) Regulations 2017 to determine whether the Greenburn 132kV Connection Project is considered EIA Development.

4.5 The request will be accompanied by the relevant information in accordance with Regulation 8(2) and 8(3) and will take into account the selection criteria in Schedule 3 and the findings of the work undertaken as part of the routeing process.

4.6 If Scottish Ministers determine that the Greenburn 132kV Connection Project is not EIA development, an 'Environmental Appraisal' will be undertaken and an Environmental Appraisal Report produced to accompany the S37 consent application.

4.7 Consequently, the Proposed Route will inform, as best possible, the location of the Proposed Development, including pole positioning and the location of the UGC, which will be finalised and informed by environmental baseline surveys, detailed engineering ground surveys and further discussions with landowners. Additional feedback received through the adopted EIA Screening Opinion will also inform the alignment moving forward.

4.8 A further round of consultation will then be undertaken to gather feedback on the detailed alignment for the proposed route and similar consultation steps as described in the

previous chapters will be undertaken to notify consultees of the next round of events.

4.9 Following the second round of consultation events, the alignment, including all ancillary development, will be included in the application for Section 37 consent and deemed planning permission to the Scottish Government ECU. Following the submission of the application for Section 37 and deemed planning permission, further consultation will be carried out by the Scottish Government ECU.

LUC

Figure 4.1: Proposed Route

TPL84

TPL1

- Study Area
- Greenburn Wind Park Substation
- New Cumnock Collector Substation
- Terminal pole location (TPL)
- Proposed OHL Alignment route
- Proposed OHL Alignment buffer (200m)
- Proposed Underground Cable route
- Proposed Underground Cable buffer (100m)

0 0.5 1 km

Map scale 1:25,000 @ A3

SP Energy Networks

Appendix A

Stakeholder Consultee List

Consultee List

Statutory Consultees

- East Ayrshire Council
- SEPA
- NatureScot
- Historic Environment Scotland

Internal Scottish Government Advisors

- Transport Scotland
- Scottish Forestry (South Scotland Conservancy)

Local Community Groups

- New Cumnock Community Council
- Dalmellington Community Council
- Meikle Hill Community Group
- Cumnock Community Council

Non-Statutory Consultees

- British Horse Society
- Telecommunications (BT)
- Civil Aviation Authority
- Crown Estate Scotland
- The Coal Local Authority
- Defense Infrastructure Organisation – Ministry of Defence
- Fisheries Management Scotland
- Local District Salmon Fishery - Nith District Salmon Fishery Board and the Nith Catchment Fishery Trust
- Joint Radio Company (JRC)
- John Muir Trust
- Mountaineering Scotland
- NATS Safeguarding
- Nuclear Safety Directorate (HSE)
- RSPB Scotland
- Scottish Rights of Way and Access Society (ScotWays)
- Scottish Water

- Scottish Wildlife Trust
- Visit Scotland
- Glasgow Prestwick Airport
- Scottish Badgers
- South Scotland Red Squirrel Group
- Central Scotland Bat Group
- British Trust for Ornithology (Ayrshire and Cumbrae)
- National Farmers Union of Scotland
- National Grid

Appendix B
Newspaper Advert

Cumnock Chronicle – January 2025

Trades & Services

To advertise: **01294 464321** | email: **advertising@ardrossanherald.co.uk**

Other Classified

To advertise: **01294 464321**
email: **advertising@ardrossanherald.co.uk**

Public Notices

In Association with Public Notice Portal Brought to you by Britain's Local News Media

To advertise: **01294 447512** | email: **advertising@cumnockchronicle.co.uk**

Planning Notices | Traffic Notices | Legal Notices | Probate Notices | Other Notices
Church and Religious Notices Tenders and Contracts | Goods Vehicle Operator Licences

OTHER

Greenburn 132kV Grid Connection Project

SP Energy Networks

We'd like your views!

Scotland is a world leader in the fight against climate change.

Scotland is a world leader in the fight against climate change. Our country has a target of Net Zero carbon emissions by 2045, with the UK aiming for Net Zero by 2050. To help meet those targets, SP Energy Networks needs to strengthen Scotland's electricity transmission and distribution network so we can transport increasing amounts of clean, green energy from where it's produced to where it's needed.

Our distribution work includes the provision of a new 132kV Grid Connection, comprising a wood pole overhead line and a section of underground cable, connecting the Greenburn Wind Park Project substation to the existing New Cumnock substation in East Ayrshire. We have identified a preferred route for the Grid Connection, and we would like to hear local people's views to help us develop our plans.

Our public consultation runs from **Wednesday 22nd January to Wednesday 19th February 2025**. We are also holding a consultation event where you can view our plans and talk to the project team:

Consultation Event Details

Date	Location
Tuesday 28th January 2025, Between 13:00 -18:00	**Dalmellington Community Centre,** Miners Suite, 38 Ayr Rd, Dalmellington, Ayr, KA6 7SJ

Information relating to the proposed Grid Connection will also be made available online from the **22nd January 2025** from the project website at:

www.spenergynetworks.co.uk/pages/greenburngridconnection.aspx

You can leave comments on the website, and you can also contact us in the following ways:

Email: greenburngridconnection@spenergynetworks.co.uk

Post: Greenburn Grid Connection
SP Energy Networks,
55 Fullarton Drive,
Cambuslang, Glasgow, G32 8FA

Please ensure your comments are provided by **latest midnight on Wednesday 19th February 2025**.

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 to the planning authority at that stage.

Jane Corrie
Head of Roads - Ayrshire Roads Alliance
Opera House, 8 John Finnie Street, Kilmarnock KA1 1DD
Email: enquiries@ayrshireroadsalliance.org
For more information visit: www.tellmescotland.gov.uk

Ayrshire Roads Alliance

EAST AYRSHIRE COUNCIL
(Afton Road, New Cumnock)
(Temporary 20mph Speed Limit) Notice 2025

On 21st January 2025 the Council, in exercise of the powers conferred on it under Section 14(1)(a) of the Road Traffic Regulation Act 1984, as amended, and of all other enabling powers, made the above-named Order, to improve road safety.

20mph Speed Limit - Afton Road, New Cumnock - Approx 178m from Afton Road's junction with B741, Mossmark to No. 47 Afton Road.

The Order commences from 29 January 2025 at 00:00 and has a maximum duration of 18 months, or until the works are completed, whichever is earlier. The speed limit is expected to be in force from 29 January 2025 at 00:00 until 29 July 2026 at 07:00.

The days and times of the works may be dependent upon the weather conditions but the Order will be implemented only at times when indicated by the display of appropriate speed limit signs in accordance with the Traffic Signs Regulations and General Directions 2016, as amended.

East Ayrshire Council Comhairle Siorrachd Air an Ear

A partnership between East Ayrshire Council and South Ayrshire Council

South Ayrshire Council Comhairle Siorrachd Air a Deas

Appendix C
Consultation Leaflet

We want to hear your views!

Our consultation period will run between **Wednesday 22nd January 2025** and **Wednesday 19th February 2025**. Please submit any comments to us by **midnight on Wednesday 19th February 2025**. Following this date, the information will remain accessible online and available to download.

Please find details below on how to get in touch with us and find out more:

Visit the website:
www.spenergynetworks.co.uk/pages/greenburngridconnection.aspx
On the project website you can read about the proposed Grid Connection, download the project information as a pdf, and provide feedback via email.

Email us: **greenburngridconnection@spenergynetworks.co.uk**

Send us a letter

Greenburn Grid Connection,
SP Energy Networks,
55 Fullarton Drive,
Cambuslang, Glasgow, G32 8FA

Attend a public exhibition

The in-person event will be held on :
Thursday 28th January 2025 between 13:00 – 18:00

Dalmellington Community Centre, The Miners Suite, 38 Ayr Rd, Dalmellington, Ayr KA6 7SJ

All the materials provided at the consultation event will be available to view online on the project website for those who cannot attend in person at: **www.spenergynetworks.co.uk/pages/greenburngridconnection.aspx**

What happens next

Your comments will be reviewed and will inform either confirmation of, or modifications to, the Preferred Route to form the Proposed Route to progress to the detailed design stage for the new Grid Connection. It will then be subject of the Section 37 (S37) application to the Scottish Government's Energy Consents Unit (ECU). The comments received in this consultation will also be collated into a report which will be made publicly available on SP Energy Networks website.

- Detailed Design
- Environmental Impact Assessment (EIA) Screening / Scoping
- Second Round of Consultation
- Section 37 Submission

Thank you for taking the time to read this leaflet.

SP Energy Networks

Greenburn 132kv Grid Connection Project

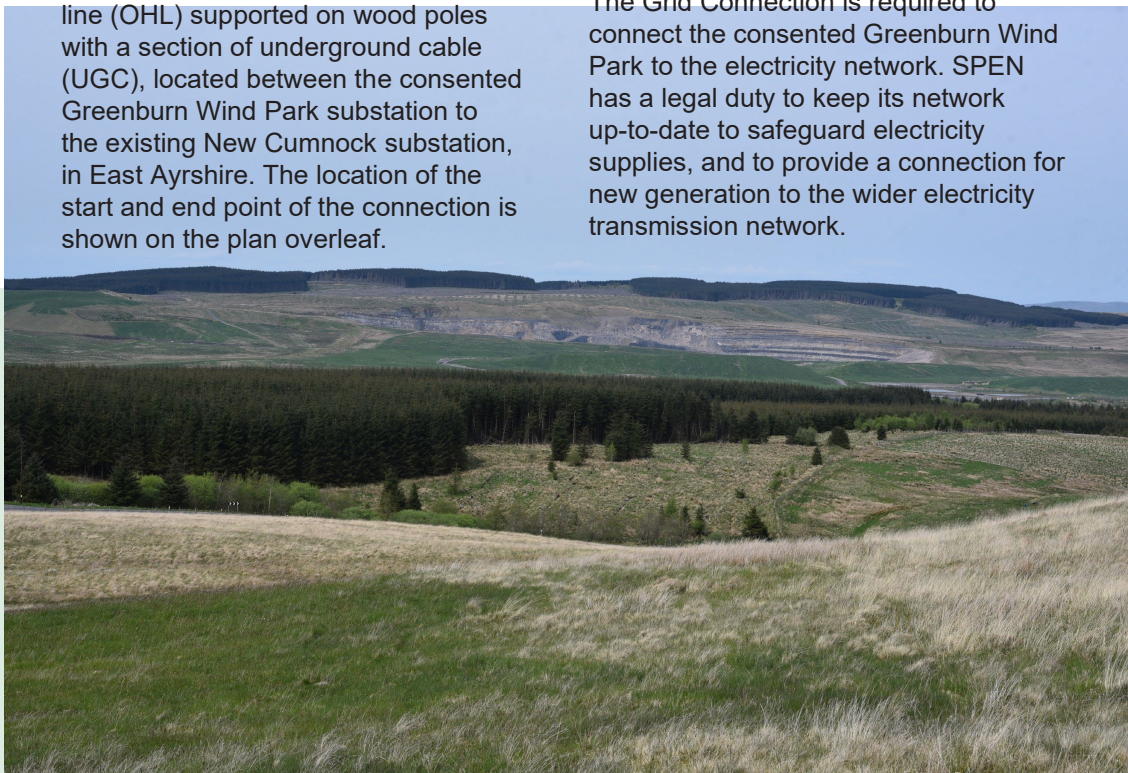
Consultation on the Preferred Route for a new 132kV Grid Connection

Background

The Greenburn 132kV Grid Connection Project (the 'Grid Connection') comprises a 132 kilovolt (kV) overhead line (OHL) supported on wood poles with a section of underground cable (UGC), located between the consented Greenburn Wind Park substation to the existing New Cumnock substation, in East Ayrshire. The location of the start and end point of the connection is shown on the plan overleaf.

The Preferred Route for the Grid Connection is also shown on the plan.

The Grid Connection is required to connect the consented Greenburn Wind Park to the electricity network. SPEN has a legal duty to keep its network up-to-date to safeguard electricity supplies, and to provide a connection for new generation to the wider electricity transmission network.



What will the overhead line look like?

The OHL element of the Grid Connection will be supported on trident double ‘H’ wood poles; the poles are approximately 10 – 22 meters in height above ground, with a distance between poles of approximately 80 – 100 meters. The H poles are dark brown in colour, with galvanised steelwork arms supporting aluminium conductors (wires) on insulators.

A section of UGC approximately 400 metres in length will also form part of the Grid Connection as it enters Greenburn Wind Park substation, to avoid OHL interaction with the consented wind turbines. It will be connected to the OHL by a terminal pole.

The precise pole configuration, height and span will be determined during the detailed line design stage.

Typical trident double ‘H’ wood pole

Preferred Route

SPEN has been working with independent environmental consultants to identify a preferred route option for the proposed Grid Connection. Our objective is to identify a route which meets the technical requirements of the electricity system, which are economically viable and cause the least disturbance to the environment and the people who live, work and enjoy recreation within it.

These route options have been appraised against environmental criteria, including local landscape character and views, hydrology and peat, cultural heritage and biodiversity, and a technical appraisal of the route options has also been undertaken by SPEN.

The route option shown on the next page is the preferred route as it best avoids areas of highest amenity value and technical constraints.

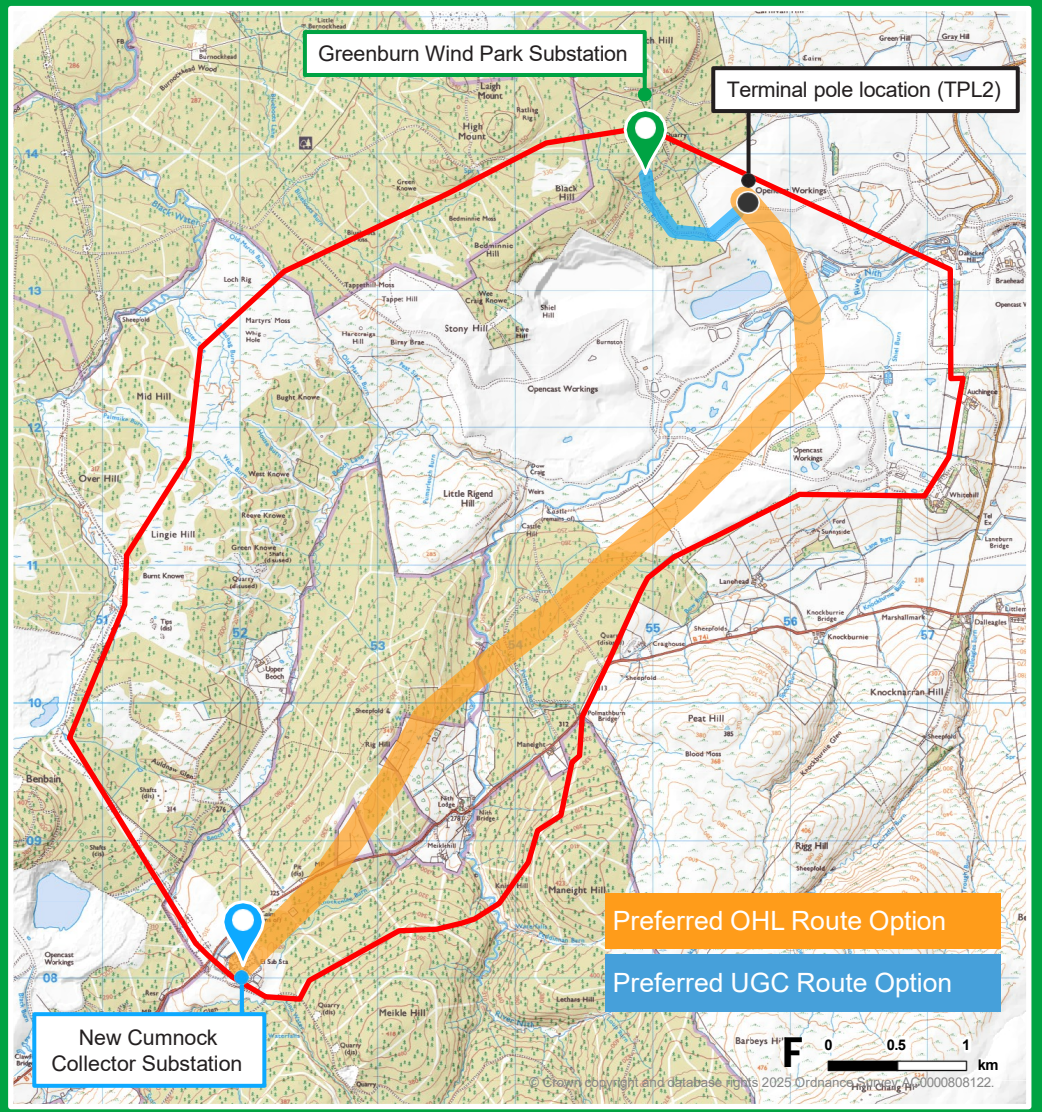
What we would like your views on?

As part of the consultation we would like your views on:

1. The Preferred Route for the Greenburn 132kV Connection Project;

2. Any other issues, suggestions or feedback you would like us to consider. In particular, your views on the local area, including areas for recreation, local environment features, and any plans you may have to build in the study area.

Greenburn 132kV Grid Connection Project



More information about the process we have followed to identify and appraise route options to select the Preferred Route can be found in our Routeing and Consultation Document (January 2025). This is available on the project website here:

www.spenergynetworks.co.uk/pages/greenburngridconnection.aspx

Appendix D

Presentation Banners

Welcome

Welcome and thank you for attending this consultation event for the **Greenburn 132kV Grid Connection Project** (the 'Grid Connection').

The purpose of this consultation event is to provide you with an opportunity to learn about the project and the routeing process undertaken, ask questions about the Preferred Route, and provide us with feedback on the Preferred Route and the local area.

Following this consultation, the proposed route will be finalised and progressed to the detailed design stage, and a Section 37 application will be submitted to the Energy Consents Unit. The application will be accompanied by an Environmental Report or an Environmental Impact Assessment Report.

These consultation boards and a copy of the Routeing and Consultation Report (January 2025) are available for download from:

www.spenergynetworks.co.uk /pages/ greenburngridconnection.aspx

The information will remain accessible online at the website above and available to download in a PDF format after the consultation closes.

Need for the Grid Connection

SP Energy Networks received a request to provide a grid connection to Greenburn Wind Park (ECU ref. ECU00002037). The connection will allow the Greenburn Wind Park to input into the electricity network. To comply with its statutory and license obligations, SP Energy Networks must provide Greenburn Wind Farm with a connection to the transmission system.

Greenburn 132kV Grid Connection Project

www.spenenergynetworks.co.uk

What will the Grid Connection look like?

The Grid Connection will include a 132 kilovolt (kV) overhead line (OHL) supported on wood poles, with a sction of underground cable (UGC), between the consented Greenburn Wind Park substation and the existing New Cumnock substation.

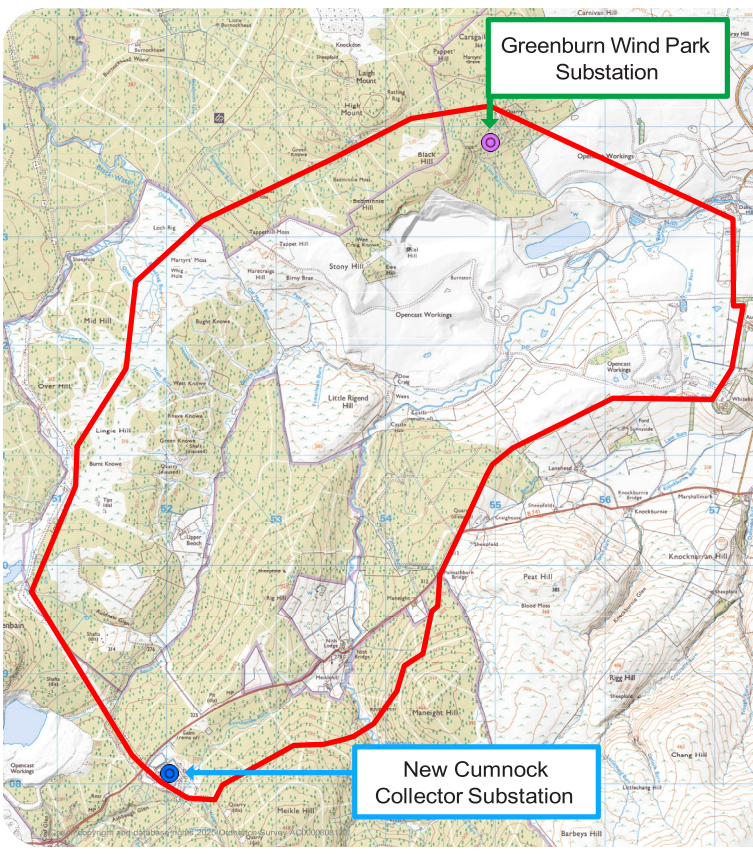
The OHL element consists of a number of Trident double ‘H’ wood poles, averaging between 10 metres (m) and 22m in height, with galvanised steelwork cross arms supporting aluminium conductors on insulators. These will support the single circuit lines operating at 132 kV.

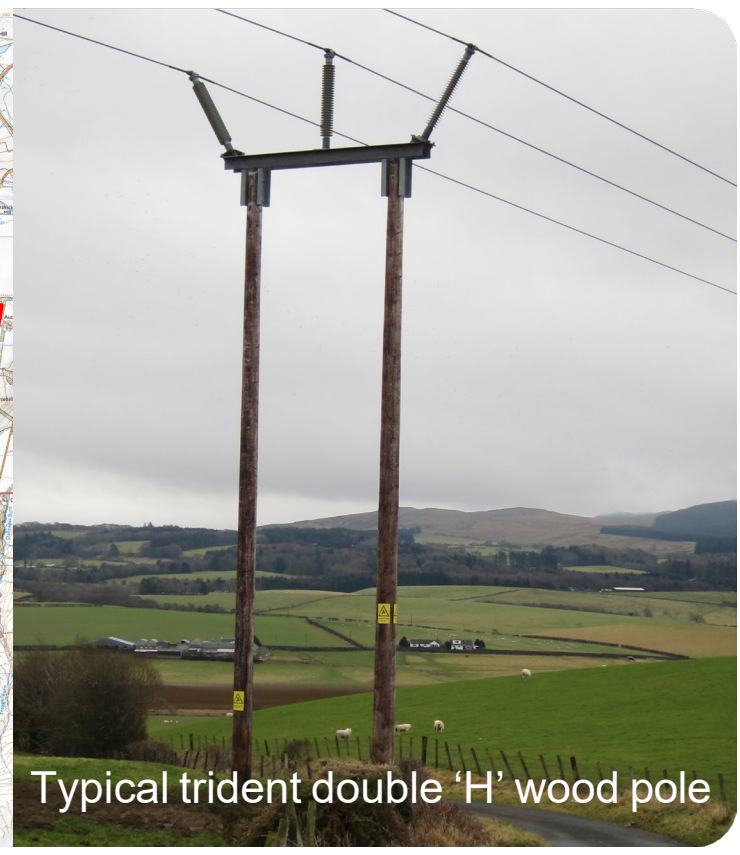
The distance between wood poles averages 80m to 100m but can be increased if there is a need to span a larger distance to avoid a particular feature, such as a reservoir or watercourse. The precise pole configuration, height and span will be determined after a Proposed Route has been agreed.

A section of UGC c. 400m in length will also form part of the connection as it leaves the Greenburn Wind Park substation, to avoid an OHL interaction with the proposed wind turbines.

In terms of operation and maintenance, whilst most OHL components are maintenance free, exposed elements which suffer from corrosion, wear, deterioration and fatigue may require inspection and periodic maintenance. A wayleave corridor typically 60m wide (30m either side of the OHL) will be sought for access to the OHL, and would be kept clear from obstruction at all times. A 30m wayleave is typically sought for the UGC.

Location Map




Typical trident double ‘H’ wood pole

Greenburn 132kV Grid Connection Project

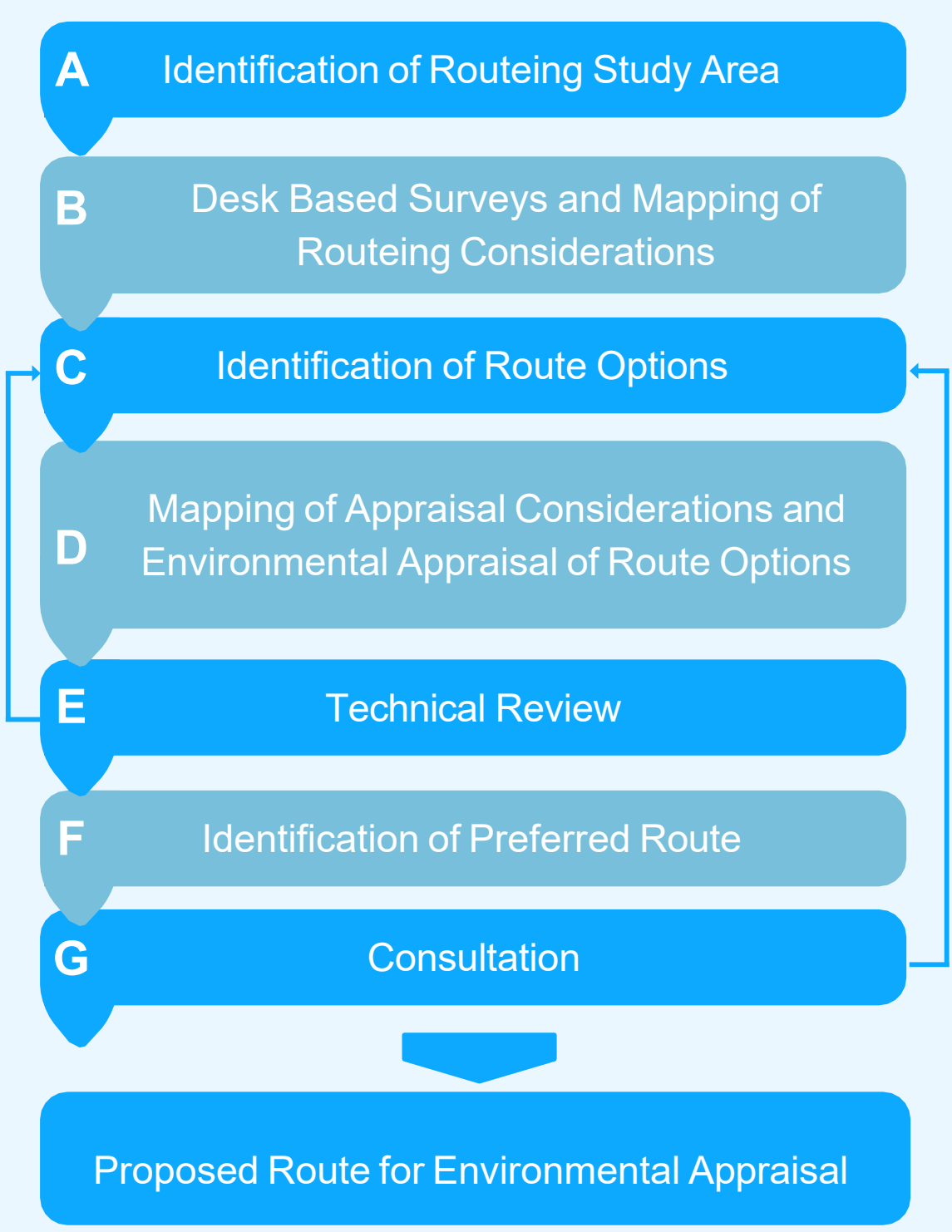
www.spenenergynetworks.co.uk

Routeing Methodology

SP Energy Networks has been working with independent consultants to identify potential route options for the new Grid Connection, between the consented Greenburn Wind Park substation and the existing New Cumnock substation. The objective is to identify a route which meets the technical requirements of the electricity system, which is economically viable and causes, on balance, the least disturbance to the environment and the people who live, work and enjoy recreation within it.

An overview of the routeing methodology for the new Grid Connection is illustrated below, and the reasoning for the use of these criteria and an outline methodology for appraising each route option against these is detailed in the Routeing and Consultation Document (January 2025).

Routeing Methodology



Greenburn 132kV Grid Connection Project

www.spenenergynetworks.co.uk

Routeing Considerations

Given the nature of OHLs, the primary environmental effects are likely to be landscape and visual effects. The best way to limit adverse effects on landscape and visual amenity is to have a landscape led approach to routeing, reflecting the Holford Rules (guidelines for routeing OHLs) and taking account of the other routeing considerations.

A study area was identified, and the project team identified four OHL route options with three underground cable section options between the two substations.

Maps are available on the desks nearby illustrating the constraints within the study area.

The routes were appraised for their impact on a range of criteria including:

Length of Route, seeking to minimise the length of the route

Landscape and visual amenity, including local views and the character of the landscape

Biodiversity, including ecology and ornithology

Cultural heritage, including non-designated heritage assets

Forestry and woodland, including native woodland

Hydrology and peat, including flood risk, hydrogeology and peat

Land Use, including existing land uses, such as opencast mining, and proposed and consented development in planning

SP Energy Network's technical considerations, including topography, existing infrastructure and distance

Greenburn 132kV Grid Connection Project

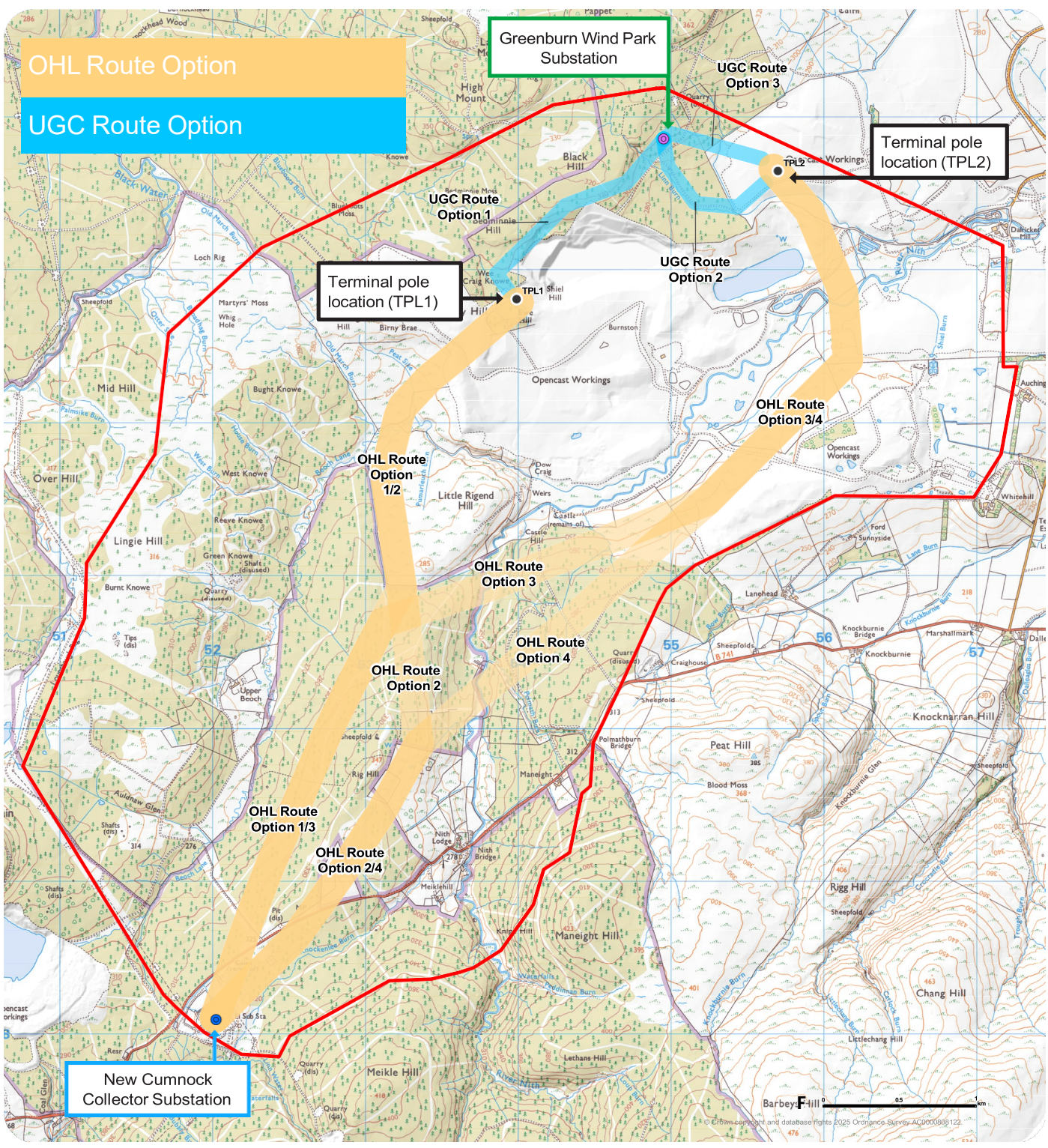
www.spenenergynetworks.co.uk

Route Options

Four OHL route options and three UGC route options were identified and appraised against environmental and technical criteria, and the Holford Rules.

The findings of this appraisal are set out in the Routeing and Consultation Document (January 2025).

Route Options



Following the appraisal, it was concluded that OHL Route Option 4, combined with UGC Route Option 2, is the Preferred Route.

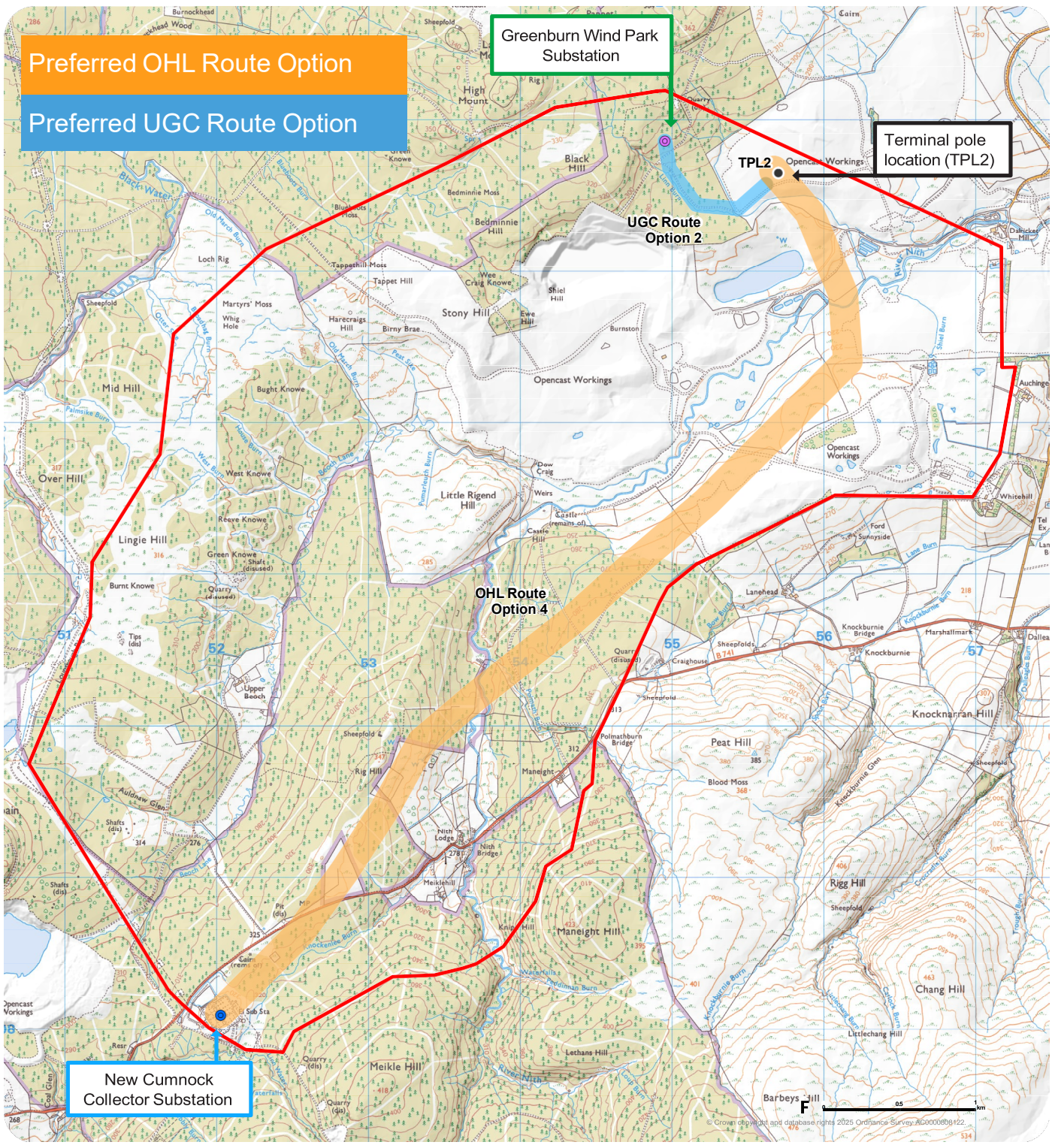
Greenburn 132kV Grid Connection Project

www.spenenergynetworks.co.uk

The Preferred Route

We believe the Preferred Route achieves the best balance between our technical requirements and minimising the impact on the environment and the people, who live, work and enjoy spending their time in the area.

The Preferred Route



The Preferred Route involves undergrounding east of the substation as far as the constructed opencast track, and then connecting to the terminal pole of the OHL. From here, the OHL would cross the River Nith and route south-west along the southern slope of the valley and through coniferous forestry, before crossing the Polmath Burn and the River Nith. It continues along the eastern flank of Rig Hill, avoiding the higher ridgeline, and continues across the B741 to reach the existing New Cumnock Substation.

Greenburn 132kV Grid Connection Project

www.spenenergynetworks.co.uk

We want to hear your views!

Thank you for taking the time to visit this public consultation. This event is an opportunity for you to provide feedback on the Preferred Route and raise any suggestions as to further considerations and insight in the local area which you would like us to consider.

Our consultation period will run between **Wednesday 22nd January 2025 and Wednesday 19th February 2025.**

Please submit any comments to us by **midnight** on the **Wednesday 19th February 2025.**

What we would like your views on?

1. The Preferred Route for the Greenburn 132kV Connection Project
2. Any other issues, suggestions Or feedback you would like us to consider. In particular, your views on the local area, including areas for recreation, local environment features, and any plans you may have to build in the study area.

Information relating to the proposed overhead line, including the Routeing and Consultation Document (2025) and a virtual consultation room, will also be available online at:

www.spenergynetworks.co.uk/pages/greenburngridconnection.aspx

You can leave comments on the website, and you can also contact us in the following ways:

Email us:

greenburngridconnection@spenergynetworks.co.uk

Send us a letter

Greenburn Grid Connection,
SP Energy Networks,
55 Fullarton Drive,
Cambuslang, Glasgow,
G32 8FA

Greenburn 132kV Grid Connection Project

www.spenenergynetworks.co.uk

Appendix E

Summary of Consultation Feedback from Routeing Stage

Figure E.1: Summary of Consultation Feedback received

Summary of Comments Received from Consultees	Response
Statutory Consultees	
NatureScot NatureScot have specified they do not have a preference on a route but have raised the following points for consideration: ■ **Protected Areas:** Impacts on the qualifying features of the nearby Ailsa Craig SPA and SSSI and Bogton Loch SSSI designated sites are assessed within the application. Additionally, NatureScot requested assessment of impacts on two of the qualifying species of the Ailsa Craig SPA and SSSI in particular, which are the Herring Gull and the Lesser black-backed gull. ■ **Habitats:** Development should avoid any areas of Class 1, 2 or 3 peat that may raise issues of national interest. A peat survey is advised to assess for areas of Class 1 peat. ■ **Birds:** Ornithology impacts will need to be assessed, in line with NatureScot guidance. ■ **Protected Species:** Impacts should be considered on protected species such as birds, including birds in the wider countryside, bats, badgers, otter, pine marten and red squirrel, in line with NatureScot guidance. ■ **Cumulative Impacts:** Impacts of this development are assessed cumulatively with surrounding windfarms, especially when assessing the impact on birds and on the landscape. ■ **Mitigation:** A Mitigation Plan should be outlined within the application, including a recommendation to use SPEN Species Specific Protection Plans.	NatureScot's response will inform the design and assessment/appraisal undertaken by the ornithology, landscape and hydrology consultants advising SPEN for the Proposed Development. Surveys and assessments will be undertaken in line with NatureScot's guidance and best practice documents. Breeding Bird surveys are scheduled for April-June inclusive in 2026, and will inform the design and appraisal, and any required mitigation measures. The findings of the Ornithology surveys will be set out in the Environmental Appraisal Report/ EIA Report, under the Ornithology Chapter. Cumulative impacts will be considered as part of the consent application across each topic chapter and will be reported in the Environmental Appraisal Report / EIA Report where relevant.
Historic Environment Scotland Historic Environment did not identify any likely significant effects on the historic environment interest. Historic Environment therefore have no advice to offer on the scope of the assessment.	Noted.

Summary of Comments Received from Consultees	Response
Non-statutory Consultees	
Transport Scotland Transport Scotland request Transport Statement to be submitted at the application stage to determine if there is likely to be any significant increase in the volume, or a material change in the character of traffic entering or leaving the trunk road.	A Transport Statement will be submitted at the application stage assessing the impact of the Proposed Development on the local road network, and Transport Scotland will be consulted at that stage.
Scottish Forestry (South Scotland Conservancy) South Scotland Conservancy noted Scottish Government policy on control of woodland removal and the need to avoid this where possible. Where unavoidable, the Proposed Development will be subject to compensatory planting to be secured through condition. Ancient woodland sites should be avoided as they cannot be replaced nor easily mitigated.	Forestry has formed a key routeing consideration and effects on woodland will be minimised where possible. Where woodland cannot be avoided and will require felling, SPEN will reflect the requirements of the Scottish Government's Control of Woodland Removal Policy which requires that woodland removal should be kept to a minimum and that it should be replanted if felled. The policy only supports woodland removal where it would achieve significant and clearly defined public benefits. In most cases, compensatory planting may form part of this balance.
BT BT have studied the 4 proposed OHL route options with respect to EMC and related problems to BT point-to-point microwave radio links. BT concluded that project should not cause interference to BT's current and presently planned radio network. However, the proposed TPL2 is around 400m of an existing BT link, therefore if there's any significant change to the proposed placings, BT will need to be informed to re-assess.	Noted. BT will be approached and informed once the route alignment has been agreed, as part of a second round of consultation, and will be approached should there be any significant changes to the route, or placing of the poles.
JRC JRC have no comment on the Proposed Development, and do not foresee any potential problems based on known interference scenarios and the data provided. However, if any details of the development change, particularly the disposition or scale of any towers, it will be necessary to re-evaluate the proposal.	Noted. JRC will be consulted again through the second round of consultation events in due course.
Defence Industry Organisation – Ministry of Defence (MoD)	In line with the response provided, SPEN will ensure that the MoD are notified at least 21 days prior to the commencement of the works to ensure the grid

Summary of Comments Received from Consultees	Response
The MOD would have no concerns to this development subject to the grid connection being charted on aviation maps. The Site falls within part of the UK Military Low flying System designated Tactical Training Area 20T (TTA 20T): an area within which fixed wing aircraft may operate as low as 100 feet or 30.5 metres above ground level to conduct low level flight training. The addition of a development featuring tall or narrow profile structures such as overhead lines in this locality, has the potential to introduce a physical obstruction to low flying aircraft operating in the area. Within this locational area the MOD will require structures with a total height of 15m or greater (above ground level) to be charted on aviation maps and/or construction equipment details. To address this impact, and given the location and scale of the development, the MOD would require that sufficient data is submitted to enable aeronautical charts and mapping records amendments, to ensure that structures can be accurately charted to allow deconfliction.	connection is appropriately charted on aviation maps, if required (noting that wood pole heights will be below 30.5m above ground level.
The Coal Authority The Coal Authority indicate that within the area identified there are recorded coal mining features present at surface and shallow depth including; mine entries, coal workings and reported surface hazards. These features may pose a potential risk to surface stability and public safety. Mine entries should be avoided wherever possible, even after they have been capped. Any formal submission should be supported by a Coal Mining Risk Assessment, or other report which makes an assessment of ground conditions.	Once the Proposed Route has been formalised for assessment, a Coal Mining Risk Assessment will be undertaken and will form part of the consent submission. SPEN will also undertake a ground conditions assessment as part of the pre-construction works for the Proposed Development.
NATS Safeguarding NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.	Noted. NATS will be kept informed of the progress of the Proposed Development and will be consulted on at the second consultation event, and when the consent application is submitted.

Summary of Comments Received from Consultees	Response
Nith District Salmon Fishery Board and Nith Catchment Fishery Trust raised no objection but wish to be consulted further.	The Nith District Salmon Fishery Board and Nith Catchment Fishery Trust will be consulted at the second consultation event.
RSPB Scotland RSPB Scotland recommend that anti-bird strike markers are used where the line runs across open ground to increase visibility and prevent fatal collisions. RSPB also recommend that Black Grouse, breeding waders and migratory geese are a focus of any surveys that take place to inform the EIA for the Proposed Development.	Consideration will be given to appropriate mitigation measures (if required) to avoid/minimise potential bird strike, informed by the findings of the surveys and design of the final alignment. Breeding bird surveys have been undertaken on target species considered to be at risk from the Proposed Development, including waders and raptor species, with four visits carried out across the 2025 breeding season. Surveys included site visits at times which other species, including black grouse if present, are likely to have been active. Non-breeding surveys will be carried out from September 2025 to determine flight activity (flight paths and numbers of birds) of migratory and wintering species, namely gulls and waterfowl.
Summary of Public Comments	
Dalmellington Parish Development Trust (combined written responses from two trustees)	
Noted preference for Route One as the shortest, most direct and least visible route. The shorter and more direct the better to minimise width and reduce land-take / tree removal. Dalmellington Parish is a former mining area that has been neglected by successive governments for years. This area is now being re-industrialised by multiple wind farms. The local area should see substantial community benefit that would allow the regeneration of the area. B741 is a heavily used road for people travelling to workplaces. Any crossing of this road needs to minimise the closure times. Road needs to be put back to a good condition as current works ongoing at the New Cumnock substation have left the road and the verges in a terrible condition. SPEN should be supporting local community funds as a “one-off” when installing this project. Without connections you cannot transmit electricity. The local	The appraisal findings in the RCD set out why Route Option 1 was not preferred and is not being progressed as the Proposed Route. A Traffic Statement will accompany the consent application, and an outline Transport Management Plan (TMP) will be included in the submission package and will set out traffic management measures. The UK Government and Ofgem have issued guidance on community funds for transmission infrastructure[4] which outlines expectations that developers of new transmission projects deliver meaningful community benefits, engage with communities and ensure funding is provided within 15 years from the start of the project’s construction.

[4] GOV UK Community funds for transmission infrastructure 2025. Available [online] at: https://www.gov.uk/government/publications/electricity-transmission-network-infrastructure-community-funds/community-funds-for-transmission-infrastructure-accessible-webpage

Summary of Comments Received from Consultees	Response
community has had to deal with bad disruption whilst works are ongoing at the new substation. Staff were friendly and the consultation event was well set out and informative.	
Landscape and Visual	
Concerns around the visual impact on Nith Lodge Farm, further compounded by the Brockwell development, Enoch Hill development and proposed Greenburn Wind Park. It is considered preferable that the Proposed Development is located entirely through Forestry Land Scotland which is in public ownership, and whereby forestry and timber felling is planned in the next 3-5 years.	SPEN recognise that the visual impact of an overhead line may be an issue for individual properties and our approach is to maximise the distance of the final route from properties wherever possible, including the principal views. Individual properties have been mapped and will be considered during the routeing process and residential visual amenity impact will be mitigated through careful siting of poles where possible. The preferred route is the result of an ongoing environmental appraisal, and these environmental constraints will continue to inform the routeing process.
The proposal would visually dominate views from the Local Landscape Area (LLA) and industrialise the skyline, detracting from its scenic quality and undermining its value as a protected landscape. This is not considered in line with Policy NE3 or NE1 of the Local Development Plan.	The preferred route for the 132kV connection was determined in accordance with the overarching project routeing strategy, reflecting the findings of the landscape and visual appraisal, including residential amenity, and subject to avoiding areas of highest amenity value. Routeing will utilise the existing landform and features within the landscape to help mask or screen the OHL and reduce its prominence. The design will seek to maximise screening and backclothing opportunities to minimise prominence within the landscape. The impact on the LLA will be assessed as part of the consent application, and the findings set out in the Landscape and Visual Appraisal (or Landscape and Visual Impact Assessment if the Proposed Development is deemed EIA).
Ecology and Biodiversity	
Concerns raised on the consideration of impacts on wildlife such as badgers, hare and otters.	An Extended Phase 1 Habitat survey, with National Vegetation Classification (NVC) survey was undertaken of the Survey Area in May and July 2025 to inform the Proposed Route and potential impacts of this Proposed Development on
Concern raised for the consideration of impacts on wildlife, including the protected species recorded throughout the Site such as red kite, kestrel, buzzard, otter, common lizard, various bat species and impact on surrounding habitat. In line with	

Summary of Comments Received from Consultees	Response
NE6 of the Local Development Plan, proposed developments need to ensure they do not have an unacceptable adverse impact on protected species.	important ecological features including habitats of conservation[5] concern and protected and notable species[6]. Data collected during both desk and field surveys will inform the route, design and options for mitigation of the Proposed Development. The survey methods and results as well as impact assessment will be detailed within the Ecology Chapter of the Environmental Appraisal Report / EIA Report.
Preferred route located too close to lagoon habitats re-instated after Hargreaves Coal. These sustain protected birds, mammals and insects. Many birds have had to relocate due to the turbines, and concerns that these lagoons remain the only habitat for birds in East Ayrshire.	
Residential and Land Use	
Concerns near Nith Lodge Farm with respect to time committed by landowners to diversify their land into riparian woodland and impacts of the Proposed Development reducing those areas by approximately 30%.	The information provided by the landowner is appreciated and has been considered as part of the updated detailed technical review undertaken by SPEN. The Route has been realigned to the north of Nith Lodge Farm to avoid impact to existing woodland and the diversification into riparian woodland, as shown on Figure 4.1: Proposed Route.
Request to avoid Ault Plantation and the top of Nith Lodge Hill by routing slightly further the north. This would allow: ■ The small native woodland to flourish akin to old natural rain forests. ■ Encourage wildlife including nesting birds to return and establish themselves again to the levels seen before Sitka Spruce matured around the site. ■ Would reduce visual impact from the road. ■ Less trees would need to be felled on the surrounding area.	The points raised have been considered as part of the updated detailed technical review undertaken by SPEN. The Route has been realigned to the north of Ault Plantation, making use of the existing small trackway running parallel to the River after Little Rigend Hill, and then routes closer to the river north of the opencast workings as shown on Figure 4.1: Proposed Route.
Request from a landowner to minimise the OHL encroaching on proposed woodland creation. Where this is not possible, the landowner has requested to	

[5] Species listed on the Scottish Biodiversity List (SBL); NatureScot, 2022. Scottish Biodiversity List. Available [online] at: https://www.nature.scot/scotlands-biodiversity/scottish-biodiversity-strategy-and-cop15/scottish-biodiversity-list [Accessed August 2025].
[6] Species listed on a Local Biodiversity Action Plan (LBAP) relevant to the Proposed Development. Available [online] at Scottish Biodiversity List | NatureScot[Accessed August 2025].

Summary of Comments Received from Consultees	Response
move the OHL closer to the river, aligning with a small track running near parallel to the river and not to encroach to the south.	
The route is the easiest option for SPEN and does not consider landowners as active farmers in this area which have been severely impacted by SPEN previously.	SPEN has taken on board landowner feedback and modified the preferred route to seek to address landowner concerns. SPEN will continue to liaise with landowners to inform the alignment design.
The B741 is a heavily used road for people travelling to work places- any crossing of this road needs to minimise closure times and needs to be put back in the same condition.	Temporary accesses to all pole locations will be taken from the existing main road network wherever feasible, with the use of selected unclassified roads also likely to be required. At this stage, a detailed alignment and location of temporary infrastructure has not yet been decided. A second round of consultation will be undertaken once the detailed design has progressed. A Traffic Statement will accompany the consent application, and an outline Transport Management Plan (TMP) will be included in the submission package.
Hydrology	
Concerns raised with respect to impacts on the existing spring water supplies to the north of Nith Lodge Farm, that serve the property.	The constraint information is appreciated. Detailed hydrological information will continue to inform the Proposed Development location as the project progresses through the detailed alignment stage.
Forestry and Woodland	
Alignment of the route north of the Maneight Woodland is preferable to reduce the visual and economic impact and raised the following points: ■ Cutting wayleaves through an established conifer block reduces the economic return, creates additional harvesting and extraction costs and can induce early onset of windblow through destabilisation. ■ The Maneight Woodland ownership area is not large therefore the potential economic impact would be more significant than perhaps adjacent woodland ownerships.	The points raised have been considered as part of the updated detailed technical review undertaken by SPEN. The Route has been realigned to the north of Maneight Woodland to avoid reducing the visual and economic impact on the woodland, as shown on Figure 4.1: Proposed Route.

Summary of Comments Received from Consultees	Response
Other	
If this is granted there will be an open precedent for all the other proposed and in construction wind farms, namely Overhill, Harehill, Pencloe 1 + 2, Lethans, Lorg, North Kyle, Windy Standard 1 + 2 and replacing Afton to run pylons from their sites to the New Cumnock Substation. That's a further 11 runs of pylons. The visual culmination of all these turbines and now pylons are changing a once pastoral area into a mass industrial site with increased traffic.	The cumulative impact of the Proposed Development will be considered in the context of the existing, approved and in planning developments and the findings presented in the Environmental Appraisal Report / EIA Report which will accompany the consent application.
The proposed route does not have any benefits to the immediate local and resident community. Residents would like to see substantial community benefit that would allow regeneration of the area.	SPT is committed to working with the UK Government and the regulator, Ofgem, to find positive solutions to delivering community benefits on new transmission schemes. The UK Government and Ofgem have issued guidance on community funds for transmission infrastructure[4], which outlines expectations that developers of new transmission projects deliver meaningful community benefits, engage with communities and ensure funding is provided within 15 years from the start of the project's construction.
Consultation Event	
The consultation event is already a 'done deal' and is just a tick box event, any counter thoughts of this in the area will never have any bearing. The leaflet arrived on February 1st and had the dates wrong.	We apologise for the incorrect date displayed on the leaflet. The correct date for the consultation event was published on the website linked in the leaflet, as well as in the newspaper advert and community posters. We value and consider all feedback from the consultation to inform the detailed alignment and will continue to engage with landowners throughout the process.
Real and meaningful discussion is essential and must commence in a direct one-to-one way with local landowners and the reliance on 'Community Groups and Defacto Representatives' that are not in the best interest reduced. They are not living in the actual areas impacted.	SPEN's land agent will be in touch to open communication and discuss the development further once the design has been progressed.
The consultation did not seem very organised and not publicised well.	Noted.