

Denny to Wishaw Network Upgrade

Environmental Impact Assessment Report

Non-Technical Summary

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Prepared for:

SP Energy Networks
320 St Vincent St
Glasgow, G2 5AD

Prepared by:

AECOM Limited
1 Tanfield
Edinburgh EH3 5DA
United Kingdom

Availability of this EIA Report and Making Representations

This EIA Report and all supporting documentation for the Section 37 application and the planning application will be available on the Energy Consents Unit website and North Lanarkshire Council respectively.

Hard copies of the EIA Report are available for viewing at: Denny Library, Davies Row, Denny, FK6 6FA; Bonnybridge Library, Bridge St, Bonnybridge FK4 1AD; Cumbernauld Library, 8 Allander Walk, Cumbernauld, Glasgow, G67 1EE; Coatbridge Library, Buchanan Centre, 126 Main St, Coatbridge, ML5 3BJ; and Wishaw Library, Kenilworth Ave, Wishaw, ML2 7LP. Copies of the EIA Report may be obtained from SP Transmission (telephone: 07552 266171 or email info@dennywishaw.co.uk) at a charge of £2500 hard copy and free of charge on USB storage device. Copies of a short Non-Technical Summary are available free of charge.

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1. Introduction

1.1 Introduction

- 1.1.1 SP Transmission plc (the 'Applicant') is applying for consent under Section 37 of the Electricity Act 1989 and Section 57(2) of the Town and Country Planning (Scotland) Act 1997 (collectively referred to as the 'S37 Consent' in this document) for the Denny to Wishaw Network Upgrade (the 'Project').
- 1.1.2 The Project will require consent under section 37 for the New Build Overhead Line and Upgraded Overhead Lines. The Applicant will also apply for deemed planning permission under section 57 (2) of the Town and Country Planning (Scotland) Act 1997 for the Substation Works (except the Cumbernauld Substation works) and the Ancillary Works (except the Distribution Line Diversion Works) and associated works (such as temporary infrastructure and access tracks) ('deemed planning permission').
- 1.1.3 Planning permission for the Cumbernauld Substation Extension will be sought from North Lanarkshire Council under the Town and Country Planning (Scotland) Act 1997 ('TCPA') (referred to as the TCPA application).
- 1.1.4 To support these applications, an Environmental Impact Assessment (EIA) of the Project has been undertaken, and a single EIA Report has been prepared by AECOM on behalf of the Applicant. The EIA Report will accompany the applications. The EIA Report identifies and assesses the likely significant environmental effects of the Project to support the decision-making process. This document forms Volume 1 of the EIA Report and provides a non-technical summary (NTS) of the EIA Report.

1.2 What is the Project?

The Applicant

- 1.2.1 SP Energy Networks is the trading name for Scottish Power Energy Networks Holdings Limited. SPEN owns and operates the electricity transmission and distribution networks in central and southern Scotland through its wholly-owned subsidiaries SP Transmission plc and SP Distribution plc. These businesses are 'asset-owner companies' holding the regulated assets and Electricity Transmission and Distribution Licenses. SP Transmission plc, i.e. the Applicant, is the Transmission Licence holder under the Electricity Act 1989.
- 1.2.2 As the holder of a transmission licence under the Electricity Act 1989, the Applicant is subject to a number of statutory duties and licence obligations. These include requirements "to develop and maintain an efficient, coordinated and economical system of electricity transmission" and "to facilitate competition in the generation and supply of electricity". This requires the Applicant to provide for new electricity generators such as wind farm developers wishing to connect to the transmission system in its licence area; to make its transmission system available for these purposes and to ensure that the transmission system is fit for purpose through appropriate reinforcements to accommodate the contracted capacity.
- 1.2.3 In addition, in formulating proposals for electricity transmission infrastructure, the Applicant is subject to duties under Schedule 9 of the Electricity Act: (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 on any such flora, fauna, features, sites, buildings or objects.” In addition, in exercising any relevant functions, the Applicant is under a duty to “avoid, so far as possible, causing injury to fisheries or to the stock of fish in any waters”.

- 1.2.4 The consent applications for the Project have been prepared and made by SP Transmission taking into account its statutory duties and licence obligations, including the duties under the Electricity Act 1989 as outlined above.

The Project

- 1.2.5 The Project is a critical reinforcement of the electricity transmission network in central Scotland, designed to increase capacity and facilitate renewable energy transportation. It includes the construction of a new 400kV overhead line, uprating of existing lines from 275 to 400kV, and associated ancillary works such as substation modifications and infrastructure removal. Section 2 of this NTS provides more detail on the Project.

1.3 What is Environmental Impact Assessment?

Overview of the EIA Process

- 1.3.1 EIA is the process of identifying, evaluating and mitigating the likely significant environmental effects of a proposed development such as those likely to occur as a result of the construction and operation of the Project. Through the early identification and evaluation of the likely significant environmental effects of a proposed development, EIA enables appropriate mitigation (that is measures to prevent, avoid, reduce or offset significant adverse effects) to be identified and incorporated into a proposed development’s design, or commitments to be made to environmentally sensitive construction methods and practices.
- 1.3.2 The EIA of Project has been undertaken in parallel with the development of its design thereby maximising opportunities to mitigate likely significant effects as they have been identified. This approach ensures mitigation is embedded in the design of the Project and forms an integral component of it.
- 1.3.3 A significant adverse effect is not necessarily one that would make the Project unacceptable, nor is a significant beneficial effect necessarily one that would make it acceptable. The purpose of identifying the significant effects (adverse and beneficial) is to ensure that all parties, in particular decision makers, are aware of the environmental effects (in particular those effects which are likely to be significant) of the Project and consider these alongside other material considerations in determining the planning application / application seeking S37 Consent.

Requirement for EIA

- 1.3.4 The Project is subject to the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and the TCPA EIA (Scotland) Regulations 2017 (collectively referred to as ‘the EIA Regulations’) The EIA Regulations include two schedules of development; Schedule 1 lists development for which EIA is mandatory and Schedule 2 lists development for which EIA

may be required if it is likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

- 1.3.5 The New Build Overhead Line falls under Schedule 1 and the Upgraded Overhead Lines fall under Schedule 2. As EIA was mandatory for the New Build Overhead Line, it was decided to voluntarily include the Upgraded Overhead lines as part of the EIA Report as they are related to the New Build Overhead Line. The Substation Works and Ancillary Works are to be also subject to EIA as these works are in connection with a Schedule 1 and / or Schedule 2 Development.

2. The Project

2.1 Background

- 2.1.1 The UK and Scottish Governments have set legally binding targets to achieve net zero greenhouse gas emissions by 2050 and 2045 in the Climate Change Act 2008 and the Climate Change (Scotland) Act 2009 respectively. Decarbonising the energy sector is central to achieving these targets, requiring significant changes to how energy is generated, transported and used.
- 2.1.2 Traditional fossil fuel-based energy sources are being replaced by renewable and low-carbon alternatives, such as onshore and offshore wind. To ensure this energy can be transported from where it is generated to where it is needed, new electricity transmission infrastructure is required. Renewable energy is often produced in remote areas, meaning upgrades to the network are essential to connect these sources to towns and cities.
- 2.1.3 SP Transmission, as the Transmission Owner for central and southern Scotland, plays a key role in enabling this transition. Its network facilitates the transfer of renewable energy across Scotland and southwards to areas of higher demand. The Project is part of planned reinforcements to increase the capacity of the transmission system and support the growth of renewable energy.

2.2 Why is the Project Needed?

- 2.2.1 The electricity network in Great Britain is planned and managed by the National Energy System Operator (NESO). Each year, NESO works with electricity companies to assess and plan projects that ensure the network operates efficiently and meets future needs. This process, called the Network Options Assessment (NOA), identifies key projects to upgrade the network and determines the best time to deliver them.
- 2.2.2 Through this process, SP Transmission worked with NESO to identify that to meet its net-zero carbon emissions targets there is a requirement to reinforce the electricity network between Denny and Wishaw. This led to the creation of the DWNO project.
- 2.2.3 The DWNO project was approved in several NOA reports between 2019 and 2022. It was also included in the Holistic Network Design, a national plan to upgrade the electricity network to meet the Government's 2030 offshore wind targets.
- 2.2.4 The NOA recommendations highlight the importance of the Project in creating an efficient and reliable electricity transmission system. It will also help the UK and Scottish Governments meet their targets regarding climate change. The Project is a key part of this wider effort to strengthen the electricity network in central Scotland.

2.3 Where is the Project Located?

- 2.3.1 The Project is located within the Falkirk Council area to the north and the North Lanarkshire Council area to the south. The Denny North Substation Works, the ZG Route, Bonnybridge Substation Extension, part of the New Build Overhead Line, the AA route and part of the CB Route are located in the Falkirk Council area. Part of the New Build Overhead Line, The XX Route, Newarthill Substation Works, the XR Route and the Wishaw Substation Extension are

located in the North Lanarkshire Council area. The application site for the Project (hereafter referred to as the 'Site') includes the area within the red line boundary shown on Volume 2, Figure 1.2 Project Location Plan.

- 2.3.2 This route has been carefully planned to minimise impacts on and disruption to local communities and sensitive environmental features, such as protected habitats and watercourses. It traverses a mix of landscapes, including rural areas, agricultural land, and existing infrastructure corridors.

2.4 What is the Project?

The Project

- 2.4.1 The Project involves upgrading the electricity transmission network between Denny and Wishaw to strengthen capacity and support renewable energy integration. Construction will be carefully planned and managed to minimize disruption and ensure safety.
- 2.4.2 The key components of the Project include:
- The New Build Overhead Line: The construction of approximately 19km of a new 275 / 400kV overhead line (known as the 'WB Route') between Bonnybridge Substation and an existing overhead line (known as the 'XX Route') north of Glenmavis. This includes the construction and installation of 62 new towers.
 - The Upgraded Overhead Lines:
 - The uprating¹ of approximately 4km of an existing overhead line between Denny North Substation and Bonnybridge Substation from 275 to 400kV, known as the 'ZG Route';
 - ZD Route - installation of two new towers as part of reconfiguration of connections to Denny North Substation
 - The uprating of approximately 15km of an existing overhead line between Easterhouse and Newarthill Substations from 275 to 400kV, known as the 'XX Route'; and
 - The uprating of approximately 16km of an existing overhead line between Newarthill and Wishaw Substations from 275 to 400kV, known as the 'XR route'.
 - Ancillary Works:
 - The CB Route Removal – The removal of approximately 11km of an existing 132kV overhead line between Bonnybridge and Cumbernauld Substation, known as the 'CB Route'.
 - The AA Route Undergrounding – The undergrounding of two sections of the existing 132kV overhead line (known as 'AA route') between Bonnybridge and Bathgate, where it is crossed by the proposed new overhead line, known as the 'AA Route'.

¹ For this project, "uprating" refers to the removal and replacement of the existing conductors (wires) on the current towers to a different type of conductors due to the voltage change required on the overhead line. Additional work may be necessary on the existing towers themselves.

- Extensions to four existing substations are required as part of the Project. These substations are:
 - Denny North (the ‘Denny North Substation Works’);
 - Bonnybridge (the ‘Bonnybridge Substation Extension’);
 - Cumbernauld (the ‘Cumbernauld Substation Extension’);
 - Easterhouse substation internal works - Previously a small extension of the site was required to facilitate the installation of the new line Circuit Breaker. This requirement was removed during the detailed design process and will not be progressed. The works will be limited to internal works within the existing substation boundary. It has therefore been scoped out of the EIA; and
 - Newarthill Substation internal works – It is not anticipated that the works taking place at the substation will give rise to any significant environmental effects and therefore are scoped out of the EIA

Access

2.4.3 Access tracks will be required to provide access to different elements of the Project:

- **New Build Overhead Line:**
 - All existing and new temporary access tracks will be stone tracks (with the exception of any tracks within the Antonine Wall component of the Frontiers of the Roman Empire World Heritage Site (WHS) which will be trackway). These will be 4 metres wide (including construction areas) and will extend to 6 metres wide at bends. Where possible, it is proposed that existing non-public roads and tracks are utilised. Upgrade works to these existing tracks will be undertaken to ensure they are suitable. Where there are no existing access tracks, new tracks will be constructed in accordance with good practice working methods. Any modifications to existing access tracks and new access tracks are temporary and will be reinstated to previous condition following the completion of construction works.
 - Stone tracks are preferred as they are designed to accommodate heavy plant loads required for the construction works and are suitable in a variety of ground conditions. On completion of the construction works the stone is removed and the original ground material is reinstated.
- **Upgraded Overhead Lines:**
 - All existing and new temporary access tracks for the Upgraded Overhead Lines will be trackway. These will utilise a plastic trackway laid on the existing ground with no soil stripping required. These access tracks will be approximately 4 metres wide (including construction areas).
- **CB Route Removal and the AA Route Undergrounding:**
- All existing and new temporary access tracks for the CB Route Removal will be stone and approximately 4 metres wide (including construction areas). Where possible, these works will share access with the New Build Overhead Line due to their close proximity.

- Access to all Denny North Substation, Bonnybridge Substation, Newarthill Substation and Wishaw Substation will be gained via the exiting access routes.

2.4.4 Substation Works

2.4.5 Works are required to five existing substations as part of the Project:

- **Cumbernauld Substation Extension:** Works at Cumbernauld Substation are required due to the removal of the CB route and the need to connect in the New Build Overhead Line therefore requiring an extension to Cumbernauld due to an increase in operating voltage.
- **Denny North Substation Works:** Works at Denny North Substation are required due to the uprating of the existing ZG Route. These comprise works at the northern side of the existing substation including the installation of a new bay containing air insulated switchgear and an overhead line gantry tower.
- **Bonnybridge Substation Extension:** Works at Bonnybridge Substation are required due to the uprating of the existing ZG Route as well as the New Build Overhead Line. These comprise the installation of 400kV equipment on five of the substation bays, installation of 33kV equipment on two of the substation bays, removal of existing electrical equipment including busbars, circuit breakers, inter-bus transformers and shunt reactors, and the construction of a new 400kV control building.
- **Newarthill Substation internal works:** Works at Newarthill are required due to the uprating of the existing XX Route and XR Route. These comprise works to replace the 275kV equipment including air insulated switchgear. These works are relatively minor and have been scoped out of the EIA.
- **Wishaw Substation:** Works at Wishaw Substation are required due to the uprating of the existing XR route. These include an extension of the existing substation platform and associated security fencing as well as installation of three new bays containing gas insulated switchgear and circuit breaker.

Drainage

- 2.4.6 The existing drainage systems at Denny North Substation, Bonnybridge Substation, Newarthill Substation and Wishaw Substation are suitable and will be reviewed modified as necessary. The condition of the existing culverts other drainage infrastructure will be inspected by the contractor. These will be extended if required if they are deemed to be in acceptable condition, or replaced if unacceptable.

Health and Safety

- 2.4.7 Health and safety are of primary importance to the Applicant, with commitment from the highest levels. In the construction and operation of the Project, the Applicant will take account of the health and safety of all those who could potentially be affected, including construction workers, the Applicant's company operatives and the public.

Operations and Maintenance

- 2.4.8 The New Build Overhead Line will require minimal maintenance. The condition of tower steelwork and foundations will be monitored regularly. Towers which have deteriorated significantly may be dismantled carefully and replaced. Any vegetation within proximity to

the New Build Overhead Line and the Upgraded Overhead Lines will also be monitored to ensure it does not impact on safety clearances.

2.5 How will the Project be Constructed?

2.5.1 The process includes:

- **Enabling Works:** Enabling works are required such as the establishment of temporary construction compounds, bellmouths (openings to the Site), access tracks and drainage works. If required, any necessary ground investigation works or surveys will also be undertaken.
- **Temporary Construction Compounds:** Areas will be set up to store equipment and provide facilities for workers;
- **Access Tracks and Road Improvements:** Temporary tracks and road adjustments will be made to allow safe access to construction sites;
- **Tower Foundations and Construction:** Foundations will be installed to support the new towers, which will then be built to carry the overhead lines;
- **Conductor Stringing:** Conductors (the wires that carry electricity) will be strung between towers, with temporary scaffolding used where necessary;
- **Commissioning:** The new overhead line will be tested and activated to ensure it operates correctly;
- **Removal of Redundant Equipment:** Old towers, conductors, and other equipment will be safely dismantled and removed; and
- **Reinstatement of Temporary Areas:** Once construction is complete, temporary work areas will be removed, and the land will be restored.

Cumbernauld Substation Extension

Construction would include the removal of the two existing 132kV/33kV transformers. These would be replaced with two new 275kV/33kV Super Grid Transformers

2.5.2 The process includes:

- Site Mobilisation;
- Groundworks and platform construction;
- Civil works;
- Control building construction;
- Super Grid Transformer No 1 installation;
- Telecommunications works;
- Pre-commissioning of equipment;
- Decommissioning of existing equipment;
- Demolition works;

- Decommissioning of existing equipment;
- Protection and control works;
- Super Grid Transformer No 2 installation;
- Civil works;
- Commissioning of Super Grid transformer No 2; and
- Final demobilisation.

Construction Programme and Working Methods

- 2.5.3 Subject to gaining consent, construction works would be expected to start in January 2027 and be functionally completed by the end of 2030. Certain advance works may take place in advance of the main construction period.
- 2.5.4 The construction schedule would be developed as the Project progresses and would take account of seasonal constraints such as protected species breeding or hibernation seasons and reducing impacts associated with flood zones.
- 2.5.5 Construction working hours would take place during daytime hours generally outlined in Table 2-2.1 below.

Table 2-2.1: Construction Hours of Work

	March to September	October to February
Monday to Friday	08:00 – 19:00	08:00 – 19:00
Saturday	08:00 – 13:00	08:00 – 13:00

- 2.5.6 No work outside of this time would take place unless otherwise approved by Falkirk and/or North Lanarkshire Councils. Weekend working will be proposed to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

Construction and Environmental Management Plan

- 2.5.7 Adherence to a Construction and Environmental Management Plan (CEMP) will ensure that any likely environmental effects associated with the Project are minimised during the construction period and that all environmental legislation is complied with. The CEMP also provides information on the overarching environmental principles and procedures which will be adhered to throughout the course of the works, including requirements relating to:
- Traffic management and access;
 - Protection of water resources;
 - Management of noise;
 - Waste management;
 - Ecological protection; and
 - Protection of archaeology and heritage.

Community Liaison

- 2.5.8 The Applicant and the appointed contractors will maintain close liaison with local community representatives, landowners and statutory consultees throughout the construction period. This is likely to include circulation of information about ongoing activities, particularly those that could potentially cause disturbance. A telephone number will be provided to contact persons with appropriate authority to respond to calls and seek to resolve any problems which may arise.

3. Results of the Environmental Impact Assessment

3.1 Scope of the EIA

- 3.1.1 A request for an EIA Scoping Opinion was submitted to the ECU on the 13 June 2025 (reference ECU00006196). The EIA Scoping Report provided a description of the Project which includes the Design Evolution.
- 3.1.2 An adopted Scoping opinion was received from the ECU on 07 October 2025. The scope of the EIA for the Project is summarised in Table 3-1.

Table 3-1 Scope of the EIA

Aspects scoped in	Aspects scoped out
Landscape and Visual	Ground Conditions (operation only)
Cultural Heritage	Traffic and Movement (operation only)
Biodiversity	Socio-economics and Recreation (operation only)
Water Environment	Major Accidents and Disasters
Ground Conditions (construction only)	Human Health
Traffic and Movement (construction only)	Air Quality
Noise and Vibration	Climate Change
Socio-economics and Recreation (construction only)	Materials and Waste
Forestry	

3.2 Results of the EIA

Landscape and Visual

- 3.2.1 The Landscape and Visual Impact Assessment (LVIA) considered the likely effects on landscape character and visual amenity that are likely to arise from the construction and operational phases of the Project. It was informed by a desk study, computer generated visibility maps and site visits to the Project and its surroundings.
- 3.2.2 This Landscape and Visual chapter considered the New Build Overhead Line, including the associated removal of the existing 132kV CB Route, the undergrounding of sections of the existing 132kV AA Route, and the connections into Bonnybridge and Cumbernauld Substations, as well as the Distribution Line Diversion Works. Other elements of the wider Project, including the uprating of the existing ZG, XX and XR overhead line routes and works at Denny North and Wishaw Substations, have been scoped out of the LVIA at the outset, in accordance with the Scoping Report, on the basis that they are not anticipated to give rise to

likely significant landscape and visual effects due to their limited, localised, temporary or contextually contained nature.

- 3.2.3 The landscape assessment considered the effect of the Project on the physical features and character of the land. The Project would extend the influence of electrical infrastructure, specifically through the construction of the New Build Overhead Line and Bonnybridge Substation extension and would result in significant effects for two Landscape Character Types (LCT) (Lowland Plateaux – Central (LCT 151) and the Lowland River Valleys – Central (LCT 152). No significant effects on landscape character are anticipated during operation.
- 3.2.4 The visual assessment considered impacts on views and visual amenity from 13 representative locations. These locations were selected to represent key views experienced by residents, road users, and people engaged in recreation, such as visitors to the Falkirk Wheel, the Antonine Wall and Palacerigg Country Park.
- 3.2.5 As part of the assessment, an Outline Landscape Mitigation Plan was developed, focusing on Bonnybridge Substation Extension. This plan includes new hedgerows, shrub planting, and woodland to provide screening, as well as the creation of species-diverse meadows. These measures were designed collaboratively with ecology and heritage specialists to ensure the planting integrates with the existing environment. It was not considered necessary to produce a landscape mitigation plan for the remainder of the proposed development. The New Build Overhead Line was routed to integrate with the existing woodland and landform, while the works at the Wishaw Substation would involve only localised vegetation removal, making landscape mitigation unnecessary.
- 3.2.6 The assessment concluded that the Project would result in some significant effects. During construction, five of the 13 viewpoints (Viewpoint 1 (A803 Falkirk Road), Viewpoint 4 (Rough Castle Roman Fort), Viewpoint 5 (Core Path off Beam Road), Viewpoint 12 (Brackenhirst Road) and Viewpoint 13 (Alnwick Crescent, Golfhill, Glenmavis) would experience significant adverse effects due to the scale of activity and movement. Once operational, most of these effects would reduce and would not be significant. However, significant visual effects are predicted to persist at Viewpoint 1 (A803 Falkirk Road) and Viewpoint 12 (Brackenhirst Road) through to year 15 of operation. While mitigation planting will mature over time to soften the appearance of the substation, the permanent presence of the new towers and overhead lines in these specific views will remain significant.

Cultural Heritage

- 3.2.7 The cultural heritage assessment considered the likely effects of the Project on archaeological and heritage resources, including designated assets such as the Antonine Wall (part of the Frontiers of the Roman Empire World Heritage Site), scheduled monuments, listed buildings, and registered battlefields. The assessment also accounted for non-designated assets recorded in national databases and the potential for previously unrecorded archaeology. Consideration was given to the potential for impacts on the setting of numerous assets, including the Forth and Clyde Canal, Rough Castle, and various listed buildings like Bonnyside House and Wester Moffat House. Due to factors such as intervening topography, existing vegetation, and the presence of existing electrical infrastructure, the assessment determined that the introduction of new or upgraded lines would not result in significant setting effects for the majority of these assets.

- 3.2.8 Consideration was also given to the archaeological potential of the area in which the Project is located and the possibility of uncovering unknown features during ground-breaking works. While the potential for discovering new prehistoric, medieval, or post-medieval remains, this is generally considered to be low to negligible. There is a high potential for Roman remains in the vicinity of the Antonine Wall corridor. To address this, a mitigation strategy has been developed, which includes evaluation trenching in specific areas, archaeological monitoring (under an Archaeological Clerk of Works) during construction, and the use of protective fencing around known assets. For works within or near scheduled monuments, Scheduled Monument Consent will be obtained, and specific mitigation will be agreed upon with Historic Environment Scotland.
- 3.2.9 The assessment concluded that, with the implementation of the proposed mitigation measures, no likely significant effects on cultural heritage or archaeological resources would occur as a result of the construction and operation of the Project.
- 3.2.10 A Heritage Impact Assessment conducted in line with United Nations Educational, Scientific and Cultural Organization ('UNESCO') Guidance concluded that the introduction of a new Overhead Line (i.e. the New Build Overhead Line) would result in a 'Minor Negative Impact' on the WHS, while the decommissioning of the CB Route and the SPD works would result in a 'Moderate Positive Impact'.

Biodiversity

- 3.2.11 The biodiversity assessment considered the likely effects of the Project on habitats and protected species, as well as sites designated for ecological purposes. The assessment was informed by a combination of desk studies and comprehensive site surveys to identify the habitats which are present within the Site and surrounding area and the protected species which may be using it.
- 3.2.12 The assessment identified several internationally and nationally protected areas near the Site. The Slamannan Plateau Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI), designated for its migratory taiga bean goose population, overlaps with the Works in a single location. The Firth of Forth SPA and Ramsar site, designated for its wintering waterfowl, is also within the potential range of impacts. The assessment concluded that the Project would not result in any significant effects on the integrity of these international sites. While minor temporary disturbance to foraging geese may occur during construction, the implementation of Bird Flight Diverters on overhead lines will reduce the risk of collision. Additionally, numerous Local Nature Conservation Sites and Ancient Woodland parcels were identified.
- 3.2.13 Habitat surveys confirmed that while the survey area included large expanses of agricultural land and improved grassland with low ecological value, it also contains notable habitats such as Lowland Mixed Deciduous Woodland, Wet Woodland, and degraded Blanket and Raised Bogs. The majority of permanent habitat loss is restricted to the small footprints of new towers and the New Build Overhead Line wayleave corridor while other impacts, such as vegetation clearance for access tracks and temporary compounds, are temporary and reversible. In some areas, such as Cullochrigg Site for Nature Conservation, the removal of birch trees from degraded bog could have a long-term positive effect by reducing the drying out of peatland. Two likely significant effects at County level were identified after mitigation from the New Build Overhead Line:

- Loss of Ancient Woodland Inventory ASNW (Significant at County level); and,
- Loss of Ancient Woodland Inventory LEPO (Significant at County level).

3.2.14 Desk and field surveys identified a range of protected species using the Site, including:

- Bats: The assessment identified a significant potential impact regarding the loss of and disturbance to bat roosts within trees slated for felling. However, with additional mitigation, including further surveys and the provision of bat boxes, this effect is reduced and would not be significant;
- Other Mammals: Evidence of otter activity was found on major watercourses, and badger setts were recorded throughout the area. Works are designed to maintain distance from these features, and any required disturbance will be managed under specific licenses from NatureScot; and
- Great crested newt: A meta-population of great crested newts was identified in the wider Drum Wildlife Site area. Impacts are largely limited to temporary habitat fragmentation, which is expected to resolve once construction is complete and habitats are restored.

3.2.15 The assessment concluded that with the proposed mitigation, significant effects at a site/local level may occur on protected species. However, these effects are not deemed significant in EIA terms. Mitigation measures include employment of an Ecological Clerk of Works to monitor construction, pre-construction surveys, adherence to a CEMP, standard nesting bird mitigation including restricting vegetation clearance during the breeding season and installation of species specific boxes (bat, bird, red squirrel and pine marten) to compensate for woodland loss.

3.2.16 The Applicant is committed to delivering a Biodiversity Net Gain of at least 10% across the project. Opportunities for enhancement are likely to include planting species-rich hedgerows and using native species in all landscaping to strengthen local nature networks.

Water Environment

3.2.17 The water environment assessment considered the likely effects of the Project on surface water, groundwater, and flood risk during the construction and operation phases. This evaluation included the water quality of surface water features, the physical structure of watercourses (hydromorphology), water resources, flood risk, drainage and the quality and levels of groundwater. The assessment was informed by a detailed desk study of data including from the Scottish Environment Protection Agency (SEPA), the Met Office, and British Geological Survey (BGS) records, as well as a site walkover survey conducted in September 2025 to identify flow pathways and characterise local water features.

3.2.18 The study area features three major catchments: the Forth Estuary, River Carron, and River Clyde. The underlying geology consists of two main bedrock aquifers, the Scottish Coal Measures and the Clackmannan Group, which are both used for industrial water abstractions and support local ecosystems. While some waterbodies like the Forth and Clyde Canal have "good" status, many rivers in the area are currently classified by SEPA as having "poor" overall status due to historical physical modifications and barriers to fish migration. Baseline flood risk analysis for the substation extensions indicates they are generally located in areas of low flood risk, though localised surface water ponding was identified near some sites as per Volume 3, Appendix 9.4.

- 3.2.19 Potential construction impacts were evaluated focusing on risks such as sediment-laden runoff from earthworks and accidental chemical spillages from construction machinery. Initial assessments identified the potential for likely significant effects for two small watercourses due to their proximity to new tower foundations, and a groundwater abstraction where dewatering could temporarily alter water availability. However, the assessment concluded that these risks would be managed through standard construction practices, including a CEMP and a Water Management Plan (WMP), and additional measures such as micro-siting towers further from banks and performing regular water quality monitoring.
- 3.2.20 For the operational phase, the assessment focused on maintaining groundwater flow and managing surface water runoff from the expanded substation platforms. Sustainable Drainage Systems, such as filter drains, swales, and attenuation ponds, have been integrated into the design to treat runoff and remove pollutants before they reach natural watercourses. These systems are designed to ensure that water is released at or below existing "greenfield" rates, which may provide a slight beneficial effect by reducing downstream flood risk in some areas.
- 3.2.21 The assessment concluded that, with the application of embedded design features, standard mitigation, the Project would not result in any likely significant adverse effects on the water environment.

Ground Conditions

- 3.2.22 The ground conditions assessment considered the likely significant effects associated with the construction of the Project on geology including the disturbance of potentially contaminated areas and impacts to receptors including human health, water environment, ecological sites, soils and peatland, the risk of potential subsidence in areas of historic coal mining and the risk of loss of coal and other mineral resources. No or limited contact with or disturbance of soils will be required during the operational phase and therefore this element was scoped out.
- 3.2.23 The assessment confirmed that there are no designated sites of geological interest within or in the immediate vicinity of the Project. While the Project crosses areas with historical coal, sand, and gravel resources, the impact on these mineral resources was found to be not significant because the small footprint of the towers would not prevent future extraction of the surrounding materials.
- 3.2.24 Habitat and soil surveys confirmed that the area is dominated by Glacial Till, but identified several localised areas of carbon-rich soils and peat, including Class 1 peatlands of high conservation value near Fannyside Muir and Old Shields. To minimise impacts, the design incorporates careful micro-siting to avoid deep peat (>1.0m) and Class 1 areas wherever feasible. A detailed Peat Management Plan will be developed following peat probing surveys to ensure any excavated peat is handled correctly and reused for ground reinstatement.
- 3.2.25 The assessment identified potential sources of historical contamination near the Project, including former collieries, refuse tips, quarries, and industrial works. Receptors that could be affected by the disturbance of these areas include construction workers, adjacent residents, and the water environment (such as bedrock and shallow aquifers). However, the risk of significant effects is generally considered low, as any identified contaminated ground

will be avoided where possible or managed through specific remediation strategies to protect human health and the environment.

- 3.2.26 Large portions of the Project are located within Coal Mining Reporting Areas, where historical underground and surface mining have left a legacy of mine entries and shallow workings. These features pose a potential risk of ground subsidence. To address this, Mining Risk Assessments will be conducted for high-risk sections prior to construction to determine if localised ground treatment, such as infill grouting, is required to stabilise the foundations of the new towers.
- 3.2.27 Mitigation measures include targeted ground investigations to validate site conditions and inform detailed foundation design, adherence to a CEMP to control dust, manage excavated materials and establish procedures for unexpected contamination, production of a Pollution Prevention Plan, use of well-maintained plant and equipment, designated areas for refuelling and storage, spill response kits, provision of Personal Protective Equipment (PPE), preparation of health and safety plans and the monitoring of confined spaces for potential ground gas accumulations. Specific mitigation measures may be required for treating contamination if unacceptable risks are identified and if routing through these areas is unavoidable. This will be confirmed during ground investigation. Any remediation works would be expected to result in the enhancement of the local environment.
- 3.2.28 Given that peat may be disturbed or excavated as part of the Project, a Peat Management Plan would be required to be developed. Additionally, it is therefore likely that a Peat Landslide Hazard Risk Assessment (PLHRA) will be required for the Project. However, as peat probing is currently ongoing for the Project with peat depths yet to be estimated throughout the areas where peat is recorded, it is not yet possible to conduct a PLHRA. As such, on completion of the peat probing survey the peat depth results will be reviewed alongside topographic data for the Project to identify whether a PLHRA is required, based on the Peat Landslide and Hazard Risk Assessment as per the Scottish Government (2017) guidance. Where a PLHRA is required, this document will be produced to support the planning application and this chapter updated to take account of this. Where a PLHRA is not required, Volume 1, Chapter 10 and this NTS will be updated to justify why a PLHRA is not considered required.
- 3.2.29 Following the implementation of mitigation measures identified above no significant effects are reported, and therefore no additional mitigation, compensation and enhancement measures beyond those described are anticipated to be required for ground conditions the construction phase.

Traffic and Movement

- 3.2.30 The traffic and movement assessment considered the likely effects of the Project on traffic and movement during the construction phase. The study focused on key transport routes intersecting the Site and included major trunk roads across Falkirk and North Lanarkshire such as the M80 (Glasgow to Perth), the M8 (Glasgow to Edinburgh), and the M73/M74 (south from Glasgow). Additionally, several A roads, including the A9, A883, A803, A73, A752, and A71, are part of the network. The operational phase was not assessed, as traffic levels during operation are expected to be minimal.

- 3.2.31 Traffic surveys carried out in 2025 provided baseline data for the study area roads, including vehicle flows, speeds, and accident rates. Construction traffic forecasts were derived from the Construction Traffic Management Plan (CTMP), which outlines vehicle movements, routes, and mitigation measures. The assessment followed IEMA guidelines considered potential impacts such as severance of communities, fear and intimidation, road safety, delays for drivers and pedestrians.
- 3.2.32 The assessment found that only a small number of roads would experience enough construction traffic to require detailed assessment. Even on these roads, traffic increases were generally very small, typically between 0% and 7% for total daily traffic, with some higher percentage changes occurring only on very low-flow rural roads. As a result, the likely effects on community severance, pedestrian and cyclist amenity, fear and intimidation, road safety, and driver delay were found to be not significant. No increase in predicted accidents was identified for any road. Construction traffic will also include occasional deliveries of fuel or plant, but these movements are routine and will comply with national regulations. There will be a requirement for the movement of abnormal loads (associated with the movement of transformer and control building components) during the construction phase. Details regarding the transportation of any abnormal loads to Site will be confirmed once a contractor is in place.
- 3.2.33 Mitigation measures embedded in the CTMP will ensure that construction traffic is managed safely and efficiently. These include clearly defined routes for construction vehicles, maintaining safe speeds, prioritising the use main roads, and minimising disruption to local traffic by avoiding peak travel times. Road cleaning, wheel washing, and liaison with local communities and emergency services will further minimise disruption or impact to road users. The CTMP also includes mitigations for safely transporting hazardous materials, such as fuel.
- 3.2.34 With these mitigation measures implemented, construction traffic is not expected to cause noticeable disruption to local roads, communities, walkers, cyclists, or other road users. The overall impact of construction traffic will not be significant.

Noise and Vibration

- 3.2.35 The noise and vibration assessment considered the potential noise effects generated by the construction and operation of the Project, including overhead line works and substation elements. This was informed by desk studies and site surveys to measure existing background noise levels at various locations along the Project. These measurements provided a baseline against which to assess potential impacts.
- 3.2.36 The nearest noise-sensitive receptors (NSRs) vary across the Project. Along the New Build Overhead Line route, NSRs include residential properties, as well as community facilities such as schools, hospitals and care homes, typically located within predominantly rural and agricultural settings where background noise levels are low and generally free from continuous industrial sound. For the substation sites, the nearest NSRs primarily comprise residential properties in the immediate vicinity of the Site boundaries. Noise measurements for substations were undertaken at representative locations selected to reflect external amenity conditions at nearby receptors, indicating a variable but generally typical background sound environment.

- 3.2.37 Construction noise and vibration was assessed for activities including the building of access tracks, tower foundation installation, and substation upgrades. The assessment concluded that while most activities will result in non-significant effects, some short-term significant effects are likely for receptors located very close to specific works, such as bellmouth construction, access arrangements, the dismantling of existing lines and works at the substations. Construction vibration from compaction equipment is also predicted to have a significant effect at a small number of receptors. However, these impacts will be minimised through the implementation of a CEMP, which includes using "Best Practicable Means," fitting machinery with silencers, use of noise barriers and maintaining a community liaison program.
- 3.2.38 Operational noise modelling was undertaken for the New Build Overhead Line and upgraded overhead lines and the upgraded substations (predominantly transformers and other electrical equipment). To mitigate potential impacts, embedded design measures such as surface-treating conductors and using specialised conductors in sensitive areas have been included to reduce audible noise.
- 3.2.39 Overall, the assessment concluded that while some short-duration significant effects may occur during specific construction tasks, no significant long-term noise or vibration impacts are anticipated during the operation of the Project.

Socio-economics and Recreation

- 3.2.40 The socio-economics and recreation assessment considers potential impacts on the local economy, including employment and training, as well as effects on land use, community assets, core paths, and human health. This was informed by desk studies, consultation with stakeholders i.e. North Lanarkshire Council and the British Horse Society, and data from the Scottish Census and national health surveys. Sensitive receptors identified include local residents, business owners, and users of the 53 core paths that intersect the site.
- 3.2.41 Baseline data of Falkirk and North Lanarkshire reveals a population with slightly lower economic activity and self-reported health levels compared to the Scottish average. The region is moderately deprived. Additionally, the local economy has a higher reliance on industrial and construction-based employment (9.3%) compared to the Scottish average (7.3%).
- 3.2.42 Construction effects were assessed regarding the potential for disruption to recreational routes, temporary land take for tower working areas, and changes in local amenity. The assessment estimates that the Project will support an average of 205 direct gross construction jobs per day, contributing approximately £10.1m to the national economy in Gross Value Added. While construction will temporarily disrupt access to core paths and require temporary access tracks, these impacts will be managed through a CEMP and are concluded to be not significant. The operational phase effects are minimal due to the limited operational works associated with the Project.
- 3.2.43 The assessment concluded that, overall, the effects on socio-economics and recreation would not be significant. While the Project resulted in adverse impacts during construction due to temporary land use and path diversions, it also provides beneficial effects through the generation of local employment and the provision of training and apprenticeship opportunities, however, these are not significant.

Forestry

- 3.2.44 The forestry assessment considered the likely effects of the Project on commercial and non-commercial woodland during the construction and operational phases. The assessment was informed by a desk studies using national woodland datasets and mapping, as well as a walkover survey undertaken in June 2025 to identify tree species, heights and overall condition of forestry units.
- 3.2.45 A full arboricultural survey had been scoped out. No adverse effects of access routes within forestry areas have been identified and the opportunities created by improved access for woodland operations are not considered a significant positive effect.
- 3.2.46 The study area contains several highly sensitive receptors, including Ancient Semi-Natural Woodland, Long Established Woodland of Plantation Origin and native woodlands. These areas are prioritised for protection due to their ecological and cultural value. The assessment also established a baseline which measures the ability of remaining trees to withstand wind once a new forest edge has been created by felling.
- 3.2.47 During construction, the primary impact is the removal of trees to create a safe 80m wide clearance corridor for the overhead line. Beyond this corridor, "extended management felling" may be necessary in specific locations where the remaining trees would otherwise be at high risk of being blown over. While the Project includes upgrades to existing forestry tracks, these are considered standard management practices and are not expected to result in significant effects on woodland structure.
- 3.2.48 Once the Project is operational, the focus shifts to ongoing vegetation management within the wayleave corridor. Future baseline monitoring will involve regular surveys to identify and manage any trees that could eventually grow tall enough to interfere with the infrastructure or present a risk of failure. These routine activities reflect standard utility practices and are not expected to result in additional significant environmental impacts.
- 3.2.49 The assessment concluded that while most impacts would not result in significant effects, some significant effects would occur due to the removal of 6.4 hectares of semi-natural woodland classified as Long-Established Plantation Woodland and 0.4 hectares of Ancient Semi-Natural Woodland. Several other woodland areas would also experience significant effects. To mitigate these losses, a Compensatory Planting Plan will be implemented to create new woodland off-site, ensuring no permanent net loss of forest area. With this mitigation and the use of a CEMP, no residual significant effects during the operation of the Project following the implementation of the Compensatory Planting plan. There will be temporary significant effects during construction prior to the creation of new woodland.
- 3.2.50 At each location consideration was given to whether trees needed to be cut down (termed Extended Management Felling) beyond the planned 80m wide felling corridor for the New Build Overhead Line. This approach follows good forestry practice. Extended Management Felling is recommended where leaving a new edge of trees would make the remaining trees more likely to be blow over by the wind, subject to landowner agreement. Replanting can take place in the same place and there is no residual effect.
- 3.2.51 Forests offer many benefits, such as supporting wildlife, helping manage water and landscape benefits which are covered in other parts of the EIA Report. No significant cumulative effects have been identified.

- 3.2.52 Off-site planting will be required to compensate for any forest removal. A separate Compensatory Planting Plan will be developed separately from this EIA Report with the details of where and how planting will occur. The area of land for which compensatory planting is proposed will be addressed and agreed with the relevant authority.

Cumulative Effects

- 3.2.53 Intra-project effects are the combined residual effects arising as a result of the Project upon a single receptor or resource i.e. where a local resident is affected by dust, noise and a loss of visual amenity, with the result being a greater nuisance than each individual effect alone. Inter-project effects are the combined residual effects of the Project with other reasonably foreseeable relevant developments which may not, on an individual basis result in significant effects but, together (i.e. cumulatively), have a significant effect.

Intra-project Effects

- 3.2.54 Road infrastructure, local residents, businesses and users of community facilities and Ancient Woodland Inventory (AWI): Long-established plantation origin (LEPO) were the only three receptors identified as having potential for intra-project effects to occur.
- 3.2.55 The intra-project cumulative effect on road infrastructure is anticipated to be not significant. Construction activities could result in changes to flood response from site runoff and changes to surface water flow paths or flow magnitude as a result of new infrastructure. The associated construction traffic could also have impact on severance of communities; fear and intimidation of and by road users; road users and pedestrian safety; non-motorised user delay and amenity; transportation of hazardous/large loads; and traffic noise. However, with the implementation of standard and embedded mitigation measures, these combined effects are expected to be controlled such that no significant intra-project cumulative impact arises. No intra-project cumulative effects are anticipated during the operational stage as only the Water Environment reports operational effects against road infrastructure.
- 3.2.56 For local residents, businesses and users of community facilities there is potential for significant intra-project cumulative effects to occur. For local residents, businesses and users of community facilities in close proximity to the construction works associated with the New Build Overhead Line, CB Route Removal, AA Route Undergrounding, Bonnybridge Substation and Cumbernauld Substation Extension significant amenity, construction noise and vibration and visual effects have been identified. These effects are expected to result in a significant temporary intra-project cumulative effect for local residents, businesses and users of community facilities. For local residents, businesses and users of community facilities in close proximity to the construction works associated with the New Build Overhead Line, uprating works and AA Route undergrounding significant noise and vibration effects have been identified. Although they would experience significant effects, significant intra-project cumulative effects are not anticipated. The intra-project operational cumulative effect on local residents, businesses and users of community facilities is anticipated to be not significant. Although those near VP1, VP5 and VP12 could experience significant visual effects during operation, significant intra-project cumulative effects are not anticipated.
- 3.2.57 The intra-project cumulative effect on AWI: LEPO is anticipated to be not significant. Areas designated as LEPO by the AWI will need to be permanently removed to facilitate the construction of the Project. The same area of LEPO lost is reported in both Chapter 7:

Biodiversity and Chapter 14: Forestry, with only a small portion qualifying as SBL Priority habitat. The rest of the impacted area noted as mainly poor. Although AWI: LEPO would experience significant effects, as the same areas is impacted, significant intra-project cumulative effects are not anticipated.

Inter-project Effects

- 3.2.58 Thirty-two other developments, which primarily included residential developments and energy infrastructure, were considered in the inter-project effects assessment. While most technical topics including Landscape and Visual, Cultural Heritage, Biodiversity, Water Environment and Ground Conditions predict no significant cumulative impacts due to existing screening, previous ground disturbances, or standard mitigation. Traffic and Transport identified potential for significant cumulative effects during the construction phase due increased traffic levels. Socio-economics and Recreation findings indicate minor beneficial cumulative effects for human health during construction, though these are not classified as significant.

Matters scoped out of the EIA Report

- 3.2.59 As noted in Table 3-1, a number of matters were scoped out of the EIA entirely, however, information relating to these is included in the EIA Report (Chapter 15) for completeness and summarised below:

Major Accidents and Disasters

- 3.2.60 Consideration has been given to the vulnerability of the Project to a major accident or disaster, as well as the potential for the Project to cause a major accident. With the exception of flood risk, which is considered within a separate Flood Risk Assessment, the Project is not located in an area in which natural disasters or extreme weather events such as earthquakes or wildfires are likely to impact it. As a result the Project is not considered to be vulnerable to major accidents or disasters and unlikely to result in significant environmental effects. While the Project site intersects with multiple major accident hazard pipelines, as requested by the Health and Safety Executive pipeline operators have been consulted to address protective measures. In areas of peat, we have considered peat instability risks and embedded mitigation; this does not alter our conclusion that the project unlikely to result in significant effects from major accidents and disasters.
- 3.2.61 The likely effects arising from major accidents or disasters for the Project arise from: power cuts and electricity outages; fire, collapse, explosion and falling ice; flooding (covered in Volume 1, Chapter 9 Water Environment); pollution of the water environment and peat landslide risk during construction. Peat instability can present as peat slides on steeper slopes and bog bursts on gentler slopes as detailed in Volume 1, Chapter 10 Ground Conditions and Volume 1, Chapter 15 Other Environmental Matters. Peat probing is being undertaken and if required a Peat Landslide Hazard Risk Assessment is required it will be submitted as an addendum to the EIA Report and planning application. Mitigation includes site investigations, siting to avoid deeper peat, floating temporary access roads where deeper peat is present, and compliance with the Scottish Government PLHRA guidance to reduce risks to as low as reasonably practicable. The Project is designed in accordance with the relevant standards and guidelines to ensure it can be safely operated and is unlikely to be a

cause of a major accident. Therefore, Major Accidents and Disasters has been scoped out of the EIA.

Human Health

- 3.2.62 The Project has been sited away from residential properties as far as possible reducing potential impacts on people including human health from the construction and operation of the Project. Potential impacts on human health as a result from construction activities, such as noise and dust are short-term and not likely to significantly affect people due to a combination of measures embedded into the design and construction of the Project and the distance from the Project to settlements or other community areas. Potential impacts on human health during the operation of the Project are limited to electric and magnetic fields and noise which is addressed in Volume 1, Chapter 12 Noise and Vibration. Electric and Magnetic Fields occur wherever electricity is used, particularly overhead lines. Health protection guidelines are in place to protect people from exposure to these fields. To prevent the project exceeding safe exposure limits the overhead lines will be set at a safe height of 7.7m above the ground. The Project would comply with UK Government Guidelines to ensure all overhead lines are safe for public exposure. With this in place, no significant effects are expected for Electric and Magnetic Fields and as such these have been scoped out of the EIA, with more details provided in Volume 3, Appendix 15.1 and Volume 1, Chapter 15. As such the topic of Human Health has been scoped out and no standalone human health impact assessment has been undertaken as part of this EIA Report.

Air Quality

- 3.2.63 The Project is not located in or close to an Air Quality Management Area and air quality is generally considered to be good. The nature of the Project is such that it does not result in emissions to air that are likely to reduce air quality. The Project has limited potential to impact air quality. There is a potential to some localised and temporary construction related impacts associated with dust, construction plant and traffic exhaust emissions, and nuisance. However these would be short-term, intermittent and unlikely to give rise to potentially significant effects and will be mitigated through good construction practices as set out in Volume 1, Chapter 17 Schedule of Mitigation of this EIA Report.

Climate Change

- 3.2.64 The Project is not considered likely to result in significant effects on climate change. While construction will generate some greenhouse gas emissions from vehicles and materials during construction, the Project will provide increased network capacity and will help connect more renewable energy, supporting long-term emission reductions. Where peat and carbon-rich soils are present, construction measures will be used to avoid disturbance and reuse materials responsibly. During operation, emissions are minimal and limited to occasional maintenance. The Project has also been designed to be resilient to future climate risks and the accompanying Flood Risk Assessments (Volume 3, Appendix 9.4) estimate the impacts of climate change on flood risk. It was concluded in Volume 1, Chapter 9 Water Environment that there are no likely significant effects as a result of flood risk. As such no significant effects on climate change are likely as a result of the Project and as such, this issue is scoped out of the EIA and no assessment of climate change has been undertaken as part of this EIA Report.

Materials and Waste

- 3.2.65 The Project will generate materials and wastes from activities like excavation, building foundations and setting up temporary works during construction. This will be managed through a Site Waste Management Plan as part of the CEMP, following the waste hierarchy to reduce, re-use and recycle as much as possible. Good practice on site such as the use of careful stockpile locations, covered and well-contained storage, dust and runoff controls, and short storage times and haul distance will be used. Any waste leaving the site will require to be moved by registered carriers to licenced facilities in line with Scottish Waste legislation, which is detailed in Volume 1, Chapter 15.
- 3.2.66 With best practice application of responsible sourcing methods, the waste hierarchy, implementation of Site Waste Management Plans and inclusion of targets that support the delivery of the Zero Waste Plan targets, the Project is not considered to result in significant effects on Materials and Waste and therefore it has been scoped out of the EIA Report.

4. Summary and Next Steps

4.1 Summary of EIA Results

The EIA Report of the Project has identified and assessed the likely significant effects which would result from its construction and operation. Through careful siting and including mitigation within the construction of the Project, the majority of likely significant environmental effects have been prevented, avoided or reduced. Even after the application of mitigation measures, some likely significant effects have been identified. These are limited to the likely effects on landscape and visual amenity, and noise and vibration, and traffic and movement (cumulative effects only).

Environmental Aspect	Construction Effects	Operational Effects
Landscape	Likely significant effects	No likely significant effects
Visual Amenity	Likely significant effects	Likely significant effects*
Cultural Landscape	No likely significant effects	No likely significant effects
Biodiversity	Likely significant effects**	No likely significant effects**
Water Environment	No likely significant effects	No likely significant effects
Ground Conditions	No likely significant effects	N/A, scoped out.
Traffic and Movement	No likely significant effects	N/A, scoped out.
Noise and Vibration	Likely significant effects	No likely significant effects
Socio-economics and Recreation	No likely significant effects	N/A, scoped out.
Forestry	Likely significant effects***	No likely significant effects
Cumulative Effects (intra-project)	No likely significant effects	No likely significant effects
Cumulative Effects (inter-project)	Significant effects (Traffic and Transport only) No likely significant effects (all other topics)	No likely significant effects

* Most effects would reduce to non-significant levels, however significant visual effects are predicted to persist at VP 1 (A803 Falkirk Road) and VP 12 (Brackenhirst Road) through to year 15 of operation.

** Some significant effects from the loss of AWI ANSW and the loss of AWI LEPO due to woodland removal to provide clearance for the New Build Overhead Line wayleave. This is a permanent, construction-phase impact.

*** Some significant effects due to the removal of semi natural woodland classified as LEPO and the change in land use as a result to provide clearance for the OHL wayleave.

4.2 Next Steps

- 4.2.1 The findings of the EIA will be considered by the ECU and North Lanarkshire Council as part of the decision to grant or refuse S37 consent and planning permission for the Project. As described within this NTS, one of the key aims of the EIA is to ensure that the likely significant environmental effects of the Project are known and understood so that these may be considered alongside other factors before deciding whether or not to grant S37 consent and planning permission. In considering the S37 consent planning application, the ECU North Lanarkshire Council will consult with a range of organisations including Nature Scot, Historic Environment Scotland and the SEPA as well as invite comments from the public, including the local community.