SP TRANSMISSION PLC

T ROUTE REBUILD PROJECT

STAGE TWO CONSULTATION PRESENTATION BOARDS

NOVEMBER 2022

P11571-00-001-0709-08

01 WELCOME

THIS CONSULTATION

Thank you for visiting the project website for the T Route Rebuild Project.

These information boards along with a copy of the Consultation Feedback Report and the Routeing and Consultation Document, including all technical appendices and figures to support the report, are available to download from the project website:

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

The Stage Two Consultation will run for 52 days between 25 November 2022 and 6 January 2023. All information will remain accessible on the project website after this date.

The purpose of this consultation is to:

- Review what was proposed in the Stage One Consultation;
- Explain any changes that were requested;
- Explain any changes that were implemented;
- View the proposed route;
- Explain the next steps and to provide feedback; and
- Identify any additional local issues or concerns that people wish to draw to our attention.

Photo 1: Tower T137A south of Gretna

02 INTRODUCTION

The Stage One Consultation ran between 11 July and 9 August 2022. It explained the purpose of the T Route Rebuild Project and the routeing process and showed a preferred route which was open to feedback from the local community.

The information boards from this first round of consultation are available to download from the project website:

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

As a result of feedback received from the Stage One Consultation, SP Transmission plc has considered alternative options for connecting to the AK Route north of Annan. A slightly revised route has been developed which, instead of connecting into tower AK008 west of the dismantled railway line, instead connects close to tower AK005 in the fields to the east of the railway line as shown in Figure 1.

The revised route will result in the dismantling and removal of an additional two steel lattice towers which will benefit views to the west of the dismantled railway line. The existing AK005 tower will be replaced by a new terminal steel lattice tower following construction of the replacement overhead line.

The new route which is the subject of this Stage Two Consultation is referred to as the 'proposed route'.

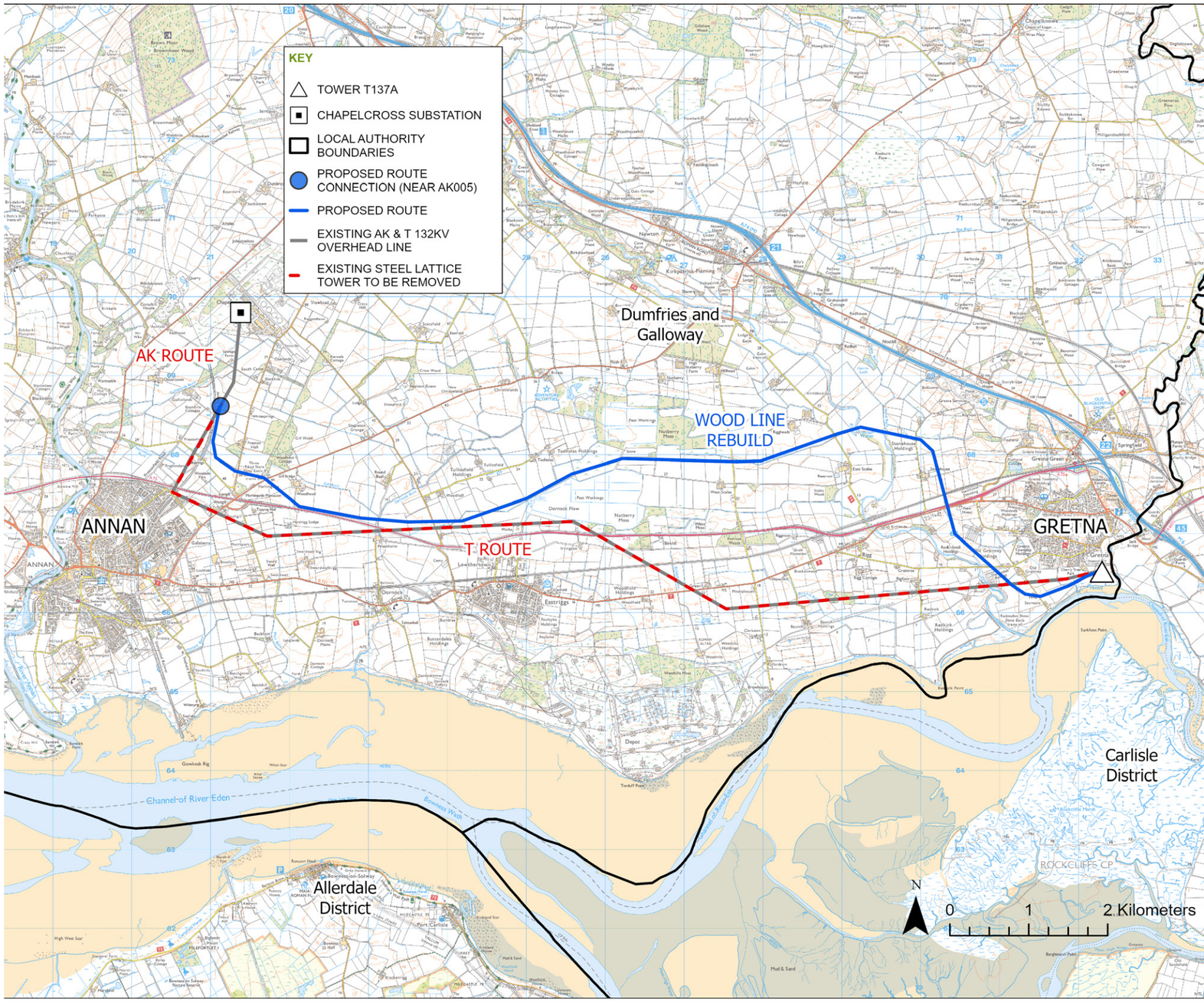


Figure 1: The existing AK and T Route Overhead Lines

03 STAGE ONE CONSULTATION

WHAT WAS PROPOSED AT STAGE ONE CONSULTATION?

Due to the age of the overhead line, SP Transmission plc needs to rebuild approximately 13.5km of the existing 132kV, steel tower connection (known as 'T Route'), which currently extends between 'AK Route' north of Annan to the shared license boundary with National Grid Energy Transmission (NGET) in the Solway Firth, south east of Gretna.

The scope of stage one of the pre-application consultation was to invite statutory and non-statutory consultees, the public and local communities to comment on the preferred route for the rebuild, alternative route options and raise any other issues. The preferred and alternative routes were described and illustrated in figures within the consultation. The optioneering process by which the preferred route was selected is explained in the Routeing and Consultation Document which was published at the time.

The responses received from the consultation process were considered in combination with the findings of the Routeing and Consultation Document which enabled SP Transmission plc to decide on the proposed route to be progressed to this round of consultation.

STAGE ONE CONSULTATION FEEDBACK

The number of public responses was very limited and related mainly to the construction phase. These concerns will be addressed through the provision of appropriate and agreed mitigation measures during construction. One respondent raised concerns the potential impact on mature trees at the western end of the route and suggested an alternative connection to tower AK005.

In response to this feedback, Transmission plc has identified six alternative route options at the western end of the route to reduce this potential environmental impact. These alternative options are described and appraised in the Consultation Feedback Report.

Photo 2: Existing steel towers on T Route

ABOUT SP TRANSMISSION PLC

SP TRANSMISSION PLC

Part of the ScottishPower Group of 'asset-owner' companies who hold the regulated assets and Electricity Transmission and Distribution Licenses of ScottishPower (SPT). SPT takes electricity generated from power stations, windfarms and various other utilities and transports it through the transmission network, which comprises over 4000km of overhead lines and 320km of underground cables. SPT also has 132 grid substations on the transmission network where the high voltage supply is reduced to a lower voltage for distribution to customers. SP Transmission plc operates, maintains and develops the transmission network and substations, ensuring homes and businesses in Southern and Central Scotland stay connected.

SP Transmission plc has a legal duty to keep its network up to date in order to safeguard electricity supplies.

04 CHANGES IMPLEMENTED

This consultation is focused around the western end of the route to the north of Annan. As noted in a feedback comment, the preferred route would result in the loss of mature trees and vegetation along the disused railway line near tower AK008. In looking at ways to reduce these impacts, SP Transmission plc has identified three route options (numbered 1a - 3a) connecting to tower AK005 and are shown in Figure 2. Each of these options has a sub-option (numbered 1b - 3b) which connects to tower AK004.

In accordance with SP Transmission plc's standard routeing methodology, these route options were comparatively appraised under the following topics:

- Length of route;
- Landscape and visual amenity;
- Biodiversity and geological conservation;
- Historic environment;
- Hydrology and soils; and
- Technical considerations.

Only landscape and visual amenity, and biodiversity and geological conservation were shown to be differentiators and were evaluated alongside technical considerations.

Following the appraisal, Option 1a was considered the best option which meets the routeing requirements and on balance, would cause the least disturbance to the environment and the people who live, work and enjoy recreation within it.

The full details for each route and the appraisal process are summarised in the Consultation Feedback Report as part of this Stage Two Consultation.

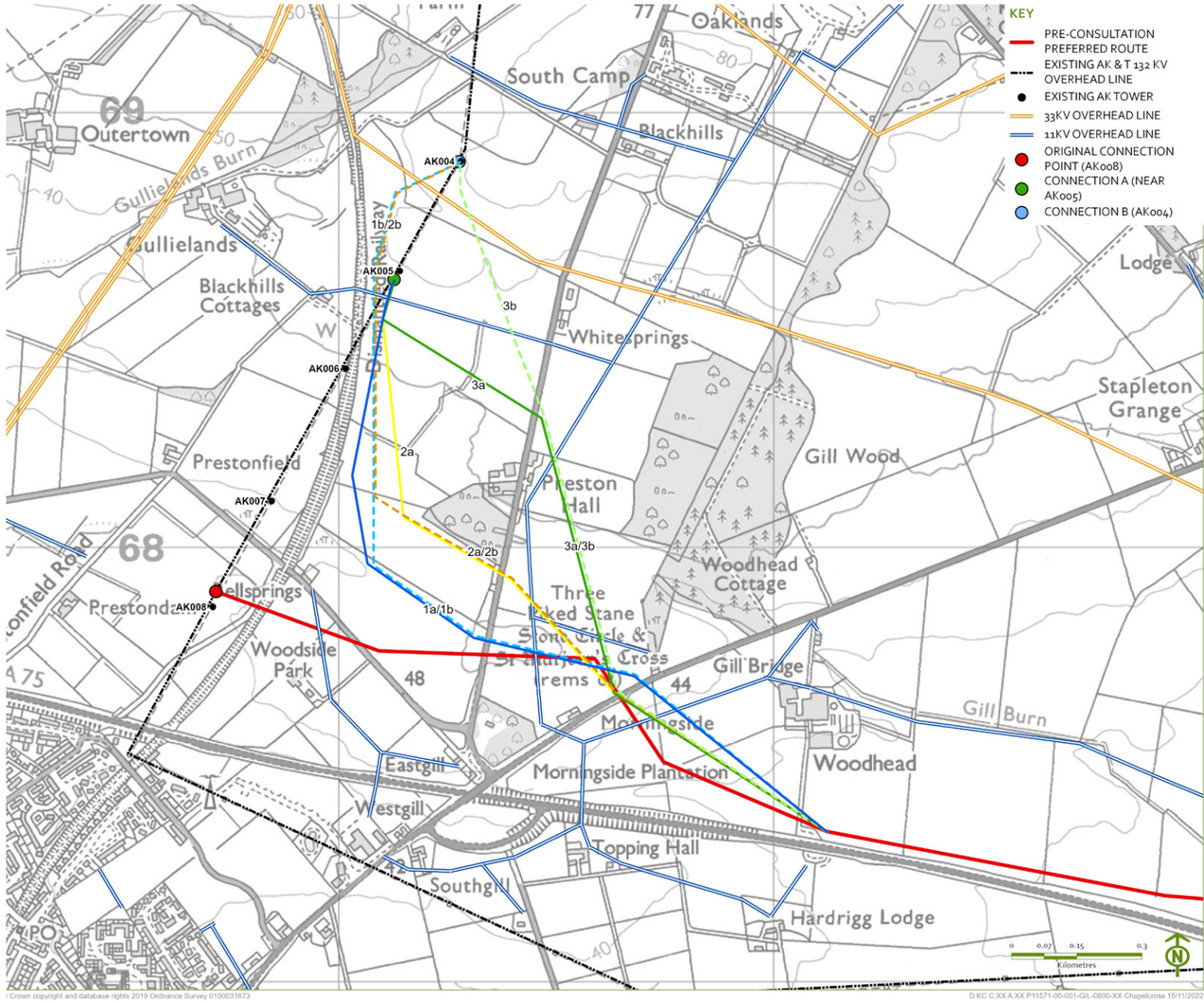


Figure 2: Route Options

05 IDENTIFICATION OF ROUTE OPTIONS

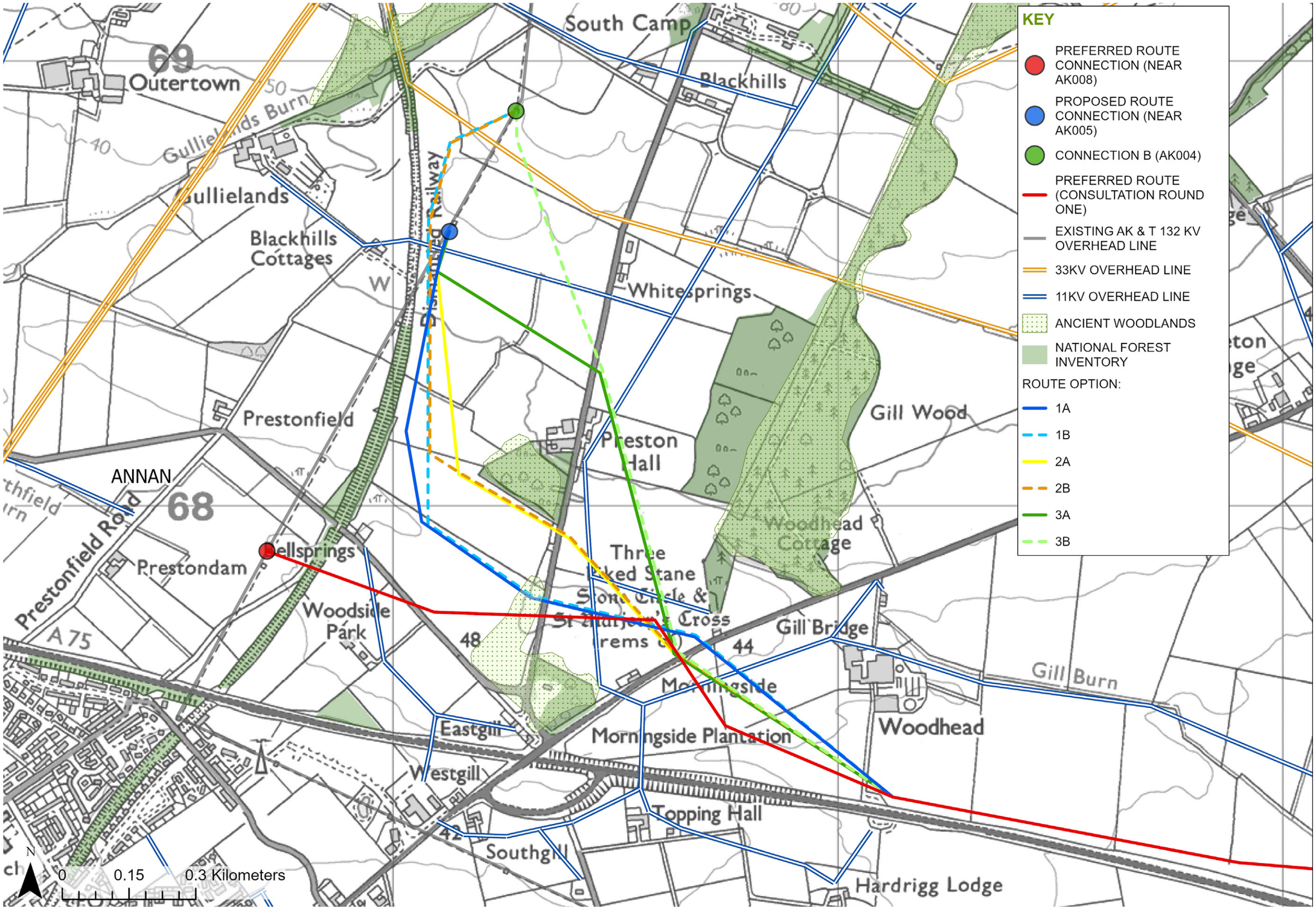


Figure 3: Environmental Constraints

06 SELECTION OF PROPOSED ROUTE

A full evaluation of route options is presented within the Consultation Feedback Report. Options 3a and 3b were discounted as they would require a greater number of lower voltage overhead line crossings, pass closer to more residential properties and do not follow the grain of the landscape. Option 3b would also be very prominent in the open more elevated farmland west of Whitesprings.

Options 2a and 2b were the most direct routes, however, they were discounted as they would require the removal of part of the linear tree belt to the south of the woodland near Preston Hall Farm and the routes would cross two overhead lines crossings in close proximity resulting in a potential wirescape in the fields between the B6357 and Preston Hall Farm.

Option 1b was discounted as it would require crossing an additional lower voltage overhead line and would introduce a new wood pole line into an area of higher and more open farmland.

On balance, Option 1a was considered preferable as it would have the least effect on views from residential properties, requires the removal of the fewest trees and closely follows the grain of the landscape.

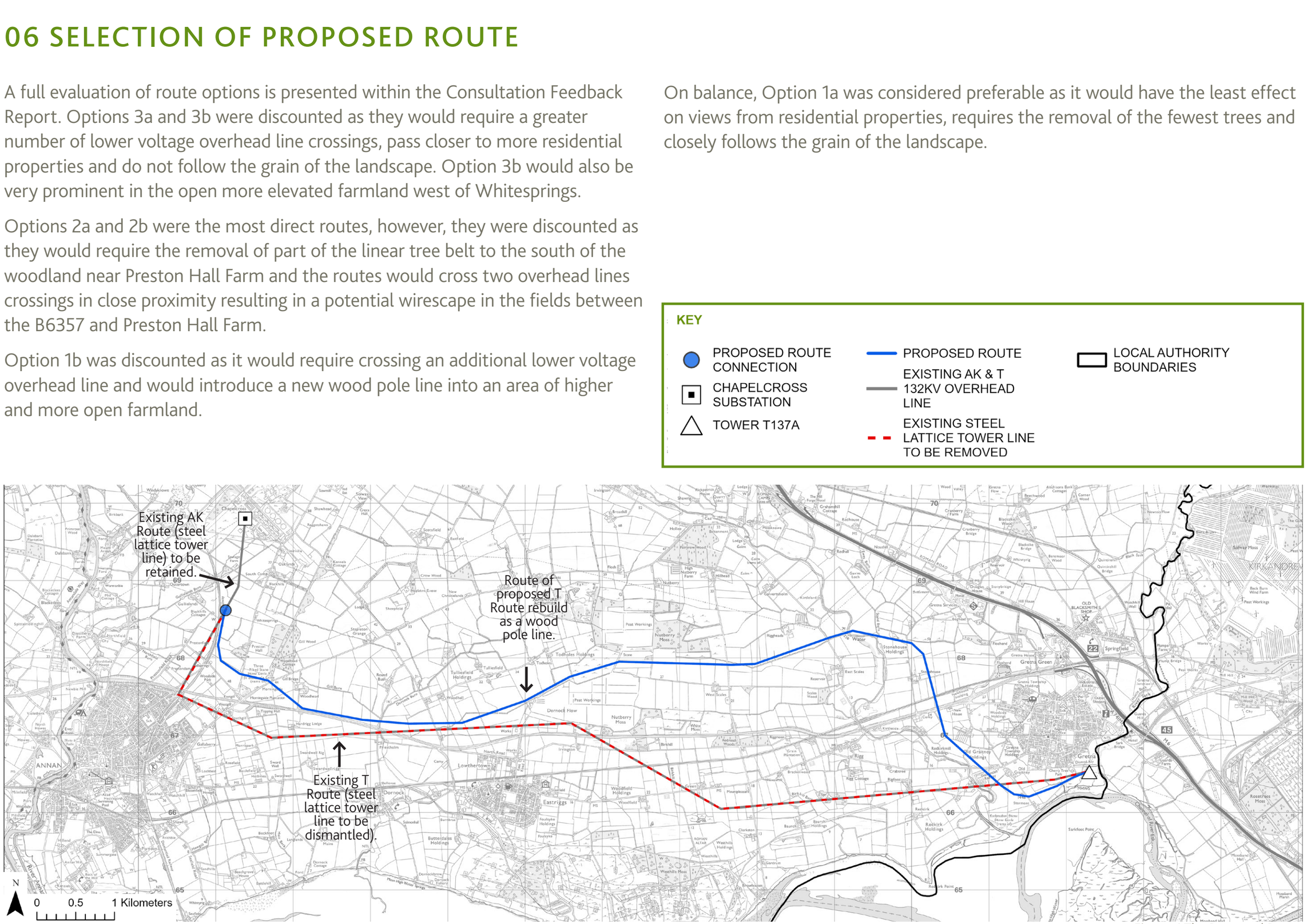


Figure 4 The Proposed Route

07 THE PROPOSED ROUTE

D:RSB C:SG A:SG P11571-00-001-GIL-0600-XX Chapelcross 14/11/2022

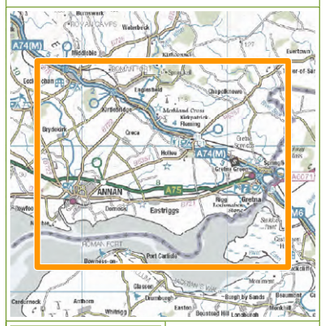
T ROUTE REBUILD

FIGURE 5
THE PROPOSED ROUTE

KEY

- TOWER AK005
- TOWER T137A
- PROPOSED ROUTE
- 100M CORRIDOR (50M EITHER SIDE OF THE PROPOSED ROUTE)
- ROUTEING STUDY AREA
- LOCAL AUTHORITY BOUNDARIES

MAP SCALE AT A3 - 1:50,000



GILLESPIES

SP ENERGY NETWORKS

08 WHAT HAPPENS NEXT?

SP Transmission plc attaches great importance to early engagement with stakeholders and the public in advance of planning applications being made. This is to help it develop its projects in the best way and ensure that all parties with an interest in a project continue to have access to up to date information and are given clear and easy ways in which to shape and inform the proposals as they develop during the pre-application stage.

Stakeholders and the general public are being consulted on both sides of the Scotland/ England border - adopting a consistent approach to consultation in both countries to ensure that local communities are treated in the same way, despite the different governing bodies.

The responses received from this Stage Two Consultation will be considered by SP Transmission plc to decide if any additional changes to the proposed route should be made before being progressed to the EIA (Environmental Impact Assessment) stage.

SP Transmission plc will be required to apply to Scottish Ministers for consent for the T Route Rebuild, in addition to applying for planning permission for the lines and associated works, including the removal of the existing steel lattice tower.

HOW DO I GET IN TOUCH?

The consultation period runs between 25 November to 6 January 2023. People can comment in the following ways:

- By post, to the address opposite, allowing 7 days for receipt; and
- By email to TRoute@spenenergynetworks.co.uk.

Project Website:

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

Email us at: TRoute@spenergynetworks.co.uk

Write to us at:

Brendan Tinney
T Route Rebuild
Land and Planning
55 Fullarton Drive
Cambuslang
G32 8FA

As part of the consultation, we would be grateful for your views on the following:

- The proposed route for the connection; and
- Any other issues, suggestions or feedback you would like SPEN to consider.

Please note that comments made at this stage are informal and are made to allow SP Transmission plc to determine whether changes to the route are necessary. An opportunity to comment formally to the Energy Consents Unit will follow at a later stage in the process following consultation by the Scottish Government once the application is submitted to them. Commenting at this stage does not remove the right or the potential need to comment on the final application once it is made to the Scottish Ministers.