

Figure 4.1: KTR Project

- Polquhany sealing end and terminal tower
- Substation and hydro electricity generating station
- Polquhany to Glenlee via Kendoon
- Carsfad to Kendoon
- Earlstoun to Glenlee
- BG route deviation
- Glenlee to Tongland
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Existing network



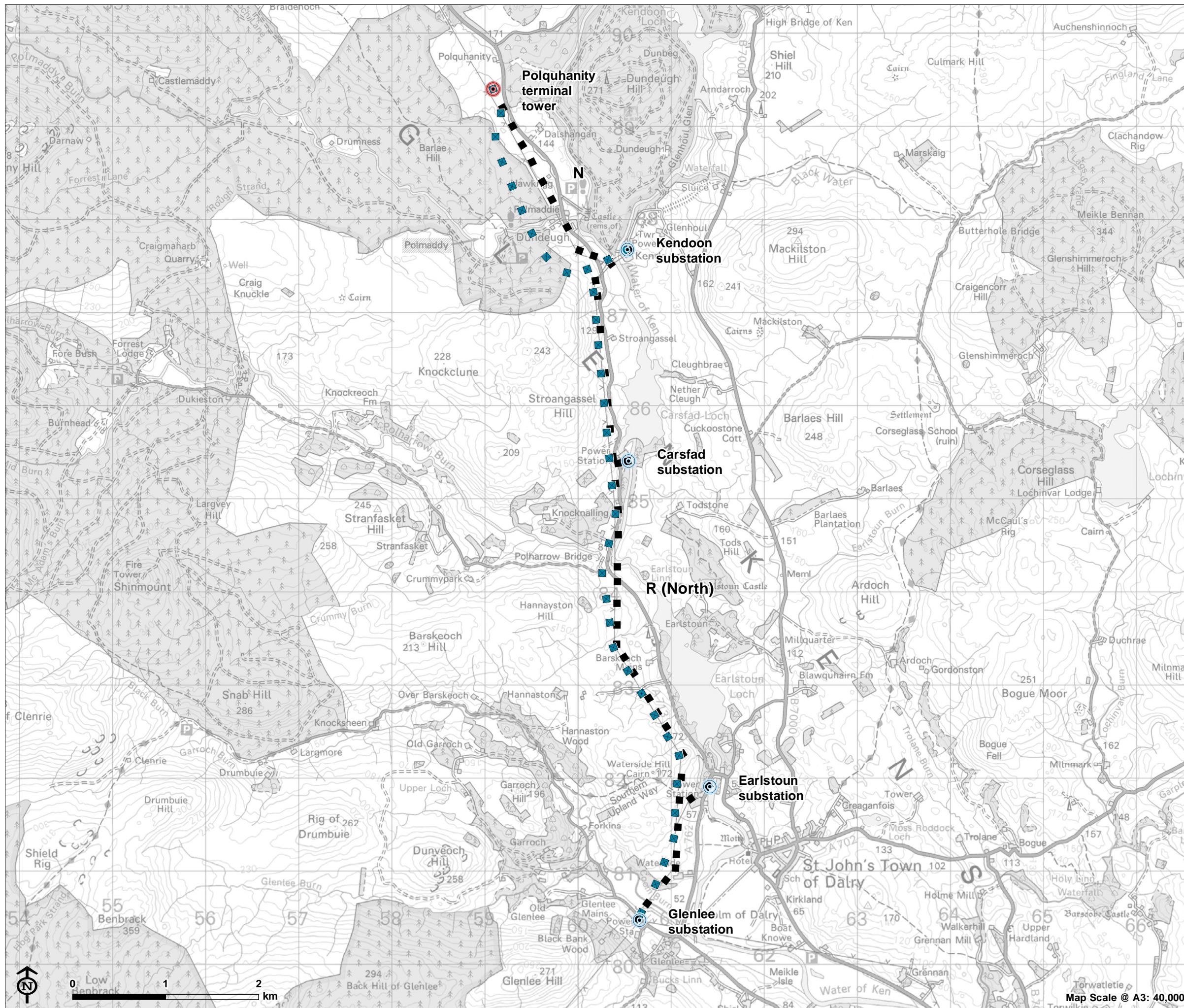








Figure 4.2: Polquhanity to Glenlee (via Kendoon) Connection and Removal of N and R Route (North)

-  Polquhanity sealing end and terminal tower
-  Substation and hydro electricity generating station
-  Polquhanity to Glenlee via Kendoon (steel lattice tower)
-  Existing tower for removal - Routes 'N' and 'R' (North)'

Note: For the purposes of the EIA and S37 application R route has been divided into North and South at the Glenlee substation



Figure 4.3: Carsfad to Kendoon Connection

-  Substation and hydro electricity generating station
-  Carsfad to Kendoon (wood pole)

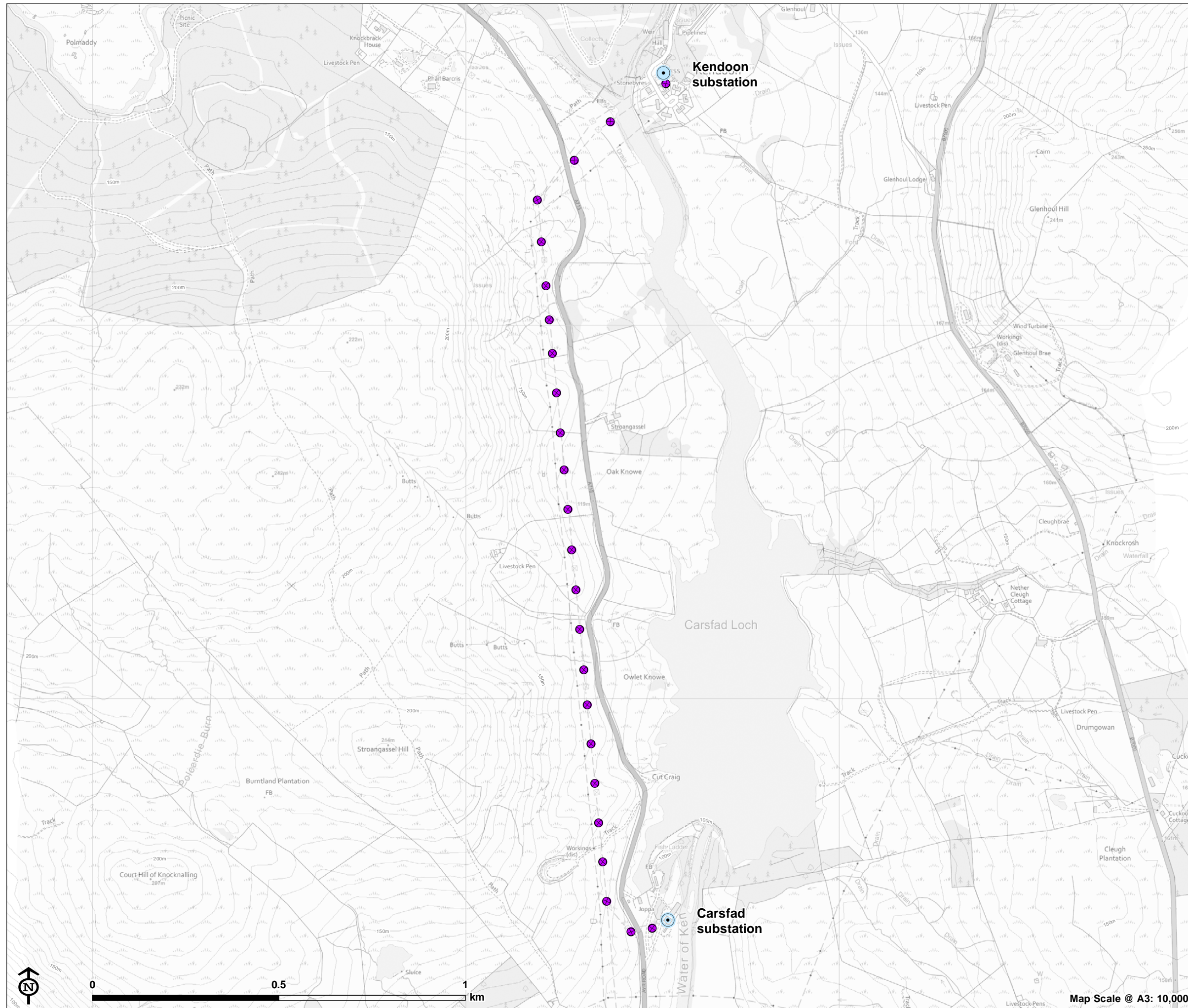




Figure 4.4: Earlstoun to Glenlee Connection

-  Substation and hydro electricity generating station
-  Earlstoun to Glenlee (wood pole)

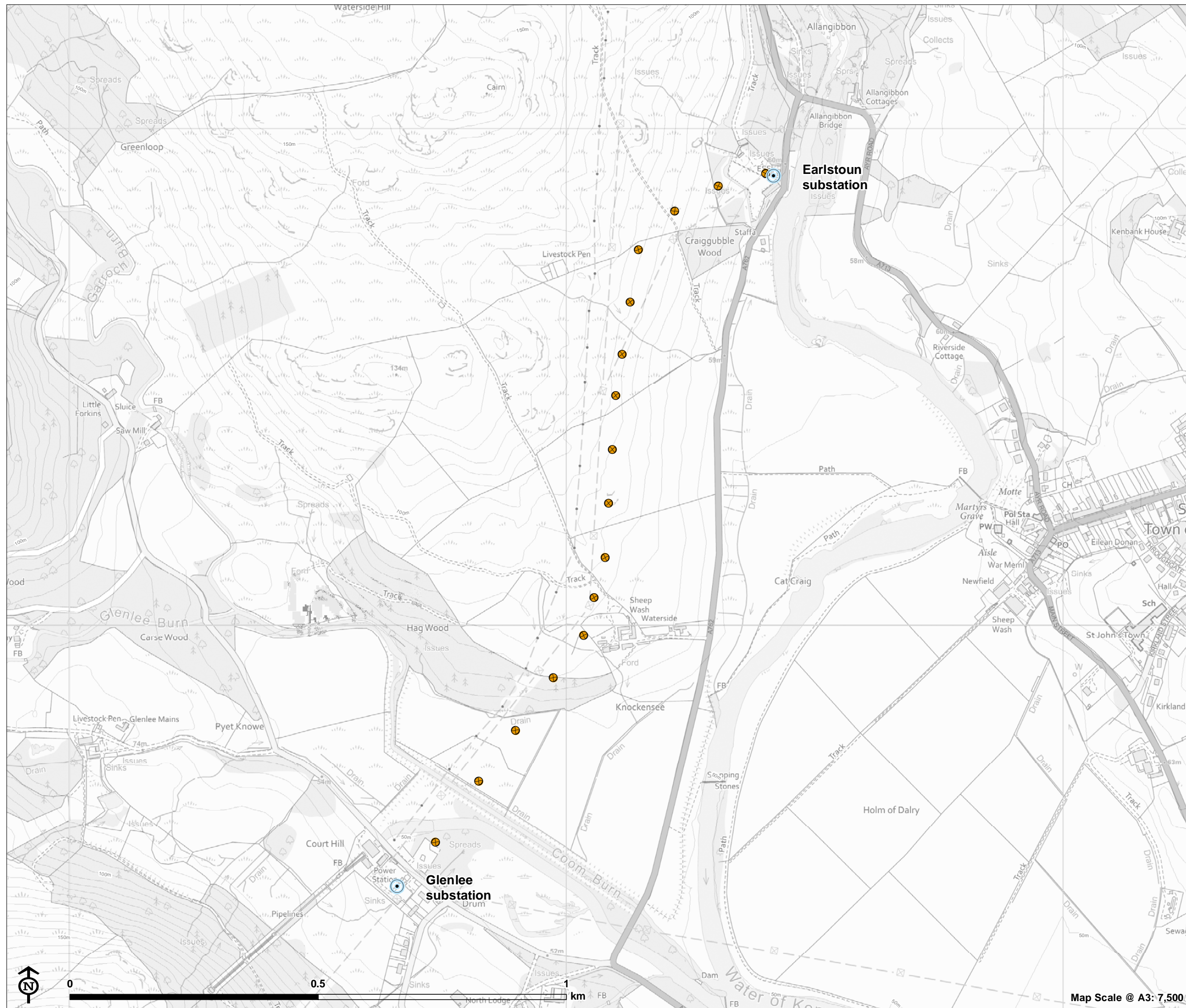


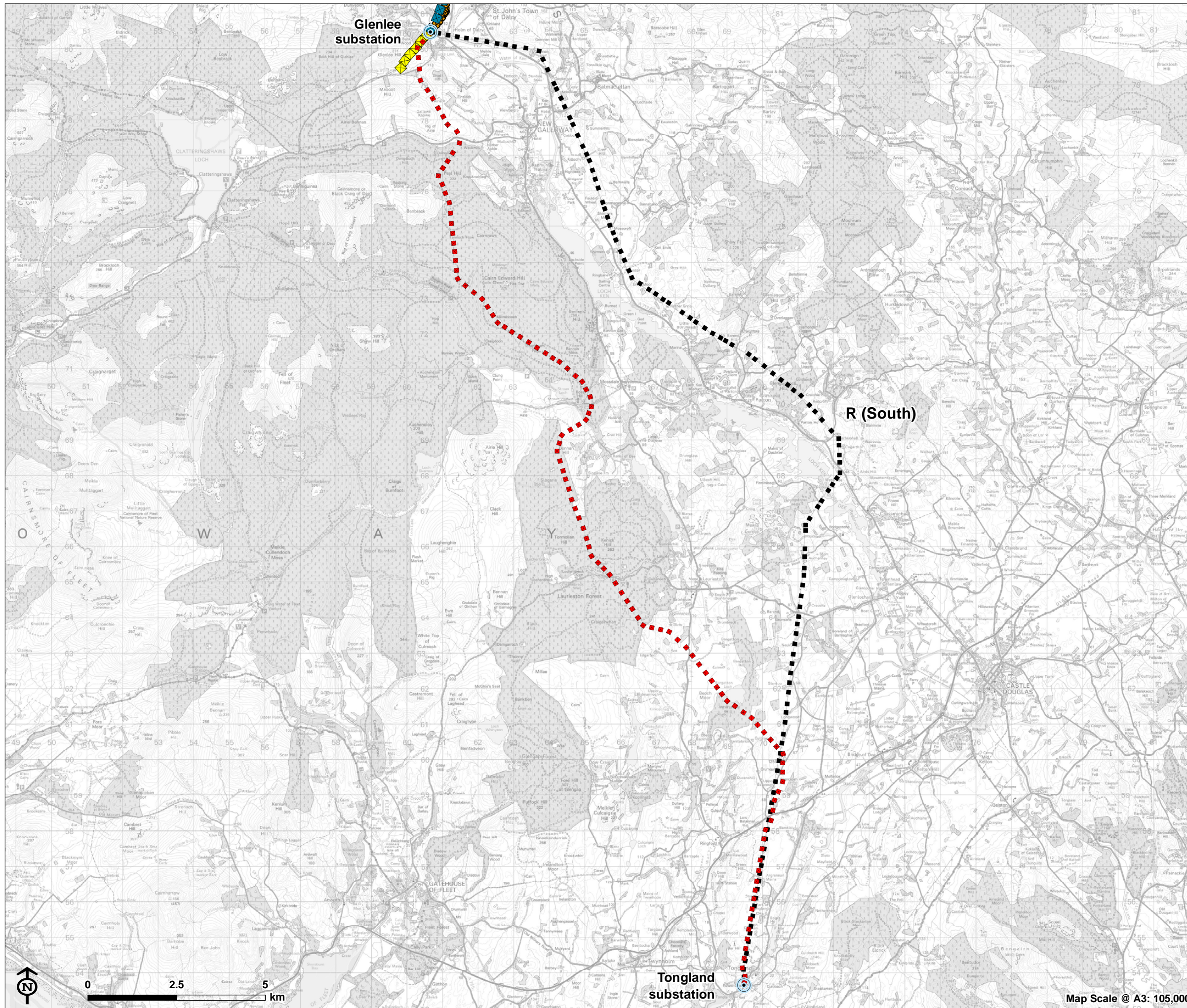


Figure 4.5: BG Route Deviation Connection




-  Substation and hydro electricity generating station
-  BG route deviation (steel lattice tower)





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Figure 4.6: Glenlee to Tongland Connection and Removal of R Route (South)

-  Substation and hydro electricity generating station
-  Glenlee to Tongland (steel lattice tower)
-  Existing tower for removal - Route 'R' (South)

Note: For the purposes of the EIA and S37 application R route has been divided into North and South at the Glenlee substation

