



Indicative Grid Route Appraisal

Aultmore Wind Farm Redesign

Vattenfall Wind Power Limited

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Acronyms and Abbreviations

BPM	Best Practicable Means
BRAG	Black, Red, Amber, Green
DPEA	Directorate for Planning and Environmental Appeals
DWPA	Drinking Water Protected Area
ECU	Energy Consents Unit
EIA	Environmental Impact Assessment
GDL	Gardens and Designed Landscapes
HER	Historic Environment Record
HGV	Heavy Goods Vehicles
IGC	Indicative Grid Connection
IGCC	Indicative Grid Connection Corridor
IGCR	Indicative Grid Connection Route
IOFs	Important Ornithological Features
LGV	Light Goods Vehicles
OHL	Overhead Line
OS	Ordnance Survey
RSPB	Royal Society for the Protection of Birds
SAC	Special Area of Conservation
SEPA	Scottish Environment Protection Agency
SPA	Special Protection Area
SSEN	Scottish and Southern Electricity Networks
SSSI	Site of Special Scientific Interest



1.0 Background and Introduction

On the 30th of March 2026, the Energy Consents Unit (ECU) wrote to Vattenfall following the *Raeshaw Farms Ltd v Scottish Ministers [2026]* CSIH 10 decision¹ seeking clarification on whether the Aultmore Wind Farm Redesign and its grid connection constitute a single Environmental Impact Assessment (EIA) project, and whether the likely significant effects, particularly of the grid connection, had been adequately assessed or require further assessment.

Vattenfall responded on the 13th of April 2026, explaining that while there is clear functional interdependence between the wind farm and a grid connection, other factors such as separate ownership, consenting routes and limited design certainty mean the position is ultimately for Scottish Ministers to determine; the submitted EIA Report did not present an assessment of the grid connection effects.

On the 21st of April 2026, the ECU subsequently requested formal Additional Information to support a proportionate assessment of the grid connection alone, alongside combined and cumulative effects with the wind farm, based on a realistic worst-case understanding of the connection route, prior to referral to the Directorate for Planning and Environmental Appeals (DPEA).

This Report responds to the ECUs request for Additional Information presenting a proportionate appraisal to demonstrate that a feasible grid connection is possible based on the information available at this stage of the planning process.

1.1 Early Grid Connection Discussions

The proposed Aultmore Wind Farm Redesign (hereafter referred to as the 'Proposed Development') will require a connection to the national electricity transmission network.

The grid connection from the indicative wind farm substation to the proposed Scottish and Southern Electricity Networks (SSEN) Substation will require a separate consent (to the Section 36 wind farm consent being sought). The grid connection application will be made by SSEN, and will duly assess the final grid connection route at that time. It is understood that the grid connection assets will be owned and operated by SSEN, who are the Distribution Network Operator in the north of Scotland. The SSEN substation would not form part of the Section 37 application and would be subject to a separate planning application under the Town and Country Planning (Scotland) Act 1997. Should the grid connection require overhead lines, separate consent under Section 37 of the Electricity Act 1989 would be required, if the works comprise underground cables, this could proceed under SSEN Transmission's permitted development rights as statutory undertaker.

It should be noted that SSEN operate within a statutory and licenced framework under the Electricity Act 1989 that places a duty upon them to develop and maintain an efficient, coordinated and economical system of electricity transmission in addition to having regard to environmental impacts and the mitigation of effects of their assets. In this sense, SSEN Transmission are dutybound to weigh the network efficiency and economics of connections alongside the environmental factors.

The Aultmore Wind Farm Redesign EIA Report noted that the applicant has a contracted grid connection offer with the Transmission Operator. The connection date is for October 2030. The current proposals are for the Proposed Development to be connected to the wider grid

¹ *Raeshaw Farms Limited v Scottish Ministers [2026]* CSIH 10 (Inner House, Court of Session, 17 February 2026).



network via existing 132kV power lines which run north-south parallel to the B9018 to the east of the Site, the Blackhillock – Macduff overhead line as shown on Figure 1 and 7.

The EIA Report presents two indicative wind farm substation locations, Substation Option 1 located further west between turbine 3 (T03) and 6 (T06), and Substation Option 2 located further east between turbine 14 (T014) and 15 (T015). While consent is being sought for both options, Substation Option 2 sits further east, and is closest to the existing Blackhillock – Macduff overhead line. For the purpose of this report, it has been assumed that this is the most likely substation option to be taken forward for the grid connection. Therefore, this appraisal has only considered Substation Option 2.

For the purpose of this report, it has been assumed that the connection from the onsite substation to the 132kV power lines would comprise overhead lines (OHL) constructed using Trident-type wood poles. The average height of trident-type wood poles is between 13m and 16m, with an average span of between 70m and 100m. Heights may vary depending on minimum safety clearances over road, local topography, ground conditions and constraints. the final connection type and structure will be determined by SSEN.

It has been assumed that as part of any future grid connection application, a detailed assessment would be undertaken by SSEN, to identify technical and engineering constraints that would inform the connection type and routeing of the grid connection.

It has been assumed that during decommissioning of the Proposed Development, the SSEN substation would be retained and the OHL removed. The OHL would not be required in the absence of the Proposed Development, however the SSEN substation may be serving multiple assets.

Following submission of the Aultmore Wind Farm Redesign EIA Report, work completed by SSEN has identified an initial area of search for the grid connection infrastructure, comprising four corridor search areas, and six potential substation locations (locations as identified on Figure 1 and Figure 2). SSEN are progressing their options selection phase and the final location of the grid connection infrastructure has not yet been determined.

2.0 Document Purpose

The technical chapters of the Aultmore Wind Farm Redesign EIA Report (ECU Case Reference: ECU00003365) did not assess the potential effects of an indicative grid connection route.

This appraisal provides a proportionate environmental appraisal of an Indicative Grid Connection Corridor (IGCC) based on the information currently known.

Based on the four corridor search areas and six potential substation locations identified by SSEN, an options appraisal has been undertaken to identify a preferred route and substation location based on environmental considerations, and the assumption that the connection would comprise overhead lines.

This document provides an overview of the likelihood of any significant environmental effects based on information available to date. The environmental appraisal comprises Sections 6 to 12 of this document.

It is noted that the findings of this appraisal could be subject to change depending on the final route and grid connection type chosen by SSEN; and the final connection alignment will be subject to SSEN's own statutory environmental duties under the Electricity Act 1989.

3.0 Document Structure

This document covers the following:



- Grid Route
 - routing appraisal methodology and criteria; and
 - the grid connection options considered and why this particular route has been chosen for appraisal.
- the environmental appraisal methodology applied to the appraisal;
- the environmental appraisal; and
- a summary of the identified potential significant effects.

4.0 Grid Route

4.1 Grid Route Appraisal Methodology and Criteria

The four corridor search areas identified by SSEN were incorporated into an initial GIS routing appraisal to identify potential connection routes between the proposed Aultmore Wind Farm Redesign substation and the six potential substation locations identified by SSEN. The routes to each of the potential substation locations were generated from environmental constraints identified by technical specialists.

For each potential substation location, a central point within the indicative site was used as the connection point for the appraisal, identified by the 'Assumed Substation Location' shown on the figures presented in Appendix A.

Constraints data (shown on Figure 3 and Figure 4) has been assimilated and analysed to generate a weighted constraints surface (Figure 5). Constraint weightings were informed by environmental and land use considerations, and reflect their relevance and sensitivity in the context of overhead line routing. Weightings applied used a black, red, amber, and green (BRAG) scoring system.

Based on the review of environmental, land use and engineering constraints and their significance for overhead line routing, professional judgement and experience on similar projects was used to assign individual criteria weightings to the constraints dataset. The weightings use a BRAG scoring system based on the following:

- Black constraints are hard constraints which the OHL route must avoid.
- Red constraints are significant constraints which must be avoided unless there are black constraints preventing a deviation.
- Amber constraints are constraints which should be avoided where possible; and
- Green constraints are constraints that can be managed through construction management plans and good design to reduce or avoid environmental impact.

Using the constraints overlay, a straight line 'path of least resistance' algorithm was used to generate corridor routes. The algorithm takes the shortest path possible between two points, but in so doing introduces deviations to avoid the most constrained areas in favour of less constrained areas. This produced six route options to each of the potential substation locations (identified by SSEN) as shown on Figure 6.

The six routes have been reviewed from an environmental perspective and under the assumption that a shorter, more direct route would be preferable for an OHL connection. The final alignment of any OHL route would need to be informed by a detailed cost and engineering assessment undertaken by SSEN.



4.2 Indicative Grid Route Connection Options Considered

4.2.1 Route Option 1

Route Option 1 extends approximately 2.72km from the proposed wind farm substation to the northern-most substation option, Substation Option 1. The route follows a generally north-easterly alignment towards the existing overhead line corridor.

The route crosses areas of peat, native woodland, commercial woodland, forestry tracks, a road, watercourses, and passes nearby residential receptors at its northern most point. Route Option 1 does not cross any private water supplies or cultural heritage assets, however, it is the closest to a cluster of listed buildings located further north in Berryhillock.

4.2.2 Route Option 2

Route Option 2 extends approximately 2.00km to Substation Option 2 in a generally north-easterly alignment towards the existing overhead line corridor.

The route crosses areas of native woodland, commercial woodland, forestry tracks, watercourses, waterbodies and passes nearby residential receptors at its northern most point. Route Option 2 comes within 250m of a Private Water Supply. It does not cross any cultural heritage assets.

4.2.3 Route Option 3

Route Option 3 extends approximately 1.84km to Substation Option 3 and is the shortest and most direct route option considered. The route follows an easterly alignment.

The route crosses commercial woodland, forestry tracks and farmland. A small cluster of building sits around 500m south from Substation Option 3. No Private Water Supplies are within 500m, and the route does not cross any cultural heritage assets. An area of Annex 1 habitat occurs over 300m to the south of the proposed windfarm substation location and a stand of ancient woodland sits to the southeast, partially within 500m of Substation Option 3.

4.2.4 Route Option 4

Route Option 4 extends approximately 3.39km to Substation Option 4 via a longer alignment through the southern part of the study area.

The route crosses areas of Annex 1 habitats, commercial woodland, forestry tracks, watercourses, and waterbodies. Residential receptors sit nearby to the route as it turns in an easterly direction, where it runs parallel to an existing 11kV overhead line. Private Water Supplies are located to the north of Substation Option 4. The route does not cross any cultural heritage assets. An area of ancient woodland sits to the north of Substation Option 4.

4.2.5 Route Option 5

Route Option 5 extends approximately 3.90km to Substation Option 5 and follows a more southerly alignment through the study area.

The route crosses areas of Annex 1 habitats, commercial woodland, forestry tracks, watercourses, and waterbodies. Residential receptors sit around the south of the route. Private Water Supplies are located to the north and south. The route does not cross any cultural heritage assets.

4.2.6 Route Option 6

Route Option 6 extends approximately 4.47km to the southern-most substation option and is the longest route considered.



The route crosses areas of Annex 1 habitats, commercial woodland, forestry tracks, roads, watercourses, and waterbodies. Residential receptors sit nearby to the route where it also crosses an existing 11kV overhead line. The very south of the route and the location of Substation Option 6 interacts with an existing Microwave link. Private Water Supplies are located to the north and southwest of Substation Option 6. The route does not cross any cultural heritage assets.

4.3 Indicative Grid Route Connection Taken Forward for Appraisal

4.3.1 Route Option 3

Route Option 3 has been identified as the Indicative Grid Connection Route (IGCR) which is considered to represent a reasonably likely grid route for appraisal purposes at this stage.

Compared with the other route options, Route Option 3 is the shortest route considered and avoids a number of key environmental constraints. In particular, it does not cross areas of Annex 1 habitat unlike Route Options 4, 5 and 6; avoids areas of peat, which are crossed by Route Option 1; and does not pass within 500m of a Private Water Supply, unlike Route Option 2.

Route Option 3 has been taken forward for assessment based on the GIS analysis described above. This route represents the 'path of least resistance', where the route is more direct and less constrained than the other options considered, and therefore would be more likely to be progressed by SSEN.

The Proposed Development would be accessed from a new access constructed on the B9016 road to the west. A network of internal site tracks would connect the access to the infrastructure within the wind farm, including the Aultmore Wind Farm Redesign substation.

Access arrangements for the SSEN substation have yet to be defined and would be presented in the consent application for that development. At present, it would be reasonable to assume that access would be taken either directly from the B9018 or from the U24H road, which leads westwards from the B9018 to the south of the proposed substation.

5.0 Environmental Appraisal Methodology

As noted previously, the identified connection point and grid route may be subject to change following SSENs own design and assessment processes.

This environmental appraisal has therefore been designed to be proportionate based on the information available and assess the potential for likely significant effects for identified environmental receptors. While the appraisal does not identify a magnitude level of effect, technical specialists have used their professional judgement and experience on similar projects to identify whether significant effects are likely to arise due to the indicative grid connection (IGC) on its own or in-combination with the wind farm.

The potential environmental impacts identified in the Aultmore Wind Farm Redesign EIA Report which may also arise from the grid connection include:

- Landscape and Visual;
- Cultural Heritage;
- Ecology and Ornithology;
- Hydrology, Hydrogeology and Peat;



- Access, Traffic and Transport;
- Noise; and
- Forestry.

Impacts from/upon shadow flicker, aviation and telecommunications will not be caused by the grid connection and therefore these issues are scoped out of further consideration within this document.

6.0 Landscape and Visual

6.1 Baseline

As shown by Figure 8, most of the IGCR passes through commercial forestry, with the eastern and potential substation location within an open pasture field. There are no nearby landscape designations or key long distance routes (as shown by Figures 6.2 and 6.7 of the EIA Report). The fields to the east of the forestry slope towards the B9018, which runs through a valley, and are traversed by both a 132KV pylon route and a 33KV wooden pole OHL (as shown on Figure 7) – the latter being similar in appearance to that of the proposed grid connection.

The IGCR passes through two landscape character areas; the Aultmore unit of LCA 9 Low Forested Hills where the grid route would be within forestry, and LCA8 Upland Farmland, where a short section of the OHL would pass through a pasture field within which the proposed substation would be located.

6.2 Appraisal of Potential Significant Effects from the IGCR

6.2.1 Potential effects on landscape and visual receptors

As indicated in Section 12: Forestry, felling would be required to create a construction corridor for the overhead line through the forestry. Groundworks and installation of the overhead line and substation would also take place in the open pasture to the east of the forestry.

These changes would have the potential to alter the landscape fabric, character and views during construction.

During operation an overhead wooden pole line would be present within the forestry, requiring an open corridor to be maintained, and the substation and a short section of the overhead line would be present in the open field. Given the open position of the substation, it is assumed that tree planting would be undertaken around the substation compound to reduce visual effects and that within 15 years this would mature to largely or entirely screen the substation.

During decommissioning it is assumed that the substation would be retained and the OHL removed. Potential landscape and visual effects would be similar to, but reduced from, those during construction.

6.2.2 Construction

6.2.2.1 Effects on Landscape Fabric

The changes described at Section 6.2.1 above would be very localised short-term changes to the landscape affecting commonplace landscape elements and effects would be negligible.

6.2.2.2 Effects on Landscape Character

The felling within the forestry would not affect its character given that this is a typical aspect of commercial forestry activity. The construction activity within the open pasture which lies



within LCA8 Upland Farmland would be atypical, but also short term and only perceptible from adjoining fields due to the presence of forestry to the west, the valley to the east and smaller woodland blocks within the valley.

6.2.2.3 Effects on Visual Receptors

Given the containment by forestry, woodland blocks and the valley landform, visibility of the construction activity would very contained, such that only users of the B9018 passing the substation site would be likely to have notable views of the construction process. There is an existing tree line along the B9018 which partially screens views towards the substation site, such that the main areas of visibility would be:

- For northbound road users from the junction with the road to Myreside to the tree belt (approximately 400m) as to the south of this, intervening vegetation screens views towards the substation site; and
- For southbound road users from the entrance to Clochmacreich to the tree belt (approximately 250m) as to the north of this, rising ground in the fields north of the substation site would screen views.

6.2.3 Operation

6.2.3.1 Effects on Landscape Fabric

The retention of an open corridor within the forestry as described at Section 6.2.1 above, and the presence of the OHL would be very localised long-term changes to the landscape affecting commonplace landscape elements and effects would be negligible.

6.2.3.2 Effects on Landscape Character

As noted above, wooden pole OHLs are not uncommon within this rural area and effects on landscape character arising from this would be negligible. The substation would be an atypical feature, giving rise to a limited extent of changes to character from both its physical presence and views towards it from adjoining fields within LCA 8 Upland Farmland. Once mitigation planting matures, it would only be the physical presence of the substation which would give rise to effects.

6.2.3.3 Effects on Visual Receptors

Given the containment by forestry, woodland blocks and the valley landform visibility of the OHL and substation would be very contained, such that only users of the B9018 passing the substation site would be likely to have notable views of them. The extent of visibility would be as described above at Section 6.2.2.3.

Once planting matures around the substation, the limited visibility of the OHL line, seen beyond others which are closer would give rise to negligible effects.

6.2.4 Decommissioning

6.2.4.1 Effects on Landscape Fabric

The removal of the OHL would allow the forested area and pasture to return to their previous uses, with the substation retained, surrounded by mature mitigation planting.

6.2.4.2 Effects on Landscape Character

There would be a short-term period of activity to remove the OHL, which would give rise to similar effects as those reported at 6.2.2.2 above. The substation would remain in place, giving



rise to changes to character arising from its physical presence only given that views towards it would be screened by mature planting.

6.2.4.3 Effects on Visual Receptors

There would be a short-term period of activity to remove the OHL, which would give rise to similar effects as those reported at 6.2.2.3 above. The substation would remain in place, with views towards it screened by mature planting.

6.3 Appraisal of Differences from Conclusions of the EIA Report and In-Combination / Cumulative Effects

6.3.1 Effects on Landscape Fabric

The limited effects on landscape fabric arising from the construction, operation and decommissioning of the grid connection as described above would not alter the findings of the EIA Report that effects on landscape fabric would not be significant as set out at 6.6.1 of the EIA Report.

6.3.2 Effects on Landscape Character

The negligible changes to character within the forestry arising from the construction, operation and decommissioning of the grid connection as described above would not alter the findings of the EIA Report that effects on the Aultmore unit of LCA 9 Low Forested Hills would be Major/moderate, Adverse and significant as set out at page 6-20 of the EIA Report.

Within LCA 8 Upland Farmland the area affected by the substation and OHL coincides with an area which would experience significant effects due to the nearby and dominant presence of the turbines seen above the forestry as described at page 6-21 of the EIA Report. The substation would not notably add to those effects which would remain Major/moderate, Adverse and significant as reported in the EIA Report.

6.3.3 Effects on Visual Receptors

The localised changes to views from the B9018 would coincide with an area where there would be Large and Large/medium scale changes to views arising from close views of the turbines seen above the forestry as described at page 6-25 of the EIA Report. In this context, the additional visibility of the OHL route and substation as described above would not alter the effects on visual receptors within the rural area approximately 5km to the east and north-east, which would remain Major/moderate, Adverse and significant as reported in the EIA Report.

6.3.4 Cumulative Effects

Given that the effects arising from the Proposed Development would not be altered by the consideration of the grid connection as part of the project; the cumulative effects with other developments would also remain as report at Section 6.8 of the EIA Report.

7.0 Cultural Heritage

7.1 Baseline

There are no designated cultural heritage assets within 100m of the IGCR, which includes World Heritage Sites, Scheduled Monuments, Listed Buildings, Conservation Areas, Inventory of Historic Battlefields and Inventory Gardens and Designed Landscapes (GDLs), and Conservation Areas included on the national inventory.



The nearest Scheduled Monument is St John's Church and Tower of Deskford (SM90095), located approximately 4.9km northeast of the most northern point of the IGCR and proposed substation location. The scheduled area comprises the remains of the 16th century church, sacrament house and tower. The burial ground, which is separate to the scheduled area, is listed as a Category A Listed Building (LB 2209).

The nearest Conservation Area of Berryhillock (CA198) is located 2.5km to the northeast of the IGCR. The Conservation Area contains seven Listed Buildings (one Category B and six Category C) which are predominantly located along the road through the village.

Cullen House Garden and Designed Landscape (GDL00121) is located approximately 7km to the north of the IGCR. It comprises an informal 18th century landscape planned by Tomas White Sr which overlies an earlier 17th century design. Within the GDL, there is a Scheduled Monument (Castle Hill, motte SM355) and several Listed Buildings, five of which are Category A, including Cullen House itself (LB2219).

A review of the Aberdeenshire Council Historic Environment Record (HER) has identified six non-designated heritage assets within 500m of the IGCR. These assets formed part of the baseline of Aultmore Wind Farm Redesign where they were given SLR reference labels. The assets comprise:

- Altmorehill (MAB46586/SLR06): a find spot of a prehistoric carved stone ball, located c.200m to the north;
- Grey Cairn (MAB52272/SLR254): the site of a probable cairn as depicted on historic maps, located c.270m to the south west;
- Myreside (MAB52273/SLR255): the purported site of two undated cairns, c.330m to the south;
- Myreside (MAB10946/SLR12): site of a post-medieval limekiln, c.300m to the south;
- Tillybreadless (MAB52284/SLR44): site of post-medieval building as depicted on Ordnance Survey (OS) 1st edition map, c.110m to the north east; and
- Myreside (MAB10979)/SLR424): post-medieval farmstead, located c.480m to the south west.

The route of the IGCR was not surveyed, therefore, there is potential for unrecorded upstanding remains to be present along the route.

Owing to the dense forestry cover and the ground disturbance resulting from planting and felling activities, any subsurface remains present prior to the establishment of forestry are likely to have been physically impacted or disturbed.

7.2 Appraisal of Potential Significant Effects from the IGCR

7.2.1 Construction

Within the approximately 1.84km IGCR, there are no designated heritage assets or non-designated heritage assets likely to be considered of high cultural heritage significance.

As outlined in Section 7.1, there is potential for subsurface archaeological remains to be encountered along the length of the IGCR, during the construction works.

Depending on the outcome of further investigation and based on design, an appropriate programme of mitigation may be required during construction works. This could include:

- demarcation and avoidance of known assets that could otherwise be accidentally damaged during construction works; and



- a programme of archaeological monitoring and recoding in areas during construction in areas identified as having archaeological potential.

On the above basis, it is not anticipated that significant effects on archaeological remains would arise as a result of the IGCR.

7.2.2 Operation

Operational effects on heritage assets should be considered with regards to the operation of the IGCR, particularly in relation to assets where setting contributes to their cultural significance. This is not restricted to designated heritage assets but includes non-designated assets where setting is considered as contributing to cultural significance.

Due to the separation distance between the IGCR and the nearest Scheduled Monuments, Listed Buildings, GDLs, and Conservation Areas, together with the presence of existing energy infrastructure, including the 132kV overhead line to which the IGCR would connect, the IGCR would not materially alter the key characteristics of the settings of these heritage assets nor affect how they are understood, appreciated, or experienced. The characteristics of these assets are discussed within Section 7.6 of Chapter 7: Archaeology and Cultural Heritage of the EIA Report. Consequently, no significant operational effects on their cultural significance are anticipated.

The three non-designated cairns identified within 500m of the IGCR are no longer visible within the landscape and therefore make a limited contribution to current landscape character or experiential qualities. Given the absence of any discernible setting relationship, the operation of the IGCR would not affect the way in which these assets are understood, experienced, or appreciated, and no significant effects on their cultural significance are anticipated.

7.2.3 Decommissioning

It is not anticipated that impacts from decommissioning would be worse than those during the construction phase. It is not anticipated that there is potential for significant effects during decommissioning as a result of the IGC.

7.3 Appraisal of Differences from Conclusions of the EIA Report and In-Combination / Cumulative Effects

The combined effects of the construction and operation of the IGCR with the effects reported in Chapter 7: Archaeology and Cultural Heritage of the EIA Report in respect of construction and operation of the Proposed Development, is not likely to give rise to the potential for significant effects.

Careful spacing of poles, and micro-siting to take advantage of natural landform screening would help limit visibility. In areas with existing woodland or vegetation, routing the line adjacent to these features can soften views and break up the linear form.

As a result, no combined operational effects are anticipated between the Proposed Development and the IGCR.

8.0 Ecology and Ornithology

8.1 Baseline

The Proposed Development principal ecological receptors comprise county-value peatland habitats, locally important populations of otter, pine marten, red squirrel, bats and brown trout, and a regionally important potential wildcat population, reflecting the Site's role as a large, connected forestry landscape within north-east Scotland. No significant effects are predicted



for any of these species, subject to embedded and additional mitigation measures detailed in the Chapter 8: Ecology of the EIA Report.

In terms of ornithology, the survey areas set out in the Aultmore Wind Farm Redesign EIA overlap with the IGCR. The Important Ornithological Features (IOFs) were evaluated as goshawk (regional importance), pink-footed goose (local importance) and greylag goose (local importance), with all other species as of negligible importance. No significant effects were considered likely for any species subject to proposed mitigation.

The IGCR affects an area of commercial forestry and farmland at the east of the Proposed Development. It avoids statutory designated sites for nature conservation, areas of ancient woodland, areas of Annex 1 habitat, Wildcat Priority Areas and Royal Society for the Protection of Birds (RSPB) Reserves. The nearest statutory designated sites are the Mill Wood Sites of Special Scientific Interest (SSSI) (8km to the south) and Tynet Burn SSSI (9.68km to the northeast). The area assists in supporting the important faunal species noted above.

8.2 Appraisal of Potential Significant Effects from the IGCR

8.2.1 Construction

Given the separation distance between the IGCR and the nearest designated sites, and taking into account the nature and scale of the proposed works, no pathway has been identified through which the IGCR could result in significant adverse effects on these sites or their qualifying features. As the designated sites are sufficiently distant from the proposed infrastructure and would not be subject to direct habitat loss, disturbance, fragmentation or other indirect effects arising from construction of the IGCR, significant effects on their integrity or conservation objectives are not anticipated.

The nearest area of ancient woodland is located approximately 1km from the IGCR. Given this separation distance, together with the policy safeguards protecting ancient woodland and the absence of any clear impact pathway, it is not predicted that any significant direct or indirect effects on ancient woodland would occur from the proposed works. This is in accordance with the strong protection afforded to ancient woodland under National Planning Framework 4 (NPF4) and the presumption against its removal.

It is anticipated the footprint of the construction/excavation works would be restricted in extent to reduce disturbance of habitats. It is also anticipated that the IGCR would be constructed in accordance with best practice construction techniques, including Scottish Environment Protection Agency (SEPA) Guidance for Pollution Prevention, and take into account relevant ecological data in order to comply with protected species legislation.

Provided standard embedded good practice measures are implemented (as per Chapter 8: Ecology of the EIA Report), no significant effects are anticipated for any ecological receptor that has been identified locally.

In terms of ornithology, provided standard embedded good practice measures are implemented it is not considered that there is potential for significant effects on any important ornithological features in the breeding season. These measures are:

- Timing of Works, e.g. restricting activities in sensitive areas as far as practicable in the early part of the breeding season until the location and breeding status of nesting birds has been established.
- Pre-Commencement Surveys, e.g., if site clearance and construction activities are required to take place during the main breeding bird season, from mid-March to August inclusive.



- Implementation of Disturbance-Free Buffer Zones around nest sites of sensitive species would be applied and monitored closely.

For the Aultmore Wind Farm Redesign, screening for Appropriate Assessment considered the potential for the Proposed Development to impact the Moray and Nairn Coast SPA/Ramsar, Tips of Corsemaul and Tom Mor SPA, Loch Spynie SPA/Ramsar and the Moray Firth SPA. It was concluded that likely significant effects cannot be ruled out on Moray Firth SPA for indirect habitat degradation/disturbance; suspended sediment, toxic contamination, and invasive species via hydrological connections to the Proposed Development. However, following the implementation of best practice construction techniques (as outlined above) for the IGCR then it is not considered that there is potential for any further indirect impacts on these designated sites as a result of construction of the IGCR.

8.2.2 Operation

During its operational phase, the IGCR is not considered likely to result in significant impacts to any ecological or ornithological receptors.

In terms of ornithology screening for Appropriate Assessment for Aultmore Wind Farm Redesign, for Moray and Nairn Coast SPA/Ramsar, Tips of Corsemaul and Tom Mor SPA, and Loch Spynie SPA/Ramsar there are likely significant effects of collision mortality and barrier effects for wintering pink-footed and greylag geese and breeding common gull populations associated with these SPAs. However, these effects were considered likely to be negligible and therefore for the much smaller footprint of the IGCR it is not considered that there is potential for any further impacts on these designated sites as a result of operation of the IGCR.

8.2.3 Decommissioning

It is anticipated that impacts from decommissioning would be similar to those during the construction phase. Therefore, no significant effects are anticipated during decommissioning as a result of the IGC.

8.3 Appraisal of Differences from Conclusions of the EIA Report and In-Combination / Cumulative Effects

The combined effects of the construction and operation of the IGCR with the effects reported in Chapter 8: Ecology and Chapter 9: Ornithology in the EIA Report in respect of the construction of the Proposed Development are not likely to give rise to the potential for significant effects on protected sites, habitats and species. Construction would be temporary in nature, restricted in extent and confined to small areas, shifting steadily along the linear IGCR as works advance.

The combined effects of the construction and operation of the IGCR with the effects reported in Chapter 8: Ecology and Chapter 9: Ornithology of the EIA Report are not likely to give rise to the potential for significant effects on protected sites, habitats and species.

9.0 Hydrology, Hydrogeology and Peat

9.1 Baseline

The IGCR is underlain by metamorphic bedrock deposits of the Findlater Flag Formation, and Cairnfield Calcareous Flag Formation. The bedrock is shown to be overlain by glacial till with areas of peat within the western extent of the IGCR whilst the centre of the IGCR is shown to be absent of any superficial deposits (Figure 10.5 of the EIA Report). The bedrock has been classified by the British Geological Society as a low productivity aquifer whereby small



amounts of groundwater may be present within the near surface weathered zone or secondary fractures. Superficial deposits are also not considered a significant aquifer.

Peatland classification mapping (Figure 10.4 of the EIA Report) indicates that the western extent of the IGCR is located within Class 5 peatland whilst the remainder of the IGCR is located within areas which are not considered to represent peatland habitats (Class 4 and mineral soils). Peat depth surveys, undertaken as part of the Aultmore Wind Farm Redesign EIA, indicates that peat depths within the western extent of the IGCR are shallow (less than 1m deep).

The western extent of the IGCR is located within the River Isla surface water catchment, particularly the Burn of Aultmore sub catchment, whilst the eastern extent of the IGCR is located within the Deskford Burn surface water catchment. OS mapping indicates that the IGCR will not cross any watercourses. SEPA flood mapping indicates that parts of the western extent of the IGCR is at risk of surface water flooding, however flood depths are shown to be shallow (less than 0.3m deep).

None of the surface water catchments which drain the IGCR have been designated as a Drinking Water Protected Area (DWPA) and no geological or water dependent designated sites are within the IGCR buffer zone or hydraulically connected to the IGCR. Review of the Aultmore Wind Farm Redesign EIA indicates that no private water supplies or groundwater dependent terrestrial ecosystems are recorded within 250m of the IGCR. In addition, SEPA database indicates that there are no licenced abstractions recorded within the IGCR buffer zone.

9.2 Appraisal of Potential Significant Effects from the IGCR

9.2.1 Construction

Based on the baseline setting it is expected that peat and carbon rich soils disturbance would be limited. In addition, the IGCR will be designed and mitigated to ensure impacts on peat and carbon rich soils are limited in accordance with the requirements of NPF4. Considering the design of the IGCR and with implementation of industry standard good practice measures which are required to safeguard peat deposits and carbon-rich soils, the potential effects are unlikely to be significant.

Without mitigation, during construction there is potential adverse effect on downstream surface water and groundwater receptors from pollution from fuel, oil or other hazardous substances and increased sediment load to nearby water environment. Works will be undertaken in accordance with industry standard mitigation measures to ensure that best practice construction techniques and procedures are implemented to reduce potential effects on the water environment. Water would be prevented as far as possible from entering excavations and an emergency spill management plan will be developed for the proposed works. Additional site-specific mitigation would be implemented where sensitive receptors are identified along the route.

The application of industry standard practice as set out above will reduce effects to ensure that no significant geological, hydrological, hydrogeological and peat effects would occur as a result of the IGCR.

9.2.2 Operation

During operational phase no change to ground conditions or surface topography will occur and therefore no change to geology (including peat and soils), hydrology and hydrogeology will occur. The risk of contamination in the operational phase is considered to be very low as there would be no requirement for the storage of any potentially hazardous substances, little maintenance and vehicle access required, and runoff from the site is expected to be negligible. It is therefore considered that effects during operation are unlikely to be significant.



9.2.3 Decommissioning

It is not anticipated that impacts from decommissioning would be worse than those during the construction phase. It is not anticipated that there is potential for significant effects during decommissioning as a result of the IGCR.

9.3 Appraisal of Differences from Conclusions of the EIA Report and In-Combination / Cumulative Effects

The combined effects of the construction and operation of the IGCR with the effects reported in Chapter 10: Geology, Hydrology and Hydrogeology of the EIA Report are not likely to give rise to the potential for significant effects

It is not anticipated that the IGCR would lead to conclusions different from those presented in Chapter 10: Geology, Hydrology and Hydrogeology of the EIA Report.

10.0 Access, Traffic and Transport

10.1 Baseline

In the vicinity of Route Option 3, the existing 132kV Blackhillock – Macduff OHL runs broadly north-south, immediately west of and parallel to the B9018 road.

The B9016 and B9018 in the vicinity of the IGCR are both single carriageway roads with one lane in each direction and subject to 60mph speed limits. They are both 'Agreed Routes' in the Timber Transport Forum's 'Agreed Routes Map for Timber Transport'². An 'Agreed Route' is one "*which can be used for timber haulage without restriction other than as regulated by the Road Traffic Act 1988*". Many vehicles involved in timber transport would be Heavy Goods Vehicles (HGVs), so these roads' designation as 'Agreed Routes' indicates that they are suitable for HGV usage.

The Aultmore Wind Farm Redesign EIA Report stated that the average number of weekday vehicle movements on the B9016 in August 2023 was 2,439, of which 77 were HGVs. No vehicle movement data was presented for the B9018 as it would not be affected by vehicle movements from that development. No publicly-available vehicle movement data is available for the B9018 but given both the B9016 and B9018 serve similar mainly rural areas, the number of vehicle movements is likely to be similar on both.

10.2 Appraisal of Potential Significant Effects from the IGCR

10.2.1 Construction

Construction of the IGCR would generate additional vehicle movements on the public road network arising from staff travelling to and from work sites along the IGCR as well as the delivery and removal of plant, components, materials and supplies. These activities would lead to additional cars, vans, Light Goods Vehicles (LGVs) and HGVs on the road network.

The exact locations of the various work sites along the IGCR are not yet known. However, access to work sites at the western part of the IGCR would be from the B9016 and then the access tracks within the Proposed Development and the existing forest access tracks. Access to the work sites at the eastern part of the IGCR would be from the access to the proposed substation on the route of the Blackhillock – Macduff overhead power lines and the existing forest access tracks.

² <https://timbertf.maps.arcgis.com/apps/webappviewer/index.html?id=4a23d4910e604b71872956441113c83c>



The construction of the IGCR would require temporary access to each work site along the route. Temporary trackway pads would be provided where required to provide a suitable vehicle route to work sites.

Vehicle movements would be generated by the delivery of components such as temporary trackway pads, poles, electric fittings, OHL cables and items such as plant and storage containers. These items would be delivered by HGVs and LGVs. Further vehicle movements would be generated by staff accessing each work site and these would likely be by vehicles such as vans and pick-up trucks.

The number of vehicle movements using any one access to the IGCR on any one day would vary, but a typical working day is predicted to require five to ten vehicle visits (10 to 20 vehicle movements, accounting for arrivals and departures).

Further vehicle movements would likely be generated at the start and end of the works as items such as storage containers and plant were delivered and then removed. There would be further movements throughout construction as consumables (such as fuel for plant) were delivered.

The increase in vehicle movements on the B9016 arising from construction of the IGCR would equate to an increase of less than 1% compared to the baseline vehicle movements observed in 2023. A similar scale of increase could be expected on the B9018. The increases on both roads would be temporary and would last only as long as construction activities were ongoing that were accessed from each road. Specific traffic management measures would be determined by SSSEN.

The Institute of Environmental Management and Assessment (IEMA³) document 'Guidelines: Environmental Assessment of Traffic and Movement' of July 2023 state *"It should also be noted that the day-to-day variation of traffic on a road is frequently at least + or -10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact."*

Given that the increase in vehicle movements arising from the construction of the IGCR would equate to less than 1%, significant environmental effects are not anticipated.

10.2.2 Operation

During operation of the IGCR there would be only the occasional maintenance or inspection vehicle movement, and these would not cause any significant effects.

10.2.3 Decommissioning

The number of vehicle movements during decommissioning of the IGCR would likely be similar to the number generated during construction. Hence vehicle movements arising from the decommissioning of the IGCR are not expected to cause any significant environmental effects.

10.3 Appraisal of Differences from Conclusions of the EIA Report and In-Combination / Cumulative Effects

Chapter 11: Traffic and Transport of the Aultmore Wind Farm Redesign EIA Report concluded that the effects arising from the additional vehicle movements generated by the construction of that development would not be significant. That conclusion was based on that development generating a peak of 314 daily vehicle movements (sum of arrivals and departures) during the busiest two months (months six and seven) of the 14-month construction period.

³ The IEMA was renamed as The Institute of Sustainability and Environmental Professionals (ISEP) in July 2025.



Even if construction of the IGCR overlapped with those two months, the additional vehicle movements would not change the conclusions reached in that report.

11.0 Noise

11.1 Baseline

The majority of the IGCR passes through environments that are rural in nature, consisting of commercial forestry, associated tracks, and water bodies. The existing baseline noise environment of the route is likely to be characterised by 'natural' sources such as wind, water and disturbed vegetation, with limited contribution from anthropogenic sound such as road traffic from the nearby B9018 and agricultural or forestry activity. It is generally accepted that grid connection works are linear in geographical extent and of short duration at any one location.

11.2 Appraisal of Potential Significant Effects from the IGCR

11.2.1 Construction

There is one residential property within 500m of the IGCR, and a small cluster further north and south within 750m, in close proximity to the B9018 road and would potentially be subject to increased noise as a result of construction or installation of the IGCR.

Noise generated during construction will diminish quickly as construction progresses, moving the activity away from any noise sensitive receptor such that the potential for significant effects are not likely, despite the potential for short term impacts.

Works would be controlled by the Control of Pollution Act 1974, The Control of Noise (Codes of Practice for Construction and Open Sites) (Scotland) Order 1985 and would be undertaken on the basis of noise limits set by BS 5228-1. The standards generally apply to long-term construction projects where receptors are exposed to construction noise for longer than one month, and that shorter term and higher levels of construction noise are generally acceptable provided such effects are reduced through the adoption of Best Practicable Means (BPM) and the residents are given suitable advance notice of the works. Where noisy construction activities are required in the vicinity of residential properties, it is likely the residents will be notified in advance of the works, and, if necessary, working hours adjusted to reduce noise effects. Noise effects are likely to be reduced through the adoption of BPM. Further mitigation is not proposed or anticipated to be required, due to the short duration of potential noise effects.

11.2.2 Operation

The potential for noise as a result of the IGCR would be limited to the operation of the substation, OHL and associated maintenance works. It is not anticipated the effects of this would be significant.

11.2.3 Decommissioning

It is not anticipated that impacts from decommissioning would be worse than those during the construction phase. It is not anticipated that there is potential for significant effects during decommissioning as a result of the IGC.



11.3 Appraisal of Differences from Conclusions of the EIA Report and In-Combination / Cumulative Effects

The combined effects of the construction of the IGCR with the effects reported in Chapter 12: Noise of the EIA Report in respect of the Proposed Development construction are not likely to give rise to the potential for significant effects on noise. Construction would be temporary in nature, restricted in extent and confined to small, shifting steadily along the linear IGCR as works advance.

There would also be limited potential for combined effects of the operational period with the effects reported in Chapter 12: Noise of the EIA Report.

12.0 Forestry

12.1 Baseline

The IGCR passes predominantly through commercial conifer plantation forestry. No areas within or adjacent to the IGCR are recorded as native woodland in the Native Woodland Survey of Scotland (Forestry Commission Scotland, 2013)⁴. As such, the baseline woodland resource associated with the IGCR is characterised by managed commercial forestry, which is subject to ongoing forestry operations, including felling, restocking and routine forest management activities.

A Baseline Felling Plan forms part of the current Forest Plans for the area and is described further in Technical Appendix 2.2: Forestry of the EIA Report. Review of Figure 2.2.4 indicates that most of the IGCR route lies outside areas scheduled for felling during the current plan period. Two small sections in the central and eastern parts of the IGCR are located within areas identified as no-felling zones, while a limited section towards the eastern end of the IGCR falls within an area programmed for Phase 3 felling between 2023 and 2027. Overall, the IGCR is located within a dynamic commercial forestry landscape where woodland composition and structure are expected to change over time as a result of planned forest management activities.

12.2 Appraisal of Potential Significant Effects from the IGCR

12.2.1 Construction

Construction of the IGCR would require the felling of a corridor through existing commercial conifer plantation woodland to facilitate installation of the grid connection infrastructure and provide the necessary construction working area. The woodland affected comprises managed commercial forestry, and is located within an actively managed forest landscape that is already subject to cyclical felling, restocking and forest management operations. The primary effect would be the permanent removal of areas of commercial forestry crop within the working width of the route.

While woodland removal would represent a direct loss of forestry resource, the effect is not considered likely to be significant in EIA terms. This conclusion reflects the commercial nature of the woodland, its capacity for replacement through replanting elsewhere within the forest resource, and the application of the Scottish Government's Control of Woodland Removal

⁴ Forestry Commission Scotland. (2013) The Native Woodland survey of Scotland [Online] Available from - <https://scottishforestry.maps.arcgis.com/apps/webappviewer/index.html?id=0d6125cfe892439ab0e5d0b74d9acc18>



Policy⁵, which seeks to secure compensatory planting where permanent woodland removal is unavoidable. In order to comply with the Scottish Government's Control of Woodland Removal Policy, compensation planting would be required to mitigate for the loss of woodland area. The extent, location and composition of such planting would be agreed between SSEN, Scottish Forestry and the forest managers, taking into account any revision to the felling and restocking plans. Subject to compliance with the relevant forestry approvals process and the implementation of compensatory planting measures, the integrity and long-term productivity of the wider forest resource would be maintained. Consequently, the construction phase is not anticipated to result in a significant effect on forestry.

12.2.2 Operation

During operation, where permanent infrastructure and operational access requirements are present, maintenance of the route corridor would be required.

It is not anticipated that there would be any felling required during the operational phase. Furthermore, the operational corridor would continue to form part of the wider forest landscape and could provide incidental open-ground and edge habitat benefits. Taking account of the scale of woodland affected relative to the wider forest area, together with the requirement for compensatory planting, the operational effects on forestry are not considered to be significant.

12.2.3 Decommissioning

Potential effects during decommissioning would be similar to, but no greater than, those experienced during the construction phase and would primarily relate to temporary disturbance associated with access, plant movement and removal of infrastructure. No additional woodland removal beyond that already accounted for during construction is anticipated.

Where technically feasible and agreed with the relevant forestry authority and landowner at the time of decommissioning, areas no longer required for operational purposes could be reinstated and returned to commercial forestry production. Given the temporary nature of decommissioning activities, the absence of additional habitat or forestry loss, and the potential for restoration of parts of the corridor, significant effects on forestry are not anticipated during this phase. Overall, the decommissioning phase is therefore assessed as having a negligible to minor effect on forestry resources and would not result in a significant effect.

12.3 Appraisal of Differences from Conclusions of the EIA Report and In-Combination / Cumulative Effects

While the area of woodland to be felled is unknown and will differ to that concluded in Technical Appendix 2.2: Forestry, it is anticipated the approach to compensation planting would remain the same.

13.0 Summary

This appraisal of the Indicative Grid Connection Corridor sets out the key environmental considerations relating to the potential grid connection for the Proposed Development.

While the final connection route and technology will be confirmed in due course by SSEN, this appraisal has considered a realistic route corridor for an OHL grid connection to ensure that the potential for significant environmental effects is appropriately considered at this stage.

⁵ Forestry commission Scotland (2009) Available from - https://www.forestry.gov.scot/sites/default/files/publications/PDF_Policy_Felling_Trees_SG_Policy_on_Control_of_Woodland_Removal_022009.pdf



The parameters used to appraise the likelihood of significant environmental effects include:

- OHL connection method;
- a defined IGCC (see Figure 8)
- appraisal of the construction and operational phases;
- the potential for in-combination and cumulative effects; and
- the potential for decommissioning effects.

Legal requirements and relevant best-practice guidance would likely be applied during construction to reduce environmental effects, including adherence to GPP1, GPP5 and GPP6; preparation of a Construction Environmental Management Plan and works method statements; and implementation of BPM under applicable pollution and noise control legislation.

This appraisal identifies that through careful adherence to established best-practice construction and environmental management measures, potential environmental impacts could be effectively avoided or reduced to an appropriate level and are not anticipated to be significant.

It is noted that the findings of this appraisal could be subject to change depending on the final route and grid connection type chosen by SSEN; and the final connection alignment will be subject to SSEN's own statutory environmental duties under the Electricity Act 1989. Further detailed assessment will be undertaken by SSEN as part of an application for Section 37 consent, supported by more advanced design information, to ensure that the final grid connection solution is environmentally responsible, technically robust and in alignment with relevant planning and regulatory requirements.





Appendix A Figures

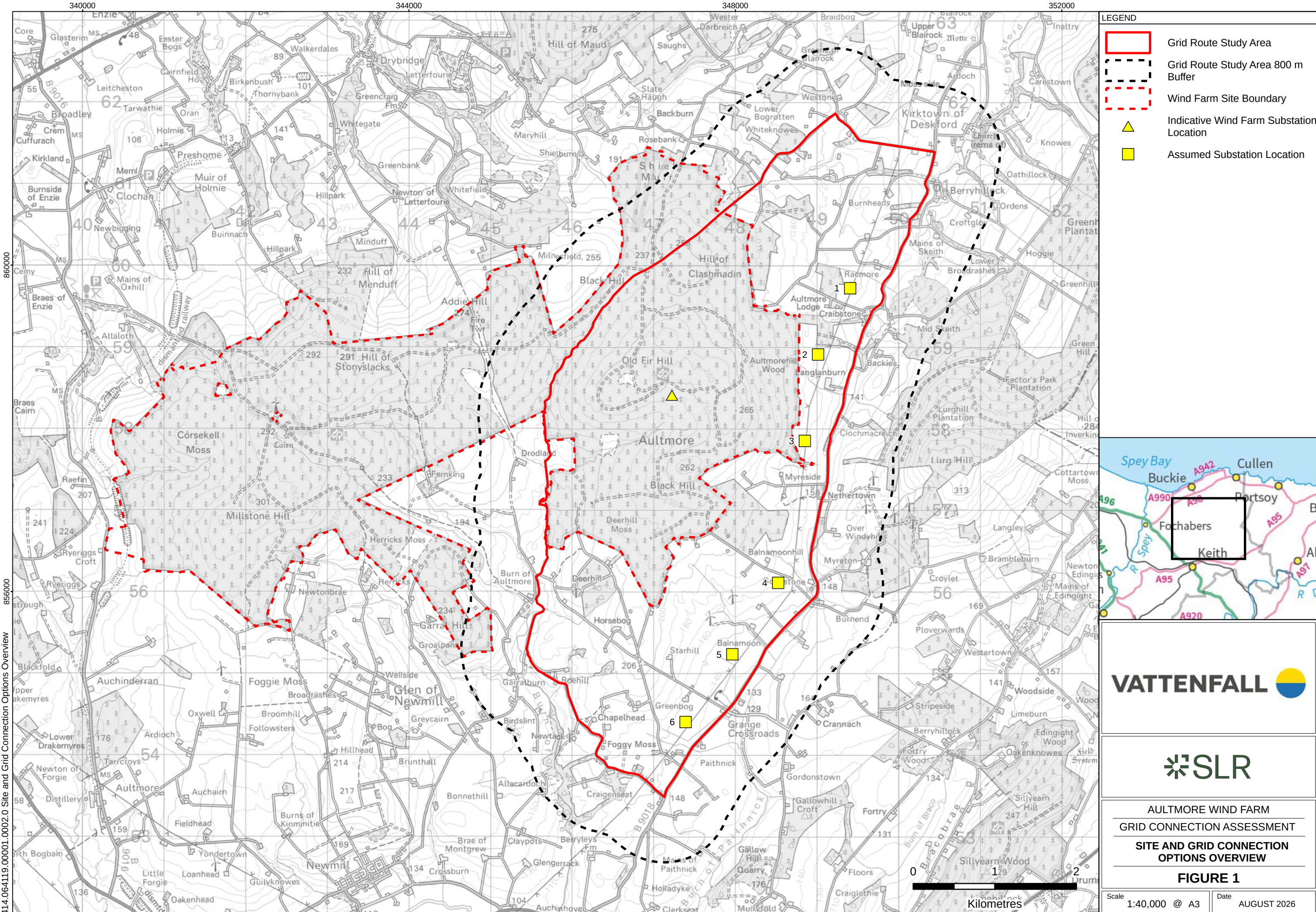
Indicative Grid Route Appraisal

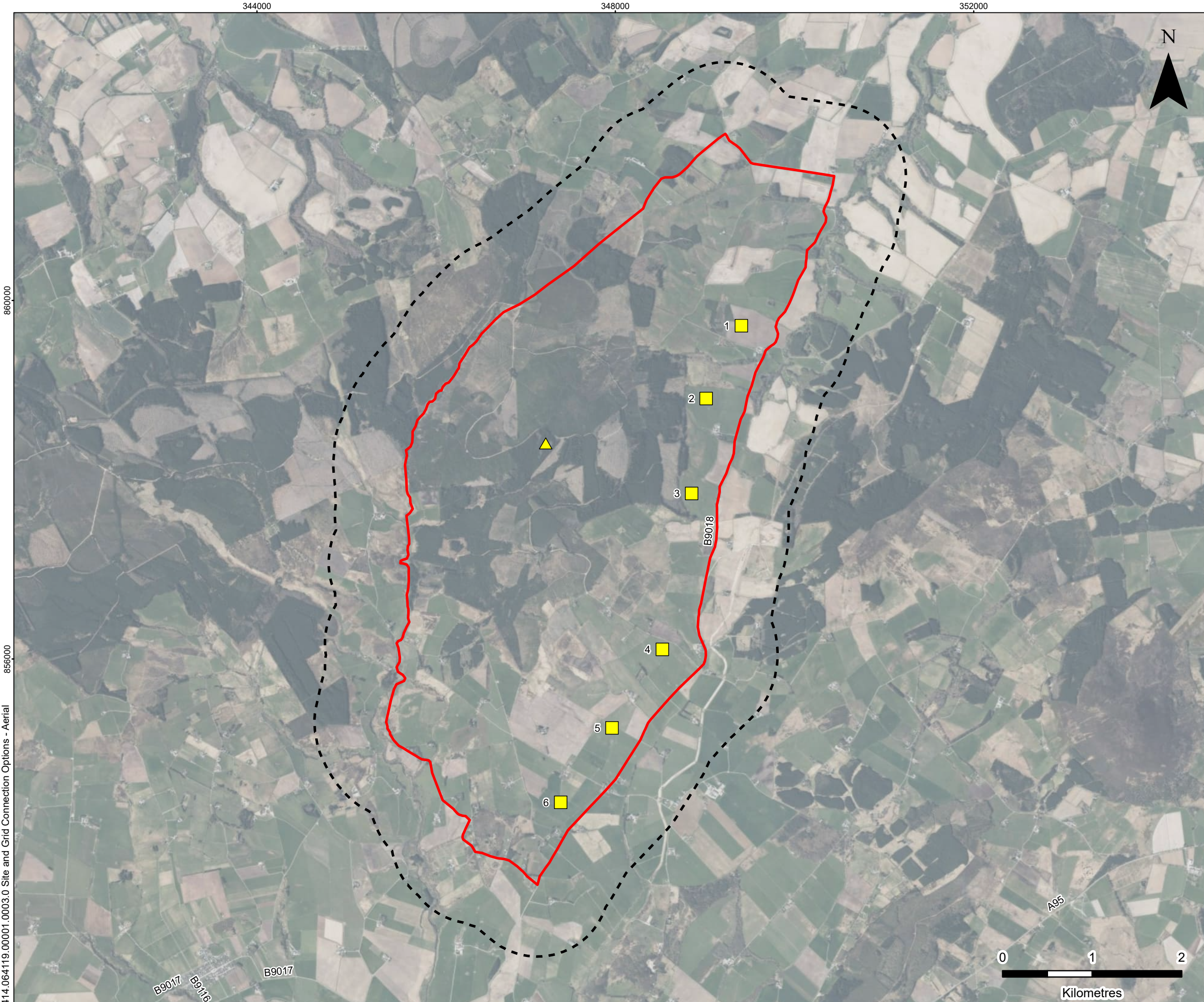
Aultmore Wind Farm Redesign

Vattenfall Wind Power Limited

SLR Project No.: 414.064119.00001

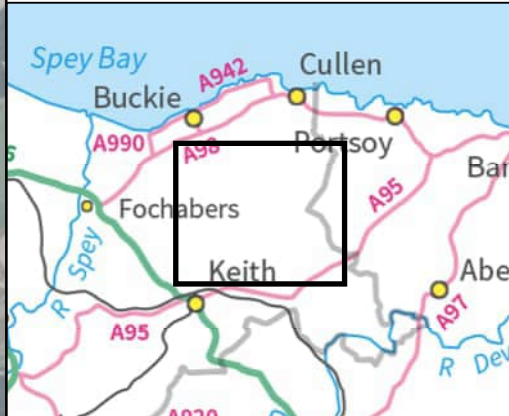
18 August 2026





LEGEND

- Grid Route Study Area
- Grid Route Study Area 800 m Buffer
- Indicative Wind Farm Substation Location
- Assumed Substation Location



AULTMORE WIND FARM

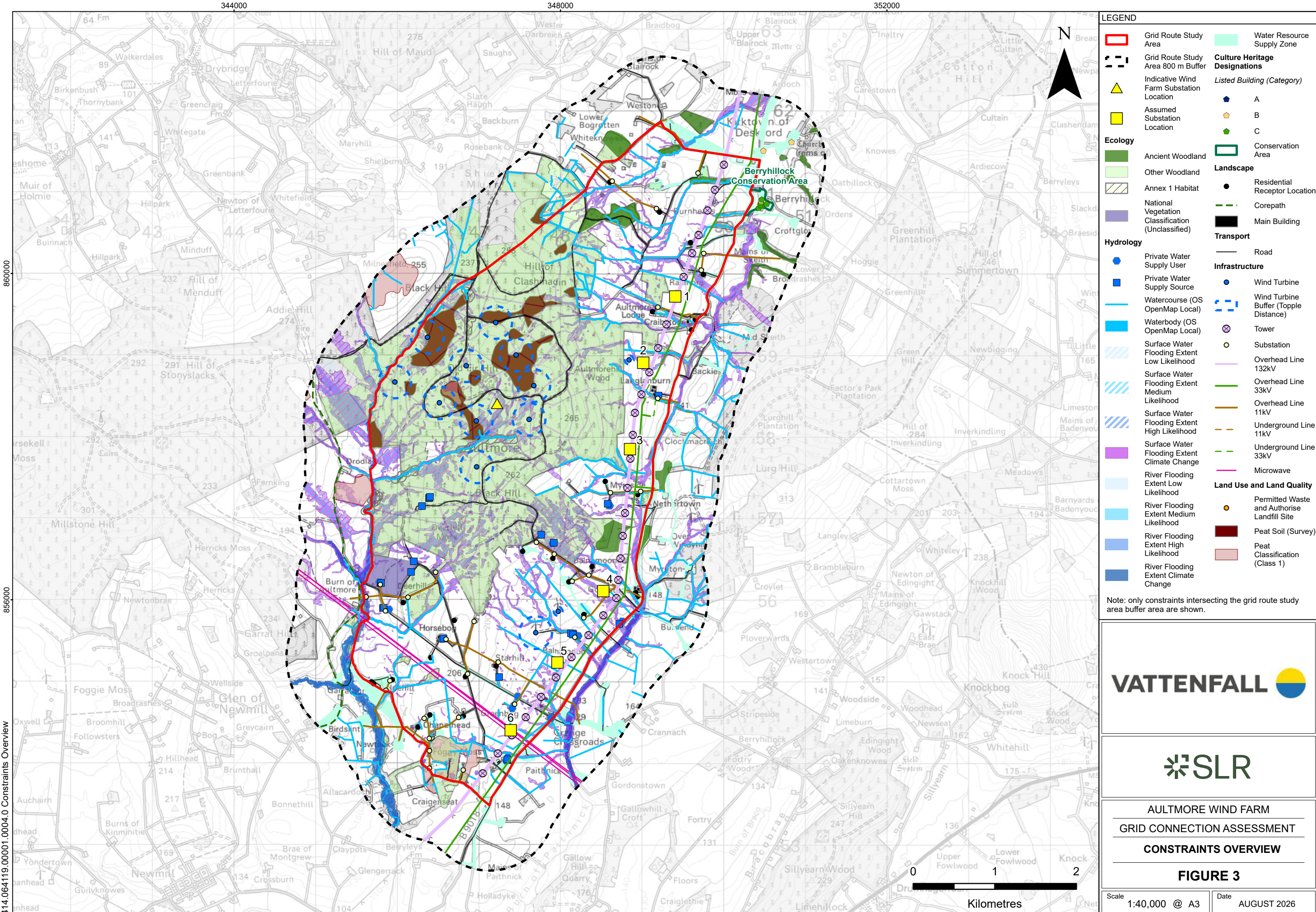
GRID CONNECTION ASSESSMENT

**SITE AND GRID CONNECTION
OPTIONS OVERVIEW - AERIAL**

FIGURE 2

Scale 1:40,000 @ A3

Date AUGUST 2026



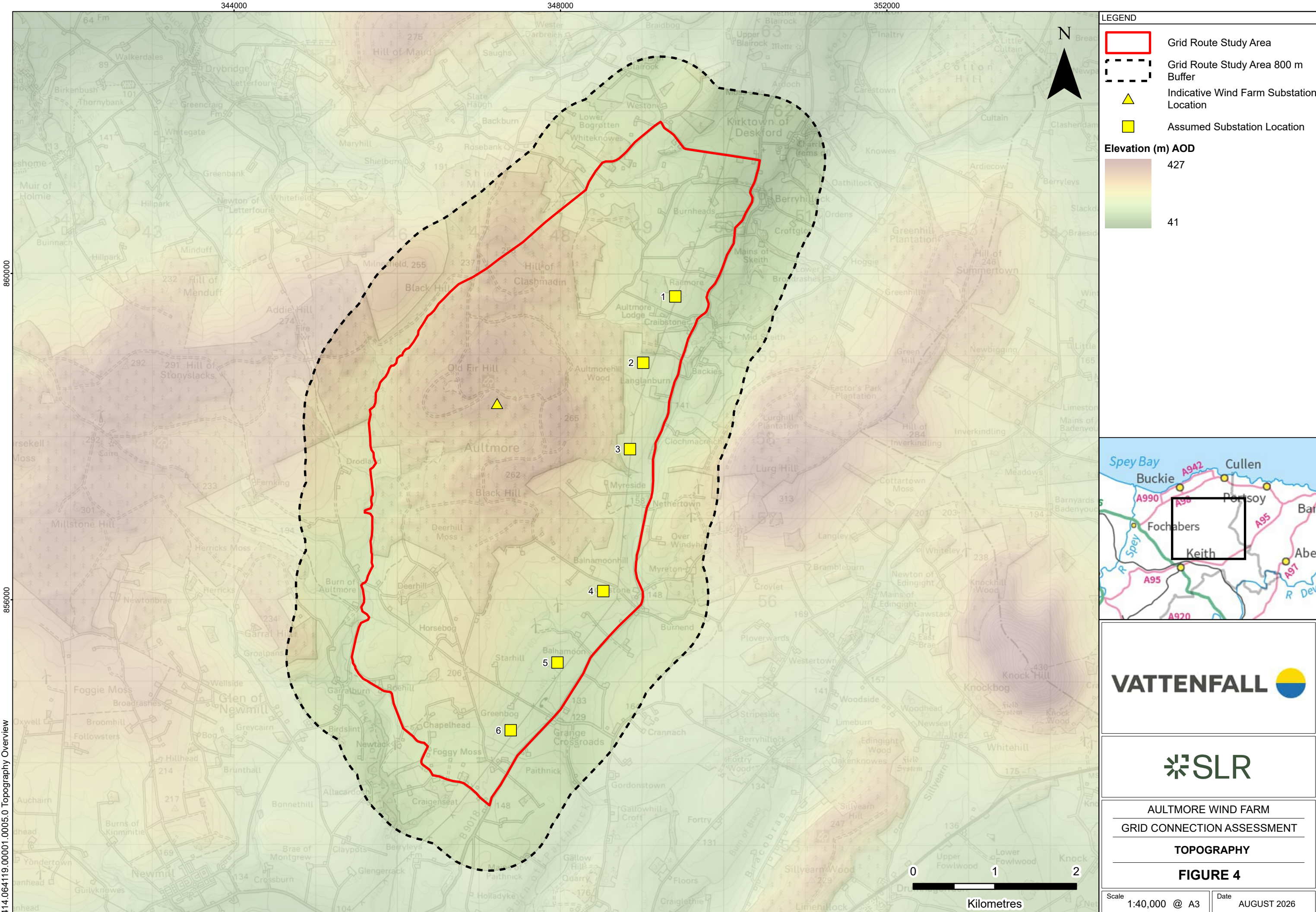
VATTENFALL

SLR

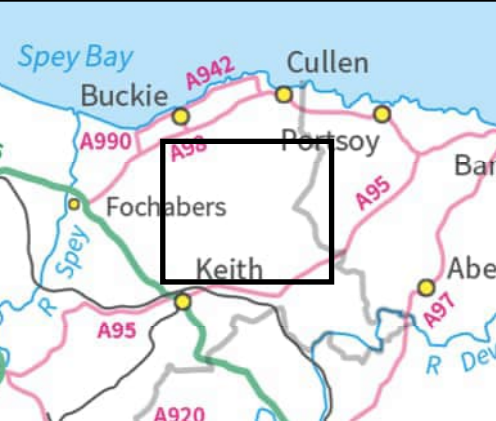
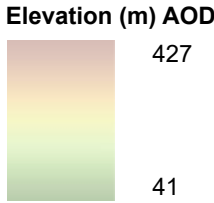
AULTMORE WIND FARM
GRID CONNECTION ASSESSMENT
CONSTRAINTS OVERVIEW

FIGURE 3

Scale 1:40,000 @ A3 Date AUGUST 2026



- LEGEND
- Grid Route Study Area
 - Grid Route Study Area 800 m Buffer
 - Indicative Wind Farm Substation Location
 - Assumed Substation Location

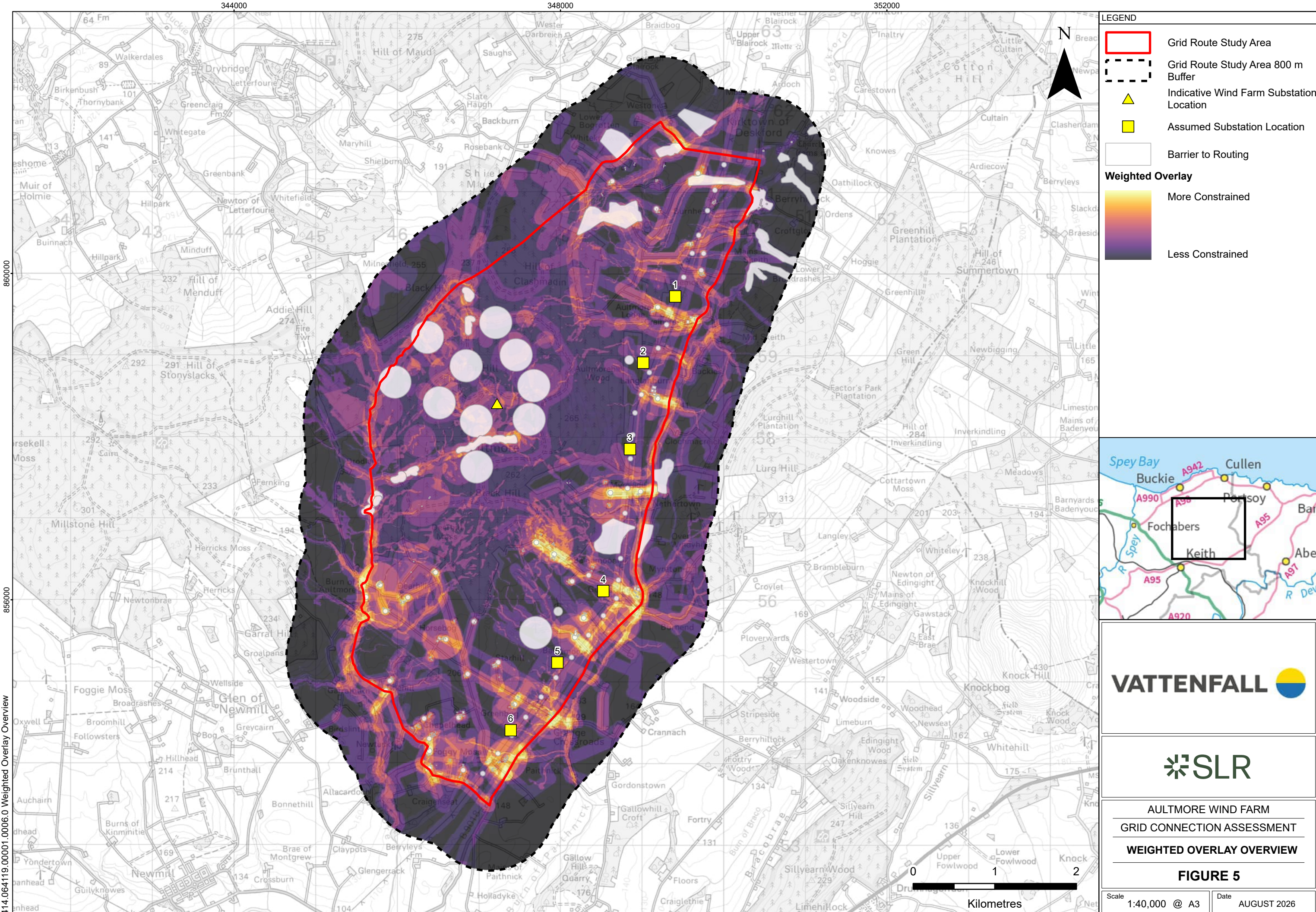


AULTMORE WIND FARM
GRID CONNECTION ASSESSMENT

TOPOGRAPHY

FIGURE 4

Scale 1:40,000 @ A3 Date AUGUST 2026



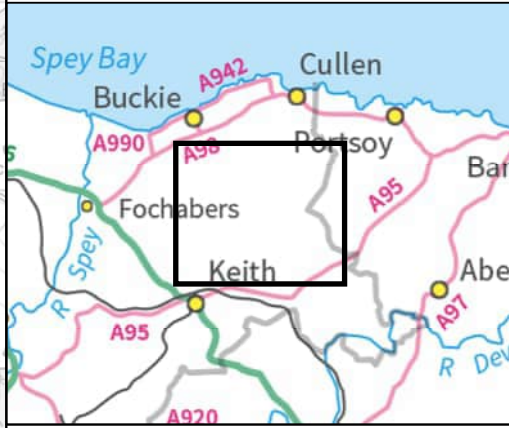
LEGEND

- Grid Route Study Area
- Grid Route Study Area 800 m Buffer
- Indicative Wind Farm Substation Location
- Assumed Substation Location
- Barrier to Routing

Weighted Overlay

More Constrained

Less Constrained



AULTMORE WIND FARM

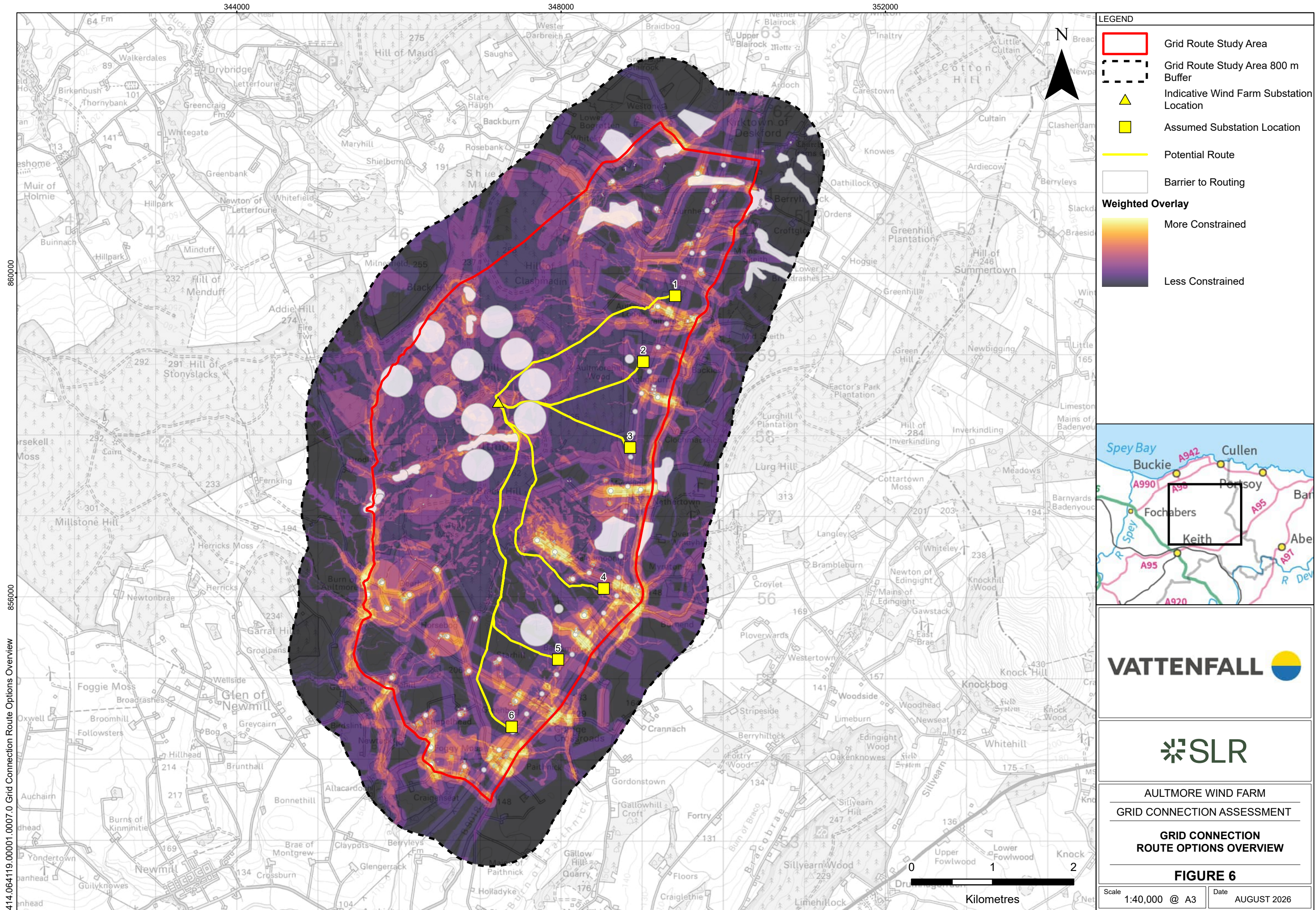
GRID CONNECTION ASSESSMENT

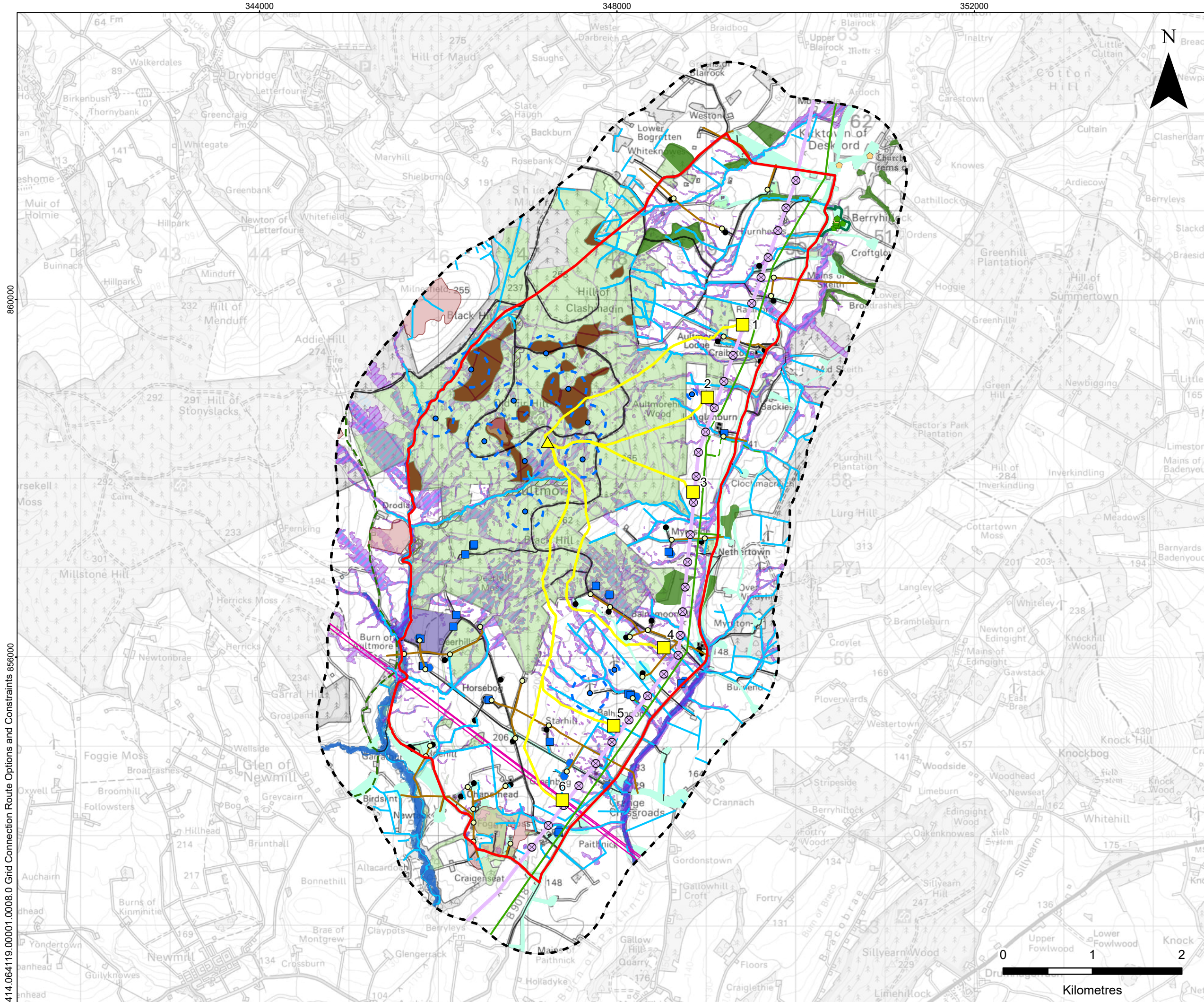
WEIGHTED OVERLAY OVERVIEW

FIGURE 5

Scale 1:40,000 @ A3

Date AUGUST 2026





LEGEND

Grid Route Study Area

Grid Route Study Area 800 m Buffer

Indicative Wind Farm Substation Location

Assumed Substation Location

Potential Route

Ecology

Ancient Woodland

Other Woodland

Annex 1 Habitat

National Vegetation Classification (Unclassified)

Hydrology

Private Water Supply User

Private Water Supply Source

Watercourse (OS OpenMap Local)

Waterbody (OS OpenMap Local)

Surface Water Flooding Extent Low Likelihood

Surface Water Flooding Extent Medium Likelihood

Surface Water Flooding Extent High Likelihood

Surface Water Flooding Extent Climate Change

River Flooding Extent Low Likelihood

River Flooding Extent Medium Likelihood

River Flooding Extent High Likelihood

River Flooding Extent Climate Change

Water Resource Supply Zone

Culture Heritage Designations

Listed Building (Category)

A

B

C

Conservation Area

Landscape

Residential Receptor Location

Corepath

Main Building

Transport

Road

Infrastructure

Wind Turbine

Wind Turbine Buffer (Topple Distance)

Tower

Substation

Overhead Line 132kV

Overhead Line 33kV

Overhead Line 11kV

Underground Line 11kV

Underground Line 33kV

Microwave

Land Use and Land Quality

Permitted Waste and Authorise Landfill Site

Peat Soil (Survey)

Peat Classification (Class 1)

Note: only constraints which intersect the Grid Route Study Area Buffer are shown.

VATTENFALL

AULTMORE WIND FARM

GRID CONNECTION ASSESSMENT

GRID CONNECTION ROUTE OPTIONS AND CONSTRAINTS

FIGURE 7

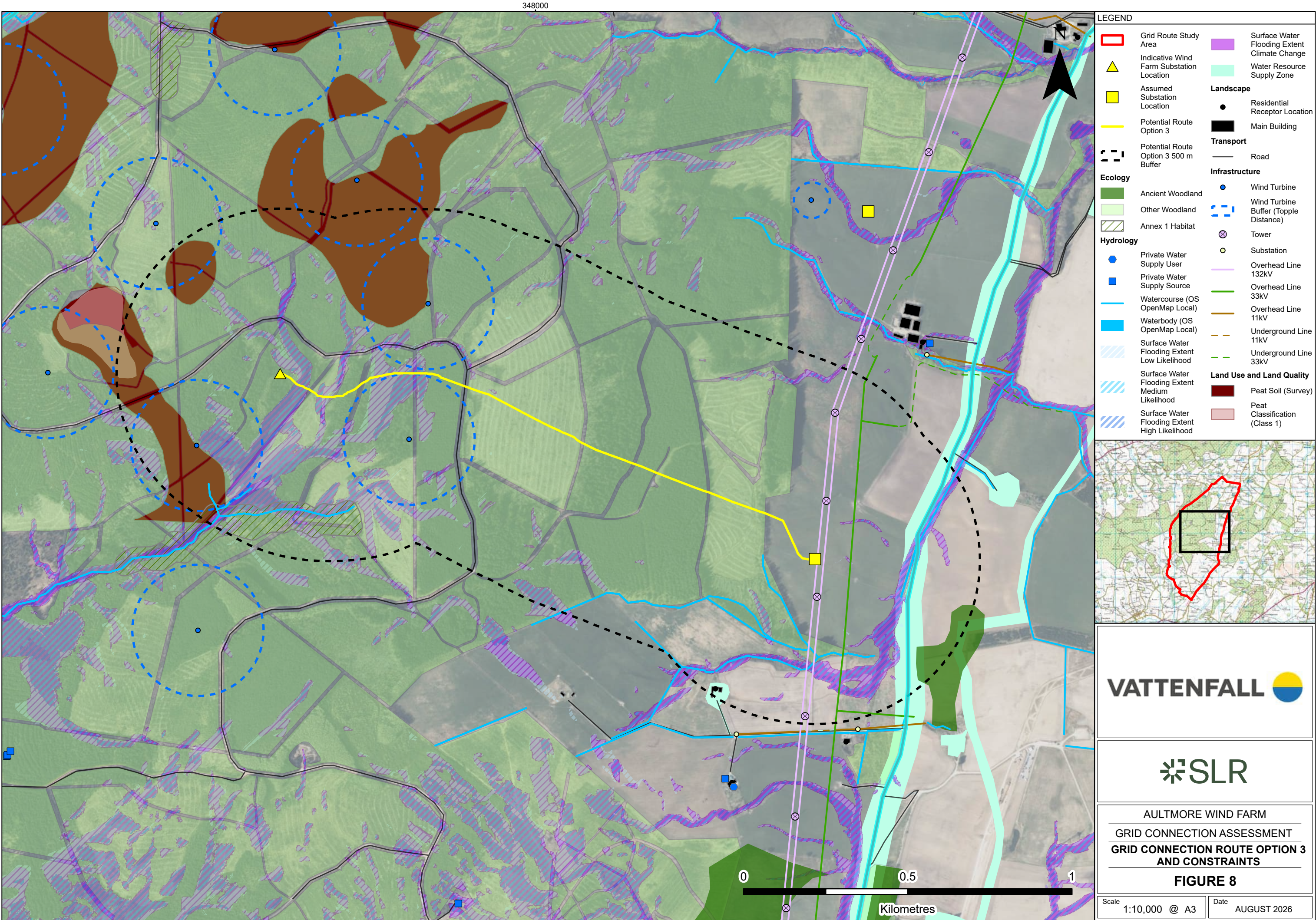
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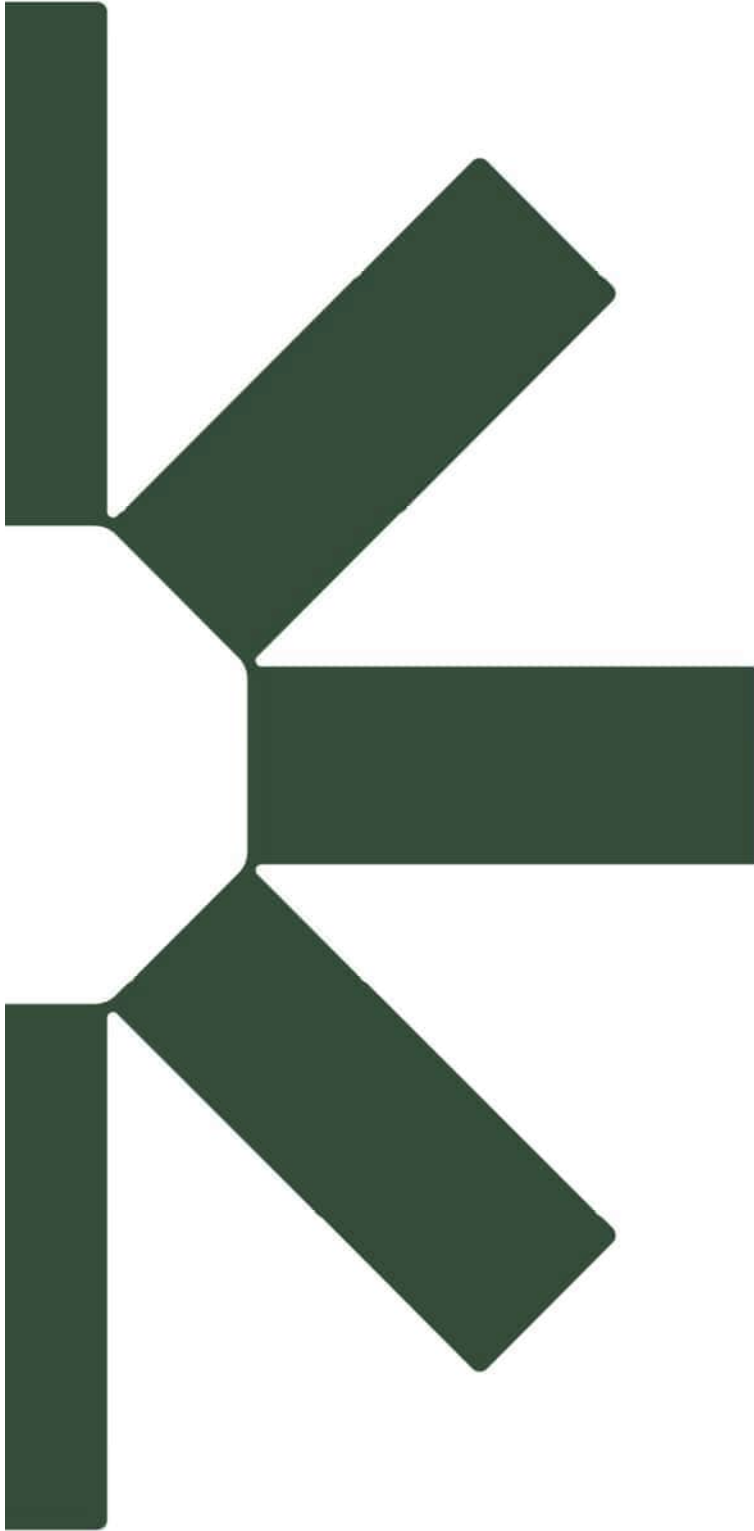
Date AUGUST 2026

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414.064119.00001.0009.0 Grid Connection Route Option 3 and Constraints





Making Sustainability Happen