

Beauly Blackhillock New Deer Peterhead
400 kV OHL
Report on Consultation – Corridor

March 2023



Scottish Hydro Electric Transmission plc
Inveralmond House
200 Dunkeld Road
Perth PH1 3AQ
Tel: +44 (0)1738 456 000
www.ssen-transmission.co.uk

CONTENTS

1.	INTRODUCTION	1
1.1	Introduction	1
1.2	Purpose of Document	1
2.	CORRIDOR OPTIONS	2
2.1	Corridor Option Identification	2
2.2	Corridor Option Appraisal – Preferred Corridor	2
3.	THE CONSULTATION PROCESS	4
3.1	Introduction	4
3.2	Methods of Consultation	4
4.	STAKEHOLDER CONSULTATION RESPONSES	7
4.1	Introduction	7
4.2	Public Consultation	7
4.3	Statutory Consultation	7
5.	CORRIDOR CHANGES	24
5.1	Proposed Corridor Change	24
5.2	Corridor Deviation	24
6.	CONCLUSION AND NEXT STEPS	26
6.1	Summary	26
6.2	Next steps	26
	APPENDIX A FIGURES	27
	APPENDIX B CONSULTATION ADVERT	
	APPENDIX C CONSULTATION POST CARD	
	APPENDIX D CONSULTATION POSTER	

LIST OF TABLES

Table 3-1 List of statutory and non-statutory consultees	4
Table 3-2 Public consultation dates and locations	5
Table 3-3 Engagement Snapshot	6
Table 4-1 Summary of feedback from public consultation	8
Table 4-2 Summary of feedback from statutory and non-statutory consultation	18

1. INTRODUCTION

1.1 Introduction

Scottish and Southern Electricity Networks Transmission (SSEN Transmission), operating under license held by Scottish Hydro Electric Transmission plc, owns, operates and develops the high voltage electricity transmission network across the north of Scotland and remote islands.

SSEN Transmission is proposing to construct a new 400 kilovolt (kV) double circuit overhead line (OHL) between Beauly and Peterhead and connecting into new substation sites at Beauly, Blackhillock, New Deer and Peterhead along the way. The proposed development is in line with SSEN Transmission's commitment and licence obligations to facilitate the connection of renewables generators to the grid through an economical, efficient and coordinated approach to transmission reinforcement.

The new substations required at Beauly, Blackhillock, New Deer and Peterhead will be located near to SSEN Transmission's existing substations in these locations, with site selection studies currently underway. The substation developments are being progressed separately and do not form part of this project. However, as the chosen substation site locations will directly influence the route selection process for the OHL, an integrated approach is being taken to substation site selection and OHL route optioneering, to ensure that the relative importance of different factors influencing the design decisions for each component are fully understood and evaluated at each stage in the process.

1.2 Purpose of Document

The process for the identification of an OHL route is informed by SSEN Transmission's 'Procedures for Routeing OHLs and Underground Cables of 132kV and above'¹ ('SSEN Transmission Routeing Guidance'). The guidance splits a project into the following stages:

- Pre-Routeing Activities: Selection of proposed connection option;
- Stage 1: Corridor Selection;
- Stage 2: Route Selection;
- Stage 3: Alignment Selection; and
- Stage 4: EIA and consenting.

This project is currently at Stage 1 Corridor Selection, which seeks to identify a series of linear areas (corridors) capable of providing a continuous connection between the defined connection points and delivering the required transmission connection.

In order to identify a Proposed Corridor to be taken forward to the next stage, a Preferred Corridor was identified and consultation undertaken with statutory and non-statutory consultees, the public and landowners. This report documents the consultations which have been undertaken, a summary of the consultation feedback and how this feedback has influenced corridor selection.

¹ SSEN Transmission (September 2020). Procedures for Routeing Overhead Lines and Underground Cables of 132 kV and above. Revision 2.

2. CORRIDOR OPTIONS

2.1 Corridor Option Identification

A digital routing and alignment toolkit was used to help identify corridor options to connect the four substations at Beauly, Blackhillock, New Deer and Peterhead.

The steps to the digital approach were as follows:

- Confirm Study Area – the study area for the project has primarily been influenced by the topography of the coastal areas, as well as the need to avoid the Cairngorms National Park and crossing Loch Ness, through the preliminary application of the Holford Rule 1 ‘*Avoid altogether if possible, major areas of highest amenity value, by so planning the general route of the line in the first place, even if the total mileage is somewhat increased in consequence*’, see **Figure 2.1**.
- Initial Data Gathering – constraints data sets were gathered, reviewed and assessed, and initial sensitivity weightings were applied to each data set by the specialists in the different disciplines. The sensitivity weightings reflect how each constraint affects the project specifically.
- Development of a Heat map – the constraints were layered onto a map so they could be viewed as a composite ‘heat map’ and weightings and buffers applied depending on the sensitivity of the constraint, or opportunity. In addition to constraints, some data sets provide opportunities to OHL routing in line with the Holford Rules, such as running parallel to existing OHLs or roads; these are also built into the heat-map. The weightings and parameters were refined following site visits and sensitivity analysis to verify the outputs. The list of constraints, buffers and weightings is presented in Appendix A. The weighting categories are as follows:



- Potential Corridor Development - A ‘Least Impact Path’ analysis was run to determine potential corridors across the constraints surface, identifying ways to route the OHL so as to have the least “environmental impact” and interaction with environmental constraints. This information was provided to the topic environment leads and professional judgement was applied in developing preliminary corridors, taking into account less tangible aspects of the Holford Rules which cannot be digitised.

This project was of sufficient length for it to be necessary to subdivide the study area into sections to ease description and comparison of the different corridor options. **Figures 2.2 - 2.4** illustrate the identified corridor options within each of the five sections.

2.2 Corridor Option Appraisal – Preferred Corridor

A series of appraisals were undertaken to identify a Preferred Corridor in line with the SSEN Transmission Routing Guidance, which takes into consideration environmental, engineering and economic criteria as follows:

Environmental Criteria

- Natural Heritage – designations, protected species, habitats, ornithology, hydrology, geology and hydrogeology.
- Cultural Heritage – designations and cultural heritage assets.
- Proximity to Dwellings – residential properties and other sensitive receptors.
- Landscape and Visual – designations, landscape character and visual amenity.
- Land Use – agriculture, forestry and recreation.

Engineering Criteria

Appraisal of route options has involved systematic consideration against the following engineering topic areas:

- Infrastructure Crossings – major crossings and road crossings.
- Environmental Design – elevation, atmospheric pollution, contaminated land and flooding.
- Ground Conditions – terrain.
- Construction/ Maintenance – access.
- Proximity – windfarms, communication masts, urban environments and metallic pipelines.

Economic Criteria

Appraisal of route options has involved systematic consideration against the following economic topic areas:

- Capital Costs – construction.
- Operational Costs – inspections and maintenance.

Following on from the comparative analysis, the Preferred Corridor can be seen on **Figure 2.5** and comprises Corridor 1A, 2B, 3A, 4A, 5.

The Preferred Corridor was based on the outcome of the environmental, engineering and cost analysis, and does not take consultation into account.

3. THE CONSULTATION PROCESS

3.1 Introduction

In accordance with the SSEN Transmission Routeing Guidelines a process of consultation on the Preferred Corridor was undertaken. This section identifies the methods of consultation and the key dates when consultation took place.

3.2 Methods of Consultation

The following methods were used to consult on the Preferred Corridor, as set out below.

3.2.1 Statutory and Non-Statutory Consultation

The Beauly to Peterhead Consultation Document (September 2022)² was produced detailing the selection process for the Preferred Corridor, taking account of environmental, technical, and economic factors. The Consultation document was distributed to statutory and non-statutory stakeholders and made available for download in October 2022 from <https://www.ssen-transmission.co.uk/projects/project-map/beauly-blackhillock-new-deer-peterhead-400kv/>.

Table 3-1 details the statutory and non-statutory stakeholders that the Consultation Document was issued to.

Table 3-1 List of statutory and non-statutory consultees

Statutory Consultees	
Energy Consents Unit	The Highland Council
Moray Council	Aberdeenshire Council
Nature Scot	SEPA
Historic Environment Scotland	Scottish Forestry
Non-Statutory Consultees	
Cairngorms National Park	Marine Scotland
RSPB Scotland	Scottish Water
Transport Scotland	National Trust for Scotland
Crown Estate Scotland	Mountaineering Scotland
John Muir Trust	Scottish Rights of Way and Access Society (Scot Ways)
Scottish Wild Land Group (SWLG)	Scottish Wildlife Trust
Visit Scotland	Forestry and Land Scotland
Fisheries Management Scotland	Local District Salmon Fisheries
Local Fisheries Trusts	The Spey Foundation
Royal Air Force	Highland and Islands Airports
BAA Aerodrome Safeguarding (Aberdeen)	National Grid
NATS Safeguarding	Joint Radio Company
Network Rail	Defence Infrastructure Organisation
BT	Civil Aviation Authority - Airspace

² SSEN Transmission (2022) Beauly to Peterhead Consultation Document

Stakeholders were invited to provide feedback to a series of questions asked within the Consultation Document on specific aspects of the project as follows:

- Have we explained the need for this Project adequately?
- Have we explained the approach taken to select the Preferred Corridor adequately?
- Are there any factors, or environmental features, that you consider may have been overlooked during the Preferred Corridor selection process?
- Do you feel, on balance, that the Preferred Corridor selected is the most appropriate for further consideration at the route selection stage?

Following issue of the Consultation Document a meeting was offered to the Statutory Consultees to gather initial feedback on the project, this was held virtually on 14th September 2022.

3.2.2 Public Consultation

Public consultation events on corridor selection commenced on Tuesday 20th September 2022. Eight events took place in total, across the corridor, and concluded on 5th October 2022. The consultation period finished on the 28th October 2022. The purpose of the Consultation events was to provide information and to seek the views and comments of members of the public, local stakeholders, and statutory consultees. These events took place as follows:

Table 3-2 Public consultation dates and locations

Dates	Location
19th September (Re-scheduled to 5th October 2022 as a result of the State Funeral of HM Queen Elizabeth II)	Beauly – Kilmorack Hall A831, Beauly IV4 7AG
20th September	Inverness – Kingsmill Hotel Culcabock Road, Inverness IV2 3LP
21st September	Forres -Forres Town Hall Town Hall, High St, Forres IV36 1PB
22nd September	Elgin – UHI Moray College Moray St, Elgin IV30 1JJ
26th September	Keith – Keith Longmore Hall Banff Road, Keith AB55 5ET
27th September	Turriff – Baden Powell Centre Baden Powell Rd, Turriff AB53 4FA
28th September	New Deer Public Hall Fordyce Terrace , New Deer Aberdeenshire AB536WE
29th September	Peterhead – Balmoor Stadium Lord Catto Park, Peterhead, AB42 1EU

The consultation was communicated in the following ways:

- The consultation events were advertised in the Press and Journal twice, 14 days and then 7 days prior to the event. Adverts were also placed in local newspapers circulated by Highland News Media, again 14 days and then 7 days prior to the event. The event in Beauly was rescheduled

due to the State Funeral of HM Queen Elizabeth II. The advert was amended to include the new date prior to publication. An update on this change of date was also provided to local community councils, elected members and the existing Community Liaison Group in Beauly. **(Appendix B)**.

- Branded A5 postcard invites were sent out to over 25,000 domestic and commercial properties within the identified corridors notifying them of the consultation event and web page containing the consultation materials. The area extended just beyond the corridor boundaries to ensure inclusion of people potentially affected at the boundary area. **(Appendix C)**.
- A Consultation Brochure was produced providing information on the project. This was available as a hard copy at the event or by post and was available in digital format on the project webpage. The booklet also contained information on the feedback process and key contacts for the consultation process. The Brochure is available here:
web---ssen---beauly---blackhillock---new-deer---peterhead-bbnp-consultation-event---20pp-booklet---26600-artwork---updated-by-carla.pdf (ssen-transmission.co.uk)
- The SSEN Transmission website contains general information on the project and links to published documents: <https://www.ssen-transmission.co.uk/projects/project-map/beauly-blackhillock-new-deer-peterhead-400kv/>
- Advance notification ahead of the consultation events was provided to local elected members including Community Councils.
- A branded poster was published on social media and circulated to local communication networks such as community Facebook Groups and community councils. **(Appendix D)**.
- E-mails were issued to Statutory Consultees informing them of the event and extending an open invitation to them and other members.

A sign in register was used to monitor attendance and a total of 361 people attended the public events. This also monitored the reasons for people attending and offered attendees the opportunity to sign up to the project mailing list. Table 3-3 below shows the number of people in attendance at each event.

The Community Liaison Manager for the project followed up with attendees and all consultees and invited them to provide comments and feedback on the proposals and directed them to the methods in which they could provide their feedback by phone, email, using the feedback form in the booklet or via the project feedback form on the web page.

Table 3-3 Engagement Snapshot

Category	Number
Kingsmill Hotel event attendees	51
Forres Town Hall event attendees	39
Moray University event attendees	45
Longmore Hall event attendees	42
Baden Powell Centre event attendees	42
New Deer Public Hall event attendees	68
Balmoor Stadium event attendees	17
Kilmorack Hall event attendees	51
Completed feedback forms	116 (all feedback)

4. STAKEHOLDER CONSULTATION RESPONSES

4.1 Introduction

This section of the report provides the responses from SSEN Transmission to the questions and themes emerging from the public consultation and the responses provided by statutory and non-statutory stakeholders.

During each event, the project team directed the members of the public to the feedback forms to encourage residents to provide their comments.

All comments were requested by 28th October 2022.

4.2 Public Consultation

Table 4-1 presents a summary of the comments received from the returned feedback forms and other feedback received, which were relevant to the corridor stage of the project, and highlights various themes. Additional feedback was received in relation to local environmental sensitivities which will be used in the following route and alignment selection stages.

4.3 Statutory Consultation

Consultation responses from statutory and non-statutory consultees and can be found in **Table 4-2**.

Table 4-1 Summary of feedback from public consultation

Feedback/Comments	Response
Approach to Consultation	
The consultation period has been very short, suggesting that the main decisions have already been taken.	At the time of the first round of public consultation, the project is still in the very early stages of development and as such, no decisions on the route or alignment of the project have been taken. We will be back out to public consultation with route options in Spring 2023 when the public will have an opportunity to provide further feedback. The Community Liaison Manager will accept feedback throughout the development period of the project and ensure this is passed to the project team for consideration.
There has been very little community consultation until this point. People should have had a chance to input into the corridors. I am concerned about a general lack of public knowledge/debate about the proposal.	The corridor consultation stage is the very first stage of the process for developing a new OHL of this scale, and is the opportunity for the public to input into the corridors. We advertised the event, and the rescheduled Beauty event, in both local and Highland newspapers. In addition, we instructed the delivery of over 25,000 postcard invites to both domestic and commercial properties within the identified corridors. We are aware that some people might not have received these and have followed up with our supplier who will raise these concerns with the mailing companies. We also notified community councils and all elected members within the corridors. Now that we have conducted early engagement on this project, we have a significant number of people on our project mailing list, both from attendees at the event and from people accessing the project web page. In response to feedback, we will endeavour to further publicise future events within local communities in shops, libraries, public buildings and notice boards, as well as a postcard invitation posted to properties identified as potentially affected.
Why were the events held in location where people were unlikely to be affected?	Given the scale of the project, we tried to identify the main towns and locations at each point of the project and utilise the most accessible public venues to host the events. If you have a suggestion of a suitable alternative venue to host future events, please get in touch with the Community Liaison Manager Ryan Davidson on ryan.davidson@sse.com or 07901133919.
Project Need	
Why is this project needed when the existing line was upgraded recently?	<p>The Blackhillock-Rothienorman-New Deer-Peterhead 275 kV OHL is currently being upgraded to 400 kV, significantly increasing capacity in the network whilst using the existing OHL (400 kV is currently the highest operating voltage used in the UK transmission network). This has provided significant increases in our transmission capacity and meets requirement in the short/medium-term, but additional capacity is needed in the longer term (2030 and beyond).</p> <p>It is important to note that when reusing existing OHL structures, they need to be assessed to determine if they are suitable to carry the heavier conductors (wires) required to achieve these larger capacities. Often, we find that due to the</p>

Feedback/Comments	Response
	<p>age and design of these structures we are limited in how much we can upgrade them in terms of increasing capacity, which then results in us having to look at alternative options such as additional OHLs.</p> <p>The new 400 kV OHL is part of a wider scheme of infrastructure reinforcement across the UK which has been identified by National Grid as a requirement to enable connection of new renewable electricity generation to areas of demand, including the UK and Scottish Governments' 2030 offshore wind targets of 50 GW and 11 GW.</p>
Technology Selection and Project Scope	
<p>Why can the line not go via subsea around the coast?</p>	<p>The decision to eliminate subsea cables from our corridor assessment was driven by wider network requirements.</p> <p>In the initial identification of the requirement for this project, many onshore and offshore reinforcement options were assessed by the Electricity System Operator (ESO) in the 'Pathway to 2030' Holistic Network Design (HND) study. The HND includes the offshore transmission network, the onshore works essential to facilitate each connection and the network needed to transport the electricity around the country. The ESO led on the offshore transmission network optioneering and design, exploring both radial and coordinated solutions for the connection of new offshore wind schemes, aiming to balance the needs of consumers, developers, communities, and the environment.</p> <p>Solutions proposed by SSEN Transmission for the significant west to east power transfer to be assessed in the HND included a subsea link from Spittal to Peterhead. Onshore solutions included a Spittal to Loch Buidhe to Beauly 400 kV connection, a Beauly to Blackhillock 400 kV connection and a Blackhillock to New Deer to Peterhead 400 kV connection. The HND study identified the need for both the offshore solution, as well as the onshore reinforcement options between Spittal and Peterhead. This is because, to fully utilise offshore subsea links, the onshore network is also required to be strengthened.</p> <p>In the HND, the ESO explored additional solutions to coordinate offshore connections and to establish a bootstrap/link between two or more interface points on the onshore transmission system, which would potentially alleviate the need for the onshore reinforcements. However, these additional offshore solutions were determined as being far too expensive compared to the solutions provided by SSEN Transmission, and would result in a large increase in cost to the GB consumer. Of additional consideration was the requirement to create connection points for new generation at Blackhillock and New Deer, which the existing network is unable to accommodate.</p> <p>Prior to publication of the HND findings, SSEN Transmission completed an internal study considering the feasibility of different technology options for the Beauly – Blackhillock – New Deer – Peterhead transfer, similarly concluding that an onshore solution was preferable, with key considerations summarised below:</p> <ul style="list-style-type: none"> • Transfer capability: An individual onshore solution is currently capable of transferring approximately 5 GW of power, which is more than double the transfer capability of an individual offshore solution at approximately 1.3-2 GW.

Feedback/Comments	Response
	<ul style="list-style-type: none"> • Value to customer: An onshore OHL solution is generally substantially more cost effective than an offshore subsea cable solution, particularly when taking into account the additional transfer capability that an onshore solution provides. An offshore HVDC solution only becomes more cost effective at larger distances, when a more direct reinforcement route is available compared to the equivalent AC onshore solution. The requirement to tie into Beauly, Blackhillock and New Deer does not provide this efficiency. • Future proofing: An onshore OHL solution provides the flexibility to be modified over the course of its 40 to 50-year asset life to further increase capacity (i.e. by replacing conductors on the OHL or operating the line at a hotter temperature, as has been done elsewhere on our network), whereas the offshore HVDC solution's capacity is fixed as the subsea cable and AC to DC converters would need replaced. The onshore solution minimises future disruption and impact of works and improves whole life costs. • Supporting infrastructure: If a subsea cable was used to connect Beauly, Blackhillock, New Deer and Peterhead, due to the distance of the existing substations from the coastline, substantial lengths of onshore infrastructure would still be required to transfer power from the coast to each of the substation locations, with associated community and environmental impacts along the length of these connections. In addition, converter stations would be needed at each of the substation locations, to convert power transferred from DC to AC for connection to the network and back to DC to connect into the next length of subsea cable (due to the lengths of subsea sections HVDC subsea cables would be required, rather than AC). The converter stations would be relatively substantial with additional noise and visual impacts for localised communities. With visual and community impact the key driver for considering offshore solutions, on balance it was considered that the supporting infrastructure required in this instance reduced the benefits. • Maintenance: Finally, fault detection and restoration of onshore AC solutions is much easier and quicker compared to offshore solutions. A subsea cable fault could result in the outage of the entire offshore solution for approximately 6 months, compared to days/weeks for the onshore AC solution. <p>There is therefore a requirement for this project to progress using an onshore technology (i.e., either underground cable or OHL).</p>
<p>Other projects have been undergrounded in the local area and in other countries. Why can't this one?</p>	<p>SSEN Transmission has a statutory obligation under the Electricity Act 1989 to develop and maintain an efficient, coordinated and economical system of electricity transmission, and to facilitate competition in the supply and generation of that electricity. In addition to this SSEN Transmission also has to consider the preservation of amenity when designing any new infrastructure in relation to the transmission network. We are therefore required to carefully consider the use of both OHLs and underground cables when looking at developing any new transmission circuits accounting for the benefits and disadvantages of each option.</p>
<p>No transparency in the documentation regarding the decision making process whereby</p>	<p>Looking specifically at this project, there is a requirement to significantly increase the capacity of our network to facilitate the connection of large amounts of renewable energy and allow for it to be transferred across the different boundaries</p>

Feedback/Comments	Response
<p>SSEN rejected the more environmentally friendly and more popular option of an underground cable.</p>	<p>within our network. To achieve the capacity required and transfer this bulk amount of power, the transmission circuit is required to operate at the highest voltage used in the network which is 400 kV.</p> <p>It is possible to operate both overhead lines and underground cables at this operating voltage, however one of the key challenges associated with the use of cables at this voltage is the significant distance between the substations.</p> <p>Due to the capacitive nature of underground cables, any distance over 5 km would need to be assessed and would likely require additional reactive compensation to maintain the stability of the network. Where the length significantly exceeds this, it is possible that midpoint compensation would be required resulting in an additional transmission substation site being required to locate the plant. The reactive compensation equipment would also mean that substation sites at each end would need to be increased in size to accommodate the reactors. Although the use of underground cable is technically feasible, there would be significant challenges associated with this design and from an economic standpoint, the use of cables would be in the region of four times greater cost than an OHL.</p> <p>Although underground cables are visually less intrusive, a significant land take is still required for laying the cables and this corridor is required to be kept clear from any buildings or significant vegetation to allow for access in the event of cable faults. OHLs also require a similar corridor to be kept clear, however access and excavations are typically only required at tower positions minimising the ground disturbance along the route. OHLs are also easier to repair in the event of a fault, whereas fault identification and repair typically takes considerably longer for an underground cable circuit.</p> <p>The final aspect worth considering is the terrain observed across the region the circuit is required. A significant proportion of this corridor contains challenging slopes and gradients which can typically be “spanned out” using an OHL, whereas these are often technically challenging when constructing cable circuits through these areas. There is also likely no option of moving into better terrain due to requiring the significant swathe with no obstacles to accommodate the cable circuits.</p> <p>When considering all the points above and our statutory obligation to provide an economical and efficient transmission network, we have identified that OHL is the preferred choice. This does not mean that underground cable will not be considered in areas along the circuit where significant technical and environmental challenges are met, however the main technology choice and starting point will remain OHL for this circuit.</p>
<p>There has been a lack of information on your alternative solutions. Lack of information and detailed studies of proposed and alternative routes and alternative options.</p>	<p>The three typical technology options considered for the transmission of electricity are OHLs, onshore cables and offshore subsea cables.</p> <p>The reason for selecting OHLs as the preferred technology choice has been discussed within the preceding sections of this FAQ, however in summary this choice is based on the technical challenges and costs associated with both onshore and offshore cables for routes of this length and the requirement to connect to multiple substations along the route.</p> <p>Looking specifically at OHLs there are multiple options under this technology bracket to be considered. Some of these considerations relate to structure type, conductor (wire) type and number of conductors to be supported by the structure.</p>

Feedback/Comments	Response
	<p>SSEN Transmission has selected a tower suite for supporting the conductors on this circuit that is capable of carrying larger conductors to allow for the larger capacity requirement of the circuit, whilst being able to maintain the statutory clearances required for operating at 400 kV. This structure type has already been used on the network for the Beaully to Denny 400 kV OHL and is preferred from a technical perspective.</p> <p>In terms of conductor design, the selection and the number of conductors the towers will support is currently still under review. This depends on a variety of factors such as the strength capability of the towers carrying different sizes and numbers of conductors. Where we mention deciding the number of conductors the towers will carry, the tower itself will still only have three arms on each side, however multiple individual conductors can be bundled together to increase the power transfer capability of the circuit.</p> <p>Currently we are progressing through the routeing process which has four key stages, each increasing in detail and resolution. The project is currently going through stage 1 (corridor selection) which aims to identify a preferred corridor capable of providing a continuous connection between the defined connection points. As the project progresses through the different stages different route options under consideration will be identified within the preferred corridor and these will be presented to members of the public to obtain feedback at the next round of consultation events to aid in deciding the preferred route for progressing to the next stage of the process.</p>
<p>Whilst the consultation booklet states a 50-meter-wide corridor may be required for an underground cable it fails to mention the width required for overhead lines.</p> <p>The booklet also states the limited land use on the underground cable corridor, again it fails to mention limited use on the overhead line corridor.</p>	<p>An OHL corridor will likely be 85 metres in width. This is the width of corridor that SSEN Transmission would require a legal right over. Although the land cleared would be limited to the tower footprints (approx. 10 m²), the remaining land within the OHL corridor can still be used for agricultural purposes. An operational corridor would need to be kept clear of trees to prevent the likelihood of tree strikes damaging the OHL resulting in a fault. The operational corridor for an OHL depends on the species of trees surrounding the line, but typically a total width of up to 80 m (40 m from centre) would be required.</p> <p>An underground cable corridor would be approximately 50 metres wide, with all of the land within the corridor excavated during construction.</p>
<p>It is our understanding that, once the new line is installed, at least one of the existing three will be removed and all made good where towers have been.</p>	<p>Following the establishment of the new 400 kV OHL, the existing 132 kV OHL from Beaully substation to Knocknagael substation will be dismantled. There are no plans to dismantle any other sections of existing OHLs, as they are still needed to provide the required electricity transmission capacity.</p>

Feedback/Comments	Response
<p>How big are the towers going to be?</p>	<p>The height of the towers used for the new OHL depends on the surrounding topography. The key factor that typically dictates the height of the structure is our statutory obligation to adhere to minimum clearances to ground. This is to ensure the safety to members of the public and our own operational teams as set out in the ESQCR (Electrical Safety Quality and Continuity Regulations). In addition to this, we also comply with the government guidelines for exposure to EMFs and tower heights may also be driven based on this requirement.</p> <p>The tower suite being considered for use on this project has tower heights ranging from 42 m to 68 m. Based on the general topography observed it is believed that the average tower height will be in the region of 56.5 m, with some towers having a requirement to be taller and some may be less than this. As the project progresses, further work will be done to identify specific requirements in terms of tower heights but due to no alignment being identified at this point only an estimate can be provided.</p>
<p>Are you funding the Nairn Bypass??</p>	<p>No, SSEN is not involved in funding of the Nairn bypass.</p> <p>The project team is aware of the A96 dualling project and through consultation with Transport Scotland consideration shall be made to the route proposed to avoid clashes in our proposals.</p> <p>Considering the wider transport network, transport studies will be completed at later stages of the project to determine access routes for construction, these may identify need for road improvements in areas (e.g. widening or resurfacing) and such works would be funded by SSEN Transmission.</p>
<p>Corridor Selection Methodology</p>	
<p>Corridors are over simplified, why is this?</p>	<p>SSEN Transmission's approach to identifying where a new overhead powerline is to be located follows four key stages, each increasing in detail and resolution. The project is currently at Stage 1 (Corridor Selection), which aims to identify a preferred corridor capable of providing a continuous connection between the defined connection points. The corridors are necessarily wide to ensure that all possible connection options have been fully considered as part of the assessment. As the project progresses to Stage 2 (Route Selection), we will identify more defined route options (typically 1 km in width) within the Preferred Corridor. At this stage it will become easier to determine which areas may be most directly affected by the potential route options.</p>
<p>The corridors are so widely defined it is difficult to ascertain the areas which will be most directly affected.</p>	
<p>Environmental Considerations</p>	
<p>What is SSEN doing to protect wildlife and the local environment?</p>	<p>Surveys will be conducted as the project develops so that all wildlife, including plants, birds and protected species (both terrestrial and aquatic) which may be potentially affected are identified and can be protected. This will be undertaken as</p>

Feedback/Comments	Response
	part of the Environmental Impact Assessment (EIA), which will be required to support the application for consent to the Scottish Government.
Why can't the route just follow the existing line?	The existing OHLs were routed using similar criteria to those being used today to avoid designated features, minimise impacts on people, take account of engineering constraints, topography, watercourses, land use and existing infrastructure. If an OHL already exists that does not imply that we can construct a new line beside it without impacting on, or being impacted by, those same features. The existing lines may have taken the only route through a particular area to avoid constraints so in some cases there may be no room for additional infrastructure. However, in some locations it may be possible and appropriate to route the new OHL adjacent to the existing OHL. These options will be identified and assessed in greater detail in the subsequent stages of route and alignment selection.
You have not mentioned the health risks of a 400kV overhead line passing in close proximity to houses.	<p>The UK Government sets guidelines for exposure to electric and magnetic fields (EMFs) in the UK on advice from Public Health England (PHE). In March 2004 the UK adopted the 1998 guidelines published by the International Commission on Non-Ionizing Radiation Protection (ICNIRP). These guidelines are designed to set conservative exposure levels for the general public to electric and magnetic fields, and they are endorsed by the UK's Health Protection Agency, the World Health Organisation and the UK Government.</p> <p>It is the policy of the electricity industry to follow these independent guidelines. A Code of Practice, published jointly in 2012 by industry and the then Department for Energy and Climate Change (now part of the Department for Business, Energy and Industrial Strategy), sets out all the practical details needed to apply the exposure limits for transmission lines. All exposures in homes already comply with the ICNIRP guidelines. The electricity industry designs all new equipment to comply with the Government guidelines as set out in the Code of Practice. This includes measures such as adhering to statutory ground clearance requirements and ensuring optimum phasing of high voltage double-circuit overhead lines.</p> <p>Further information on EMFs can be found from National Grid's information site on EMFs (www.emfs.info).</p>
How will SSEN mitigate the noise of the project?	Detailed noise surveys and assessments will be undertaken to identify and address any potential construction and operational noise impacts on nearby residential receptors. A key objective in routeing the OHL will be to avoid proximity to as many residential properties as possible, which will reduce the potential for significant noise impacts. Appropriate noise limits will be agreed in consultation with local authorities and the proposed development will not be permitted to exceed these limits.
The heat map methodology does not address the reality of a low-density population dispersed throughout the countryside, who	The OHL will not be routed directly through any densely populated settlements or groups of housing. The heat map used to inform development of potential corridor, route and alignment options includes the locations of all residential dwellings and other properties located throughout the study area, with locations sourced from Ordnance Survey Address Base data. A 100 m exclusion area has been applied around each residential dwelling, educational building, medical

Feedback/Comments	Response
will all be detrimentally affected by the proposed OHL.	building and place of worship within the study area, to ensure that these are fully taken into account in the development of route and alignment options. A larger exclusion area of 200 m has been applied around larger settlement areas.
Will the route avoid densely populated groups of housing?	
Many properties in this area have private water supplies - will these be safeguarded.	As the project progresses and a preferred alignment for the OHL is identified, discussions will be held with landowners and surveys completed to locate private water supplies. The outcome of these surveys and subsequent assessment will be documented in the Environmental Impact Assessment Report completed to support the application for consent to the Scottish Government, with mitigation measures identified where required to safeguard private water supplies.
You have investigated all areas in 3A as regards archaeological and environmental issues excluding the one already known. What will be done if route construction work comes across such issues. Will work stop?	<p>Further environmental studies will be undertaken in the following project stages (Routeing and Alignment), to identify archaeological and environmental issues, as the project becomes more refined.</p> <p>During construction, an Environmental Clerk of Works (EnvCoW) will be onsite to oversee works being undertaken in line with a Construction Environmental Management Plan (CEMP). An Environmental Impact Assessment will be undertaken on the final alignment, including archaeological impact assessment, which will inform mitigation in the CEMP.</p>
The information was too vague and difficult to see if and how my property would be affected.	The project is currently at Stage 1 (Corridor Selection), which aims to identify a preferred corridor capable of providing a continuous connection between the defined connection points. The corridors are necessarily wide to ensure that all possible connection options have been fully considered as part of the assessment. As the project progresses to Stage 2 (Route Selection), we will identify more defined route options (typically 1 km in width) within the Preferred Corridor. At this stage it will become easier to determine which areas may be most directly affected by the potential route options.
There is insufficient information to differentiate between corridor 4A (preferred corridor) and corridor 4B. Why is 4A the preferred?	<p>The environmental assessment of corridors 4A and 4B concluded that Corridor 4A was marginally preferred over Corridor 4B from a landscape and visual impacts perspective, as Corridor 4A has a slightly more low-lying, large scale open landscape with extensive energy infrastructure, which would help reduce setting and visual impacts. There is also more scope for avoidance of areas of forestry within Corridor 4A than 4B.</p> <p>From an engineering perspective, Corridor 4A was again marginally preferred over Corridor 4B, as there is a lower likelihood of requiring major crossings of existing overhead line infrastructure.</p> <p>Following feedback received at the consultation events regarding the sensitivity of the Deveron Valley landscape within Corridor 4A, and due to the marginal differences in our assessments of the corridor options, we have reviewed our Preferred Corridor within this section and taken the decision to include both Corridors 4A and 4B in the next stage of</p>

Feedback/Comments	Response
	<p>route selection. This is so that alternative route options within Corridor 4B can be assessed in further detail alongside options within Corridor 4A.</p>
<p>SSEN severely undervalues the beautiful landscape of the Deveron Valley and the surrounding areas.</p>	<p>The Deveron Valley Special Landscape Area has been taken into account as part of the landscape and visual assessment of the corridor options. Both corridor options in this section (Corridors 4A and 4B) would require a crossing of the River Deveron and associated Special Landscape Area at some point, therefore it is not possible to completely avoid this area. The next stages of route optioneering will look to identify the most appropriate crossing location to minimise landscape and visual impacts on the Deveron Valley Special Landscape Area.</p> <p>As a result of feedback received at our corridor consultation events, we have reviewed our Preferred Corridor in this section and taken the decision to include both Corridors 4A and 4B in the next stage of route selection, in order that alternative route options within Corridor 4B can be assessed in further detail alongside options within Corridor 4A.</p>
<p>There is no mention of climate change in your proposals.</p>	<p>When considering climate change in relation to the design of new OHLs several aspects are taken into consideration.</p> <p>In the initial stage of routeing the new OHL we use information available to us such as terrain type, elevation and flood risk to aid in the decision of where the OHL should go. These factors can be linked to climate change as areas where the OHL is more exposed or at higher elevations would result in increased climatic loadings. In addition to this we also use flood maps available to us to assess the risk of flooding in the area preventing access both during and post construction.</p> <p>For this project the OHL will be designed as a minimum to withstand 1 in 150 year weather events based on current climatology. In addition to this, any critical structure where failure could result in a safety risk will be designed to withstand 1 in 500 year weather events. This provides resilience in a changing climate in line with British Standards.</p> <p>The final aspect in terms of maintaining a secure network in respect to climate change is reliant on maintaining a clear operational corridor so that other third party objects cannot interfere with the OHL during changing climatic conditions. Typically, the main concern here is windblow damage on trees impacting the OHL circuit. We have seen some significant storms in the past few years resulting in a large number of forested areas being damaged due to windblow. To ensure the resilience of this project a clear corridor will be created so that the OHL will not be subjected to any potential interactions.</p>
<p>Landowner and Property Impacts</p>	
<p>It feels like already burdened landowners will have to suffer further from this proposed project. This should be shared out amongst other landowners</p>	<p>All new OHL projects are routed using criteria in line with our Routing Guidance. This includes, but is not limited to, avoiding designated features, minimising impacts on people, taking account of engineering constraints, topography, watercourses, land use and existing infrastructure.</p> <p>During our consultation process, we will take on all feedback in relation to the project and to the impact of the OHL on landowners and properties. However, in some locations it may be possible and appropriate to route the new OHL</p>

Feedback/Comments	Response
	adjacent to the existing OHL. These options will be identified and assessed in greater detail in the subsequent stages of route and alignment selection.
Is the remuneration and compensation for landowners going to be reviewed as the amounts seem outdated.	The SSEN Transmission Wayleave Payment Rates are reviewed on an annual basis. The wayleave payment is based on the size of tower footprint, as this is the amount of land used, and not the voltage of the OHL.
It would be good to get some compensation for the upheaval to our lives. For example, Fibre broadband line to substation not taken further into the community.	As this project is in the early stages of development, there is no allocated funding for specific community benefit requests currently, however this is an area that will be defined as the project progresses.
This project will potentially impact the value of our property. How will SSEN compensate us for this?	In terms of compensation, this is governed by law - Electricity Act 1989 and Land Compensation Act 1973. Compensation will be agreed on a case by case basis according to a number of factors e.g. number of towers, size of towers and type of property affected as set out in the statutory provisions.
Why have you not engaged and consulted with landowners who might be affected by the project? This should include owners who are not occupiers.	At this early stage, given the sheer size of corridors and area being considered, we have been unable to contact all potentially affected landowners and occupiers. Once the project moves forward to the routing stage, we hope to be able to contact the majority of landowners affected and conduct in-depth discussions from Spring 2023 onwards. We would encourage all landowners to be kept up to date through our Community Liaison Manager and mailing list in the meantime.

Table 4-2 Summary of feedback from statutory and non-statutory consultation

Consultee	Summary of Comment	Response
Transport Scotland	<p>Any proposed works which cross a trunk road or alters the trunk road network are required to be discussed and approved by the relevant Area Manager. The chosen route has the requirement to be supported by an Environmental Impact Assessment (EIA). The potential environmental impacts which are linked to increased traffic from the construction traffic movements and capacity of road network within should be considered. Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic should be utilised as a screening process for the assessment.</p> <p>If there is a need for Abnormal Load Deliveries, Transport Scotland will require to be satisfied that the size of loads proposed can negotiate the selected route and that their transportation will not have an impact on structures within the trunk road route path.</p>	<p>Transport Scotland's guidance is noted and Transport Scotland will be included in consultation undertaken for the project as it progresses.</p>
Historic Environment Scotland	<p>Historic Environment Scotland are broadly content that the relevant nationally important heritage assets have been identified within the Corridor options. The proposed development may have potentially significant impacts and it is essential that SSEN seek an assessment of these sites by a suitably experience heritage specialist as part of the routeing process.</p> <p>The assessment of relevant issues for Corridor 1A notes that there is the potential for an impact on the setting of assets in this corridor, including Culloden Battlefield. Figure 5.4 shows that Corridor 1A crosses part of the Culloden Battlefield, which suggests there is potential for direct effects. We strongly recommend that every effort is made to avoid crossing this asset at the routeing and alignment stages, and further advice is sought from HES prior to undertaking any further work on routeing/alignment in this area.</p> <p>Further clarification is required on the buffer zones used in the heat mapping exercise as it is not appropriate to assign an arbitrary buffer</p>	<p>The HES guidance is noted, and HES will be included in consultation undertaken for the project as it progresses.</p> <p>We recognise the potential for significant impacts on cultural heritage within the Corridor options, and there are suitably experienced heritage professionals involved in the route selection process. Effects on the historic environment will be considered through the optioneering and subsequent EIA process.</p> <p>We understand the importance of Culloden Battlefield and have already been in communication with HES around this. We will be working closely with HES to discuss potential setting impacts and mitigation options from the Route Selection stage.</p> <p>The buffers detailed in Appendix A of the Consultation document were used to inform corridor selection. The introduction of buffers at Corridor stage ensures the reduced potential for direct impacts on assets. These</p>

Consultee	Summary of Comment	Response
	<p>zone to assets and they must be assessed on a case by case basis by a suitably experienced cultural heritage specialist.</p>	<p>exclusion zones cover the tower locations and an area extending beyond, to account for access, egress and ancillary works. These buffers will not be used in the assessment process. Our heritage consultants will undertake the assessment of setting impacts on a case by case basis following Historic Environment Scotland's 'Managing Change Guidance' on Setting. All assessment will be supported by site visits, visualisations and ZTV's.</p>
<p>Mountaineering Scotland (MS)</p>	<p>Mountaineering Scotland feels the need for the project and the approach taken to select the Preferred Corridor have been adequately explained.</p> <p>Mountaineering Scotland recommends the inclusion of route to hill summits listed as Munros, Corbetts, Donalds or Grahams. These are significant recreational destinations across Scotland in which landscape and visual amenity are a key aspect of the activity. Inclusion of main routes to these listed summits would provide an improved coverage of actual recreational walking and cycling routes for assessment.</p> <p>Whilst welcomed, it is not clear in the consultation document why 450 m AOD was chosen as an environmental parameter. Some explanation of this would be beneficial.</p>	<p>Mountaineering Scotland's guidance is noted, and Mountaineering Scotland will be included in consultation undertaken for the project as it progresses.</p> <p>A 450 m AOD height exclusion was applied to the corridor assessment to ensure landscape and visual sensitivities were appropriately considered. Based on our knowledge of the landscape character of the Study Area (from site and desk study), it was considered land above this height is generally more sensitive to the type of development proposed, relating to its position at the edge of the Cairngorms National Park, open and remote nature, and recreational value (walking/summit destinations etc.).</p> <p>The resulting modelling using this exclusion confirmed our site survey observations on landscape and visual constraints, and on review, we consider has not unnecessarily excluded any viable corridor options.</p>
<p>Scottish Water</p>	<p>The proposed activity falls within several drinking water catchments where a Scottish Water abstraction is located. Scottish Water abstractions are designated as Drinking Water Protected Areas (DWPA) under Article 7 of the Water Framework Directive.</p> <p>The River Ugie supplies Forehill Water Treatment Works (WTW). Burn of Davidstone and Shenwell Spring supply Herricks WTW and this is a particularly sensitive area so great care will need to be taken.</p> <p>Glenlatterach supplies Glenlatterach Water Treatment Works (WTW)</p>	<p>Scottish Water's guidance is noted, and Scottish Water will be included in consultation undertaken for the project as it progresses.</p> <p>Scottish Water DWPA's will be included within the next stage, Route Selection.</p>

Consultee	Summary of Comment	Response
	<p>and it is also a sensitive site where care will need to be taken. The Spey Boreholes, Dipple and the Ordiequish Collecting Chambers supply the Spey Scheme (Badentinan) Water Treatment Works (WTW) and ground water will need to be protected. The River Deveron (Muiresk Intake) supplies Turriff Water Treatment Works (WTW). Loch Ness supplies Invermoriston Water Treatment Works (WTW) and Loch Ashie supplies Inverness Loch Ashie Water Treatment Works (WTW). There is obviously as risk to water quality from this work and mitigation measures will be required to ensure risks are minimised as much as possible and particular care is taken in our smaller and more sensitive catchments.</p> <p>The fact that this area is located within a drinking water catchment should be noted in future documentation. Also, anyone working on site should be made aware of this during site inductions. We would request further involvement at the more detailed design stages, to determine the most appropriate proposals and mitigation within the catchment to protect water quality and quantity.</p> <p>A review of our records indicates that there are multiple Scottish Water assets in the areas highlighted. All Scottish Water assets potentially affected by the activity should be identified, with particular consideration being given to access roads and pipe crossings.</p> <p>It should be noted that the proposals will be required to comply with Sewers for Scotland and Water for Scotland 4th Editions 2018, including provision of appropriate clearance distances from Scottish Water assets.</p>	
<p>RSPB</p>	<p>Additional consideration should be given to Capercaillie in Section 1. Darnaway and Lethen Forest Special Protection Area (SPA), designated for Capercaillie falls within Section 2, and should be avoided, however Capercaillie populations potentially connected to this SPA are also present within Section 1 woodlands, and should be taken into consideration when refining the route of the OHL. Data can be requested from the RSPB.</p>	<p>RSPB's guidance has been noted and we will continue to include RSPB in consultation undertaken for the project as it progresses. Data has been requested from RSPB to help inform future stages.</p>

Consultee	Summary of Comment	Response
	<p>The common crane should be considered as a species receptor as 100% of the Scottish breeding population is found in Aberdeenshire. None are nested on designated sites and whilst they do not breed within the corridor options, the surrounding areas (sections 4a and 5) have been visited regularly by non-breeding birds for the last three years. The population of common crane is growing so it is likely that they will become more established in these areas. As well as being vulnerable to disturbance whilst breeding, these large birds are also susceptible to powerline strike fatalities.</p> <p>RSPB agrees with the Preferred Corridors selected in sections 1, 2 and 3. For section 4 it is less clear cut and Corridor 4A could be preferable if peatland sites can be avoided through design at the routeing and alignment stages.</p>	
<p>Scottish Environment Protection Agency (SEPA)</p>	<p>Generally, SEPA is content with the Preferred Route Option and is more interested in the location of the proposed infrastructure within the proposed corridor. There is already, or will be a network of tracks and previously disturbed areas within the corridors and development should plan to use these.</p>	<p>SEPA's guidance is noted, and SEPA will be included in consultation undertaken for the project as it progresses.</p>
<p>National Trust for Scotland (NTS)</p>	<p>Whilst National Trust for Scotland (NTS) understands the need to improve greener energy solutions in the Highlands of Scotland, SSEN must ensure that they are not impacting on places of special significance. The preferred corridor identified here suggests building directly on the internationally significant Culloden Battlefield. If this corridor was chosen, it not only could disturb sensitive archaeological remains (including human remains) at Culloden, but would irreversibly degrade the sense of place at one of the most intact battlefield landscapes in Great Britain.</p> <p>In the approach taken to select the proposed corridor, there is no mention of how the corridor will impact on cultural heritage sites and their sense of place. Note there is no mention of a visual impact assessment having been completed to suggest development in this area is in line with the guidelines of developing within the Culloden Muir Conservation and Battlefields Inventory Area. Furthermore, there is no impact analysis thus far on addressing how the construction and</p>	<p>NTS's guidance is noted, and NTS will be included in consultation undertaken for the project as it progresses.</p> <p>Although the Preferred Corridor 1A encompasses the Culloden Battlefield, this (and other) national designated sites are treated as exclusions within the corridor, meaning that the OHL would not be routed within the designated areas. Conservation Areas are also recognised and assigned a sensitivity weighting and are to be avoided where possible.</p> <p>In the selection of the Preferred Corridor, a Cultural Heritage and Landscape and Visual appraisal has been undertaken. At the corridor stage, due to the large extent of the corridors (approx. 5-6 km wide near Culloden), and that locations for an OHL within the corridor are not yet defined, the appraisal can only be at</p>

Consultee	Summary of Comment	Response
	<p>installation of the new system will impact on the conservation area or on the archaeology.</p> <p>NTS propose underground lines would be more sympathetic to the landscape at Culloden and other affected Cultural Heritage sites. Note Ofgem has been promoting the undergrounding of power lines at particularly sensitive sites, including National Parks and AONB.</p> <p>In line with NPF4 and planning guidance from both the Highland Council and Historic Environment Scotland, development of battlefields should be discouraged and only allowed if it meets certain special criteria.</p> <p>The southern route seems to follow a narrow 'high glen' along the early stages of the River Findhorn with mixed woodland and rough grazing parks below the moorland edge. The route seems to circumnavigate nearby designated areas and peat habitat, and looks like it would track the A9 for a distance before cutting East. Wider than cultural heritage sites, greater consideration should be explored on how development of these areas will impact on landscape.</p> <p>In its current state, National Trust for Scotland considers the Preferred Corridor inappropriate.</p>	<p>a high level. As we move into the next stage, potential Route options within the southern region of Corridor 1A will be identified. Cultural Heritage and Landscape specialists will undertake an assessment of all Route options, focusing on potential impacts to the Cultural Heritage and Landscape resource. This assessment will consider both designated and undesignated heritage assets and landscape designations.</p> <p>Once a Proposed Route is selected, further assessment of alignment options would take place within the Proposed Route to ensure the reduction of adverse impacts on the Cultural Heritage resource and Landscape. The assessment would encompass both direct impacts and indirect (setting) impacts on the cultural heritage resource. Indirect (setting) impacts will follow Historic Environment Scotland's 'Managing Change Guidance' on Setting. All assessment will be supported by site visits, visualisations, and the production of a zone of theoretical visibility for any overhead lines. Our heritage specialist has already considered the latest publication (2022) from HES regarding new evidence on the extent of the Battlefield.</p>
<p>NatureScot</p>	<p>The approach for selecting a Preferred Corridor is well presented, and at this stage it would appear the most appropriate corridor for further consideration of potential route options within.</p> <p>The corridor options cover large tracts of land and as a result include statutory protected areas, but exclude National Scenic Areas, National Nature Reserves and the Cairngorms National Park. Several European Sites are situated within and in proximity of the corridors which will need careful consideration. The Habitats Regulations Appraisal produced strikes the right balance of being precautionary enough not to rule out possible effects, whilst identifying those effects that can be ruled out with sufficient confidence and justification. This report is</p>	<p>NatureScot's guidance is noted, and NatureScot will be included in consultation undertaken for the project as it progresses.</p>

Consultee	Summary of Comment	Response
	<p>essential and must be updated and refined when new information becomes available as the project develops.</p> <p>NatureScot welcomes close liaison with regards to the protected areas and anticipate that the focus is likely to be on ornithological effects.</p> <p>NatureScot anticipates in most cases, potential negative effects relating to hydrological connectivity can be addressed through good design and appropriate construction mitigation.</p> <p>SSSIs are more numerous along the corridors and whilst NatureScot welcomes the design criteria to avoid impacting directly on protected areas. Should it be impossible to avoid impacts to SSSIs, early discussion would be welcomed so that options can be explored.</p> <p>NatureScot has provided SSEN with detailed comments relating to Schedule 1 birds of interest at Loch Ashie SPA/SSSI. Any proposal which could potentially affect this Protected Area will require to be assessed against the Conservation objectives. It will be important to implement the power-line guidance and mitigation measures to help meet the Loch Ashie SPA conservation objectives.</p> <p>NatureScot is content with the approach for other bird survey work.</p>	

5. CORRIDOR CHANGES

The stakeholder and public consultation has enabled SSEN Transmission to gather feedback on the Preferred Corridors and also local knowledge to help inform subsequent stages of the routeing process. Listening to the local communities' concerns about the project and getting an insight into the many local areas across the study area has enabled SSEN Transmission to further understand the effects that the consulted corridor would have on certain areas. These discussions were both paramount and invaluable to the decision-making process.

Following this engagement, SSEN Transmission has amended the Preferred Corridor presented during the consultation to reflect the issues and concerns raised during the consultation period; the amended corridor is referred to as the Proposed Corridor. The following sections present detail on where changes have been made to the Preferred Corridor and **Figures 5.1, 5.2 and 5.3** present both the Preferred Corridor and where it has been extended, thus forming the Proposed Corridor, to illustrate where the changes have occurred.

5.1 Proposed Corridor Change

Within Section 4, we presented Corridor 4A as our Preferred Corridor option, with a marginal preference due to having more low-lying, large scale open landscape with extensive energy infrastructure already present, less forestry, and lower likelihood of major OHL crossings.

Following the feedback provided during the consultation period, the decision was made to include both corridor options (4A and 4B) within the Proposed Corridor to take forward to the Route Selection Stage. This was largely due to feedback highlighting the use of Crombie Moss by Common Crane, and proximity to settlements in Corridor 4A. By taking both corridor options forward to the route selection stage, potential route options can be explored within both corridor options to ensure the optimum Preferred Route can be established to take to the next round of consultation.

5.2 Corridor Deviation

A number of deviations were made to the Preferred Corridor to arrive at the Proposed Corridor. These deviations are detailed below and can be viewed on **Figures 5.1, 5.2 and 5.3**.

5.2.1 Corridor Option 1A

Corridor 1A has been extended slightly at the most western extent. This is to allow additional space to develop route options to the preferred site for the proposed new Beaully Substation, which is being developed in parallel with this project.

5.2.1 Corridor Option 2B

Corridor 2B has been extended slightly to the north of Romach Hill to ensure there is suitable space to develop viable route options around the northern side of the hill at the next stage.

5.2.2 Corridor Option 3A

The western part of Corridor 3A has been extended to the south, near Moss of Bednawinny, following feedback from the public and landowners in the area. This is to widen the corridor in an area that is constrained by residential dwellings, to ensure there is suitable space to develop viable route options at the next stage.

5.2.3 Corridor Option 4A and 4B

Corridor 4A has been extended slightly further north, to the north of Aberchirder, following feedback from the public and landowners in the area. This is to widen the corridor in an area that is

constrained by landscape and potential visual impacts, and ensure there is suitable space to develop viable route options at the next stage.

The eastern extent of Corridor 4A has been extended north, to the north of New Deer. This is to allow additional space to develop route options to potential sites for the proposed New Deer 2 substation, which is being developed in parallel with this project.

To ensure there is suitable space to develop viable route options at the next stage marginal deviations to the corridor boundary have been made to the southern boundary of Corridor 4A west of Marnoch, and within Corridor 4B to the north east of Cairnie and to the south of Forgue.

5.2.4 *Corridor Option 5*

Corridor 5 has three deviations from what was presented at the Consultation.

The western extent of Corridor 5 has been extended north, to the north of New Deer. This is to allow additional space to develop route options to potential sites for the proposed New Deer 2 substation, which is being developed in parallel with this project.

As the Corridor passes Auchnagatt, it now extends further south from the original corridor. This is to widen the corridor in an area that is constrained by residential dwellings, to ensure there is suitable space to develop viable Route options at the next stage.

The last deviation is at the eastern end of the corridor, to the south of Longside, where the Corridor extends further north than the original corridor. This is to allow additional space to develop route options to potential sites for the proposed new Peterhead Substation, which is being developed in parallel with this project.

6. CONCLUSION AND NEXT STEPS

6.1 Summary

This Report on Consultation documents the consultation process which has been undertaken for the project during 2022. The programme of consultation was designed to engage with stakeholders including statutory and non-statutory consultees, local communities, local landowners and individual residents in order to invite feedback on the project.

This report has described the key responses received and provides detail on the actions taken in response to the issues raised. The consultation on the corridor selection process has been successful in obtaining a large amount of feedback from both statutory and non-statutory consultees.

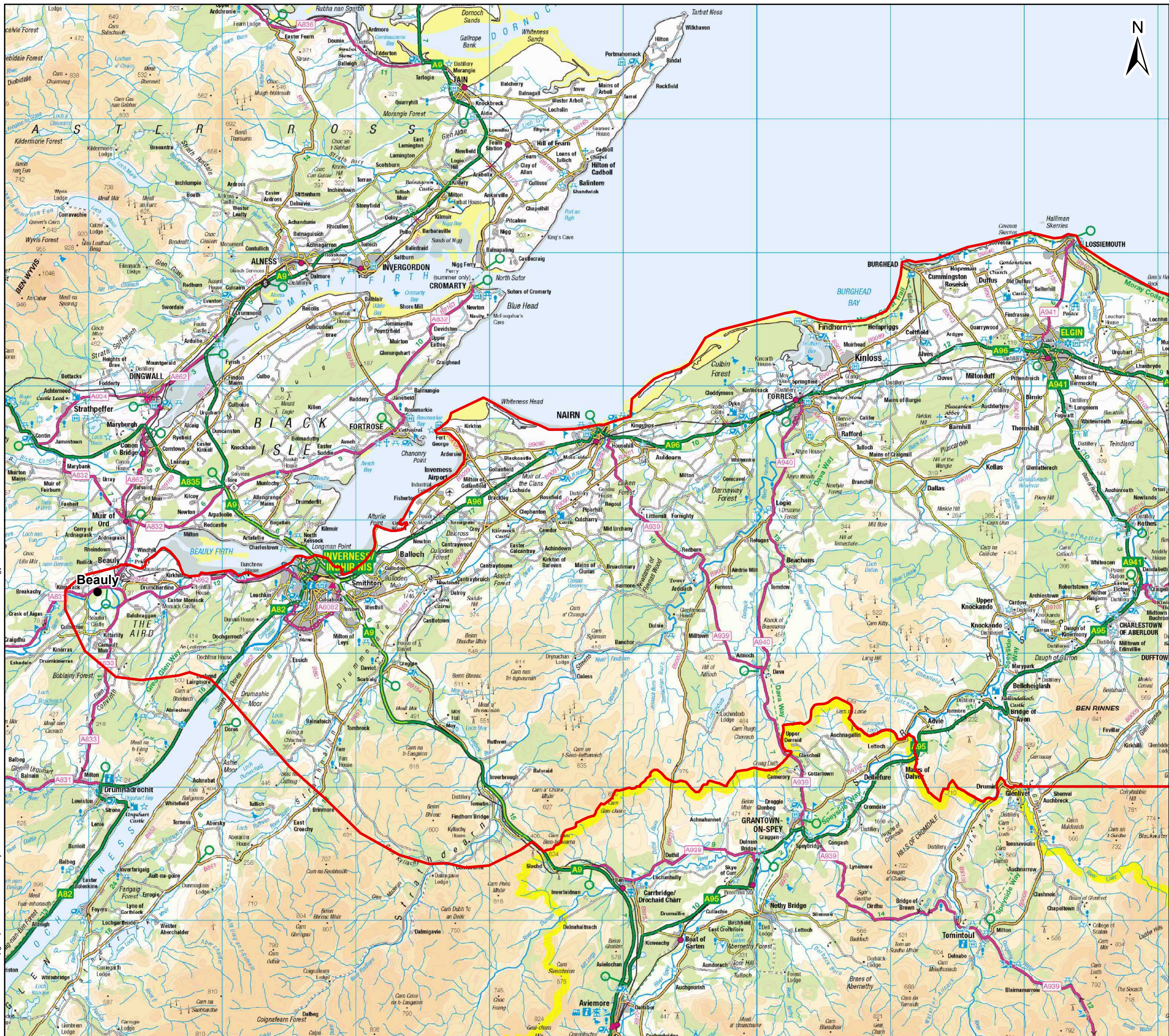
In response to public consultation feedback regarding visual effects, a deviation to the consulted corridor was proposed within Section 4.

6.2 Next steps

The project will now be taken into Stage 2: Route Selection. During this stage we will seek to identify route options within the Proposed Corridor to assess against environmental and technical criteria, with the aim to find a Preferred Route to take to the next round of consultation.

Members of the public and other interested stakeholders will be invited to attend another consultation event in Spring 2023, which will focus on identifying a Proposed Route.

APPENDIX A FIGURES



Legend

- Study Area
- Substation Connection

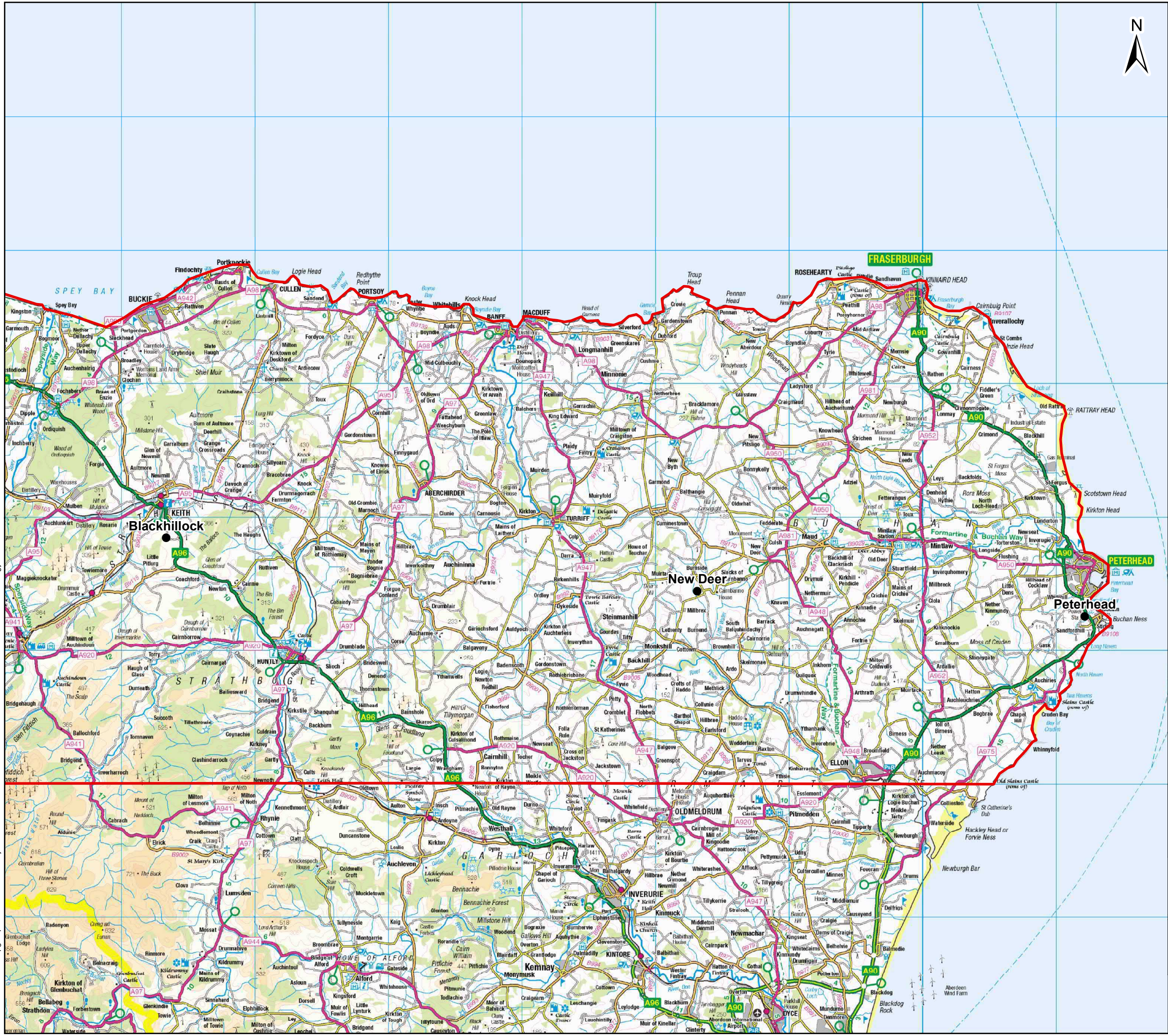


Client: **Scottish & Southern Electricity Networks**
TRANSMISSION

Project: **Beauly - Blackhillcock - Peterhead 400kv OHL**

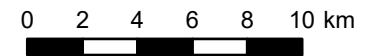
Title: **Figure 2.1 – Study Area**
Page 1 of 2

Date: 8/31/2022 Scale: 275,000 @ A3
 Drawn: MAL Checked: JA Approved: SM
 Drawing Number: B2P-WSP-DA-70092380-008



Legend

- Study Area
- Substation Connection

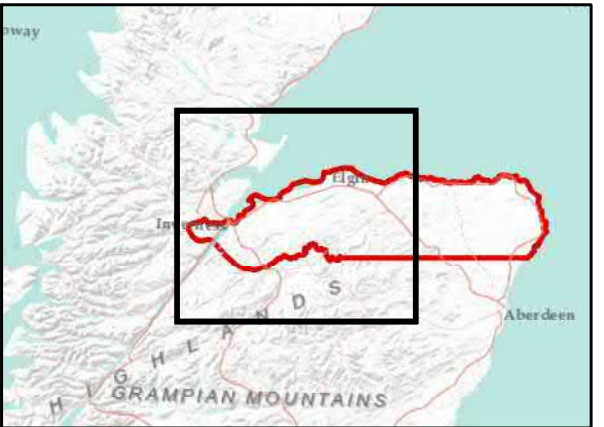
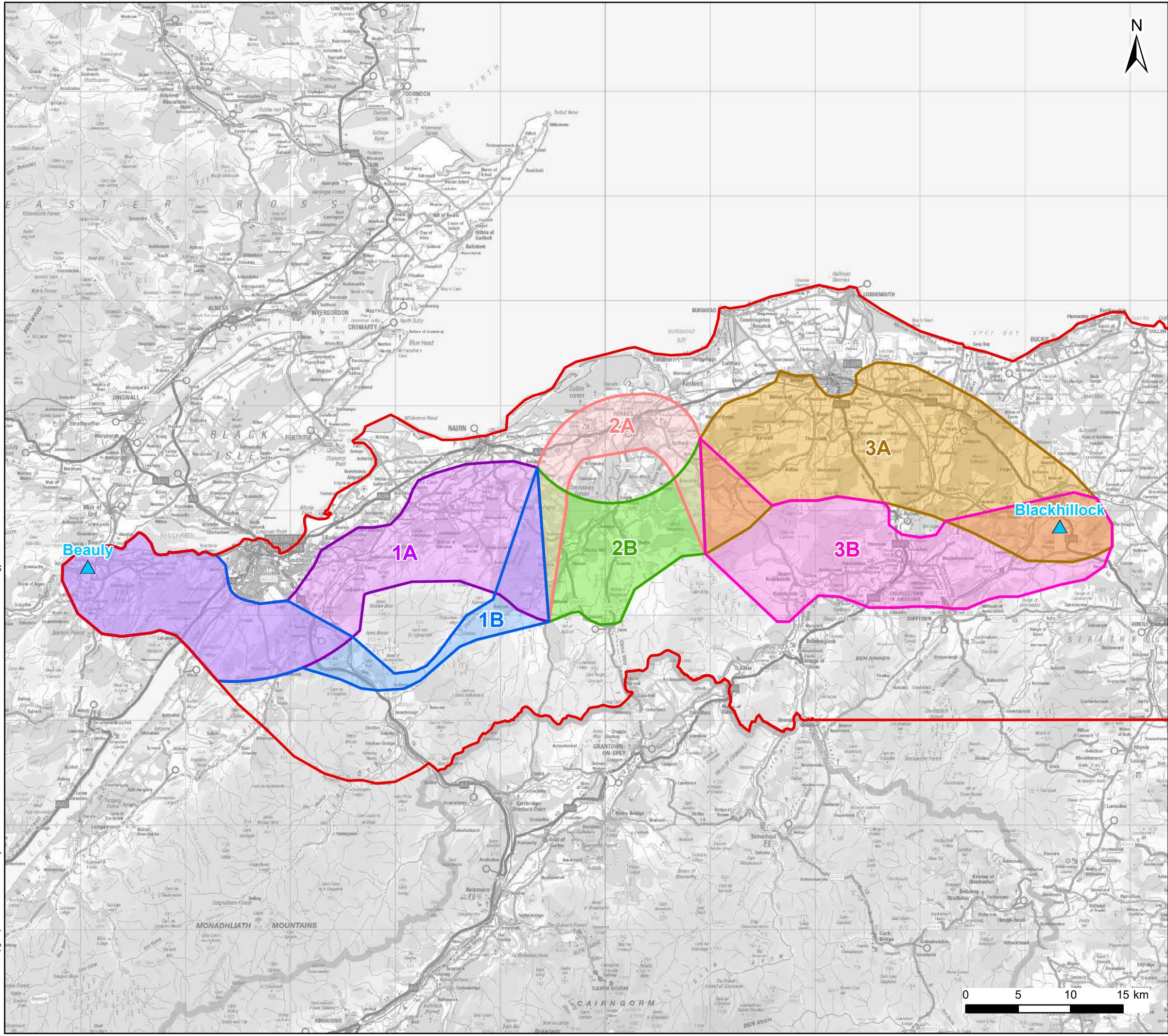


Client: **Scottish & Southern Electricity Networks**
TRANSMISSION

Project: Beauty - Blackhillcock - Peterhead 400kv OHL

Title: **Figure 2.1 – Study Area**
Page 2 of 2

Date: 8/31/2022 Scale: 275,000 @ A3
 Drawn: MAL Checked: JA Approved: SM
 Drawing Number: B2P-WSP-DA-70092380-008



Legend

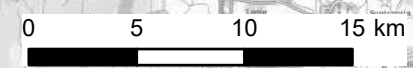
- Study Area
- ▲ Substation
- Corridor**
- 1A
- 1B
- 2A
- 2B
- 3A
- 3B

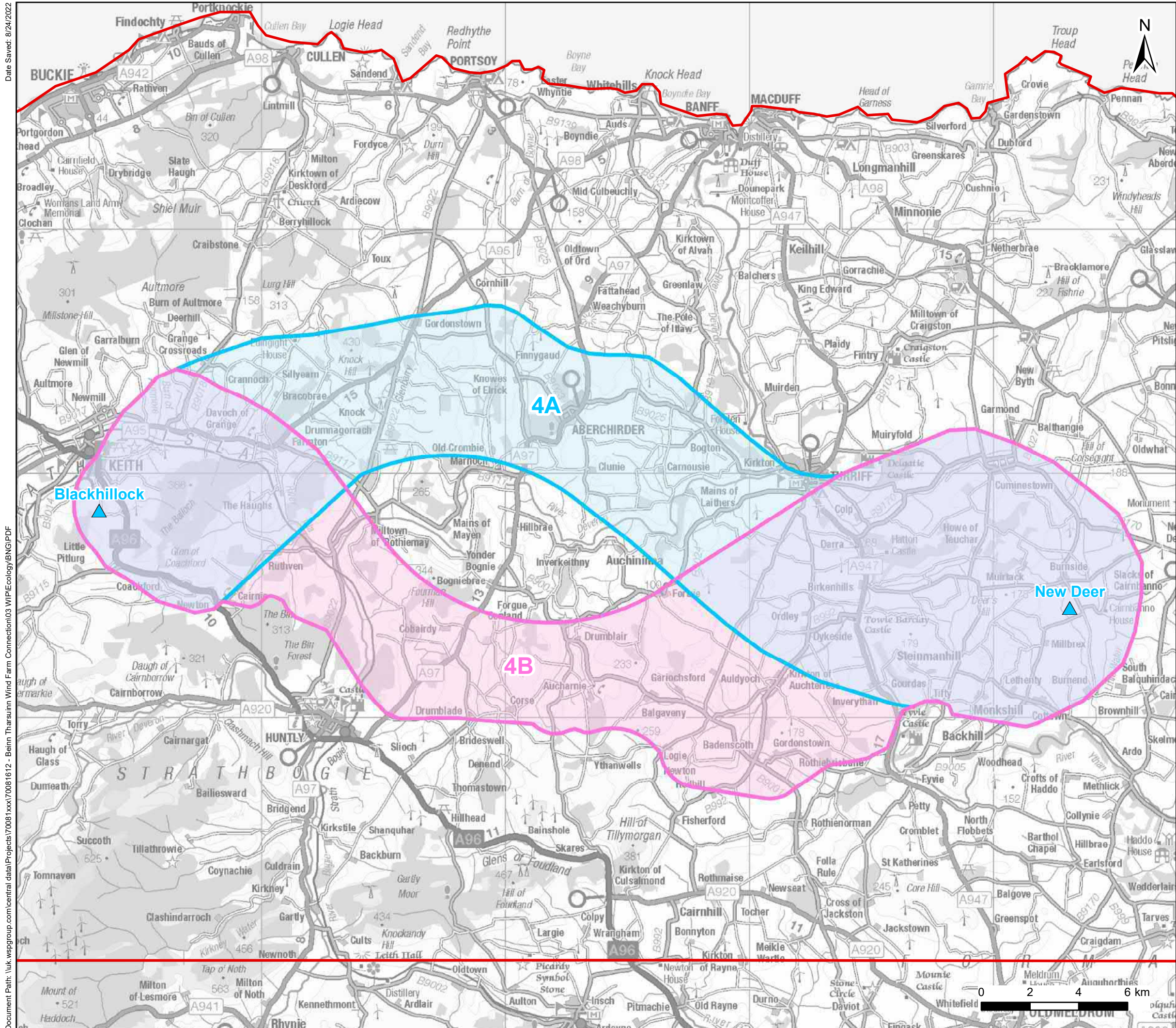
Client: **Scottish & Southern**
Electricity Networks
TRANSMISSION

Project: **Beaully - Blackhillock - Peterhead 400kv OHL**

Title: **Figure 2.2 - Beaully to Blackhillock Corridor Options**

Date: 8/31/2022 Scale: 350,000 @ A3
 Drawn: MAL Checked: JA Approved: SM
 Drawing Number: B2P-WSP-DA-70092380-027





Legend

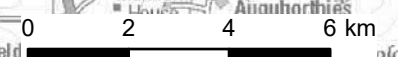
- Study Area
- ▲ Substation
- Corridor
- 4A
- 4B

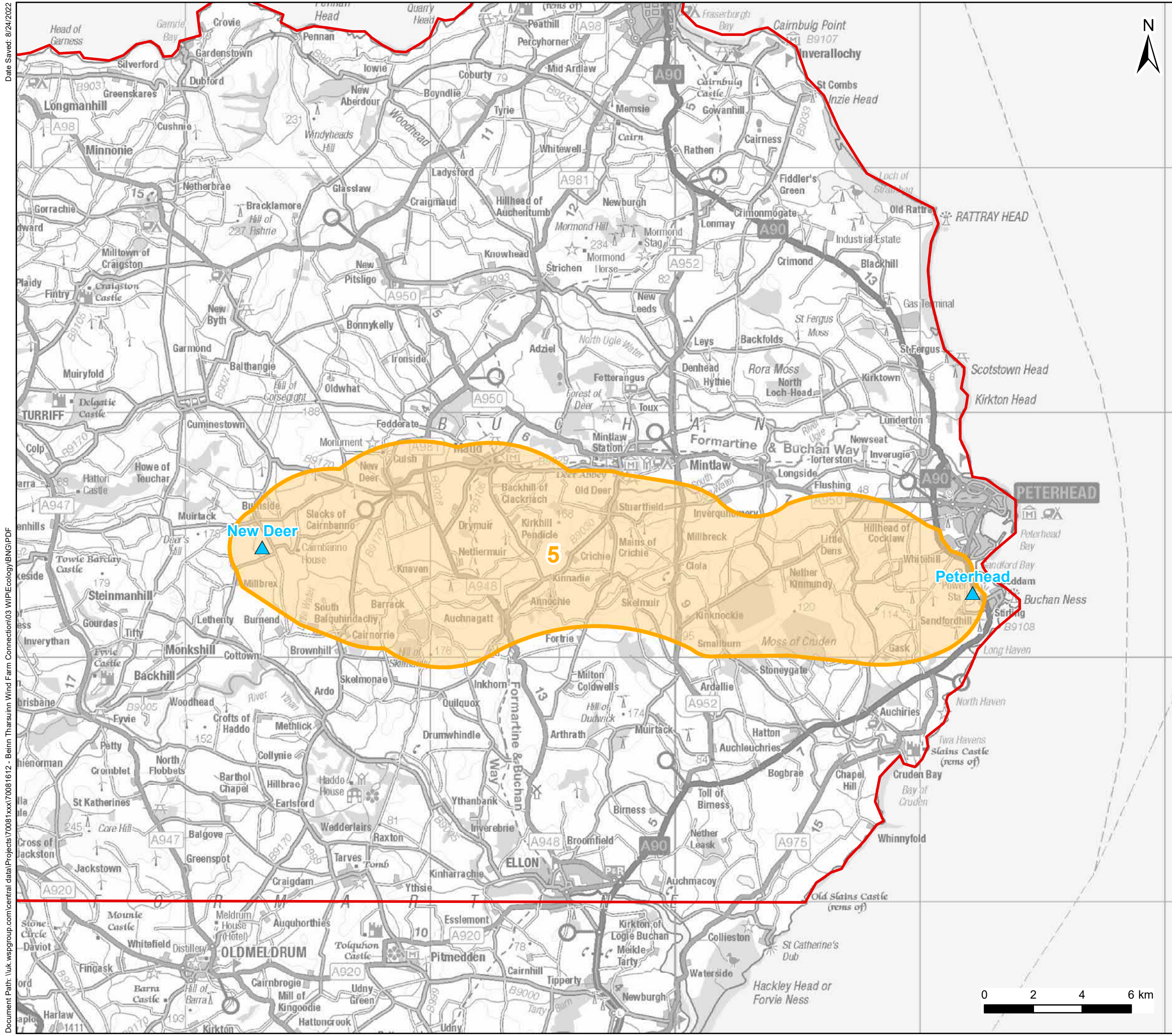
Client: **Scottish & Southern Electricity Networks**
TRANSMISSION

Project: Beauty - Blackhillock - Peterhead 400kv OHL

Title: Figure 2.3 - Blackhillock to New Deer Corridor Options

Date: 8/31/2022 Scale: 150,000 @ A3
 Drawn: MAL Checked: JA Approved: SM
 Drawing Number: B2P-WSP-DA-70092380-028





Legend

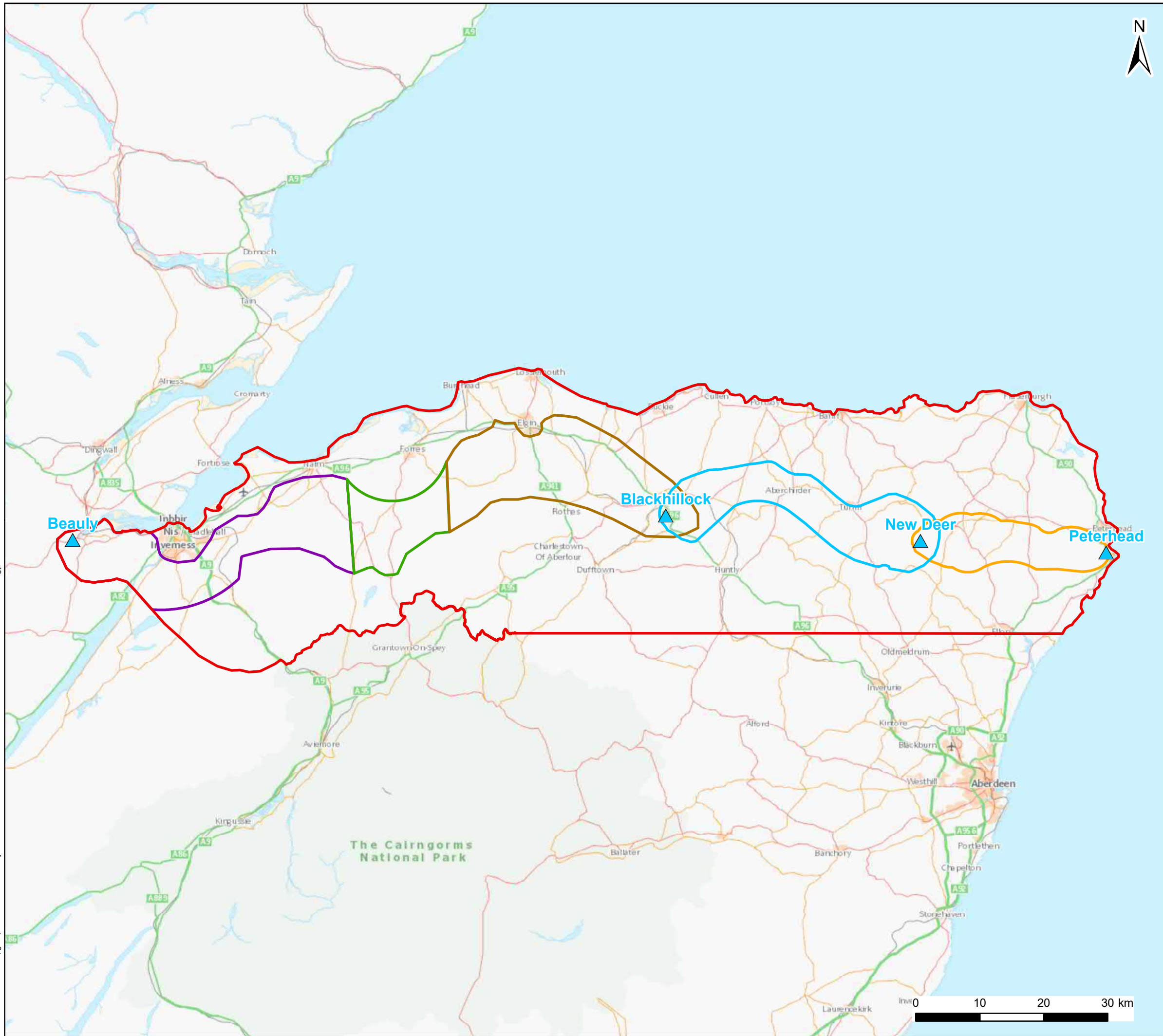
- Study Area
- ▲ Substation
- Corridor
- 5



Client: Scottish & Southern Electricity Networks
 Project: Beauty - Blackhillock - Peterhead 400kv OHL

Title: Figure 2.4 - New Deer to Peterhead Corridor Options

Date: 8/31/2022 Scale: 150,000 @ A3
 Drawn: MAL Checked: JA Approved: SM
 Drawing Number: B2P-WSP-DA-70092380-029



Legend

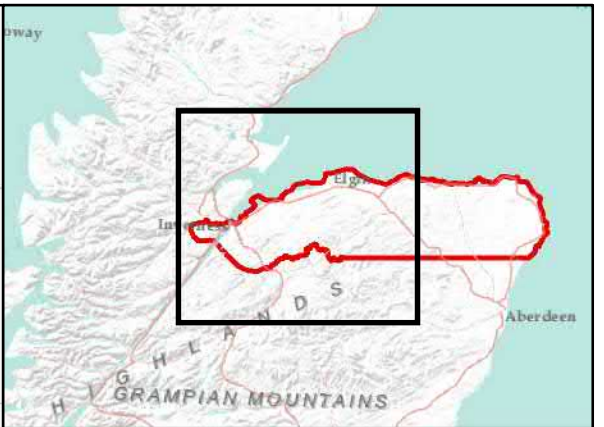
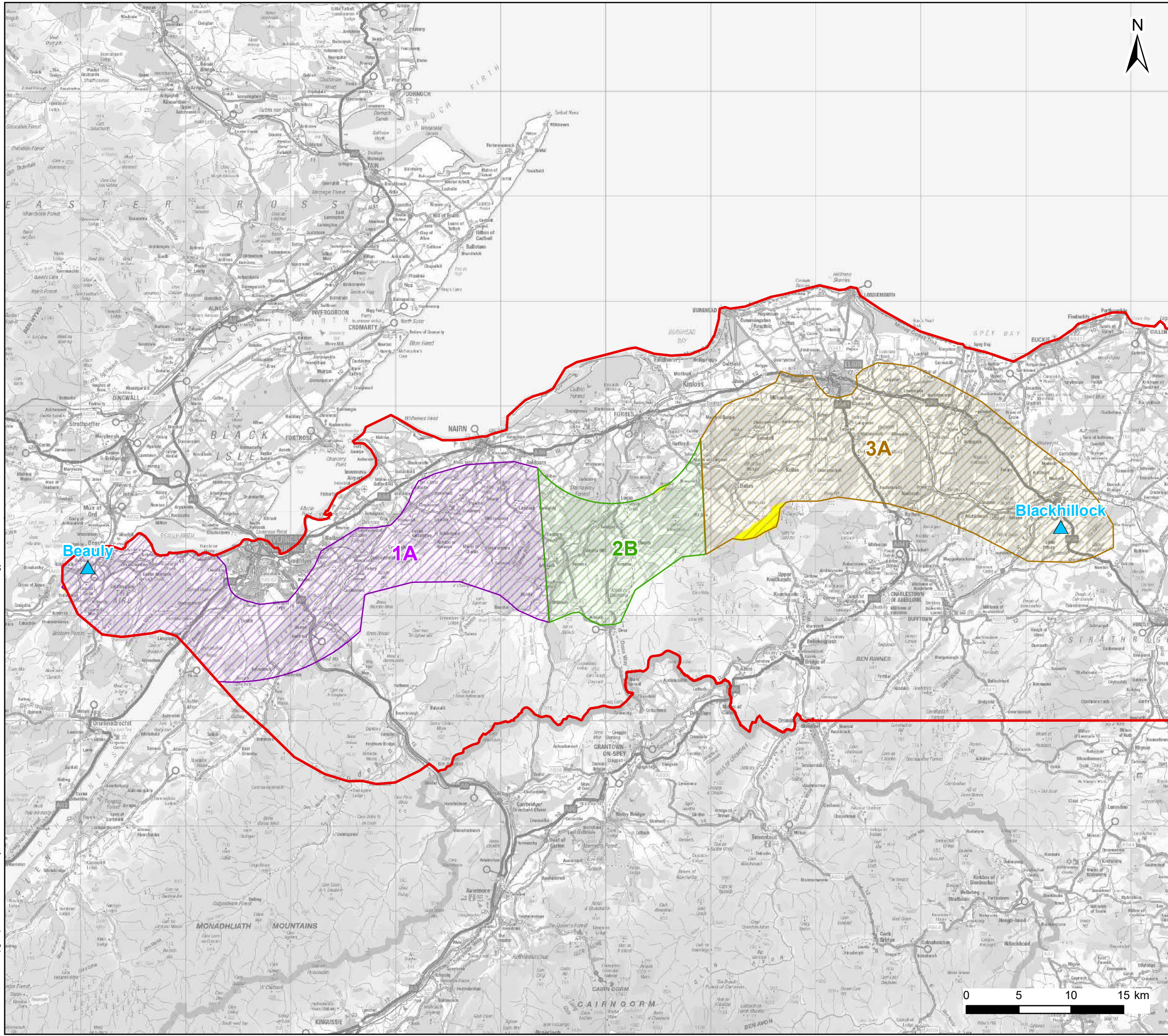
- Study Area
- ▲ Substation
- Preferred Corridor
 - 1A
 - 2B
 - 3A
 - 4A
 - 5

Client: **Scottish & Southern**
Electricity Networks
TRANSMISSION







Project: Beauly - Blackhillock - Peterhead 400kv OHL

Title: Figure 2.5 – Preferred Corridors

Date: 8/31/2022 Scale: 575,000 @ A3
 Drawn: MAL Checked: JA Approved: SM
 Drawing Number: B2P-WSP-DA-70092380-013



Legend

-  Study Area
-  Substation
- Preferred Corridors**
-  1A
-  2B
-  3A
-  Extended Area

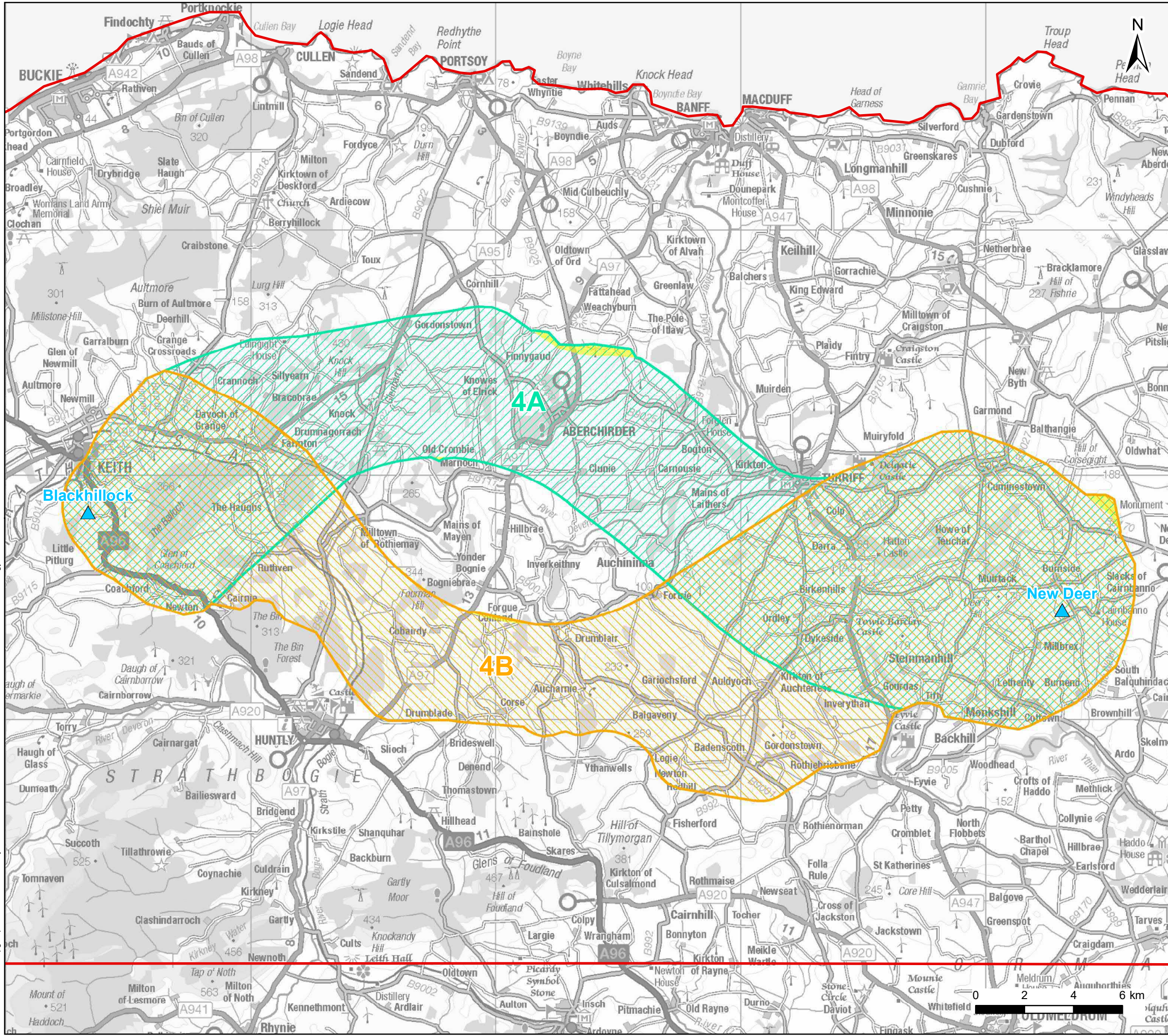
Client:  **Scottish & Southern**
Electricity Networks
TRANSMISSION

Project: Beaully - Blackhillock - Peterhead 400kV OHL

Title: **Figure 5.1: Beaully to Blackhillock Preferred and Proposed Corridors**

Date: 21/03/2023 Scale: 350,000 @ A3
 Drawn: AS Checked: JA Approved: SM
 Drawing Number: B2P-WSP-DA-70092380-027





Legend

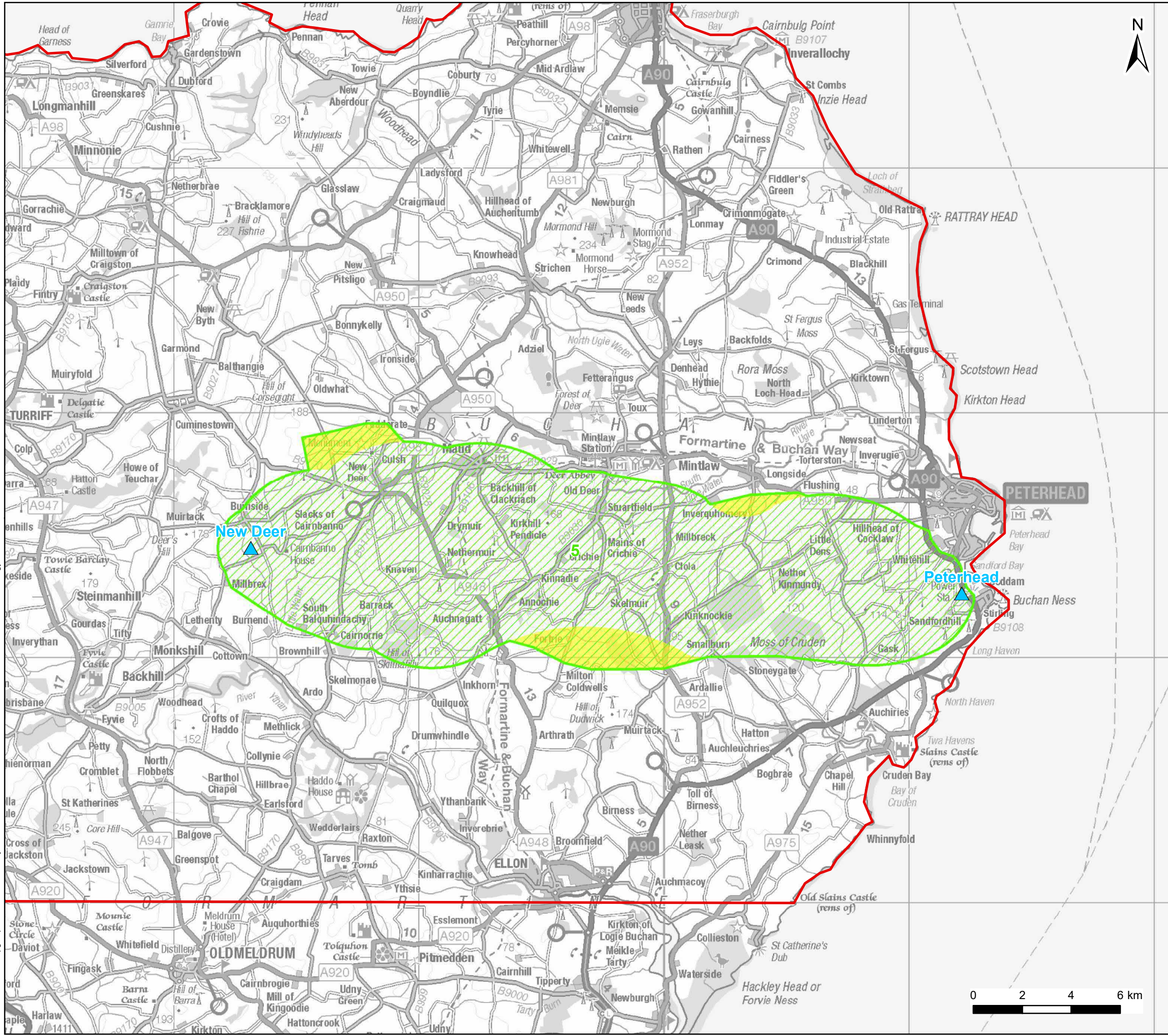
- Study Area
- ▲ Substation
- Preferred Corridor**
- 4A
- 4B
- Extended Area

Client: **Scottish & Southern**
Electricity Networks
TRANSMISSION

Project: Beauty - Blackhillock - Peterhead 400kv OHL

Title: Figure 5.2 - Blackhillock to New Deer Preferred and Proposed Corridor

Date: 2/13/2023 Scale: 150,000 @ A3
 Drawn: MAL Checked: IM Approved: SM
 Drawing Number: B2P-WSP-DA-70092380-021



Legend

- Study Area
- ▲ Substation
- Preferred Corridor**
- 5
- Extended Area

Client: **Scottish & Southern**
Electricity Networks
TRANSMISSION

Project: Beauty - Blackhillock - Peterhead 400kv OHL

Title: Figure 5.3 - New Deer to Peterhead Preferred and Proposed Corridor

Date: 2/13/2023 Scale: 150,000 @ A3
 Drawn: MAL Checked: IM Approved: SM
 Drawing Number: B2P-WSP-DA-70092380-022

APPENDIX B CONSULTATION ADVERT

Public Consultation Events

Beauly Blackhillock New Deer Peterhead 400kV Project

SSEN Transmission Invites you to share your views with us.

Scottish and Southern Electricity Networks (SSEN) Transmission are holding a series of consultation exhibitions for our Beauly – Blackhillock – New Deer – Peterhead project. These exhibitions are focused on introducing the project to communities across the project route, re-engaging with the local communities and sharing information about the project, our vision, and our journey to Net Zero.

The project team will be in attendance to answer any questions and discuss the details of the project.

The public consultation events will be held at the following locations from **2-7pm**:

- **5th October 2022*** – Beauly
– Kilmorack Hall A831, Beauly, IV4 7AG
 - **20th September 2022** – Inverness – Kingsmill
Hotel Culcabock Rd, Inverness IV2 3LP
 - **21st September 2022** – Forres Town Hall,
Town Hall, High St, Forres, IV36 1PB
 - **22nd September 2022** – Elgin
– UHI Moray College, Moray St, Elgin IV30 1JJ
 - **26th September 2022** – Keith
– Longmore Hall, Banff Road, Keith, AB55 5ET
 - **27th September 2022** – Turriff – Baden Powell
Centre, Baden Powell Road, Turriff, AB53 4FA
 - **28th September 2022** – New Deer Public Hall,
Fordyce Terrace, New Deer, Aberdeenshire,
AB53 6WE
 - **29th September 2022** – Peterhead – Balmoor
Stadium, Lord Catto Park, Peterhead, AB42 1EU
- *Beauly event rescheduled from 19th September 2022

These are open-door drop-in sessions, open to all members of the public and interested parties

If you have any questions, please do not hesitate to contact the Community Liaison Manager:



Ryan Davidson

Mobile: 07901 133 919

Email: ryan.davidson@sse.com

Project webpage: www.ssen-transmission.co.uk/projects/beauly-blackhillock-new-deer-peterhead-400kv

 @SSENCommunity  @SSETransmission

Scan Me



APPENDIX C CONSULTATION POST CARD



Scottish & Southern
Electricity Networks

TRANSMISSION

**Public
Consultation
Events**

Beauly Black Hillock New Deer Peterhead 400kV

SSEN Transmission Invites you to share your views with us.

Scottish and Southern Electricity Networks (SSEN) Transmission are holding a series of consultation exhibitions for our Beauly – Blackhillock – New Deer – Peterhead project. These exhibitions are focused on introducing the project to communities across the project route, re-engaging with the local communities and sharing information about the project, our vision, and our journey to Net Zero.

The project team will be in attendance to answer any questions and discuss the details of the project.



Ryan Davidson
Community Liaison Manager,
10 Henderson Road, Inverness, IV1 1SN
(Return address)



Mob: **+44 (0) 7901 133919**
Email: **ryan.davidson@sse.com**

@ssencommunity

@SSETransmission

www.ssen-transmission.co.uk/projects/beauly-blackhillock-new-deer-peterhead-400kv



Scottish & Southern
Electricity Networks

TRANSMISSION

 @ssencommunity

 @SSETransmission

The public consultation events will be held at the following locations from **2-7pm**:

19th September 2022 – Beauly – Kilmarnock Hall A831, Beauly, IV4 7AG

20th September 2022 – Inverness – Kingsmill Hotel Culcabock Rd,
Inverness IV2 3LP

21st September 2022 – Forres Town Hall, Town Hall, High St, Forres, IV36 1PB

22nd September 2022 – Elgin – UHI Moray College, Moray St, Elgin IV30 1JJ

26th September 2022 – Keith – Longmore Hall, Banff Road, Keith, AB55 5ET

27th September 2022 – Turriff – Baden Powell Centre, Baden Powell Road,
Turriff, AB53 4FA

28th September 2022 – New Deer Public Hall, Fordyce Terrace, New Deer,
Aberdeenshire, AB53 6WE

29th September 2022 – Peterhead – Balmoor Stadium, Lord Catto Park,
Peterhead, AB42 1EU

APPENDIX D CONSULTATION POSTER

Public Consultation Events

Beauly Blackhillock New Deer Peterhead 400kV Project

SSEN Transmission Invites you to share your views with us.

Scottish and Southern Electricity Networks (SSEN) Transmission are holding a series of consultation exhibitions for our Beauly – Blackhillock – New Deer – Peterhead project. These exhibitions are focused on introducing the project to communities across the project route, re-engaging with the local communities and sharing information about the project, our vision, and our journey to Net Zero.

The project team will be in attendance to answer any questions and discuss the details of the project.

The public consultation events will be held at the following locations from **2-7pm**:

- **5th October 2022*** – Beauly
– Kilmorack Hall A831, Beauly, IV4 7AG
 - **20th September 2022** – Inverness – Kingsmill
Hotel Culcabock Rd, Inverness IV2 3LP
 - **21st September 2022** – Forres Town Hall,
Town Hall, High St, Forres, IV36 1PB
 - **22nd September 2022** – Elgin
– UHI Moray College, Moray St, Elgin IV30 1JJ
 - **26th September 2022** – Keith
– Longmore Hall, Banff Road, Keith, AB55 5ET
 - **27th September 2022** – Turriff – Baden Powell
Centre, Baden Powell Road, Turriff, AB53 4FA
 - **28th September 2022** – New Deer Public Hall,
Fordyce Terrace, New Deer, Aberdeenshire,
AB53 6WE
 - **29th September 2022** – Peterhead – Balmoor
Stadium, Lord Catto Park, Peterhead, AB42 1EU
- *Beauly event rescheduled from 19th September 2022

These are open-door drop-in sessions, open to all members of the public and interested parties

If you have any questions, please do not hesitate to contact the Community Liaison Manager:



Ryan Davidson

Mobile: 07901 133 919

Email: ryan.davidson@sse.com

Project webpage: www.ssen-transmission.co.uk/projects/beauly-blackhillock-new-deer-peterhead-400kv

 @SSENCommunity  @SSETransmission

Scan Me

