

Beauly – Blackhillock – New Deer – Peterhead 400kV Project

Consultation Booklet

September 2022



The consultation events will be taking place on:

5th October (2-7pm)	Beauly - Kilmorack Hall
20th September (2-7pm)	Inverness - Kingsmill Hotel
21st September (2-7pm)	Forres Town Hall
22nd September (2-7pm)	Elgin - UHI Moray College
26th September (2-7pm)	Keith Longmore Hall
27th September (2-7pm)	Turriff - Baden Powell Centre
28th September (2-7pm)	New Deer Public Hall
29th September (2-7pm)	Peterhead - Balmoor Stadium

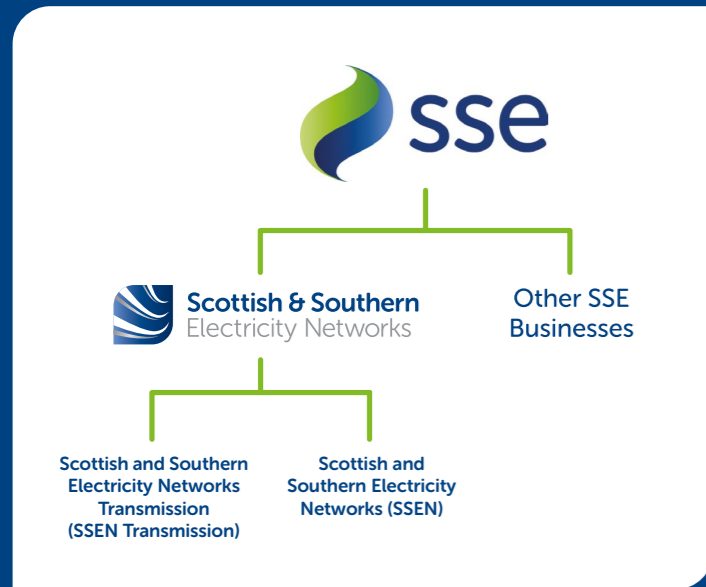


Scottish & Southern
Electricity Networks

TRANSMISSION

Who we are

We are Scottish and Southern Electricity Networks Transmission (SSEN Transmission), operating under licence as Scottish Hydro Electric Transmission Plc (SHE Transmission) for the transmission of electricity in the north of Scotland.



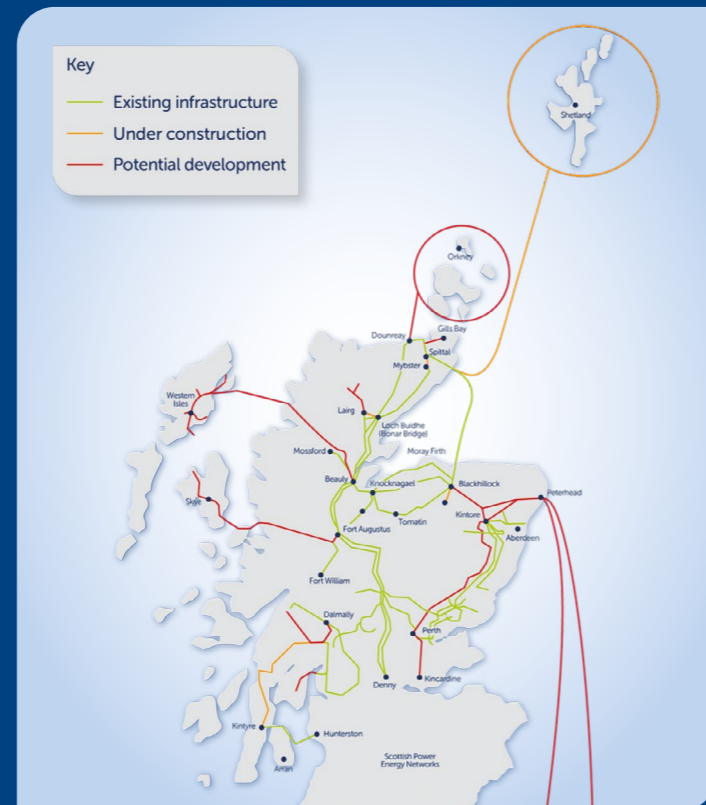
What is the difference between transmission and distribution?

Electricity transmission is the transportation of electricity from generating plants to where it is required at centres of demand. The electricity transmission network, or grid, transports electricity at very high voltages through Overhead Lines, underground cables and subsea cables.

Our transmission network connects large scale generation, primarily renewables, to central and southern Scotland and the rest of Great Britain. It also helps secure supply by providing reliable connection to the wider network of generation plans.

The electricity distribution network is connected into the transmission network but the voltage is lowered by transformers at electricity substations, and the power is then distributed to homes and businesses through Overhead Lines or underground cables.

Overview of transmission projects



In total we maintain about 5,000km of Overhead Lines and underground cables – easily enough to stretch across the Atlantic from John O’Groats all the way to Boston in the USA.

Our network crosses some of the UK’s most challenging terrain – including circuits that are buried under the seabed, are located over 750m above sea level and up to 250km long.

The landscape and environment that contribute to the challenges we face also give the area a rich resource for renewable energy generation. There is a high demand to connect from new wind, hydro and marine generators which rely on Scottish and Southern Electricity Networks to provide a physical link between the new sources of power and electricity users. Scottish and Southern Electricity Networks is delivering a major programme of investment to ensure that the network is ready to meet the needs of our customers in the future.

Our responsibilities

We have a licence for the transmission of electricity in the north of Scotland and we are closely regulated by the energy regulator Ofgem.

Our licence stipulates that we must develop and maintain an efficient, co-ordinated and economical system of electricity transmission.

The Pathway to 2030 Holistic Network Design

In July 2022, National Grid, the Electricity System Operator (ESO), published the Pathway to 2030 Holistic Network Design (1), setting out the blueprint for the onshore and offshore electricity transmission network infrastructure required to enable the forecast growth in renewable electricity across Great Britain, including the UK and Scottish Governments 2030 offshore wind targets of 50GW and 11GW.

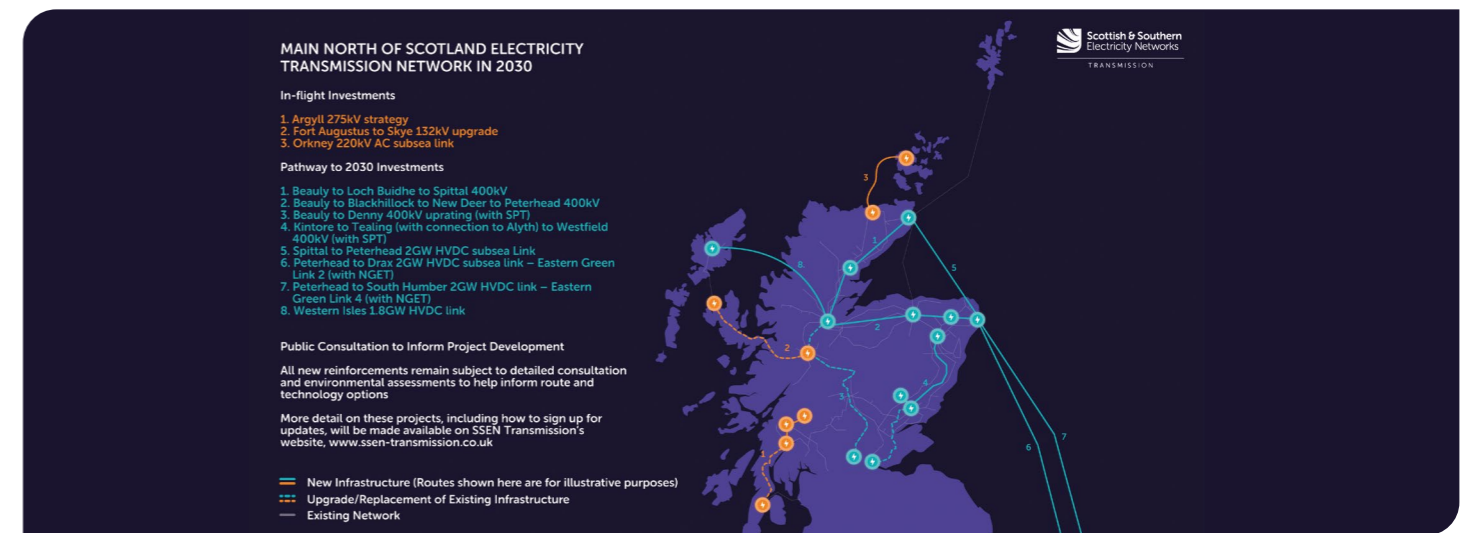
For the north of Scotland, this confirms the need for over £7bn of investment in onshore electricity transmission infrastructure to deliver 2030 targets and a pathway to net zero, several of which will require accelerated development and delivery to meet 2030 connection dates. The need for these reinforcements has been further underlined within the recent British Energy Security Strategy (2). This sets out the UK Government’s plans to accelerate homegrown power for greater energy independence. The strategy aims to reduce the UK’s dependence on and price exposure to global gas wholesale markets via the deployment of homegrown low carbon electricity generation supported by robust electricity network infrastructure.

The Beaulieu – Blackhillock – New Deer – Peterhead 400kV Project

The extensive studies completed to inform the ESO’s Pathway to 2030 Holistic Network Design confirmed the requirement to reinforce the onshore corridor from Beaulieu to Blackhillock to New Deer and on to Peterhead. Providing a 400kV connection between these sites enables the significant power transfer capability needed to take power from large scale onshore and offshore renewable generation connecting on the west – from the Western Isles (via a 1.8GW subsea HVDC link) and from connections north of Beaulieu (via the Beaulieu to Loch Buidhe to Spittal 400kV overhead line) – to the east at Peterhead and then offshore via two subsea HVDC links to transport power to demand centres in England. A separate HVDC link from Spittal to Peterhead has also been confirmed as required to deliver 2030 targets. The connection points into Blackhillock and New Deer are needed to pick up power from additional large scale onshore and offshore low carbon renewable generation required to connect into the north-east of Scotland for onward transportation to demand centres.

The Spittal to Peterhead 2GW HVDC subsea link was an offshore solution proposed by SSEN Transmission for significant west to east power transfer, and the Holistic Network Design identified the need for both this offshore solution as well as the Beaulieu – Blackhillock – New Deer – Peterhead 400kV onshore reinforcement project. To fully utilise offshore subsea links requires the onshore network to also be strengthened and onshore overhead line reinforcement is the most economically efficient solution for bulk power transfer compared to HVAC and HVDC cable solutions as well as subsea HVDC links.

The Beaulieu – Blackhillock – New Deer – Peterhead project has therefore been highlighted as critical to enable the delivery of the UK and Scottish Governments targets, with a requirement for accelerated development and delivery to meet these targets in line with a required in service date of 2030.



1 <https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-design>
 2 <https://www.gov.uk/government/publications/british-energy-security-strategy>

About the project

Project elements

The Beaulay – Blackhillock – New Deer - Peterhead 400kV project spans a significant length of the north east of Scotland. There are key connection points across this span that can be used to help describe the project elements as follows:

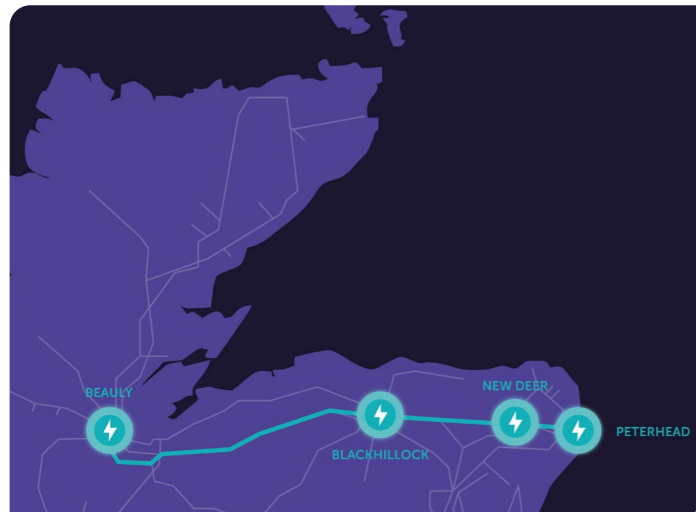
Beaulay – Blackhillock: Construct a new 400kV connection, between Beaulay and Blackhillock substations. At Beaulay and Blackhillock, additional infrastructure will be required to facilitate this connection.

Blackhillock – New Deer: Construct a new 400kV connection from Blackhillock substation to New Deer.

New Deer – Peterhead: Construct a new 400kV connection from New Deer substation to Peterhead. Additional infrastructure will be required to be installed at Peterhead and New Deer to facilitate these connections.

Following the establishment of the new 400kV connection, we will also remove the existing 132kV Overhead Line from Beaulay to Knocknagael.

Additional infrastructure will be required to facilitate the new overhead lines in the vicinity of our existing substation infrastructure. We are currently in the process of understanding these requirements and aim to consult on options early next year.



Our commitment to restart

Several years ago, we were developing proposals for a new overhead 400kV reinforcement between Beaulay, Blackhillock and Kintore. However, it was concluded in 2017 that the project was not required at that point in time. As a stakeholder-led business and following local feedback, we made a commitment to review options for the project should it be required in the future, and we are sticking to that commitment by revisiting the development process, allowing for a period of fresh public engagement. Due to wider changes in the energy system, particularly the development of Peterhead as a critical node on the transmission system, the project scope has also changed, meaning the project will no longer connect into Kintore.

Our consultation process

At SSEN Transmission, we are committed to delivering a robust and transparent consultation process underpinned by inclusion and accessibility. As a stakeholder led business, we understand the importance of involving communities and key stakeholders throughout the each stage of our development process.

This period of engagement in the development phase is vital in shaping our proposals and to do this effectively, we need to capture feedback from stakeholders, harness local knowledge to identify risks in key areas of the corridor and explore potential community benefit opportunities.

We have undertaken early engagement with communities in the surrounding areas at recent agricultural shows in Black Isle, Turriff and Keith, presenting a high-level overview of local projects areas that are in development and construction, including this project.

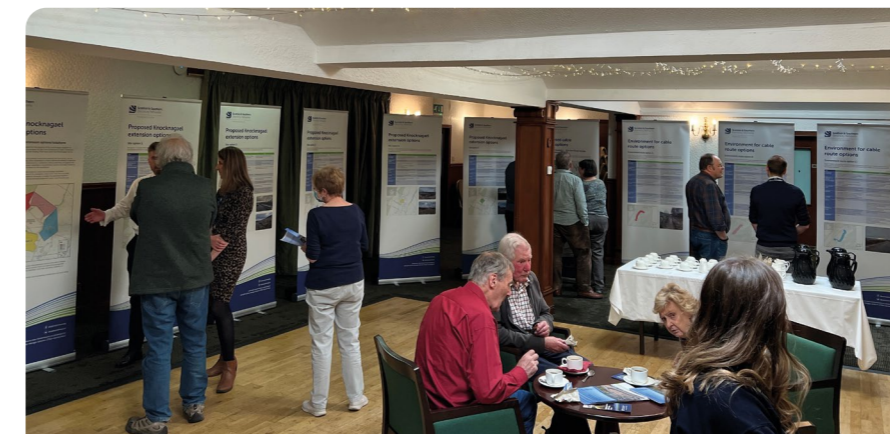
Today we are presenting our approach to developing this project, including technology options, environmental considerations, the routing process, corridor selection and presenting maps which aim to give stakeholders and community members a better visual representation of the work on the project to date.

If you require additional support to submit your views, please contact our Community Liaison Manager Ryan Davidson who will happily assist you.

What we're consulting on today

Desktop surveys and early analysis have enabled us to identify our preferred technology and preferred route corridors within our study area.

Sharing our approach to developing this project and the rationale behind our early proposals, we are keen to hear stakeholder views regarding our preferred technology options, your thoughts on our preferred corridor options and if there are further considerations you believe need to be taken in to account during the next stage of the development process.



Who we're consulting with

We are keen to hear feedback from a broad range of stakeholders including but not limited to local residents, landowners, businesses, non-statutory consultees and statutory consultees such as local authorities, Nature Scot, SEPA, Historic Environment Scotland and Scottish Forestry.

Biodiversity net gain

We recognise that we have significant interaction with the environment through the activities we undertake in Scotland as we seek to develop and improve the transmission network. With this work comes a legal responsibility to design and build our projects in a manner which protects the natural and built environment.

We are committed to protecting and enhancing the environment by minimising the potential impacts from our construction and operational activities on biodiversity. To this end, we have committed to no net loss of biodiversity in non irreplaceable habitats for all of our projects gaining consent from 2020 onwards, and net gain of biodiversity on all projects gaining consent from 2025. This means that during the development, construction and operation of our projects, we will leave the environment no worse than when we found it, and where possible make it even better, leaving a positive environmental legacy at all of our SSEN Transmission sites.

As this project progresses through the development process, we will actively seek ways to avoid and minimise impacts on biodiversity, through careful routing design to avoid areas of highest biodiversity value, to implementing habitat restoration and improvement measures in areas within and surrounding the proposed development. Some examples of biodiversity improvements that have been implemented on other recent projects include:



Creag Rhiabach bird boxes:

Installation of wooden bird boxes made from reused and recycled construction materials to support local raptor populations at key locations across the highlands, including kestrels, tawny owl and barn owl.

Argyll Coast and Countryside Trust (ACT) Woodland Planting Collaboration:

Argyll's rainforest is a unique and rare habitat of ancient and native woodland. This collaboration with ACT will help deliver SSEN Transmission's compensatory tree planting commitments in Argyll while helping towards ACT's woodland planting ambitions, supporting its charitable objectives including biodiversity gain, health and wellbeing improvement for local people, outdoor learning opportunities and climate change workshops.



Thurso South Substation:

Creation of approximately 10 hectares of pollinator habitat to support the rare endemic great yellow bumblebee and contribute to wider conservation efforts for this species.

Please let us know if you have ideas for biodiversity improvement projects in your local area that SSEN Transmission could get involved with.



Technology options

Initially the suitability of an Overhead Line, Subsea Cable or Underground Cable were considered as technology options to provide the connection between Beauly, Blackhillock, New Deer and Peterhead. National Grid's subsequent 'Pathway to 2030' Holistic Network Design (HND) study concluded that an onshore connection was required to strengthen the network in parallel to planned offshore solutions, excluding the option of exclusively using a Subsea Cable to provide the required West to East connection. An offshore option is being progressed by SSEN as a separate project, connecting Spittal in Caithness to Peterhead via a 2GW HVDC subsea link, the HND required onshore projects to be completed in parallel to this subsea link providing reinforcement and resilience to the Network. As a result, assessment of onshore technology options were further progressed for this project with key findings as follows.

Overhead Line (OHL):

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> Easier to cross challenging terrain like valleys, hills, rivers/ lochs, railway and highways. 	<ul style="list-style-type: none"> Landscape and visual impact from OHL.
<ul style="list-style-type: none"> Easier to identify and repair faults compared to underground cable. 	<ul style="list-style-type: none"> Audible noise and radio interference issues.
<ul style="list-style-type: none"> Can travel long distances with no requirement of additional equipment to be installed at substations to aid in stability of network. 	<ul style="list-style-type: none"> Overhead lines are exposed to possible weather damage.
<ul style="list-style-type: none"> Lowest cost option when compared to onshore/offshore HVAC and HVDC cable connections. 	

Underground Cable:

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> Minimal landscape and visual impact from cables. 	<ul style="list-style-type: none"> Construction corridor of 400kV Underground Cable is approx. 50m wide.
<ul style="list-style-type: none"> No audible noise and radio interference issues. 	<ul style="list-style-type: none"> Land use within corridor would be constrained post installation.
<ul style="list-style-type: none"> Due to being underground not subjected to same weather elements as overhead lines. 	<ul style="list-style-type: none"> Long distance HVAC cables requires additional equipment at substations to maintain stability of the network.
	<ul style="list-style-type: none"> Fault detection of long cable sections is challenging, and repairs can take a substantial amount of time.
	<ul style="list-style-type: none"> HVDC requires converter stations taking up additional space and adding additional cost.
	<ul style="list-style-type: none"> Cable is of greater cost than overhead line option.



Our preferred technology

Based on the key reasons mentioned above, the preferred technology choice selected for the connection of these substations was a new double circuit 400kV Overhead Line. Although this has been identified as the preference, this does not mean that cable would not be considered where considerable challenges are met that could otherwise be alleviated with the use of a cable section.



Additional infrastructure requirements

Beauly, Blackhillock, New Deer and Peterhead have been identified as key 'nodes' or connection points across the route and as such, will either be required to connect in to existing substations at each of these areas, or dependent on capacity, new substations may potentially be required to be developed as part of this project. Initial studies are currently being undertaken to inform the decision making process and more information regarding additional requirements will be shared upon conclusion of these studies.



The routing process

SSEN Transmission's approach to identifying where a new overhead power line is to be located follows four key stages, each increasing in detail and resolution, bringing technical, environmental and cost considerations together in a way which seeks the best balance. This staged process leads to the identification of a proposed Overhead Line alignment which is capable of being granted consent by the Scottish Government under Section 37 of the Electricity Act 1989. The four key stages are detailed below.

This project is currently at stage 1 – corridor selection.

Stage 0: routing strategy

The starting point in all new connection projects is to establish the need for the project and to select the preferred strategic option to deliver it. This process will be triggered by the preparation of a number of internal assessments and documents which identify the technology to be used and the point(s) on the existing transmission network where a connection can be made.

Stage 1: corridor selection

This stage aims to identify a preferred corridor capable of providing a continuous connection between the defined connection points and delivering the key design requirements for larger projects with extensive study areas, such as this project.

Stage 2: route selection

The purpose of this stage is to identify possible route options within the preferred corridor and a preferred route which is considered to have the optimal opportunity to achieve an economically viable, technically feasible and environmentally sound alignment within it. Route options may range from 200m to 1km in width, depending on the scale of the project, the nature and extent of constraints and the character of the area in question.

Stage 3: alignment selection

The purpose of this stage is to further refine the routing process with the objective of defining an indicative proposed alignment which can be taken forward into the consenting and Environmental Impact Assessment (EIA) process. The alignment will be defined by, among other things, the location of terminal and angle support structures for overhead Lines and sealing end compounds for underground cables. The access strategy is also defined at this stage in the process, in terms of the nature and extent of temporary and/or permanent access tracks and possible road improvements.

Working with landowners and occupiers

SSEN Transmission recognises landowners and occupiers as key stakeholders in the development of our projects and is committed to consultation and engagement with all parties likely to have an interest in our proposals.

Due to the size and scale of the project, we have not been able to identify and contact all possible affected landowners at this corridor selection stage. Within the next stage of route selection and thereafter alignment selection, we hope to have identified the vast majority of landowners and occupiers affected and have made contact individually.

As the project design develops, we will work with landowners and occupiers to mitigate the impact of our infrastructure on their properties. Our team of dedicated land managers will be on hand to answer queries and address concerns throughout.

SSEN Transmission will be required to carry out various engineering and environmental surveys to inform the design process. Consent will be sought from affected landowners and occupiers in advance for these surveys.

Once we have finalised the design of the overhead line infrastructure and associated works, we will be required to secure the appropriate land rights from the relevant parties for all infrastructure. Our land managers will endeavour to reach a voluntary agreement with each party, however, in the event that agreement cannot be achieved, we would look to utilise our statutory powers under the Electricity Act 1989.

Our statutory powers are used as a last resort and we aim to work with landowners and occupiers in order to secure the necessary land rights voluntarily.

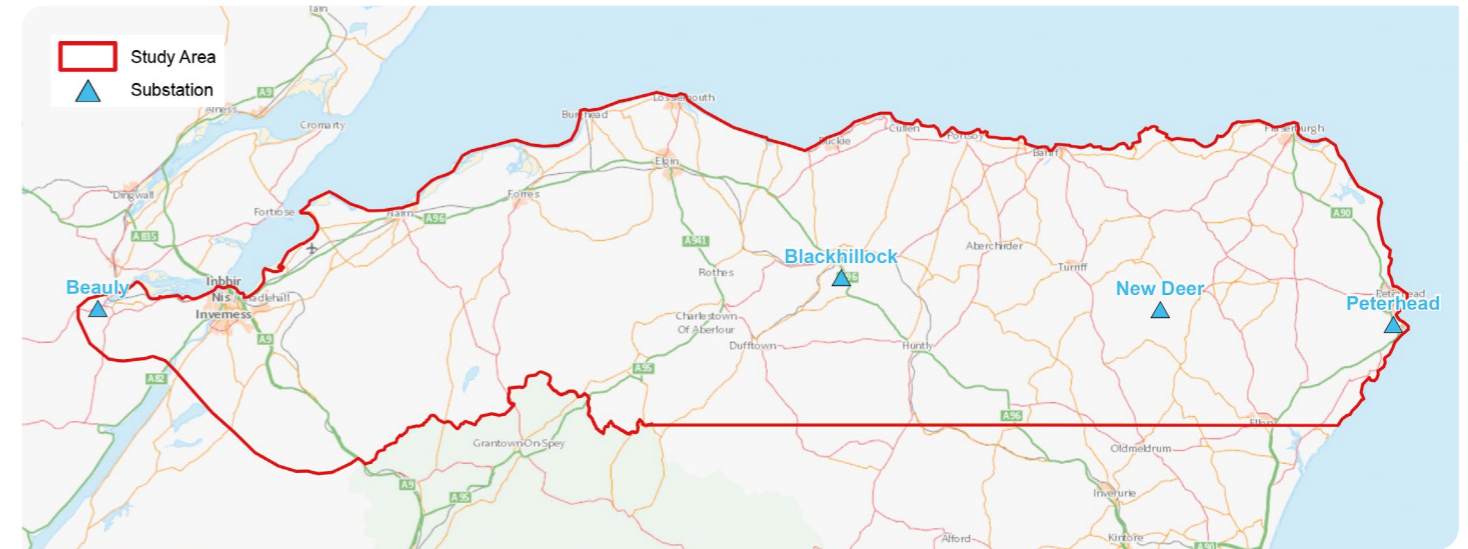
In the meantime, all landowners and occupiers have the opportunity to feed back at our in person consultation events and by submitting a feedback form. We would encourage all those with an interest to submit their views through this consultation.



Corridor selection

Study area

The study area for this project has been primarily driven by the coastal boundary to the north and east, and the need to avoid the Cairngorms National Park and a crossing over Loch Ness to the south.



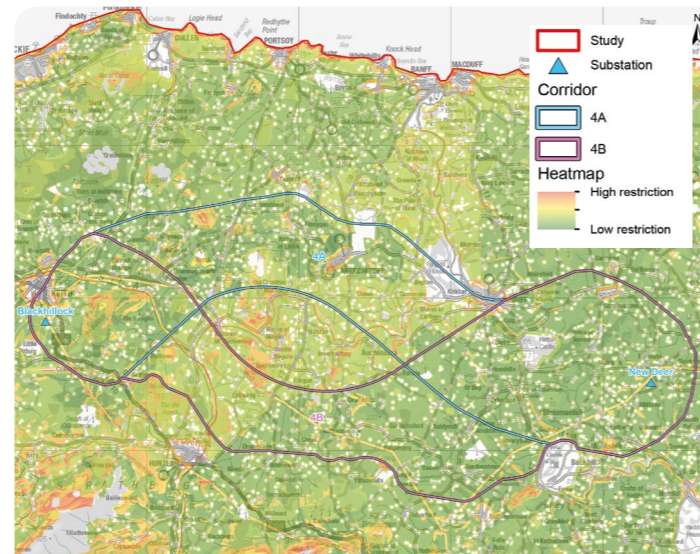
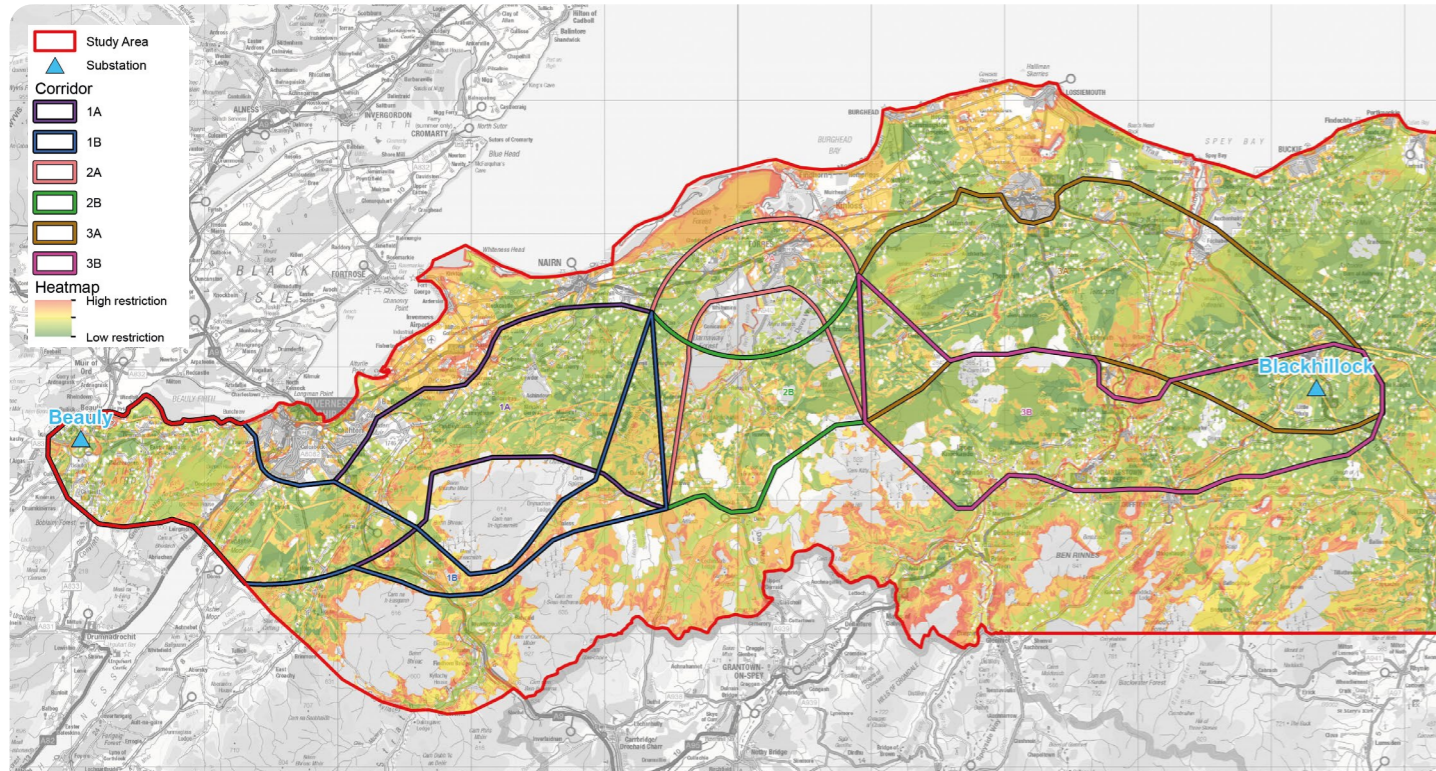
Identification of corridor options

Within the study area, an initial data gathering exercise was undertaken to identify, review and assess constraints data sets, with sensitivity weightings applied to each constraint by technical and environmental specialists. Certain constraints (such as International nature conservation designations, priority habitats, designated cultural heritage features, landscape designations, settlements and residential dwellings) were assigned a very high sensitivity rating, with a preference to avoid these areas completely. Technical constraints to be avoided completely included features such as airports, wind farm developments and other existing infrastructure.

The constraints were layered onto a map so they could be viewed as a composite 'heat map', with weightings and buffers applied depending on the sensitivity of the constraint. A detailed analysis of the heat map was then undertaken, supplemented by site reconnaissance surveys, to identify potential corridor options with the least interaction with environmental and technical constraints.

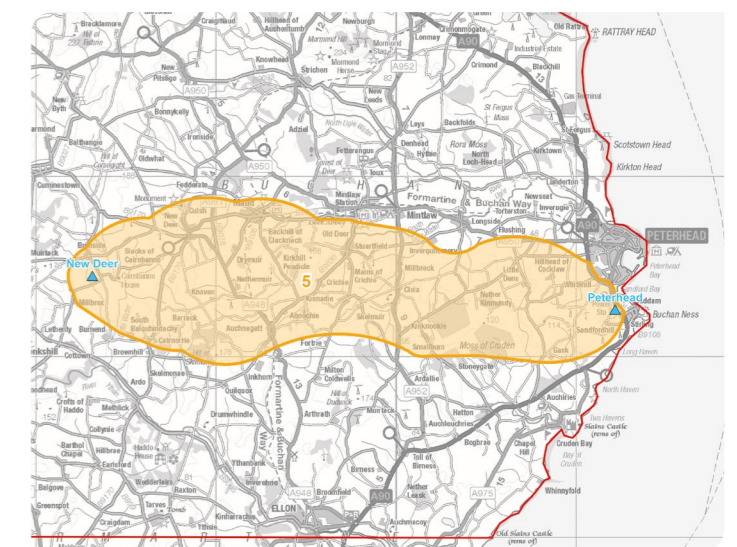
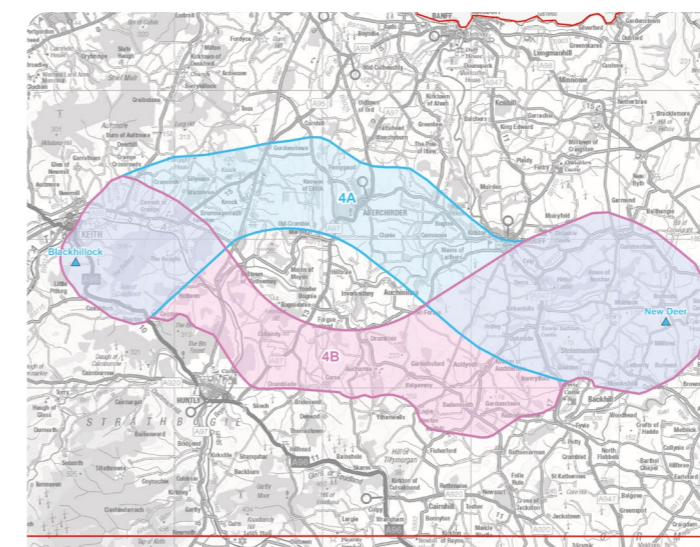
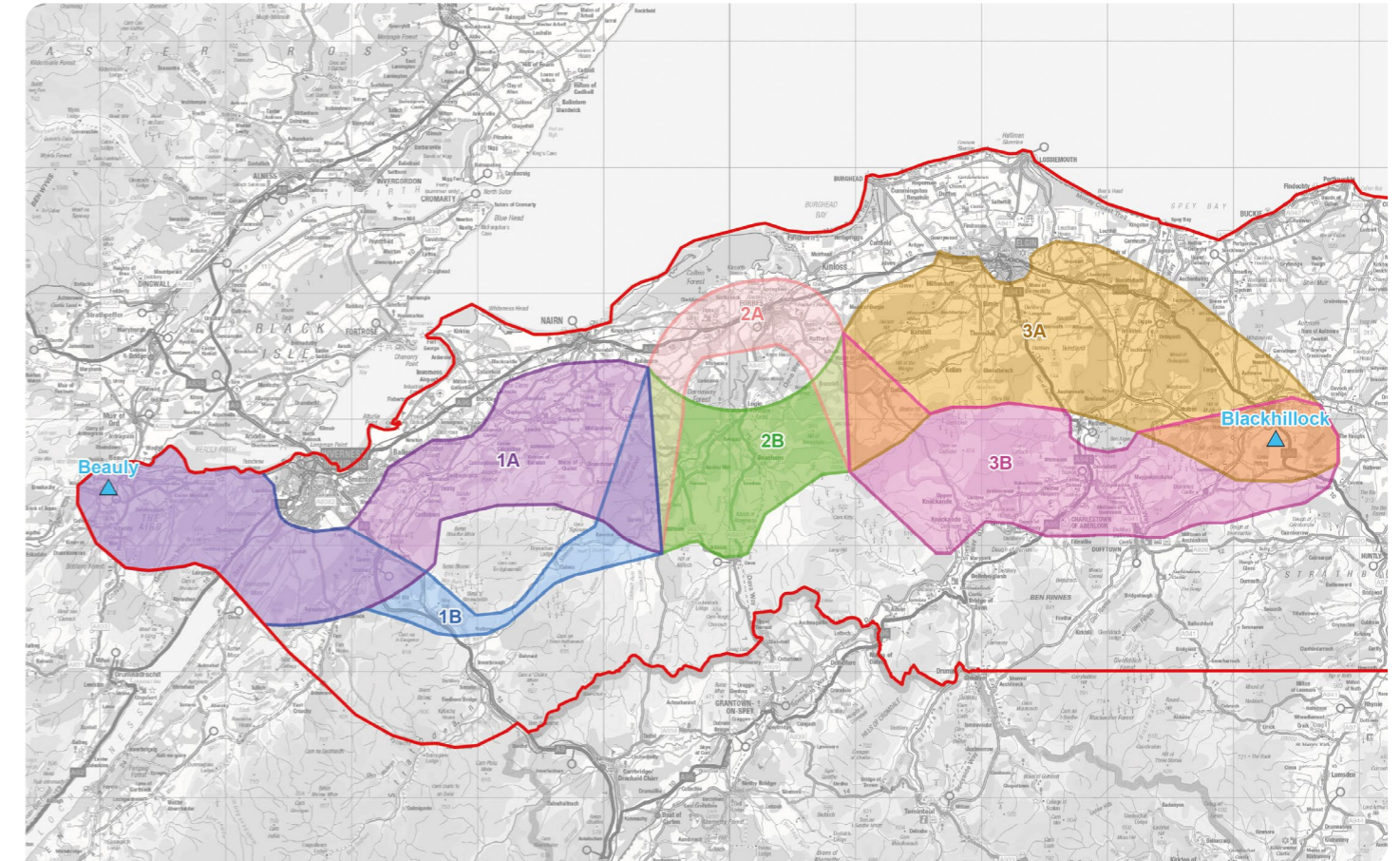
Corridor selection

Identification of corridor options

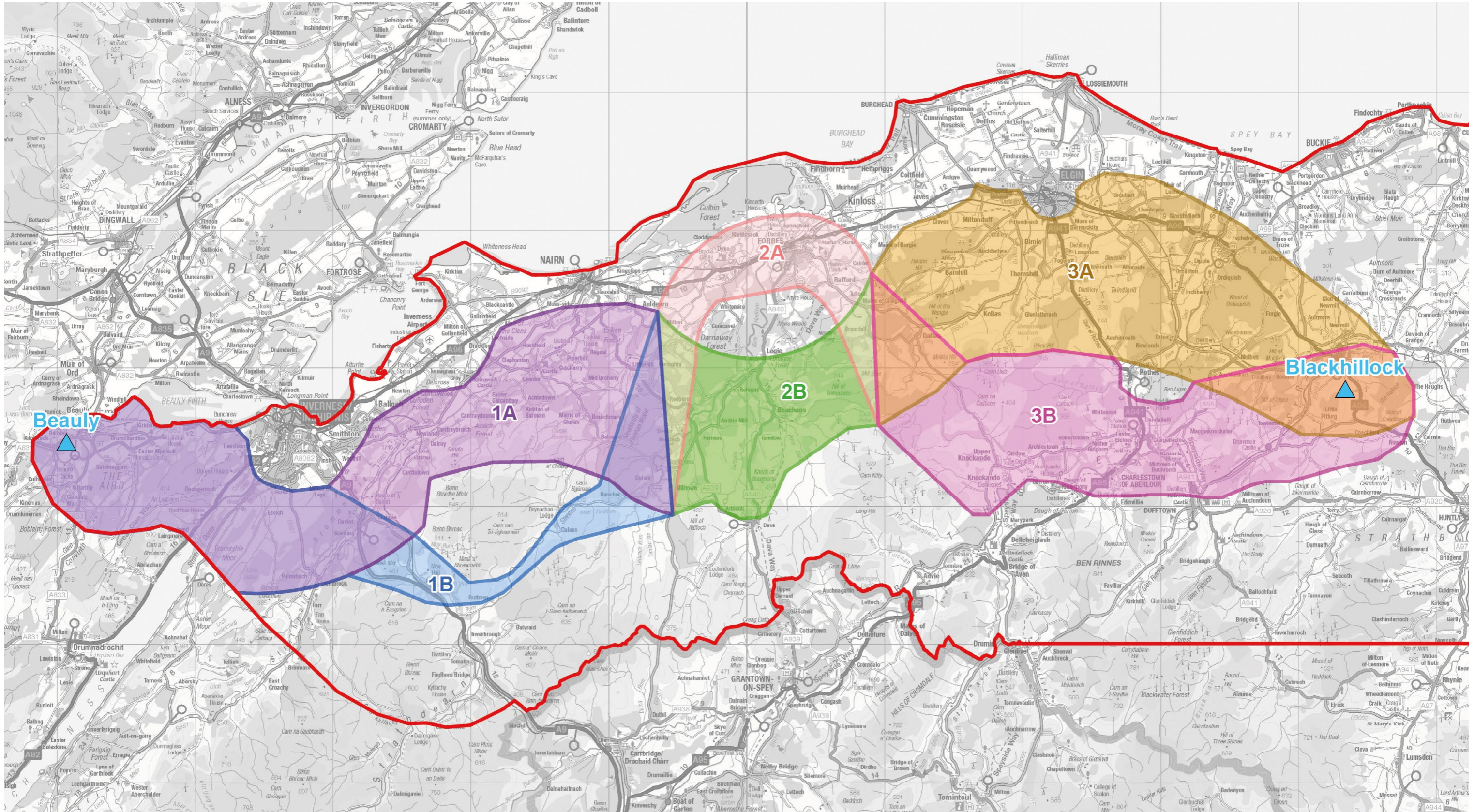


Corridor options appraisal

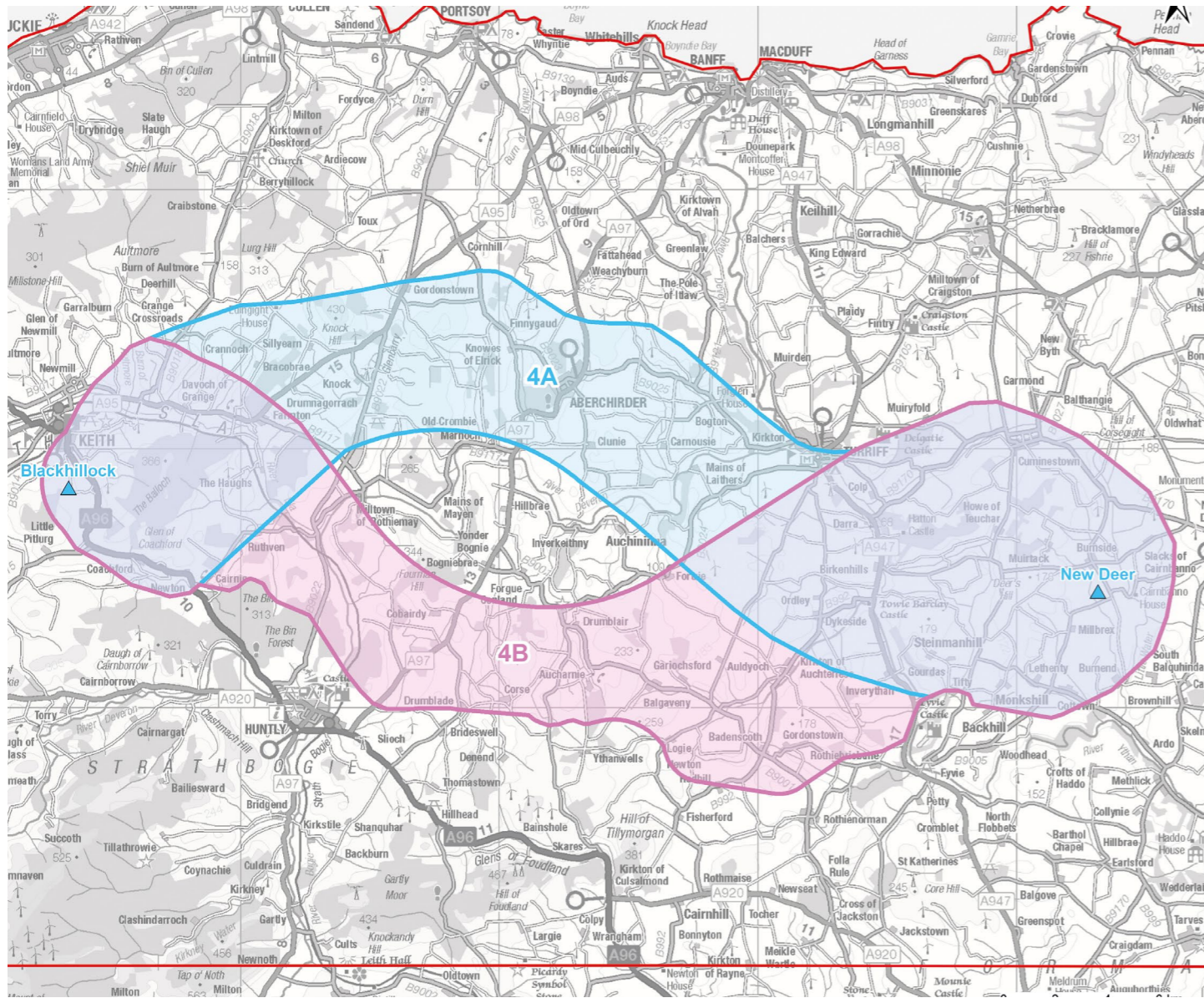
In the following pages we have focussed in on each specific section of the Study Area, however to provide a general overview please see the maps below. A copy of these maps are available from the 'document download' section of the project webpage should you wish to view them in more detail.



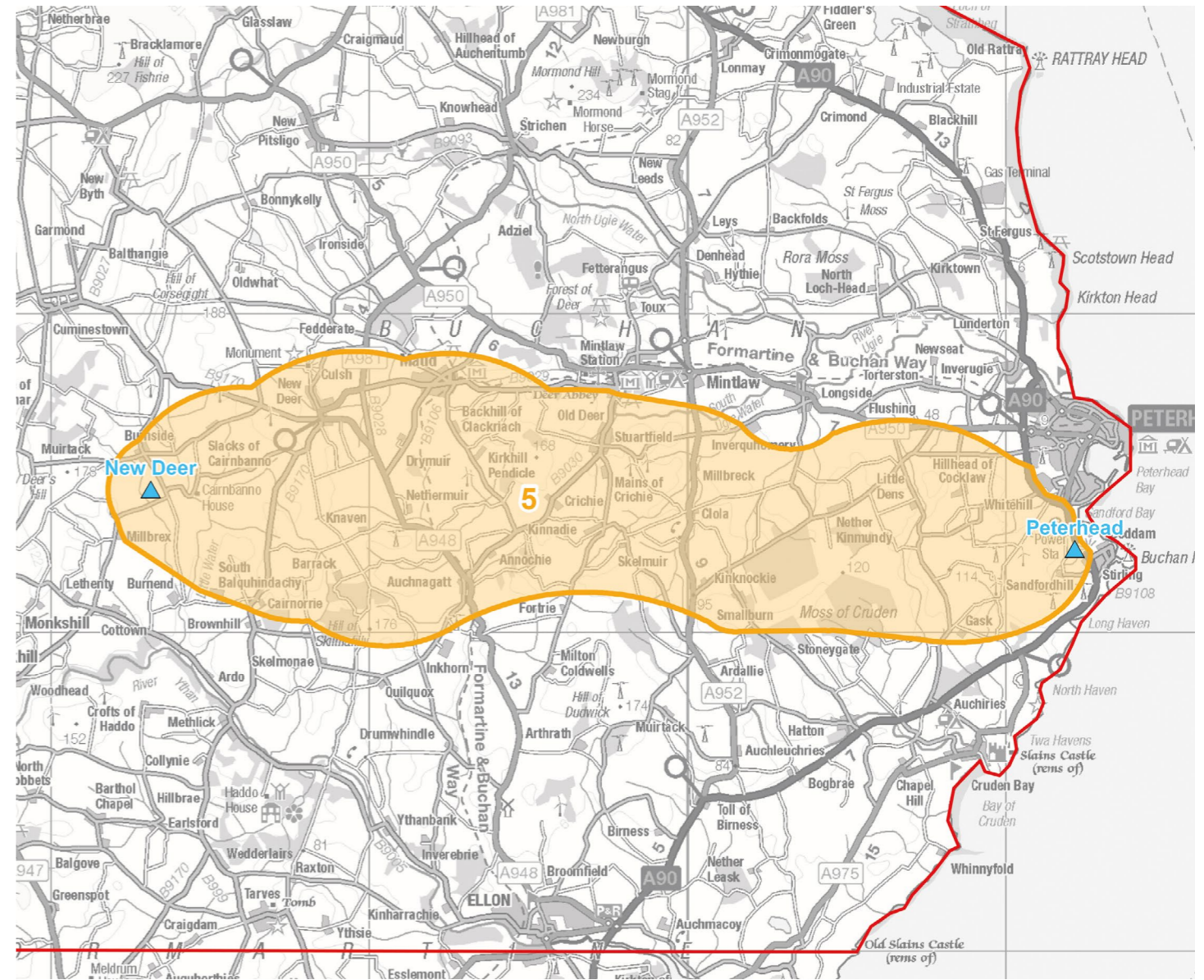
Route corridor options map: sections 1 (Beauly to south of Nairn),
2 (Forres South) 3 (South Elgin to Blackhillock)



Route corridor options map: section 4 (Blackhillock to New Deer)



Route corridor options map: section 5 (New Deer to Peterhead)



Key considerations and constraints

The following pages detail out some of the many engineering and environmental considerations which have assisted the corridor selection process.

We have highlighted the key constraints on a map of each of the following sections:

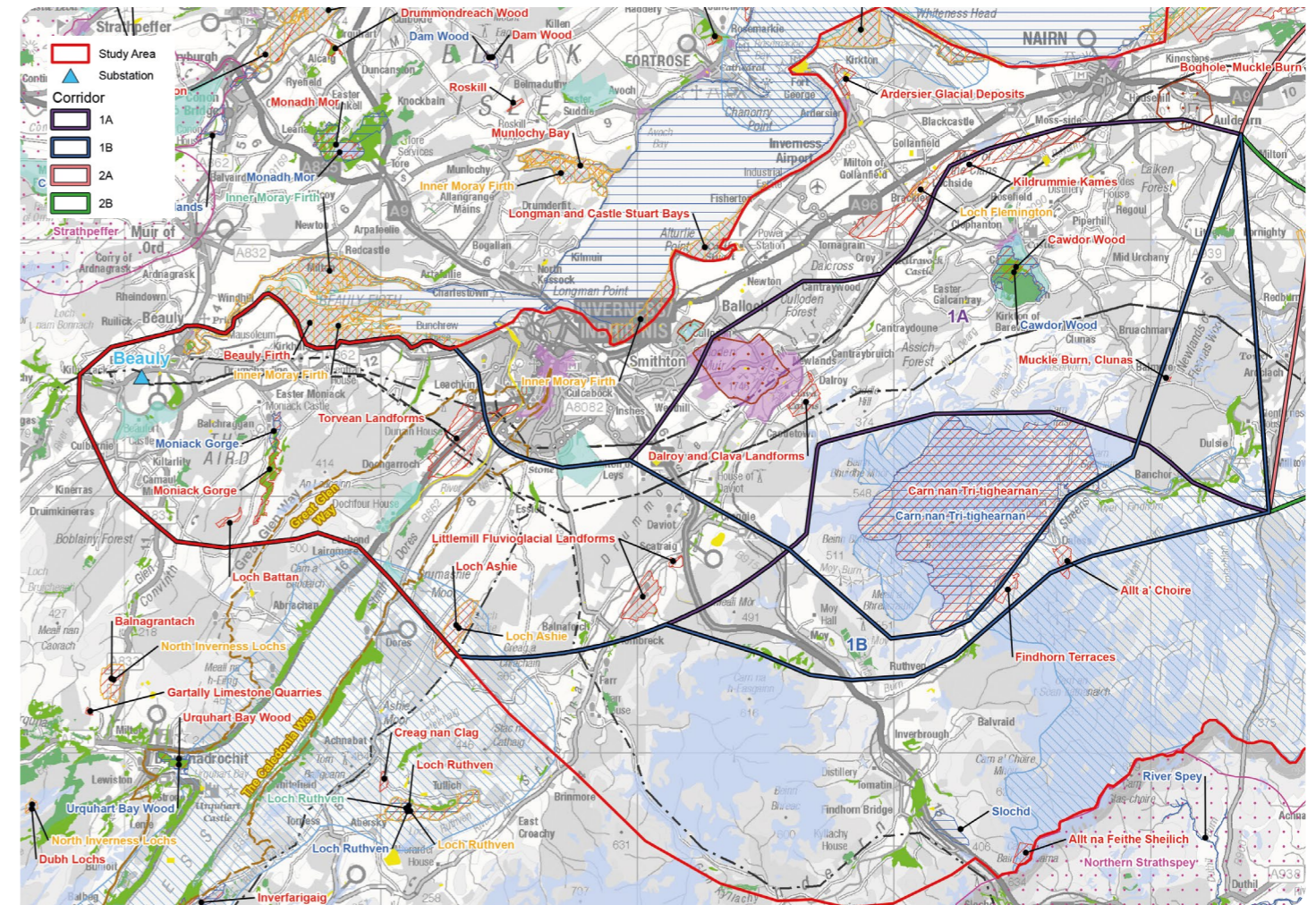
- Section 1 – Beauly to south of Nairn
- Section 2 – Forres South
- Section 3 – South Elgin to Blackhillock
- Section 4 – Blackhillock to New Deer
- Section 5 – New Deer to Peterhead

Please be advised that due to the extent of factors to consider, not all considerations are shown on the following maps.

We have included a key below which you can refer to, to identify the constraints illustrated in each section:

Constraints	
	Existing Transmission Overhead Line
	Long Distance Path
	Battleground
	Special Protection Area (SPA)
	Special Area of Conservation (SAC)
	Sites of Special Scientific Interest (SSSI)
	Ramsar
	Wildcat Priority Area
	Special Landscape Area
	Scheduled Monument
	Garden and Designed Landscape
	Conservation Area
	Nationally important peatland likely to be of high conservation value
	Ancient Woodland (of semi-natural origin)
	Planted Ancient Woodland Site (PAWS)

Section 1 – Beauly to south of Nairn

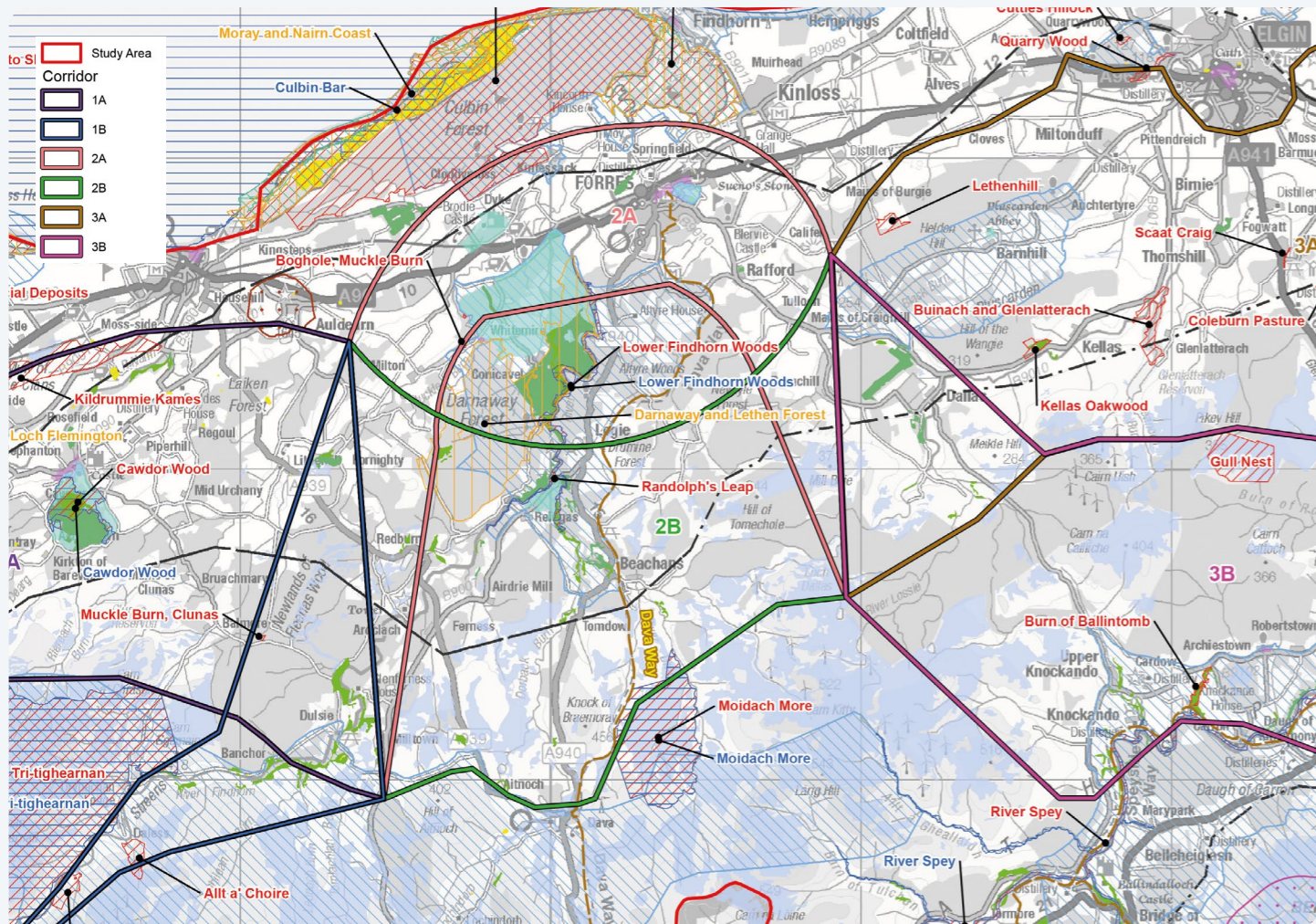


The key environmental and engineering considerations which differentiate between corridor options 1A and 1B include:

- The Drynahan, Lochindorb and Dava Moors Scenic Landscape Area crosses corridor 1B and cannot be avoided; there are also sensitive views within the upland valley of the River Findhorn which corridor 1B crosses.
- There are numerous cultural heritage assets within corridor 1A, notably the Battle of Culloden Inventory Battlefield and Conservation Area, although there is the potential for avoidance during the routing and alignment stages.
- Peatland habitat cuts across corridor 1B and cannot be avoided.
- From an engineering perspective the elevation and terrain of corridor 1B would be challenging as there are steep slopes within the narrow elevated corridor.
- Access provision for construction and maintenance is poor in corridor 1B when compared to corridor 1A.
- Corridor 1A contains existing steel lattice tower Overhead Lines and presents the opportunity to keep such infrastructure together if aligned appropriately.

The preferred corridor option in this section is corridor 1A.

Section 2 – Forres South

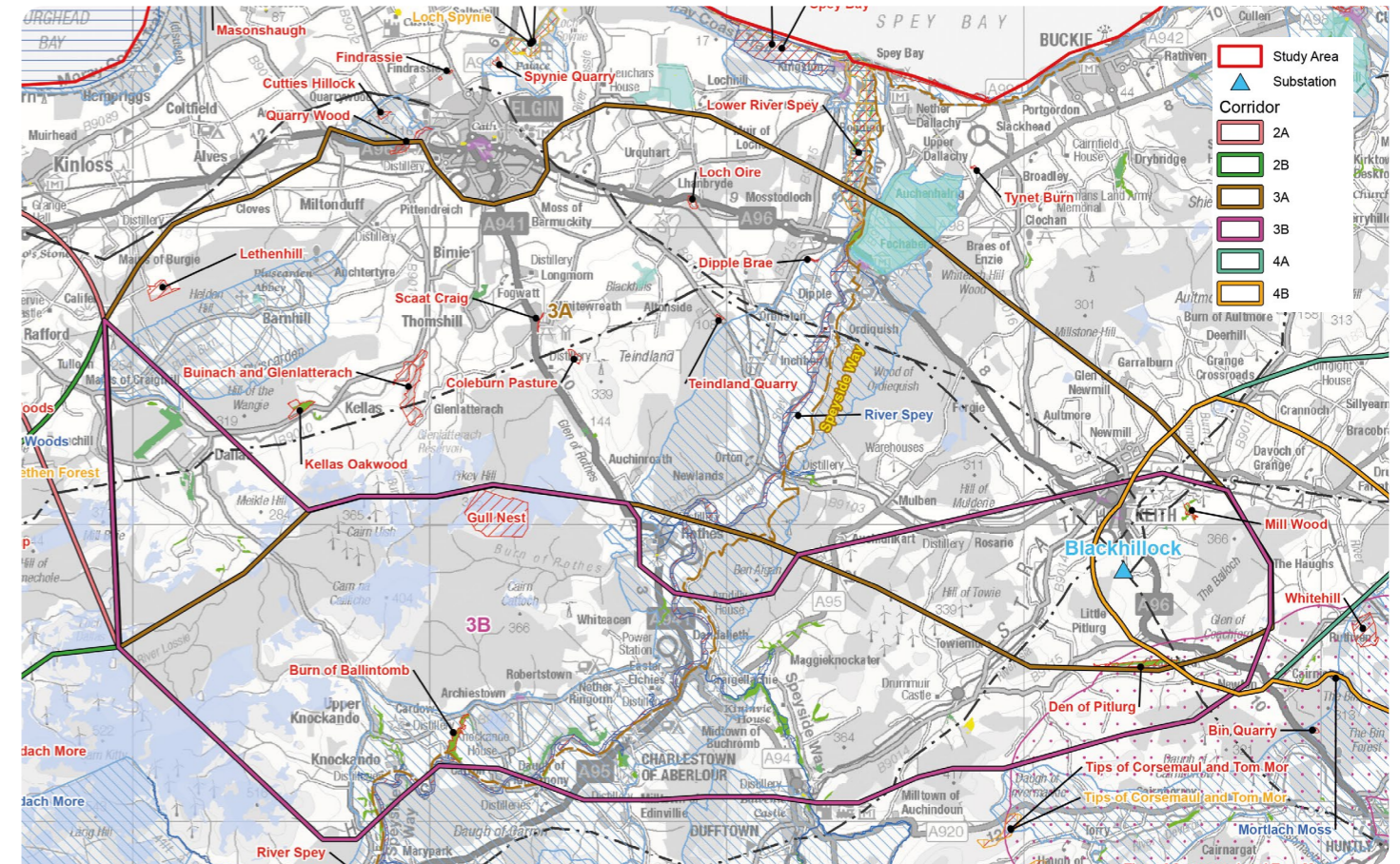


The key environmental and engineering considerations which differentiate between corridor options 2A and 2B include:

- There is a high density of dwellings in corridor 2A, notably in and around Forres, with limited potential for avoidance.
- Corridor 2B is more favourable in respect of landscape designations and visual impacts, as it is further from settlements (Forres in particular), and is also less constrained by Scenic Landscape Area and Garden and Designed Landscape designations.
- Cultural heritage designations and assets are more numerous in corridor 2A when compared to 2B with a high potential for adverse effects on their setting.
- Corridor 2B is preferred from an engineering perspective as it is situated further south so avoids the more densely populated area of Forres and its surrounding villages where as 2A captures the entirety of Forres. This is a key consideration when routing a new Overhead Line.
- Although corridor 2B has a medium likelihood of requiring major crossings (i.e. of other large Overhead Lines/major roads) and is constrained in places by windfarms, it presents a more favourable alternative to corridor 2A in other engineering aspects, such as terrain, access and contaminated land. It also allows for increased separation from heavily residential areas and avoids the possibility of a railway crossing.

The preferred corridor option in this section is corridor 2B.

Section 3 – South Elgin to Blackhillock

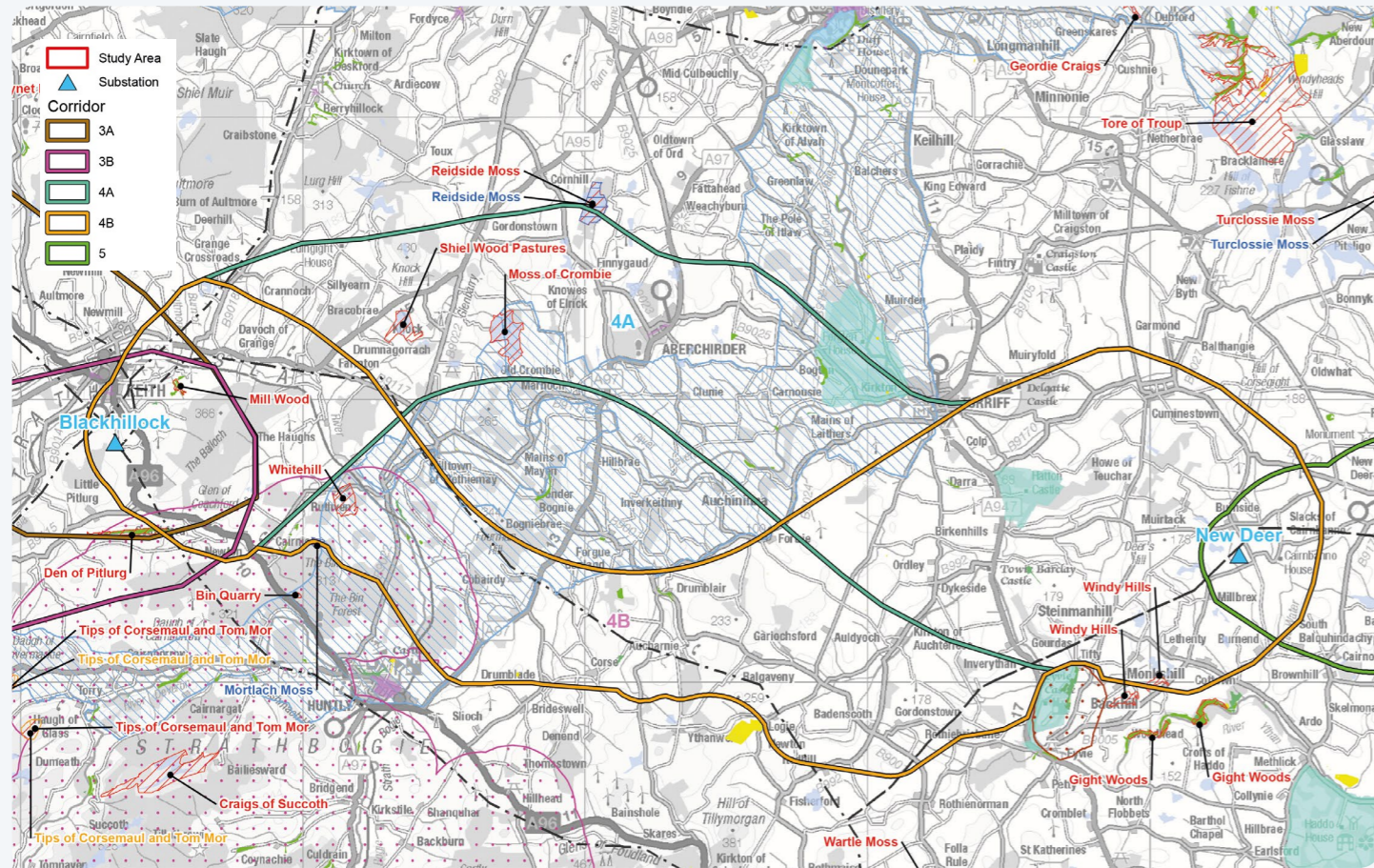


The key environmental and engineering considerations which differentiate between corridor options 3A and 3B include:

- The Spey Scenic Landscape Area is a key consideration for both corridor options however the most sensitive landscape character areas cannot be avoided for corridor 3B.
- This section has protected species sensitivities including strongholds for squirrel and the Strathbogie Wildcat Priority Area.
- The more upstream crossing of the River Spey Special Conservation Area/Site of Special Scientific Interest for corridor 3B would potentially lead to more complex challenges for protection of protected species.
- From a cultural heritage perspective there are more Gardens and Designed Landscapes in corridor 3A, however on balance this is outweighed by the other environmental considerations as there is the potential to avoid them.
- From an engineering perspective, the gradients and elevation in corridor 3B would be more challenging than corridor 3A.
- Corridor 3B performs better in respect to atmospheric pollution levels and proximity to urban development, being located further from sizeable settlements and the coast. However, the southern side of 3A would also remain a suitable distance from urban areas whilst remaining in preferred terrain.

The preferred corridor option in this section is corridor 3A.

Section 4 – Blackhillock to New Deer

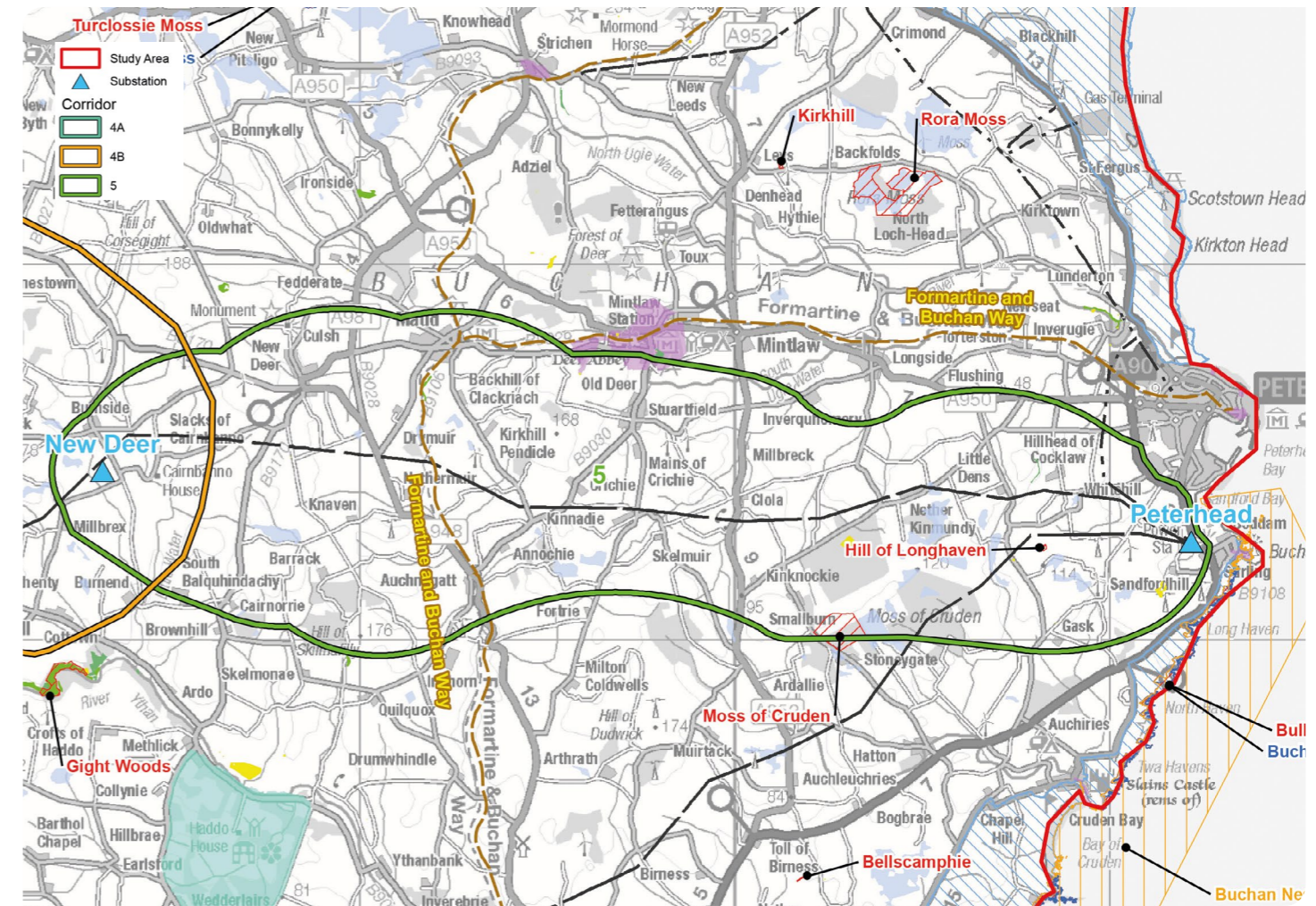


The key environmental and engineering considerations which differentiate between corridor options 4A and 4B include:

- Forestry is present however there is more scope for avoidance within corridor 4A.
- The Deveron Valley Scenic Landscape Area is a key consideration for both corridor options. For landscape and visual considerations corridor 4A is marginally preferred as it has a slightly more low-lying, large scale open landscape with extensive energy infrastructure, which would help to reduce setting and visual impacts.
- This section has protected species sensitivities including the Strathbogie Wildcat Priority Area.
- For cultural heritage designations corridor 4B is marginally preferred due to the potential setting effects on Forglen Garden and Designed Landscape within corridor 4A. Good quality agricultural land is extensive in this area and affects both corridor options.
- From an engineering perspective, corridor 4B is more challenging as this corridor also has two existing 275kV OHLs (Blackhillock - Rothienorman 275kV OHL and Rothienorman - New Deer 275kV OHL) and it is highly likely to cross these existing 275kV OHLs. Corridor 4A has a slightly lower average elevation and more gradual slopes which is preferred for construction.

The preferred corridor option in this section is corridor 4A.

Section 5 – New Deer to Peterhead



The key environmental and engineering considerations for the development in this section include:

- There are some settlements and scattered dwellings throughout the corridor; however there is potential to develop alignments that would minimise visual effects.
- This section has high quality agricultural land throughout.
- Although there are other environmental considerations present, such as natural heritage designated sites, protected species and cultural heritage assets, they are likely to be avoidable or manageable through the implementation of mitigation measures.
- From an engineering perspective key considerations within this corridor are in relation to proximity to metallic pipelines. The proposed OHL should be routed to minimise any interaction.
- In addition to this other considerations relate to atmospheric pollution, land contaminants and urban environments due to proximity to Peterhead and the coast.
- The terrain within this region is not overly challenging and ground conditions appear suitable for construction. There is a small risk of ground contaminants but this can be considered as the routing process continues.

Only one corridor option was identified for this section due to the relatively short distance between the connection points at New Deer and Peterhead (approximately 22 km). It was not feasible to identify alternative corridor options for this section without significantly increasing the length of the new overhead line connection that would be required.

Next steps

The feedback process

Following our events, a consultation period will open for 28 days until Friday 28th October 2022. You can complete our feedback form online or using the feedback form at the back of this booklet or submit feedback in writing, email or by phone.

The feedback will be analysed by the project team and a report on consultation produced and published on our website detailing our response to your feedback.

Further studies

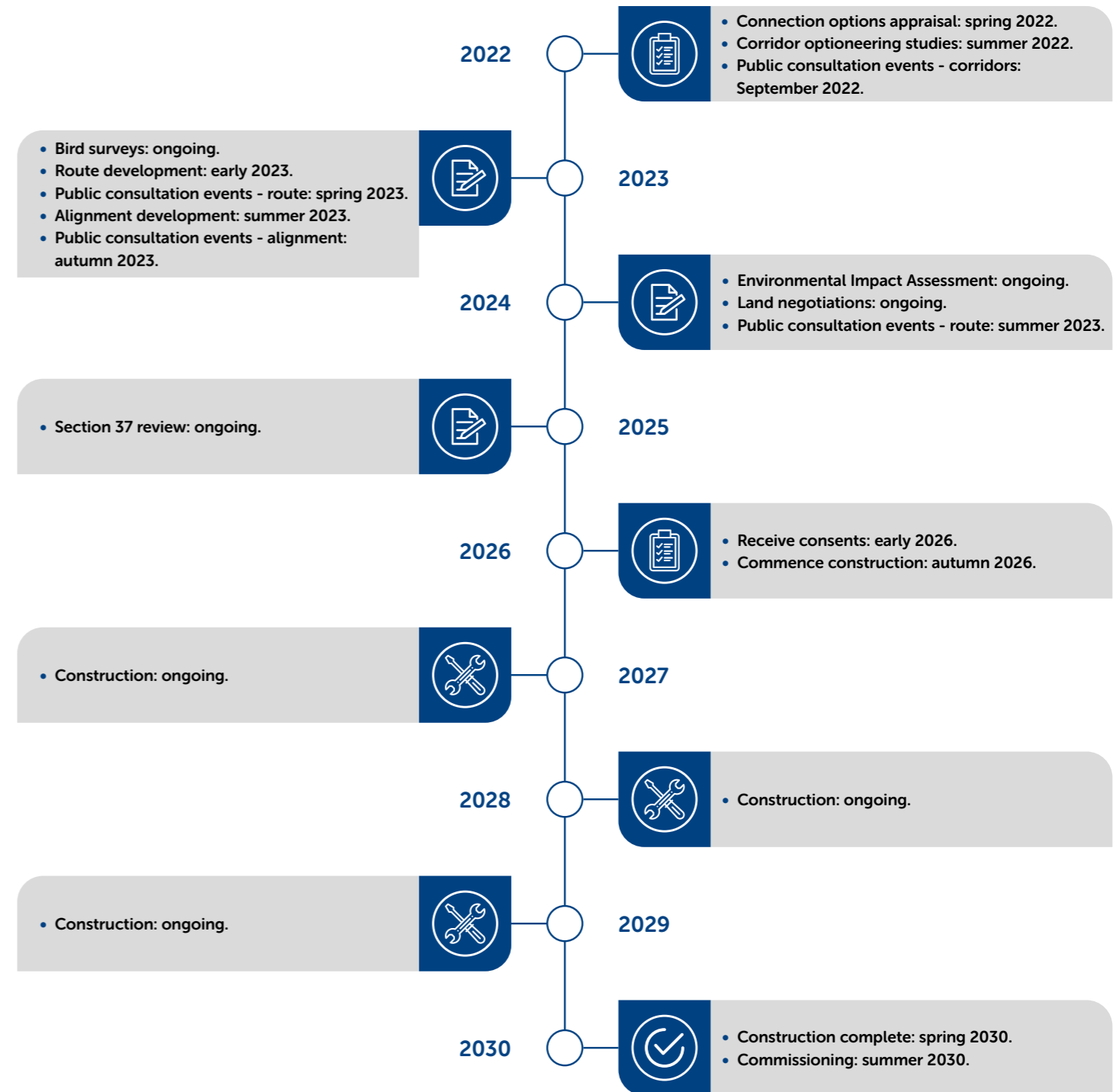
As the project progresses we will be undertaking further environmental surveys and technical assessments to inform the route and alignment selection process. Ecology and bird surveys will be commencing in Autumn 2022 at locations across our preferred corridor, with further surveys planned for 2023.

Our next consultation

The second round of consultation, in Spring 2023, will detail how the feedback has been taken on board as we continue to progress through the routeing process, and we will present the findings of our route selection studies and our Preferred Route. There will be another consultation period, during which we will accept further feedback and comments on our proposals. Further consultation will be undertaken in late 2023, at which stage we will present the findings of our alignment selection studies and our preferred alignment.



Project timeline



What happens now and how do I have my say?

We understand and recognise the value of the feedback provided by members of the public during all engagements and consultations. Without this valuable feedback, the project development team would be unable to progress projects and reach a balanced proposal.

We are keen to receive your views and comments in regards to the following questions:

- Have we adequately explained the need for this project?
- Do you feel sufficient information has been provided to enable you to understand what is being proposed and why?
- Are you satisfied that our approach taken to select our preferred overhead line corridor has been adequately explained?
- Do you agree with our preferred corridor, if not, why?
- Are there any factors, or environmental features, that you consider may have been overlooked during the preferred corridor selection process?
- Do you have any particular concerns or queries on the proposed project?
- Do you have any other comments (positive or negative) or concerns in relation to the need for the project, the transmission infrastructure requirements or about the preferred overhead line corridor.

Comments

Your views and comments can be provided to the project team by completing the feedback form or by writing to our Community Liaison Manager. All feedback received will be assessed and the proposed options adapted where necessary.

Feedback

We will be seeking feedback from members of the public on this exhibition and the virtual exhibition until **Friday 28th October**.

Feedback is welcomed throughout the development of the project. To provide comments on the proposal or to gain further information on the project, visit our virtual event or contact our Community Liaison Manager.

Community Liaison Manager, Ryan Davidson



ryan.davidson@sse.com



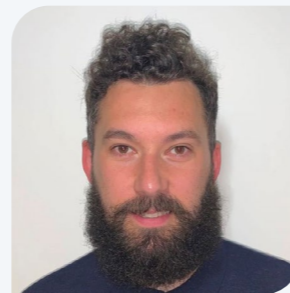
01463 728 072



07901 133 919



Ryan Davidson
Scottish Hydro
Electric Transmission,
1 Waterloo St,
Glasgow, G2 6AY



Additional information

Information will also be made available via the project webpage and social media channels:

Project website:

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

Follow us on Twitter:

@ssetransmission

Follow us on Facebook:

@ssencommunity

Your feedback

Thank you for taking the time to read this consultation booklet. In order to record your views and improve the effectiveness of our consultation, please complete this short feedback form.

Please complete in **BLOCK CAPITALS**. (Please tick one box per question only)

Q1 Have we adequately explained the need for this project?

Yes No Unsure

Comments:

Q2 Do you feel sufficient information has been provided to enable you to understand what is being proposed and why?

Yes No Unsure

Comments:

Q3 Are you satisfied that our approach taken to select our preferred overhead line corridor has been adequately explained?

Yes No Unsure

Comments:

Q4 Do you agree with our preferred corridor, if not, why?

Yes No Unsure

Comments:

Q5 Are there any factors, or environmental features, that you consider may have been overlooked during the preferred corridor selection process?

Yes No Unsure

Comments:



Q6 Do you have any particular concerns or queries on the proposed project?

Yes No Unsure

Comments:

Q7 Do you have any other comments (positive or negative) or concerns in relation to the need for the project, the transmission infrastructure requirements or about the preferred overhead line corridor.

Comments:

Full name

Address

Telephone

Email

If you would like to be kept informed of progress on the project please tick this box.

If you would like your comments to remain anonymous please tick this box.

Thank you for taking the time to complete this feedback form.

Please submit your completed form by one of the methods below:

Post: Scottish Hydro Electric Transmission, 1 Waterloo St, Glasgow, G2 6AY

Email: ryan.davidson@sse.com

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

Download: Comments forms and all the information from today's event will also be available to download from the project website.

The feedback form and all information provided in this booklet can also be downloaded from the project websites.

Any information given on the feedback form can be used and published anonymously as part of Scottish and Southern Electricity Networks consultation report. By completing this feedback form you consent to Scottish and Southern Electricity Networks using feedback for this purpose.

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