

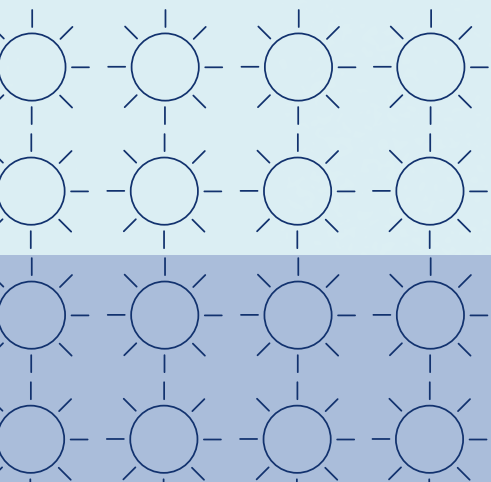


Kintore - Tealing Overhead Line 400kV

New Overhead Line Routes Consultation:

- Laurencekirk to the Proposed Hurlie substation (at Fetteresso)
- Proposed Hurlie substation to Rickarton
- River Dee to Coldstream, by Drumoak

March 2024

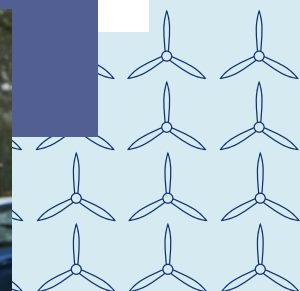


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The consultation events will be taking place on:

- 14 March - Laurencekirk, Dickson Hall - 2pm-7pm
- 19 March - Drumlithie, Drumlithie Village Hall - 2pm-7pm
- 20 March - Drumoak, Drumoak Bowling Club - 2pm-7pm
- 21 March - Auchenblae, Auchenblae Village Hall - 2pm-7pm



Powering change together



The time has come to further enhance Scotland's energy infrastructure, providing power for future generations as we move towards net zero.

The shift to a cleaner, more sustainable future is about more than climate change. It's about ensuring future generations have the same opportunities to thrive as we have all had.

Countries around the world are investing in their energy infrastructure to support the demands of modern economies and meet net zero targets. The UK is leading the way in building a modern, sustainable energy system for the future.

We all have a part to play

When it comes to net zero, we have to be in it together. The UK and Scottish Governments have ambitious net zero targets, and we're playing our part in meeting them.

We work closely with National Grid Electricity System Operator to connect vast renewable energy resources - harnessed by solar, wind, hydro and marine generation - to areas of demand across the country. Scotland is playing a big role in meeting this demand, exporting two thirds of power generated in our network.

But there's more to be done. By 2050, the north of Scotland is predicted to contribute over 50GW of low carbon energy to help deliver net zero. Today, our region has around 9GW of renewable generation connected to the network.

At SSEN Transmission, it is our role to build the energy system of the future.

We're investing £20 billion into our region's energy infrastructure this decade, powering more than ten million UK homes and 20,000 jobs, 9,000 of which will be here in Scotland.



Find out more

Scan the QR code with your smartphone to find out more about how these policies have been assessed and determined.

Who we are

We're responsible for maintaining and investing in the electricity transmission network in the north of Scotland. We're part of SSE plc, one of the world's leading energy companies with a rich heritage in Scotland that dates back more than 80 years. We are also closely regulated by the GB energy regulator Ofgem, who determines how much revenue we are allowed to earn for constructing, maintaining and renovating our transmission network.

What we do

We manage the electricity transmission network across our region which covers a quarter of the UK's land mass, crossing some of the country's most challenging terrain. We connect renewable energy sources to our network in the north of Scotland and then transport it to where it needs to be. From underground subsea cables and overhead lines (OHL) to electricity substations, our network keeps your lights on all year round.

Working with you

We understand that the work we do can have an impact on our host communities. So we're committed to minimising our impacts and maximising all the benefits that our local developments can bring to your area.

We're regularly assessed by global sustainability consultancy AccountAbility for how we engage with communities. That means we provide all the information you need to know about our plans and how they will impact communities like yours. We want to hear people's views, concerns, or ideas and harness local knowledge so that our work benefits their communities: today and long into the future. You can share your views with us at: ssen-transmission.co.uk/talk-to-us/contact-us

The Pathway to 2030

Building the energy system of the future will require a delivery of significant infrastructure over the next few years. In partnership with the UK and Scottish Governments, we're committed to meeting our obligation of connecting new, renewable energy to where it's needed by 2030.

Achieving net zero

By 2030, both the UK and Scottish governments are targeting a big expansion in offshore wind generation of 50GW and 11GW respectively. The Scottish Government has also set ambitious targets for an additional 12GW of onshore wind by 2030.

Across Great Britain, including the north of Scotland, there needs to be a significant increase in the capacity of the onshore electricity transmission infrastructure to deliver these 2030 targets and a pathway to net zero.

Securing our energy future

And it's not just about net zero. It's also about building a homegrown energy system, so that geopolitical turmoil around the world doesn't severely impact the UK and push up energy prices. The UK Government's British Energy Security Strategy further underlines the need for this infrastructure, setting out 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 through the deployment of homegrown low carbon electricity generation supported by robust electricity network infrastructure.

Meeting our 2030 targets

In July 2022, National Grid, the Electricity System Operator (ESO), published the Pathway to 2030 Holistic Network Design (HND).

This set out the blueprint for the onshore and offshore transmission infrastructure that's required to support the forecasted growth in the UK's renewable electricity.

It's an ambitious plan that will help the UK achieve net zero.

What does this mean for you?

The East of Scotland will play a key role in meeting these goals. The extensive studies that informed the ESO's Pathway to 2030 HND confirmed the requirement to increase the power transfer capacity of the onshore corridor from Kintore to Tealing.

This requires a 400kV connection between these sites to enable the significant capability needed to take power from onshore and large scale offshore renewable generation, connecting on the East Coast of Scotland before transporting power to areas of demand.

As part of these plans, we're proposing to build a new 400kV OHL between Kintore and Tealing. This also requires two new 400kV substations to be constructed in Fetteresso Foress and Tealing to enable future connections and export routes to areas of demand.

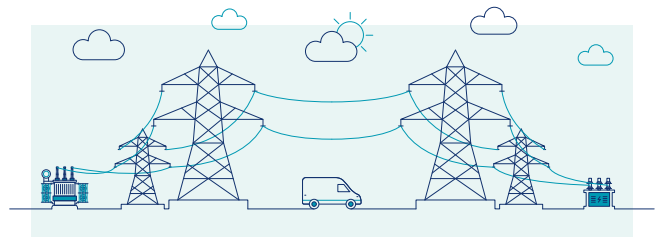
In addition, two of the existing 275kV OHLs out of the existing Tealing substation to Alyth and Westfield require upgrades to 400kV operation and to be connected to the proposed new Tealing 400kV site.




These five projects, collectively are called the Kintore to Tealing 400kV projects, and are seen as critical to enable the delivery of the UK and Scottish Government's targets.

Future network investment requirements

Our 2030 targets are the first step on the transition to net zero. The UK Government has a target to decarbonise our electricity system by 2035 and fully decarbonise our economy by becoming net zero by 2050, with the Scottish Government committing to net zero five years earlier, by 2045.

To achieve these targets, further investment in new low carbon electricity generation and the enabling electricity transmission network infrastructure will be required. The next stage of strategic network planning across Great Britain is underway and we expect the independent Electricity System Operator, National Grid ESO, to publish details of this in March this year. It is expected this will include a combination of new onshore and offshore network requirements.



-  New infrastructure
-  Upgrade/replacement of existing infrastructure
-  Existing network



Project overview

We're leading some exciting projects to power change in the UK and Scotland. To support the delivery of 2030 offshore wind targets set by the UK and Scottish Governments, and to power local communities, we need to upgrade our existing network. In some key areas, we need to develop entirely new infrastructure, and quickly.

There are five key projects, with all the details on what we're doing for each below.

The new 400kV OHL between Kintore and Tealing

Based on the requirements outlined in National Grid ESO's Pathway to 2030 Holistic Network Design we have developed proposals to reinforce the transmission system.

As part of this we are proposing to establish a new 400kV OHL between Kintore and Tealing.

This requires two new 400kV substations to be constructed to connect to this new OHL, one at Fetteresso Forest in Aberdeenshire and one near the village of Tealing in Angus to enable required future connections and export routes to areas of demand.

In addition, two existing OHL's out of Tealing substation to Alyth and Westfield in Fife will be upgraded to operate at 400kV and connected into the new Emmock 400kV substation.

While these projects were presented in combined consultation events in May last year, they are separate projects and will be progressed through separate consultation processes.



New and upgraded overhead line connections

In addition to the new 400kV line, the project will also include some additional new build tie-in works around Tealing and Kintore as follows:

- The existing 275kV OHL from Alyth to the existing Tealing substation will be upgraded and connect to the new Emmock substation from the northwest. This will require the construction of approximately 1.5km of new OHL to connect the existing OHL to the new substation. These new towers will match the existing towers on that line and will be approximately 50m tall. This will also allow the removal of approximately 3.5km of existing OHL.
- The existing 275kV OHL to Westfield, which connects Scottish Power Transmission's (SPT) infrastructure to the existing Tealing substation, will be upgraded and connect to the new proposed substation. This will connect from the southwest. This will require 0.5km of new OHL to connect the existing OHL to the new substation. These new towers will match the existing towers on that line and will be approximately 50m tall. This will leave approximately 1.5km of redundant OHL.
- The new 400kV substation and the existing 275kV substation at Tealing need to be connected to each other. The proposal is to use the 1.5km section of Tealing Westfield OHL which will become redundant when it is upgraded to 400kV. This will likely require a short section of additional OHL but significantly less than if a new build solution was implemented. An additional OHL circuit between the two sites and this will likely be approximately 1km of new OHL on towers approximately 50m tall.
- To enable the connection of the new 400kV OHL at Kintore, some of the existing infrastructure will need diverted. The exact requirements of this are still under review.

About the Kintore - Tealing 400kV projects

The Kintore - Tealing 400kV project consists of five key onshore projects comprising of works to develop new infrastructure and upgrade existing infrastructure in both SSEN Transmission and Scottish Power Transmission's areas.

Due to the criticality of these works, there is a requirement for accelerated development and delivery to meet the 2030 connection dates.

Kintore –Tealing 400kV OHL connection

This requires the construction of a new 400kV OHL approximately 106km in length. This is split into two sections:

- Approximately 40km between the 400kV substation currently under construction at Kintore and the proposed new 400kV Hurlie substation
- Approximately 66km between Hurlie and the proposed new 400kV Emmock substation.

New Tealing 400kV substation (Emmock 400kV substation)

A new 400kV substation is essential to enable the connection of the proposed Kintore - Tealing 400kV OHL as well as allowing the upgraded Alyth - Tealing and Tealing - Westfield OHLs to connect at 400kV.

Tealing has been selected as the preferred area as it reuses existing infrastructure via Westfield and Alyth down to Kincardine that can be upgraded to 400kV operation.

A new substation site at Tealing, near to the existing substation, minimises the requirement for new infrastructure.

Hurlie 400kV substation

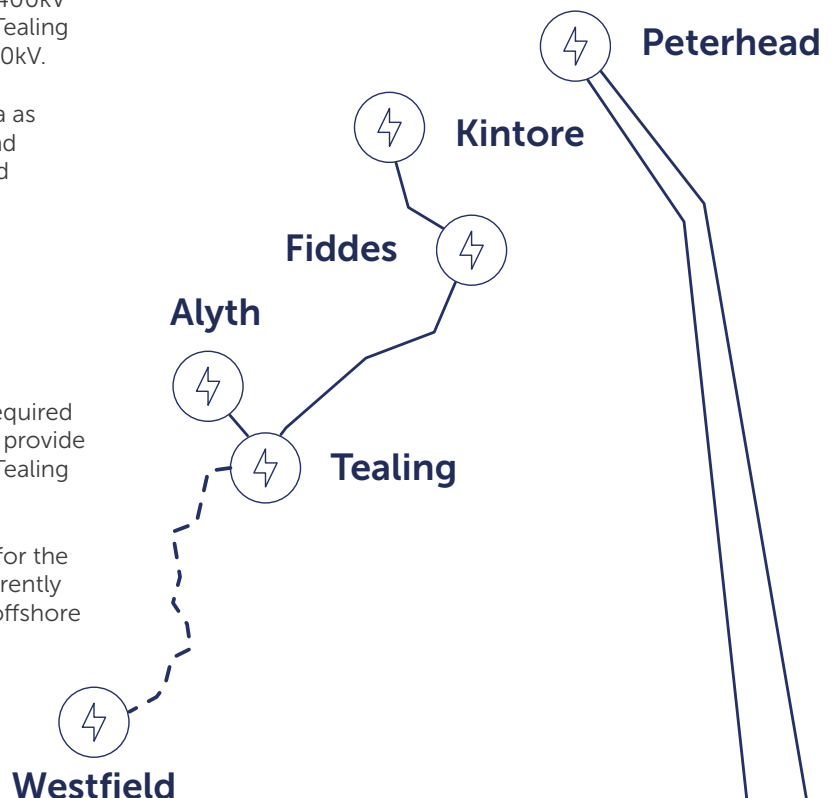
A new 400kV substation, known as Hurlie, is required near the existing 132kV substation at Fiddes to provide a connection for the new proposed Kintore - Tealing 400kV OHL.

Hurlie also provides an onshore landing point for the proposed Co-ordinated Offshore Network currently being developed which is intended to deliver offshore connections more efficiently.

Upgrade to 400kV for Alyth - Tealing and Tealing - Westfield OHL

To support the increased capacity from the proposed Kintore - Tealing 400kV OHL, the export routes to areas of demand must be upgraded to 400kV. This means the existing Alyth - Tealing and Tealing - Westfield OHLs, which currently operate at 275kV need to be upgraded to operate at 400kV.

This is known as 'reconductoring' and is achieved by replacing the existing conductors with larger capacity conductors. Once upgraded these lines will connect into the proposed new 400kV substation at Tealing (Emmock).



Previous consultation in May 2023

In May 2023, feedback was sought from all interested parties on the preferred route for the proposed new Kintore to Tealing 400kV OHL, to connect to the existing Kintore substation with a proposed new 400kV substation near Fiddes, in Aberdeenshire and continuing south to connect to a proposed new 400kV substation near Tealing, in Angus.

A combined corridor and route consultation for the Kintore to Tealing 400kV OHL project was undertaken, due to the accelerated delivery programme required to achieve UK and Scottish Government 2030 targets.

The Corridor Consultation Document and the Route Selection Consultation Document from the May 2023 consultation events can be found on the project website here: <https://bit.ly/3w8o9NB>

These documents contain the initially proposed corridors and routes and, for ease of reference, are split into various geographical sections.

During the May 2023 OHL consultation, we also consulted on proposals for two new 400kV substations; one near Fiddes in Aberdeenshire and the other near Tealing in Angus. Consultation documents for these projects can be found here:

Fiddes 400kV substation:
<https://bit.ly/3HFQOw1>

Tealing (Emmock) 400kV substation:
<https://bit.ly/48W3BX7>



Report on consultation

No changes have been proposed to our preferred route option between Tealing and Forfar (Section A) or Brechin and Laurencekirk (Section C), as the feedback received, and our subsequent review within these sections, did not identify any further constraints which would alter the outcome of our assessments.

Our preferred route option between Forfar and Brechin (Section B) was amended in response to stakeholder feedback, taking the line further from residential properties, addressing community feedback and reducing environmental constraints raised by SEPA, such as areas of flood risk..

Our preferred route option between the River Dee and Kintore (Section F) has been amended following a comprehensive review of stakeholder responses, field surveys and updated technical reviews.

You can view the Report on Consultation on the project webpage: <https://bit.ly/3w8o9NB>.

What we are consulting on

We are committed to delivering a meaningful consultation process underpinned by inclusion and accessibility. As a stakeholder led business, we understand the importance of involving communities and key stakeholders throughout each stage of our development process to deliver better outcomes for projects.

We are keen to hear your feedback regarding our new OHL routes and would welcome further information you believe that we need to consider as we progress with the development process.

Following our consultation in May 2023, we identified the proposed routes being taken forward to alignment development.

We also identified a new section of route by Drumoak, following a comprehensive review of stakeholder responses, field surveys and updated technical reviews.

During this consultation, we are presenting our approach to developing the sections listed below.

This includes the technical, environmental and cost considerations that have been appraised as part of the (OHL) routeing process.

Maps are provided which aim to give a visual representation of the routes under consideration.



Further information on the May consultation outcomes can be found in the report on consultation here:

Laurencekirk to the proposed Hurlie substation (pages 16 to 19)

We are consulting on two route options, D4 and D5, that have been identified to connect the proposed route C1 to the proposed substation site in Fetteresso Forest.

Proposed Hurlie substation to Rickarton (pages 20 to 23)

We are consulting on two route options, E2 and E3, that have been identified to extend from the proposed Hurlie substation to connect with the proposed route E1.

River Dee to Coldstream, by Drumoak (pages 24 to 27)

We are consulting on a new route, F1.3, that has been identified to connect the proposed route E1 to the proposed route F2.



Finding common ground with landowners

We recognise that landowners and occupiers are key stakeholders in the development of our projects. At all levels, we will be transparent about our proposals and keep the conversation open and constructive when it comes to those affected and reaching effective compromise.

From the outset of the project, our land team have been identifying and contacting landowners and occupiers who may be affected by our proposals.

If you are a landowner who is affected by the proposals and have not yet had contact from us, please get in touch via the contact details for the dedicated project land managers found on the relevant webpages: <https://bit.ly/3w8o9NB>

We work with landowners and occupiers to mitigate the effects of our infrastructure on their properties and our team of Land Managers will be on hand to answer queries and address concerns throughout this process.

As part of this, we need to carry out various engineering and environmental surveys to inform what we design and how we build it.

We will always seek consent from affected landowners and occupiers in advance for these surveys.

Once we have finalised the design, we will be required to secure the appropriate land rights from landowners and occupiers in order to secure planning consent.

Our land managers will endeavour to reach a voluntary agreement with landowners and occupiers, however, as a statutory undertaker, we might need to underpin voluntary discussions with an application to Scottish Ministers for a Necessary Wayleave or Compulsory Purchase Order.

Ultimately this is to ensure nationally significant infrastructure projects are delivered on time and in line with our licence obligations. We also have a duty to protect the interests of the UK bill payer.

Statutory powers are not used lightly as we aim to work with landowners and occupiers to secure the necessary land rights voluntarily.

All potentially affected landowners and occupiers have the opportunity to provide feedback 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.



Leaving things better than we found them

On every project we deliver, we always need to consider how we impact the environment in that area. As we enhance the transmission network in the East of Scotland, we have a responsibility to design and build our projects to protect and enhance the environment. We will always look to minimise the potential impacts from our activities and achieve Biodiversity Net Gain (BNG).

As the first developer to consult upon and implement an award-winning approach to deliver Biodiversity Net Gain (BNG) on all new sites, we're committed to delivering a "greener grid", focusing on habitat restoration and creating biodiversity growth as we invest in our network. We are committed to delivering 10% Biodiversity Net Gain on all sites gaining consent going forward. This ensures that we don't just restore our natural habitats but actively improve them for the benefit of local communities, wildlife, flora and fauna.

During the development, construction and operation of our projects, we will leave the environment in a measurably

better state than before development started, ensuring a positive environmental legacy at all our sites. As this project progresses through the development process, we will actively seek ways to avoid and minimise impacts on biodiversity, through careful routeing and site design to avoid impacting areas of highest biodiversity value.

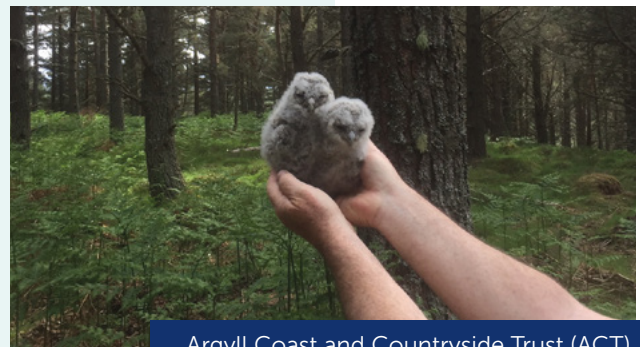
Where avoidance is not possible, we will offset this by introducing new habitats along with restoration efforts. These can be achieved within the boundary of the development site, or by providing support to local groups involved with habitat restoration or creation projects, within the locale of the development site.

If there are biodiversity improvement projects in your local area that SSEN Transmission could get involved with, please get in touch. Contact details for the Community Liaison Manager can be found on page 16).

Example projects

Argyll Coast and Countryside Trust (ACT)

Argyll's rainforest is a unique and rare habitat of ancient and native woodland. This collaboration with ACT will help deliver our compensatory tree planting and BNG commitments in Argyll. It also aligns with 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.



Argyll Coast and Countryside Trust (ACT)

Thurso South substation and The Bumblebee Conservation Trust

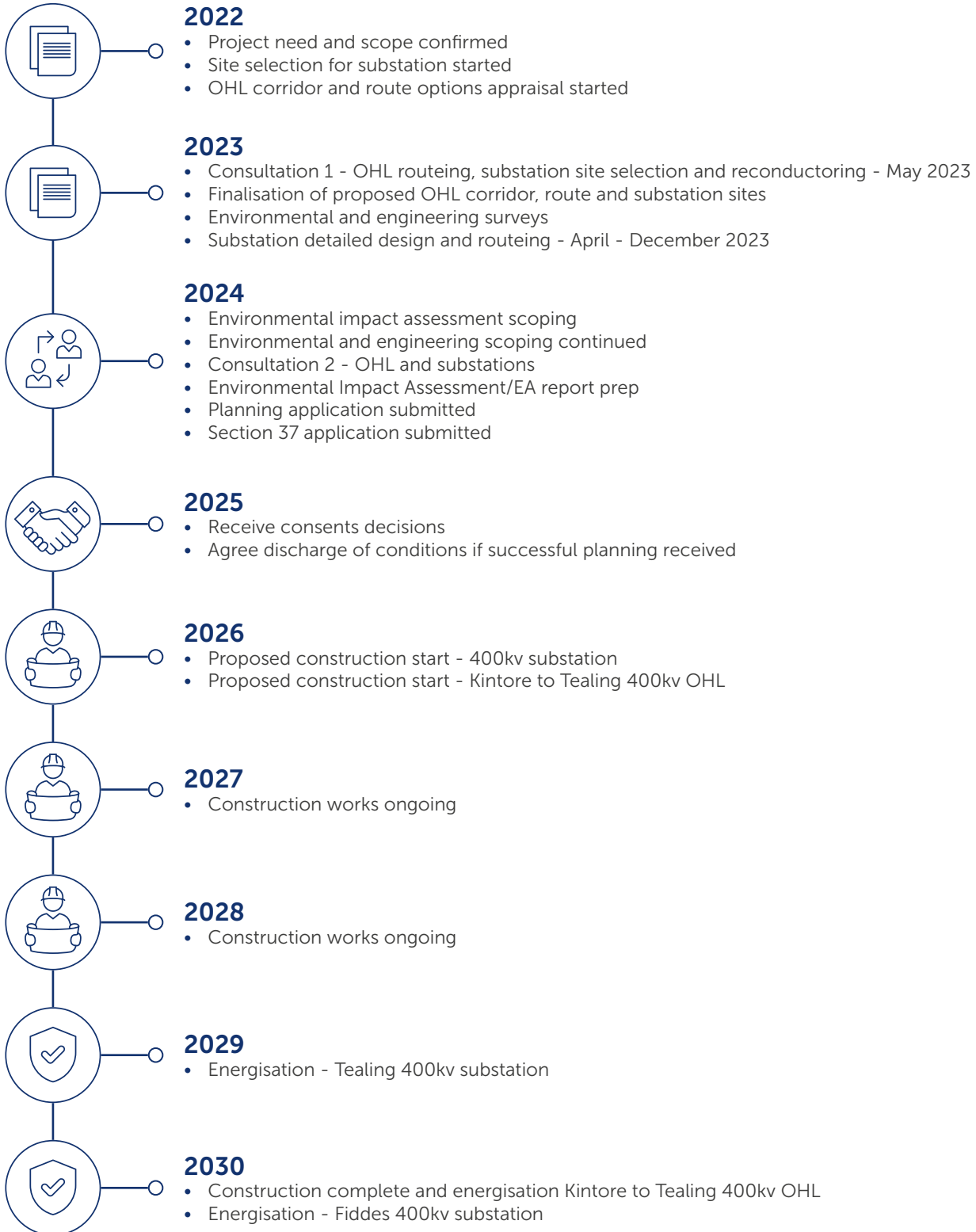
We created approximately 10 hectares of bee-friendly habitat to support the pollination of the rare endemic great yellow bumblebee.

This contributed to wider conservation efforts for this bee species. A collaboration with The Bumblebee Conservation Trust facilitated research on food availability for bumblebees, identifying the need for a diverse seed mix containing key flowering species to enhance early, main and late food supply to support the full lifecycle of bumblebees.



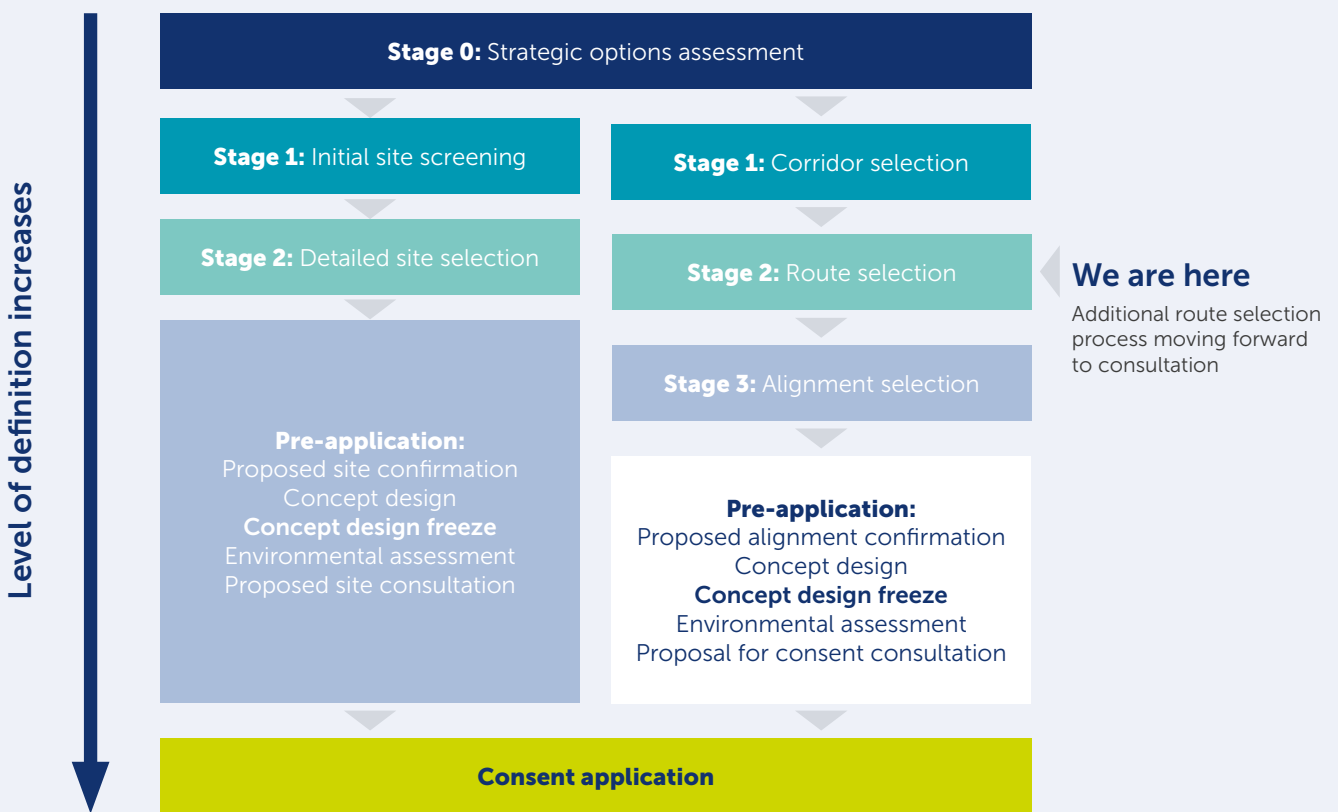
Thurso South substation and The Bumblebee Conservation Trust

Project timeline



Our optioneering process

We follow an optioneering process to enable us to consistently and rigorously select alignments and sites for new OHLs and substations. The approach has a number of key stages, each increasing in detail and definition and bringing technical, environmental and cost considerations together in a way which seeks the best balance in accordance with our Transmission Network Operator’s Licence and the Electricity Act 1989.



Stage 1: Corridor and substation site screening - stage completed

This stage seeks to identify an initial preferred OHL corridor and identifies a number of substation sites within a wide search area.

An appraisal of the OHL corridors and substation sites is completed to identify a preferred Corridor and preferred substation sites to be taken forward for further appraisal.

Please see page 12 for information on the approach to appraisal.

Stage 2: Route selection - current project stage - additional route selection

This stage seeks to identify an initial preferred OHL route, which minimise where practicable technical, environmental and cost constraints, are likely to be acceptable to stakeholders and are viable.

The connections into new and existing assets forms a crucial part of this assessment to reduce the need for additional new infrastructure.

Approach to appraisal

The appraisal process has been designed to provide a consistent approach to the OHL routing processes to reach a balance of technical, environmental and cost considerations.

This process allows a preferred route to be identified, which is economically viable, technically feasible, minimise impacts on important resources or features of the environment and reduces disturbance to those who live, work or visit the area in which they are proposed.

The route (and ultimately OHL alignment) chosen also has to be capable of being granted consent by the Scottish Government (Energy Consents Unit).

The Red-Amber-Green (RAG) scoring criteria (below) is applied to reflect potential impacts across topic areas (e.g. landscape and visual, natural and cultural heritage, flooding, land use, ground conditions) identifying how constrained each route is for each element considered.

RAG scoring does not rank the options, but can reflect challenging sections where specific sensitives exist.

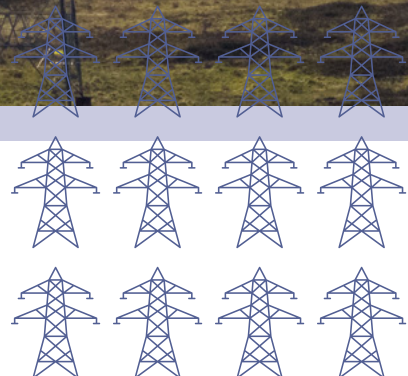
Performance Comparative appraisal

Most preferred



Least preferred

Low potential for the development to be constrained
Intermediate potential for the development to be constrained
High potential for the development to be constrained



OHL technology

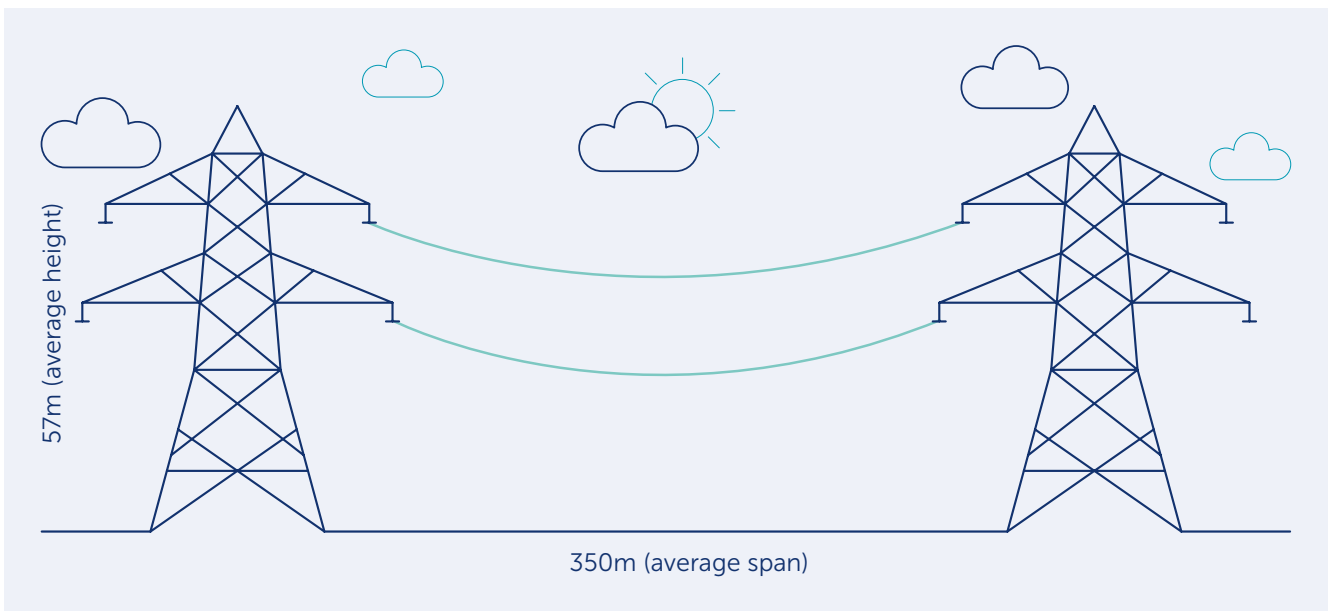
Our preferred technology

Our preferred technology for the proposed new 400kV OHL connection between Kintore to Tealing is a new double circuit 400kV HVAC (High Voltage Alternating Current) OHL.

Each tower (often referred to as a pylon) will have six cross arms (the 'arms' coming off the centre of the tower) and a peak for lighting protection/ground wire.

Each arm will support three conductors (the long metal lines that travel from tower to tower).

The conductors will be strung on the cross-arms with glass insulators. All the OHL materials are currently being designed and the specification may vary considering terrain/environmental challenges.



Frequently asked questions

You can view answers to frequently asked questions on our Pathway to 2030 projects on our webpage here <https://bit.ly/3SZ5b5d> or by scanning the QR code.

Kintore to Tealing 400kV OHL connection

Project need

The proposed OHL is critical to the delivery of the UK and Scottish Government's 2030 targets. The proposed new 400kV connection between Kintore and Tealing will transmit electricity generated by renewables in the North East of Scotland to areas of demand on the GB transmission network.

It will connect the proposed 400kV substations in Tealing (Emmock) and Fetteresso Forest (Hurlie), and the new 400kV substation at Kintore which is currently under construction. The existing transmission infrastructure on the East Coast between Kintore, Tealing, Alyth and on to the SPT license area is shown below.



New Kintore to Tealing - 400kV OHL additional route selection

Route selection

Following the corridor selection, we carried out a systematic routing process within the Proposed Corridors 1b and 2b. This is to ensure that the final route meets technical requirements, is cost effective, causes the least impact on the environment, and least disturbance to those living, working or visiting the area.

A selection of approximately 1km wide routes were identified, along with a preferred route option.

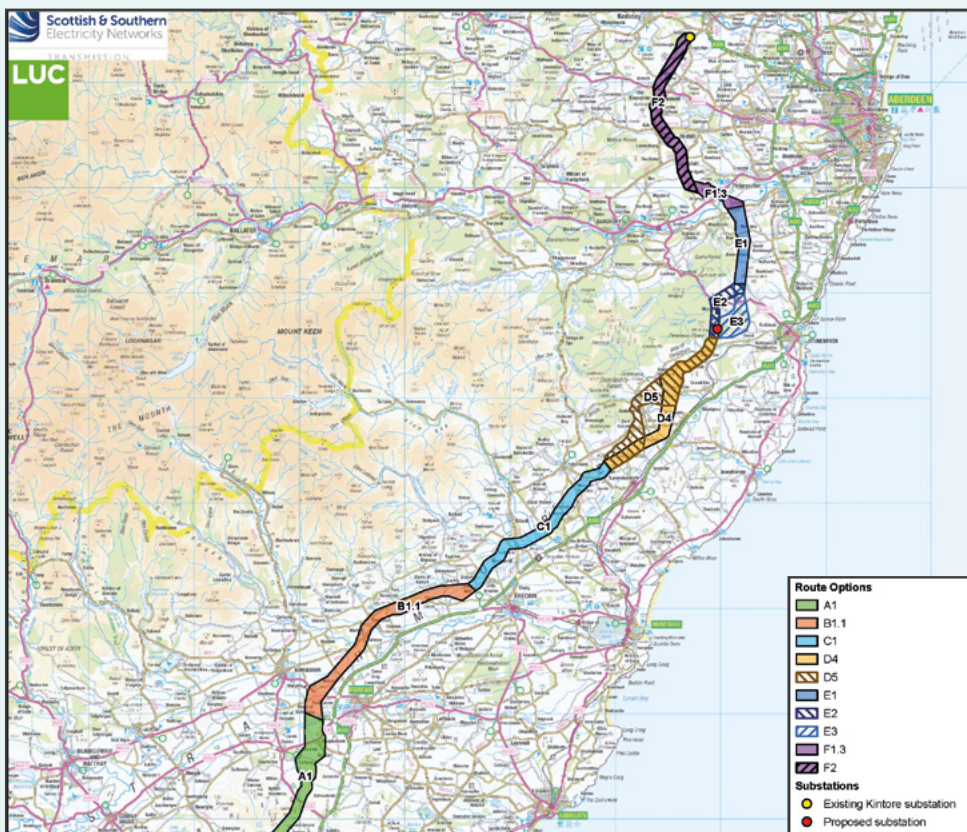
These routes were consulted upon between May and July 2023. After this consultation we produced a Report on Consultation (issued December 2023) that identified the proposed routes we are taking forward to alignment development along with a number of new routes (see page 7). The new routes affect Sections D, E and F.

This consultation seeks views on the proposed new routes D4 and D5, E2 and E3, and F1.3.

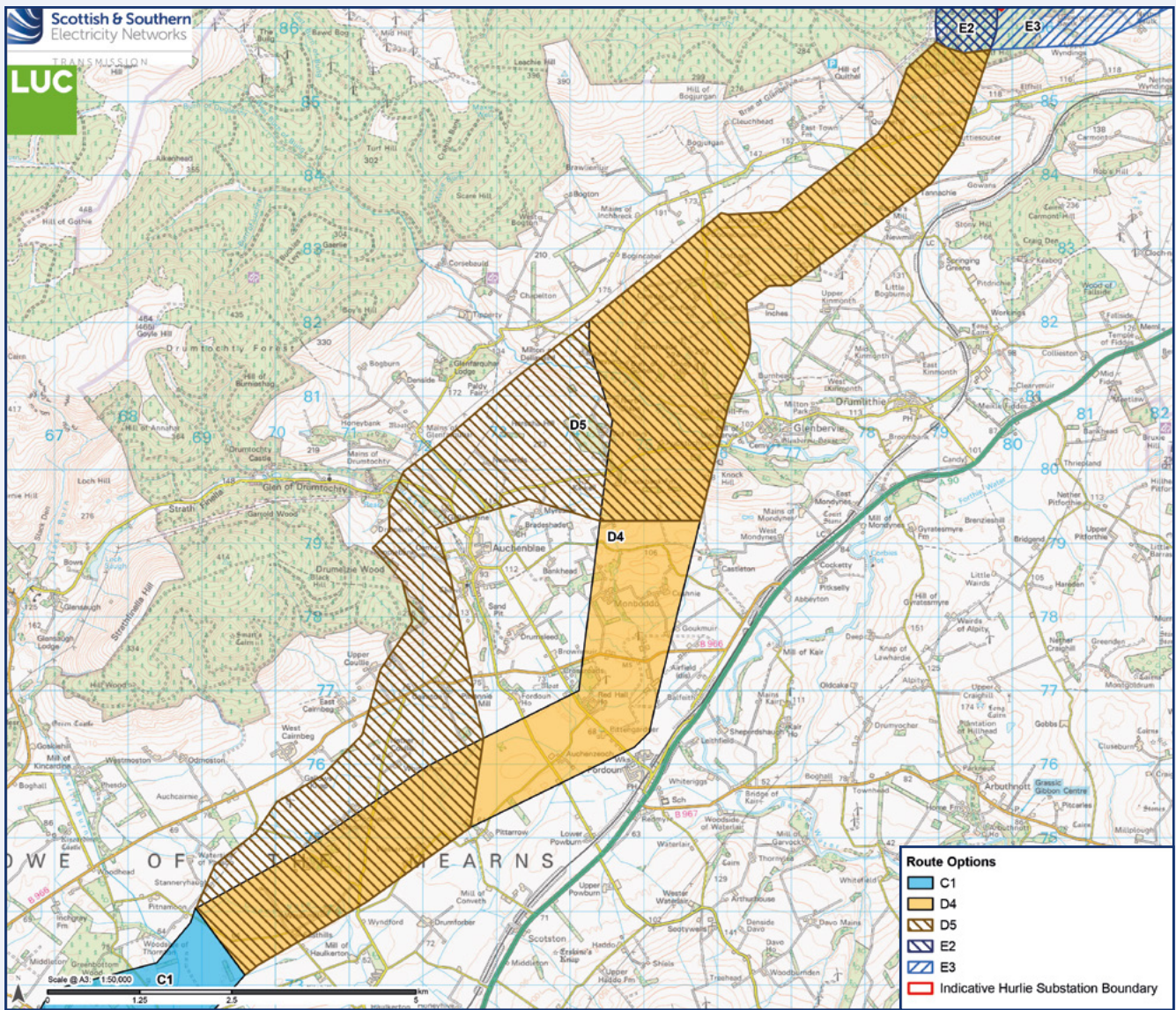
For route options D4 and D5, E2 and E3, and F1.3 routes have been selected which try to strike a balance between the identified constraints. Information is provided in the pages that follow. However, further engagement and feedback is crucial to help determine any factors which may require further consideration.

After this consultation and subsequent consideration of feedback, a Proposed Route will be confirmed.

We will then develop a series of alignment options within that Proposed Route and identify a preferred alignment and undertake further consultation on that preferred alignment.



Route options D4 and D5: Laurencekirk to the proposed Hurlie substation (at Fetteresso Forest)



Route option descriptions

Route D4: This route option starts from the proposed Route Option C1 near Laurencekirk, north of Greenbottom Wood, and follows a northeastern direction towards Auchenzeoch, where it passes between the settlement of Fordoun (to the east) and Red Hall House. The route continues northwards past Monboddo, crossing the Bervie Water west of Glenbervie and northwards over rising ground including Droop Hill. At Cotbank, the route turns northeast towards the site of the proposed Hurlie substation.

Route D5: This route option starts from the proposed Route Option C1 near Laurencekirk, north of Greenbottom Wood, and follows a northeastern direction towards Cairnton. The route continues in a northerly direction to the west of the village of Auchenblae then turning east over the rising ground of Herscha Hill before connecting with the northern part of Route Option D4 in the vicinity of North Blairs. The route then crosses the Bervie Water west of Glenbervie and follows higher ground including Droop Hill. At Cotbank, the route turns northeast towards the site of the proposed Hurlie substation.



Environmental and technical constraints

Both route options have environmental constraints covering Natural Heritage, Cultural Heritage, People, Landscape and Visual, Land Use and Planning considerations. Route Option D5 is constrained by Strathfinella Local Nature Conservation Site (LNCS).

Both route options are constrained by ornithological considerations as they both pass within connectivity distance associated with the Montrose basin SPA and Fowlsheugh SPA. Both route options are constrained by their proximity to Glenbervie Garden and Designed Landscape (GDL) and Droop Hill Cairns Scheduled Monument (SM).

Route Option D4 is constrained by two Category B Listed Buildings (Redhall House (LB 9652) and Monboddo House (LB 9643)), and Route Option D5 is constrained by its proximity to the Auchenblae Conservation Area as the route runs through a section of the designated area and passes near to the west and north sides of the village.

Approximately 3km of Route Option D5 passes through the Braes of the Mearns Special Landscape Area (SLA). Both route options pass through areas of prime agricultural land (Class 2 and Class 3.1) as well as areas of commercial forestry.

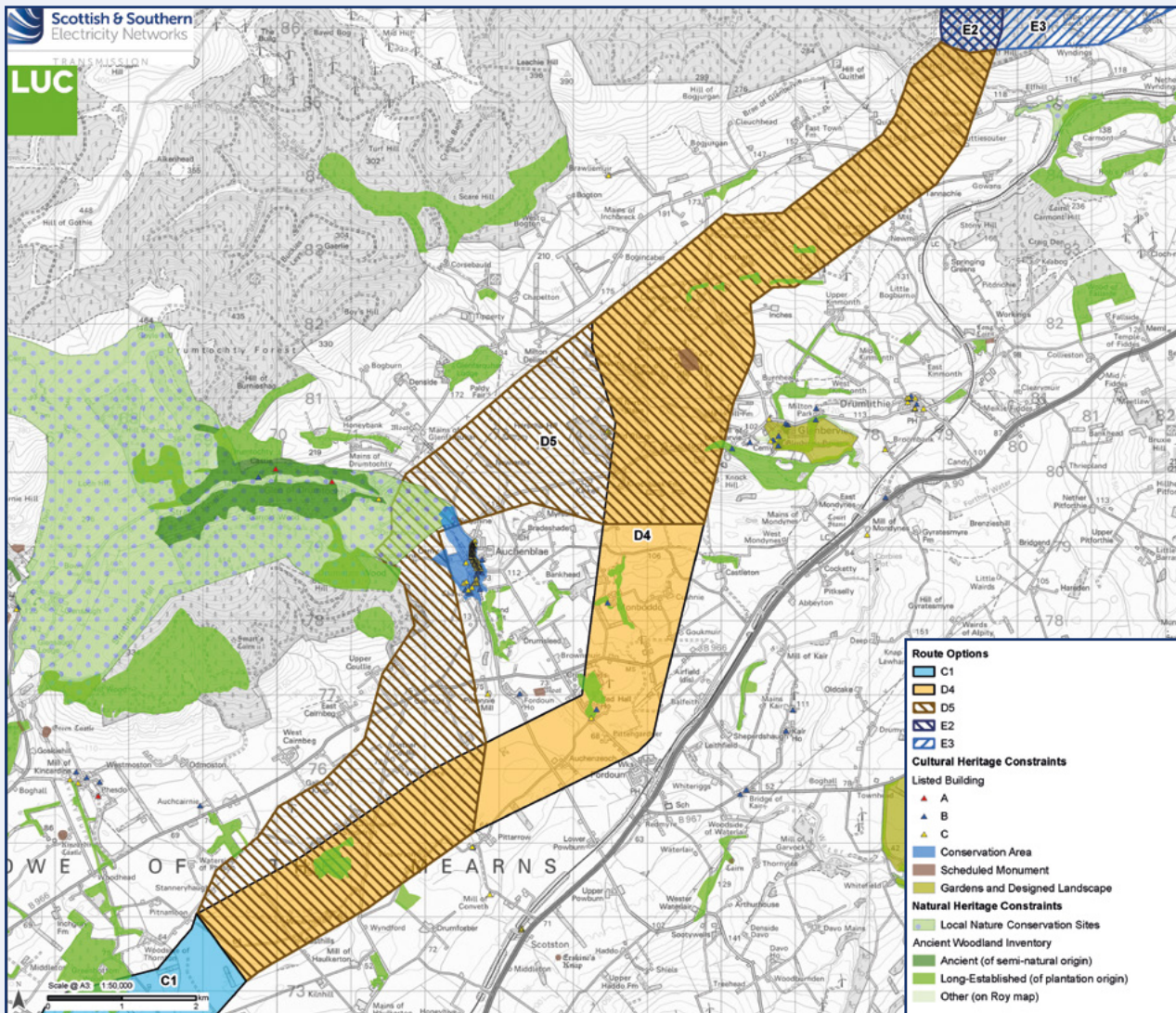
Route Options D4 and D5 are both constrained by major crossings due to the number of gas pipelines to be crossed, although Route Option D4 crosses fewer. Route Option D4 is slightly more constrained by minor roads as the route has a higher number of minor and local roads requiring to be crossed.

Route Option D5 has a higher number of angle towers required, largely due to the steeper terrain and requirement to avoid settlements, particularly at Auchenblae. Route Option D4 is more constrained by clearance distances to residential properties as the route option has a pinch point near Fordoun where a cluster of residential properties are located.

Both options are constrained by the presence of wind turbines and small windfarms as they pass through and close to proposed and operational facilities. There are more single wind turbines located within Route Option D4 than in D5.

Both route options are also constrained by metallic pipes as both would interact with the major gas pipeline network which would require mitigation. Route Option D4 is preferred as the route crosses fewer pipelines.

Route options D4 and D5: Laurencekirk to the proposed Hurlie substation (at Fetteresso Forest)



Our preferred route

There are relatively few key differences between the two route options in terms of environmental, technical and cost criteria but on balance, Route Option D4 is the preferred option. With respect to environmental criteria, both routes are considered to be comparable. Route Option D4 is slightly more constrained by proximity to residential dwellings, however, Route Option D5 is constrained to a greater extent by natural heritage designations, landscape designations and cultural heritage designations.

It is considered that Route Option D5 may compromise the conservation status of the Strathfinella LNCS, the special qualities of the Braes of the Mearns SLA and the setting of the Auchenblae Conservation Area through which

part of the route option passes. With respect to technical criteria, Route Option D5 is considered to have a marginally lower risk of technical constraints particularly the ability to maintain a further distance from residential properties, maintaining minimum separation distances to wind turbines and avoiding potential contaminated land risk at the former RAF Fordoun site.

With respect to cost considerations, Route Option D4 is likely to be the lower cost option but is broadly comparable to D5. However, the environmental and technical considerations noted above are the key drivers of route preference over cost.

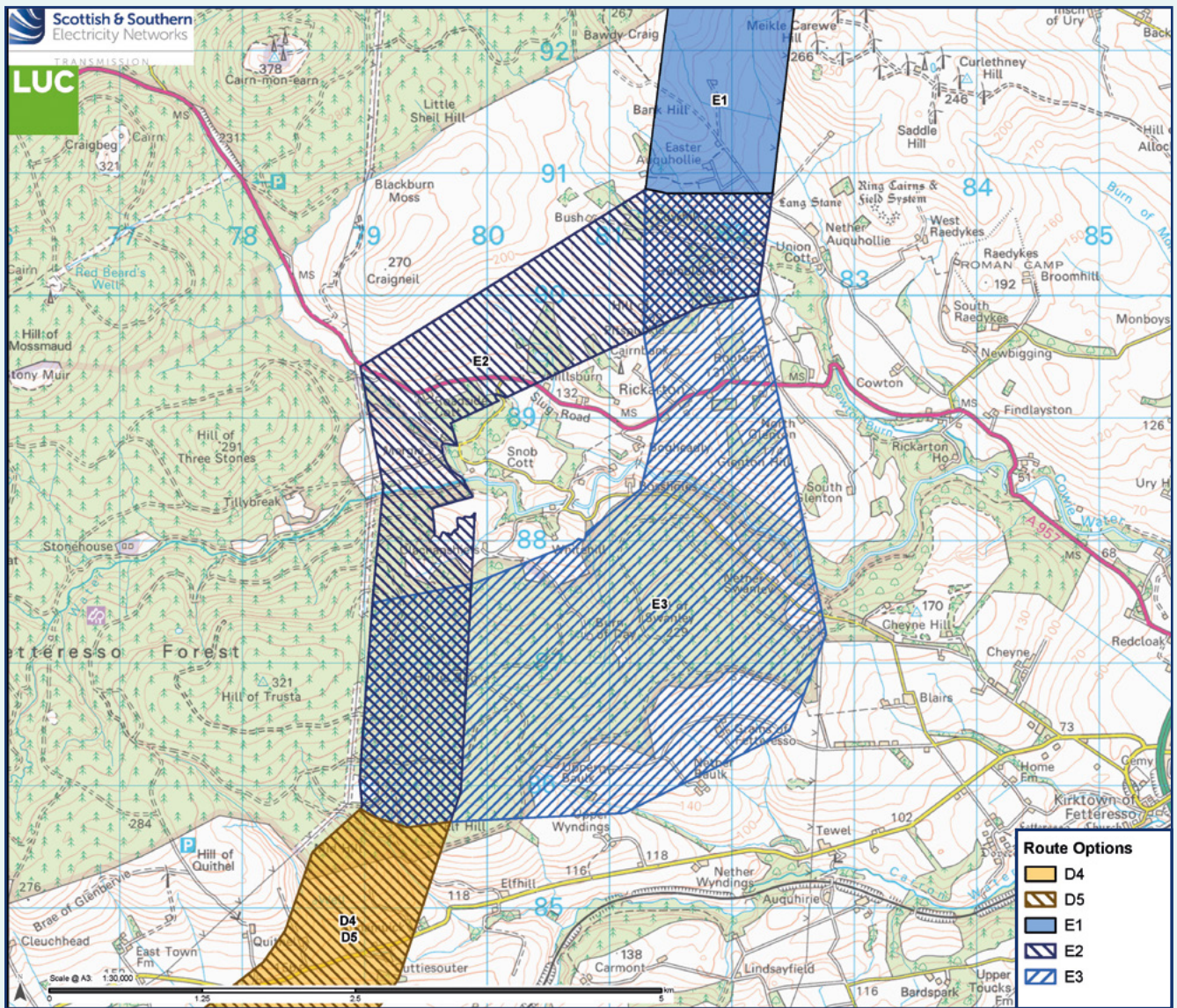
Environmental RAG rating table for Section D of the OHL route

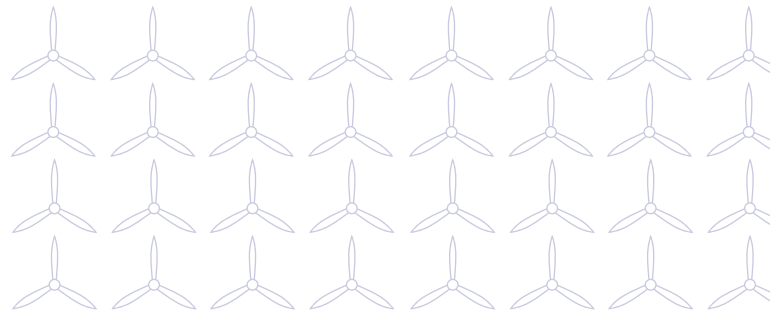
Topic	Criteria	Sub-Criteria (Site specific constraints are outlined in the consultation document)	Route D4	Route D5
Natural Heritage	Designations	International, European or National	L	L
		Regional	L	M
	Protected Species	European Protected Species (EPS)	L	L
		UK Biodiversity Action Plan (UKBAP)	L	L
		Other Protected and Notable Species	L	L
	Habitats	Annex 1	L	L
		Groundwater Dependent Terrestrial Ecosystems (GWDTE)	L	L
		Biodiversity	L	L
	Ornithology	Designations	M	M
		Schedule 1 Birds	M	M
		Birds of Conservation Concern (BoCC)	L	L
	Geology, Hydrology, Hydrogeology	Surface and Groundwater Drinking Water Protected Area (SG DWPA)	L	L
Aquifer providing regional/local resources		L	L	
Surface waters or aquifer for agricultural use or industrial use		L	L	
Cultural Heritage	Designations	World Heritage Sites (WHS), Scheduled Monuments (SM), Inventory Garden and Designed Landscapes (GDL), Inventory Battlefields	M	M
		Sites and Monument Record (SMR) Entries	L	L
	Cultural Heritage Assets	Listed Buildings, Non-inventory Designed Landscape (NIDL), Conservation Areas	M	M
People	Proximity to dwellings	Residential Properties and other sensitive receptors	M	L
Landscape and Visual	Designations	National, regional, local	L	M
	Landscape Character	Landscape character in published character assessments	M	M
	Visual Amenity	Properties, transport and recreational routes, vantage points	M	M
Land Use	Agriculture	Agricultural Land Classification (ALC)	M	M
	Forestry	Commercial Forestry	M	M
	Recreation	Paths and Tourism	L	L
Highland Sports (Fishing)		L	L	
Planning	Policy	National, regional, local policy	M	M
	Proposals	Projects known to the planning system	L	L

Technical RAG rating table for Section D of the OHL route

Criteria	Sub-Criteria (Site specific constraints are outlined in the consultation document)	Route D4	Route D5
Infrastructure Crossing	Major crossings	H	H
	Minor Roads	M	L
Environmental Design	Elevation	L	L
	Contaminated Land	H	L
	Flooding	L	L
Ground Conditions	Terrain	L	L
	Peatland	L	L
Construction/Maintenance	Access	L	L
	Angle Towers	L	H
Proximity	Clearance Distance	M	L
	Windfarms	H	H
	Communication Masts	L	L
	Urban Developments	L	L
	Metallic Pipes	M	M

Route options E2 and E3: proposed Hurlie substation to Rickarton





Environmental and technical constraints

Both route options have environmental constraints covering Natural Heritage, Cultural Heritage, People, Landscape and Visual, Land Use and Planning considerations. Route Option E2 is slightly more constrained due to the presence of woodland classed as 'Ancient (of semi-natural origin)' on the Scottish Ancient Woodland Inventory (AWI) which spans the centre of the route option. Both route options abut the boundary of the Mergie Local Nature Conservation Site (LNCS). The route options are constrained due to the potential for presence of Schedule 1 bird species.

The presence of residential properties affects both route options. There are landscape character considerations due to the presence of sensitive landscape features, in the valley of the Cowie Water which is crossed by both options and the Hill of Pitspunkie in Route Option E2.

Route Option E3 is significantly more constrained by commercial forestry. Although both route options would need to traverse sections of Fetteresso Forest, an existing high voltage OHL to the west of Route Option E2 provides opportunity for an alignment to follow a wayleave and cleared corridor through the forest adjacent to the existing OHL infrastructure.

From a technical perspective, both route options are constrained by major crossings and metallic pipes due to the requirement to cross the A957 public road and one gas pipeline. Route Option E3 is more constrained by minor roads due to the crossing of one minor road. Elevation provides a constraint to some extent for both route options. Route Option E2 is considered slightly more constrained due to the higher elevations which the route would cross through, although it should be noted that the elevation is within the capabilities of the selected tower suite and is therefore not a key determining criteria for the technical options.

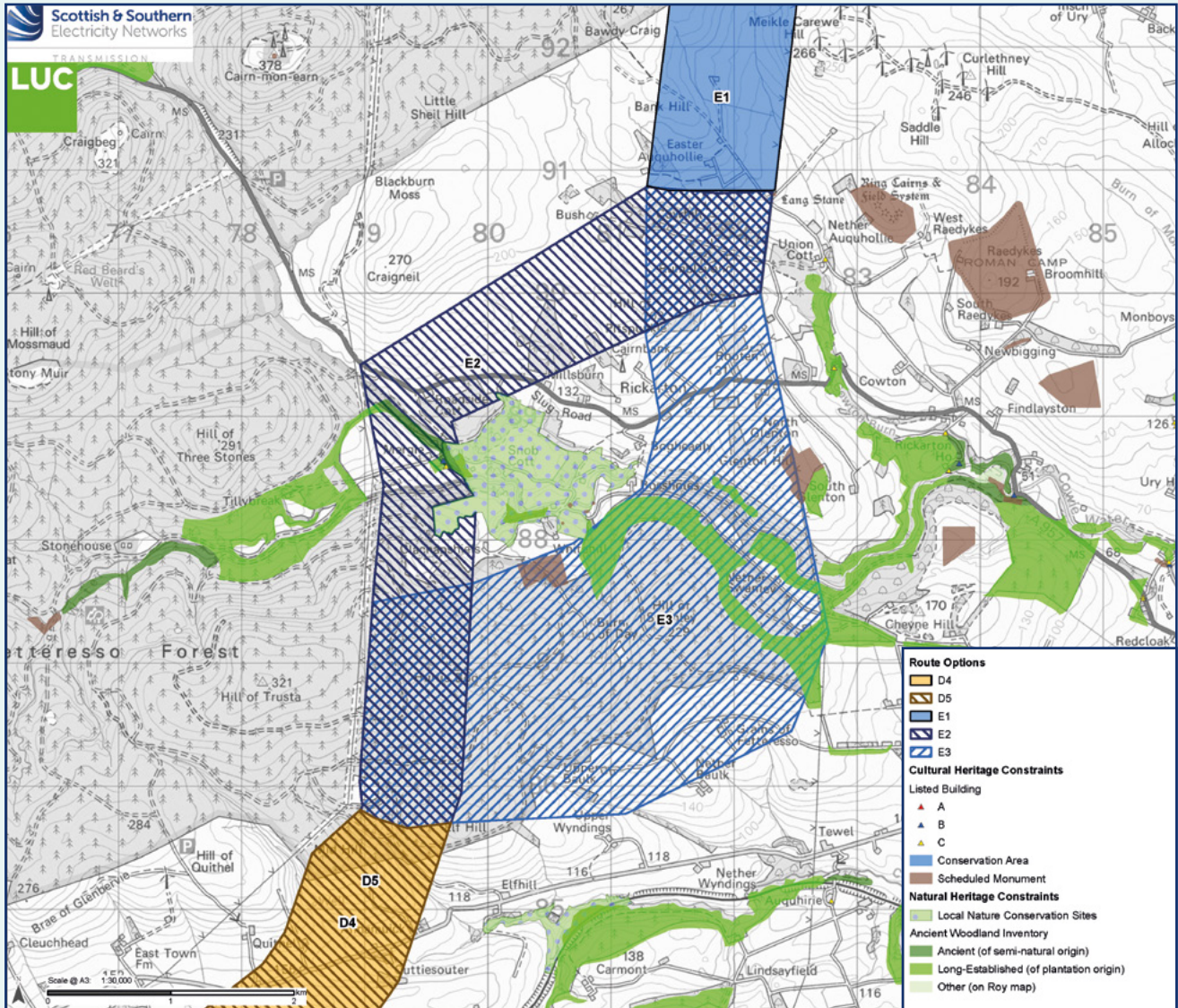
Route Option E3 requires a greater number of angle towers including one sharp angle tower, required largely to avoid residential properties. Route Option E2 is constrained by wind farms due to the proximity of the consented Craigneill Hill Wind Farm to the north of the route option, although it should be noted that the wind farm lies outwith the route option boundary.

Route option descriptions

Route E2: The route starts at the proposed Hurlie substation and initially follows a northern direction through Fetteresso Forest with the line of an existing high voltage OHL to the immediate west of the route. At Mergie, the route heads in a northeastern direction to Rumbleyond, just north of Rickarton, where it joins Route E1. The southern section of the route option avoids Mergie Local Nature Conservation Site (LNCS) located to the south and east of the route option, south of Rickarton.

Route E3: This route starts at Hurlie substation, following an easterly direction across an extensive area of Fetteresso Forest towards Nether Swanley where the route then heads in a northern direction and joins with Route E1 at Rumbleyond, just north of Rickarton.

Route options E2 and E3: proposed Hurlie substation to Rickarton



Our preferred route

With respect to environmental criteria, both routes are considered to be largely comparable. Route Option E2 is more constrained due to the requirement to cross a small strip of Ancient Woodland which is located within the centre of the route. Route Option E3 is more constrained for land use due to the extent and areas of commercial forestry present within the route option at Fetteresso Forest.

Route Option E3 is considered to be slightly less preferred on balance to Route Option E2 because the commercial viability of the forestry operations could be compromised.

Route Option E2 is considered to have a lower risk of technical constraint along the route. Route Option E2 is slightly more constrained by the elevation of the land, but Route Option E3 is more constrained by the number of minor roads to be crossed and the number of angle towers that will be required.

With respect to cost considerations, Route Option E2 is likely to be the lower cost option but broadly comparable to E3. However, the environmental and technical considerations noted above are the key drivers of route preference over cost.

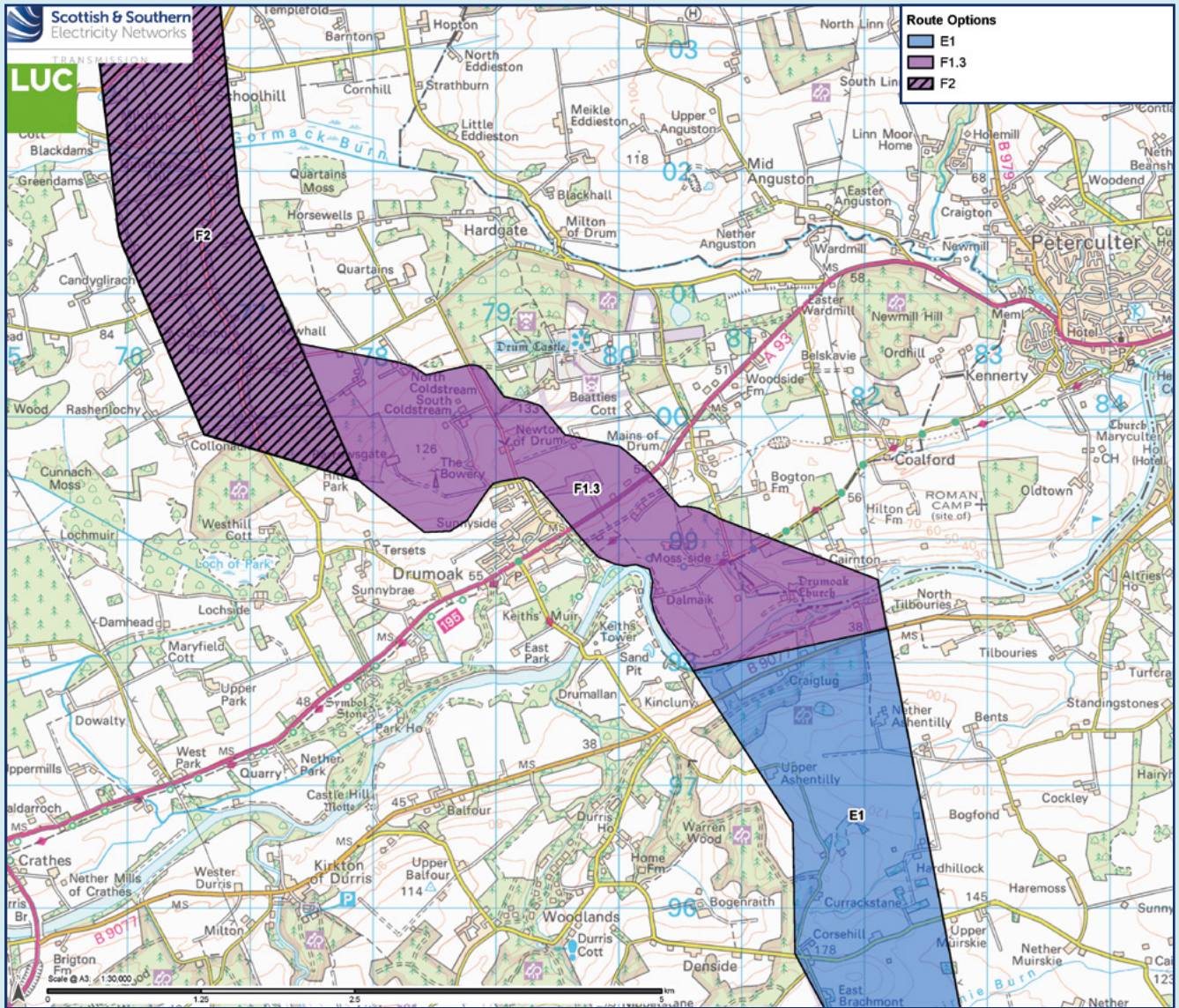
Environmental RAG rating table for Section E of the OHL route

Topic	Criteria	Sub-Criteria (Site specific constraints are outlined in the consultation document)	Route E2	Route E3
Natural Heritage	Designations	International, European or National	M	L
		Regional	L	L
	Protected Species	European Protected Species (EPS)	L	L
		UK Biodiversity Action Plan (UKBAP)	L	L
		Other Protected and Notable Species	L	L
	Habitats	Annex 1	L	L
		Groundwater Dependent Terrestrial Ecosystem (GWDTE)	L	L
		Biodiversity	L	L
	Ornithology	Designations	L	L
		Schedule 1 Birds	M	M
		Birds of Conservation Concern (BoCC)	L	L
	Geology, Hydrology, Hydrogeology	Surface and Groundwater Drinking Water Protected Area (SG DWPA)	L	L
Aquifer providing regional/local resources		L	L	
Surface waters or aquifer for agricultural use or industrial use		L	L	
Cultural Heritage	Designations	World Heritage Sites (WHS), Scheduled Monuments (SM), Inventory Garden and Designed Landscape (GDL), Inventory Battlefields	L	L
		Sites and Monument (SMR) Entries	L	L
	Cultural Heritage Assets	Listed Buildings, Non-Inventory Designed Landscape (NIDL), Conservation Areas	L	L
People	Proximity to dwellings	Residential Properties and other sensitive receptors	M	M
Landscape and Visual	Designations	National, regional, local	L	L
	Landscape Character	Landscape character in published character assessments	M	M
	Visual Amenity	Properties, transport and recreational routes, vantage points	M	M
Land Use	Agriculture	Agricultural Land Classification (ALC)	L	L
	Forestry	Commercial Forestry	M	H
	Recreation	Paths and Tourism	L	L
Highland Sports (Fishing)		L	L	
Planning	Policy	National, regional, local policy	M	M
	Proposals	Projects known to the planning system	L	L

Technical RAG rating table for Section D of the OHL route

Criteria	Sub-Criteria (Site specific constraints are outlined in the consultation document)	Route E2	Route E3
Infrastructure Crossing	Major crossings	H	H
	Minor Roads	L	M
Environmental Design	Elevation	H	H
	Contaminated Land	L	L
Ground Conditions	Flooding	L	L
	Terrain	L	L
Construction/Maintenance	Peatland	L	L
	Access	L	L
Proximity	Angle Towers	L	M
	Clearance Distance	L	L
	Windfarms	M	L
	Communication Masts	L	L
	Urban Developments	L	L
	Metallic Pipes	M	M

Route F1.3: River Dee to Coldstream, by Drumoak



Route option descriptions

The proposed new Route Option F1.3 crosses the River Dee in the same location as Route Option F1 then leaves F1 following a new 3 km section of route in a north westerly direction between the village of Drumoak and Drum Castle towards Coldstream, where it joins the line of Route Option F2.

Environmental and technical constraints

Route Option F1.3 has environmental constraints covering Natural Heritage, Cultural Heritage, People, Landscape and Visual and Land Use considerations.

Route Option F1.3 is constrained by natural heritage designations where it crosses the River Dee SAC and LNCS. There are also areas of LEPO woodland within the route option. Route F1.3 enables a western crossing of the River Dee which is less constrained than a crossing further east as it moves the OHL further from Drumoak Church, cultural heritage sites and residential properties.

Route Option F1.3 also avoids a direct crossing of Park House GDL and the Loch of Park SSSI which were associated with the western route options (Route Options F2 and F2.1 as presented during the May 2023 consultation). Route F1.3 also provides a greater distance from the Loch of Skene SPA/Ramsar/SSSI site.

From a cultural heritage perspective, Route Option F1.3 is constrained by a number of designations that lie within the route option or in close proximity to the route option boundary which may compromise the setting of key assets including, Drum Castle GDL, and scheduled monuments at Normandykes Roman Camp and, Bogston Cairn, Field System and Trackway in the area to the north of the River Dee crossing.

Route Option F1.3 is constrained by the Dee Valley Special Landscape Area (SLA) as it passes directly through it.

The SLA would need to be crossed by all route options in Section F due to the designation extending along the River Dee corridor towards Peterculter.

In common with the other options in Section F, the route option is also constrained by visual amenity considerations particularly where it is proximate to residential properties, including around the northern edge of the settlement of Drumoak, and where the route option crosses a number of core paths and the National Cycle Network (NCN) 195.

There are a number of individual and small groups of residential properties within the route which form a constraint where they would reduce the available route width for the development of an OHL alignment.

From a technical perspective, Route Option F1.3 is technically constrained in similar ways to Route Options F1 and F2 (as presented during the May 2023 consultation), particularly surrounding the River Dee crossing and proximity to the community located at Drumoak where the route is constrained by clearance distances to some residential properties.

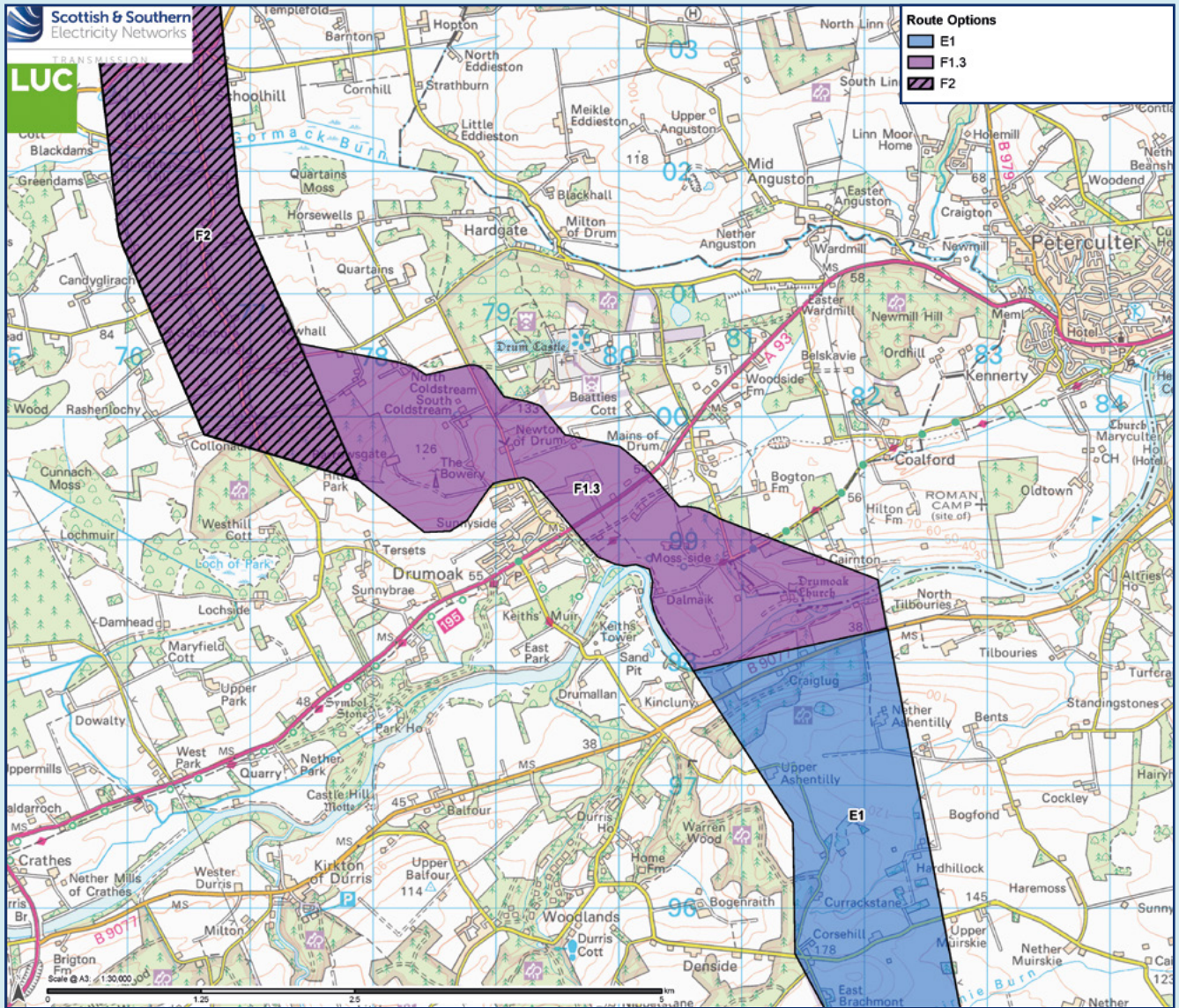
Route Option F1.3 does relieve some of the technical constraints when crossing the River Dee in comparison to the other proposed routes. In practice this is likely to mean a reduced number of, and size of, angle towers to navigate the crossing.

The route is also slightly constrained by a communications mast within the central area of Route Option F1.3. In comparison to F1 and F1.2, Route Option F1.3 reduces the interface with major gas pipelines.

Route Option F1.3 avoids the wide flood extents associated with the Leuchar Burn which constrain the routes to the east of the Loch of Skene (Route Options F1 and F1.1 as presented during the May 2023 consultation).

Route Option F1.3 would also avoid the larger settlements of Peterculter and Westhill which are located in relatively close proximity to the eastern route options that were presented during the May 2023 consultation.

Route F1.3: River Dee to Coldstream, by Drumoak



Environmental RAG rating table for Section F1.3 of the OHL route

Topic	Criteria	Sub-Criteria (Site specific constraints are outlined in the consultation document)	Route F1.3
Natural Heritage	Designations	International, European or National	M
		Regional	M
	Protected Species	European Protected Species (EPS)	L
		UK Biodiversity Action Plan (UKBAP)	L
		Other Protected and Notable Species	L
	Habitats	Annex 1	L
		Groundwater Dependent Terrestrial Ecosystem (GWDTE)	L
		Biodiversity	L
	Ornithology	Designations	M
		Schedule 1 Birds	M
		Birds of Conservation Concern (BoCC)	L
	Geology, Hydrology, Hydrogeology	Surface and Groundwater Drinking Water Protected Area (SG DWPA)	L
Aquifer providing regional/local resources		L	
Surface waters or aquifer for agricultural use or industrial use		L	
Cultural Heritage	Designations	World Heritage Site (WHS), Scheduled Monument (SM), Inventory Garden and Designed Landscape (GDL), Inventory Battlefield	M
		Sites and Monument (SMR) Entries	L
	Cultural Heritage Assets	Listed Buildings, Non-Inventory Designed Landscape (NIDL), Conservation Areas	M
People	Proximity to dwellings	Residential Properties and other sensitive receptors	M
Landscape and Visual	Designations	National, regional, local	M
	Landscape Character	Landscape character in published character assessments	M
	Visual Amenity	Properties, transport and recreational routes, vantage points	M
Land Use	Agriculture	Agricultural Land Classification (ALC)	L
	Forestry	Commercial Forestry	M
	Recreation	Paths and Tourism	L
Highland Sports (Fishing)		L	
Planning	Policy	National, regional, local policy	M
	Proposals	Projects known to the planning system	L

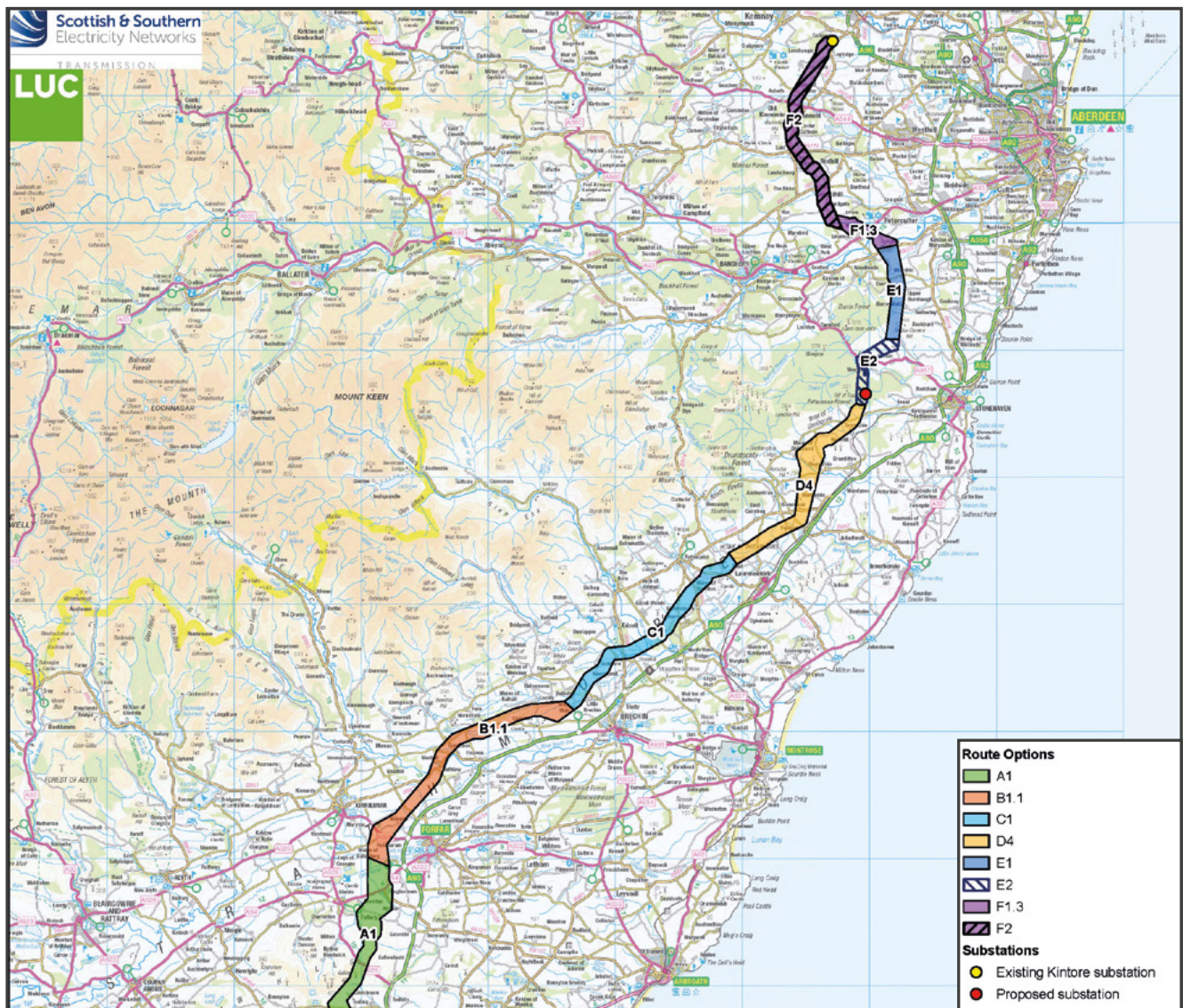
Technical RAG rating table for Section F1.3 of the OHL route

Criteria	Sub-Criteria (Site specific constraints are outlined in the consultation document)	Route F1.3
Infrastructure Crossing	Major crossings	H
	Minor Roads	L
Environmental Design	Elevation	L
	Contaminated Land	L
	Flooding	L
Ground Conditions	Terrain	L
	Peatland	L
Construction/Maintenance	Access	L
	Angle Towers	H
Proximity	Clearance Distance	M
	Windfarms	L
	Communication Masts	M
	Urban Developments	M
	Metallic Pipes	M

Kintore to Tealing 400kV OHL preferred route

Following the route options appraisals undertaken and a consideration of the engineering, environmental and cost topic areas, the Preferred Route has been identified and comprises the following Route Options, as shown on the map below:

- A1
- B1
- C1
- D4
- E2 - E1
- F1.3 and F2



Other projects in East Coast region

Projects in development

Eastern HVDC link (Eastern Green Link 2)

To support the ongoing growth of renewable generation in the area, we are required to install a 2GW subsea high voltage direct current (HVDC) cable link from Peterhead to Drax in Yorkshire. This will help to reduce congestion on the onshore transmission network by allowing the flow of energy through the subsea cable. This project is being jointly developed with National Grid Electricity Transmission and it is currently progressing through the procurement and development stages.

Glendye Wind Farm connection

Glendye Wind Farm were recently awarded Planning Consent and have a connection offer to connect at the 132kV section of the existing Fetteresso 132kV substation for October 2028. This is anticipated to require approximately 21km route of 132kV wood or steel H-Poles from the wind farm substation to the Fetteresso substation. Routeing Consultation started in February 2024.

Peterhead to South Humber HVDC link (Eastern Green Link 3)

A 2GW, 525kV subsea HVDC link between Peterhead and South Humber in England is required to enable the transmission from generators in the North East of Scotland to demand centres in the south of England. The link will require 2 HVDC converter substations on land, one at each end of the cable. HVDC Converter Stations (a specialised type of substation) convert electricity from alternating current (AC) to direct current (DC), and vice versa, for transmission purposes.

Netherton Hub

A second 400kV substation is required in the Peterhead area to support offshore and onshore electricity generation connections as well as onshore and offshore transmission infrastructure in the area.

Due to the high number of subsea links, and the potential need to support future offshore customer connections, system studies have informed the need for a Direct Current Switching Station (DCSS) at Peterhead. This project aims to deliver a 525kV DCSS, which is needed to co-ordinate the connection of offshore links and wind farms and will connect into the Netherton Hub.

Spittal to Peterhead HVDC subsea cable link

A new HVDC subsea link between Spittal and Peterhead is also necessary to support the growth of renewable energy. The HVDC link will allow surplus renewable energy to be exported south to Peterhead without the need of a second onshore 400kV OHL. It will do this by connecting to landfall sites in Spittal and Peterhead.

Peterhead 275kV substation refurbishment

Due to their condition, there is a requirement to replace the Super Grid Transformers (SGT), SGT1 and SGT2 at Peterhead 275/132kV substation. Transformers step up or step down the voltage of electricity between different circuits within our substations. Two new buildings will be created to house the new SGTs within a new compound to the southwest of the existing substation.

Fetteresso 132kV extension

Due to the increased number of connection projects in the area, it is likely that the existing 132kV section of the Fetteresso substation will need upgraded and likely extended. This project is in the very early stages of development and the exact requirements of the extension are still being developed.

Fetteresso 400kV upgrade

The existing Fetteresso substation was fully constructed in 2016 to operate at a voltage of 275kV. The aim of this new project is to now upgrade the substation to operate at 400kV.

Other projects in East Coast region

Projects in construction

Tealing substation

In October 2019 works commenced at the existing Tealing substation as part of the overall East Coast 275kV upgrade. These initial works consisted of extending the existing footprint of the substation to accommodate a new energy connection by Seagreen Wind Energy Limited (SWEL), which were completed at the end of 2022.

In June 2022 the next phase of the East Coast onshore 275kV upgrade scheme works began which will see two new Phase Shifting Transformers (PSTs) installed at the substation.

The PSTs will help to manage the load being transferred on the circuits that run between Tealing and Kintore.

The PSTs play an important part in allowing the wider East Coast scheme to deliver the overall required power transfer capacity.

To minimise the impact to local residents and the surrounding community, we are also replacing Super Grid Transformer (SGT) 3 at the substation under the same construction period.

The SGT which was installed in 1968 is reaching the end of its operational capabilities and therefore needs to be replaced. These works are programmed to complete in early 2024.

East Coast 400kV OHL upgrade

This project is the second part of the phased onshore reinforcement on the East Coast. The works comprise of re-insulation and re-conductoring of OHLs between Kintore, Fetteresso, Alyth and Kincardine (in Scottish Power Transmission's area) to 400kV. These works are programmed to complete in 2026.

Alyth 275/400kV substation

A new 275/400kV reactive compensation (equipment to stabilise network voltage) substation is being built at the existing OHL T-Junction tower at Haughend near Alyth. This new substation will operate at 275kV but will be built for 400kV capability. This project is currently programmed to be complete in Spring 2024.

Kintore 400kV substation

A number of significant projects connecting to the transmission network has triggered the need for a 400kV substation at Leylodge, Kintore. This involves a phased development with 'Phase 1' completed to tie in with the network north of Kintore in October 2023 and 'Phase 2' completed for the network south of Kintore energising to 400kV operation in 2026.



Notes

Notes

Have your say

We value 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.

The feedback period

Previous consultation highlighted the need for an extended feedback period. In response to this, we will extend our usual 28 days feedback period.

We will accept feedback from now until 30 April 2024.

How to provide feedback

Submit your feedback online by scanning the QR code on this page or via the form on our project webpage at: <https://bit.ly/3w8o9NB>

Email the feedback form to the Community Liaison Manager. Or write to us enclosing the feedback form at the back of this booklet.

What we're seeking views on

We'll be actively looking to mitigate the impacts of the site as much as possible over the coming months, but it would be helpful to understand what you believe we should be doing to help minimise these impacts.

We encourage all interested community members to fill in a feedback form when submitting feedback, however if you prefer, you can email us to provide your feedback or ask any questions.

Our Community Liaison Team

Each project has a dedicated Community Liaison Manager who works closely with community members to make sure they are well informed of our proposals and that their views, concerns, questions or suggestions are put to our project teams.

Throughout the life of our projects, you will hear from us regularly. We aim to establish strong working relationships by being accessible to key local stakeholders such as community councils, residents' associations and development trusts, and regularly engage with interested individuals.

Community Liaison Manager

Rhiannon Merritt
Community Liaison Manager

SSEN Transmission
10 Henderson Road,
Inverness, IV1 1SN

E: tkup@sse.com



Additional information

The best way to keep up to date is to sign up to project updates via the project webpage: <https://bit.ly/3w8o9NB>

You can also follow us on social media

 [SSEN-Transmission](#)

 [SSETransmission](#)



To support everyone online, we provide accessibility and language options on our website through 'Recite Me'.

The accessibility and language support options provided by 'Recite Me' include text-to-speech functionality, fully customisable styling features, reading aids, and a translation tool with over 100 languages, including 35 text-to-speech.

Please select "Accessibility" on our website to try out our inclusive toolbar.

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. We welcome your feedback on the following new OHL routes:

- Laurencekirk to the Proposed Hurlie substation (at Fetteresso) - Routes D4 and D5
- Proposed Hurlie substation to Rickarton - Routes E2 and E3
- River Dee to Coldstream, by Drumoak - Route F1.3

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

Q1. Which consultation event did you attend?

- Laurencekirk Drumlithie Drumoak
- Auchenblae Other

Q2. Did you find the event was helpful and informative?

- Yes No Unsure

Comments:

Q3. Is there a specific route of the Kintore to Tealing 400kV OHL that you are interested in? (Select all that apply)

Please note - it is important that you select which routes you are most interested in and refer back to these in any comments made in following questions so that we can accurately process your feedback.

- D - Laurencekirk-Hurlie E- Hurlie-Rickarton
- F- River Dee-Coldstream

Q4. Have we adequately explained the need for this project? If not or unsure, please let us know if there is any additional information which you would like us to provide.

Yes No Unsure

Comments:

Q5. Do you feel sufficient information has been provided to enable you to understand what is being proposed and why? If not, please let us know if there is any additional information which you would like us to provide.

Yes No Unsure

Comments:

Q6. Are you satisfied that our approach taken to select our new routes options have been adequately explained? If not, please let us know if there is any additional information which you would like us to provide.

Yes No Unsure

Comments:

Q7. Do you agree with our preferred OHL route?

Yes No

Comments:

Q8. Are there any factors, or environmental features, that you think require further consideration during the preferred OHL route selection process?

(Please indicate which area your comment relates to if you have selected multiple answers for Q3)

Yes No

Comments:

Q9. Do you have ideas for biodiversity improvement projects in your local area that SSEN Transmission could get involved with? If yes, please provide further information in the comments section below.

Yes No

Comments:

Q10. Do you have any other comments you would like the project team to be made aware of?

Yes No

Comments:

Q11. Overall, how do you feel about the Kintore-Tealing 400kV Scheme?

Support Object Neither support nor object

Comments:

Full name

Address

Telephone

Email

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

We would like to send you relevant communications via email such as invitations to stakeholder events, surveys, updates on projects, services and future developments from the Scottish and Southern Electricity Networks group listed below. If you are happy to receive email updates please opt in by ticking the box below. You can unsubscribe at any time by contacting us at stakeholder.admin@sse.com or by clicking on the unsubscribe link that will be at the end of each of our emails.

For information on how we collect and process your data please see our privacy notice available at today's event. This can also be obtained online at ssen-transmission.co.uk/privacy

If you would like to be kept informed of progress on the project 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: SSEN Transmission, 10 Henderson Road, Inverness, IV1 1SN **Email:** tkup@sse.com

Online: <https://bit.ly/3w8o9NB>

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 dedicated website: <https://bit.ly/3w8o9NB>

We intend to use Artificial Intelligence (AI) to assist our experienced teams in the analysis of your feedback, so we can categorise key points raised more quickly. You can learn more about how we're utilising AI at ssen-transmission.co.uk/AIFAQ

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.

Scottish and Southern Electricity Networks is a trading name of: Scottish and Southern Energy Power Distribution Limited Registered in Scotland No. SC213459; Scottish Hydro Electric Transmission plc Registered in Scotland No. SC213461; Scottish Hydro Electric Power Distribution plc Registered in Scotland No. SC213460; (all having their Registered Offices at Inveralmond House 200 Dunkeld Road Perth PH1 3AQ); and Southern Electric Power Distribution plc Registered in England & Wales No. 04094290 having its Registered Office at Number One Forbury Place, 43 Forbury Road, Reading, Berkshire, RG1 3JH which are members of the SSE Group.