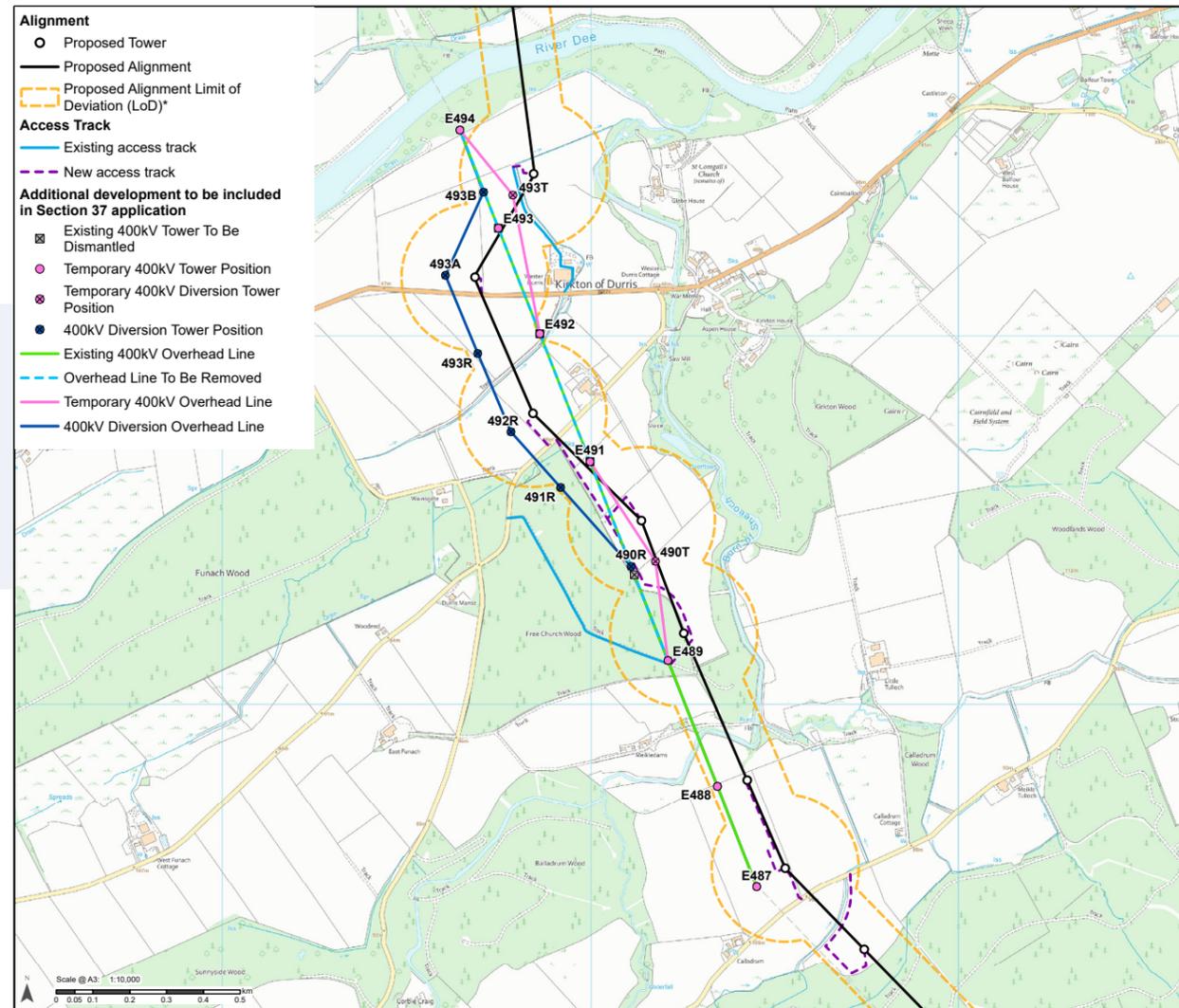


# About the overhead line

## Permanent Diversion of Existing Transmission Infrastructure

To enable sufficient space for the new 400kV OHL to connect into Kintore 400kV substation, we are having to permanently divert two existing transmission OHLs. Similarly, to create sufficient clearance between properties and the existing Kintore – Fetteresso OHL, we are having to permanently divert a short section of the existing line. Details of these diversions are set out below.



## Permanent undergrounding of the Kintore – Craigiebuckler 132kV overhead line

Prior to installation of the proposed Kintore to Tealing 400kV Overhead Line, approximately 1.5km of the existing 132kV overhead line between Kintore substation and Craigiebuckler requires to be undergrounded near Kintore. This will involve the construction of a new compound, structure and associated substructures to underground the OHL. Following completion of this work, any redundant towers will be dismantled and removed. Tower removal is typically completed by cutting the tower legs and felling the tower in a controlled manner.

## Permanent realignment of the existing Kintore – Tealing 275kV overhead line south of Kintore

A 1.6km section of the existing Kintore - Tealing 275kV overhead line south of Kintore needs to be realigned slightly further south east, to allow space for the proposed 400kV overhead line to connect into the Kintore 400kV substation. The section of realigned overhead line will be constructed using a standard 275kV tower design, with an average height of 45m. Following construction and energisation of the realigned section of overhead line, the redundant section of the existing overhead line will be dismantled and removed.

## Permanent Realignment of the existing Kintore – Fetteresso 275/400kV overhead line west of Kirkton of Durris

A 2.4km section of the existing Kintore – Fetteresso 275/400kV OHL west of Kirkton of Durris needs to be realigned slightly further west, to allow space for the proposed 400kV whilst maintaining the property buffers defined by the project. The section of realigned overhead line will be constructed using a standard 275/400kV tower design, with an average height of 45m. Following construction and energisation of the realigned section of overhead line, the redundant section of the existing overhead line will be dismantled and removed.

## Temporary overhead line diversions

A number of temporary overhead line diversions will also be needed to enable the changes to existing overhead lines (realignments, diversions and crossings), to allow for continued operation of the electricity network during the construction works. It is currently anticipated that five temporary diversions will be required along the route of the overhead line, the locations of which are illustrated on the maps provided. Temporary diversions will require the construction of temporary towers, or poles, onto which the existing overhead line conductors (wires) will be moved. Once the main construction works have been completed, the temporary towers will be dismantled and the surrounding areas reinstated.



### Existing overhead line crossings

Where the proposed 400kV overhead line crosses existing transmission infrastructure, either a 'diamond crossing' or 'duck under' tower arrangement will be used to allow the existing overhead line to pass underneath the proposed overhead line. For both types of crossing, the existing overhead line would be split into two single circuits, which would pass separately under the new overhead line using a flat formation (horizontal) tower.

For TKUP specifically, there is one 132kV transmission overhead line crossing, south of Echt. The proposed crossing follows the recommendations in the Pathway to 2030 FAQ's - Tower Crossings which provides an indicative visualisation of this arrangement.

Works will also be required to some existing distribution network infrastructure (voltages of 66kV and below) to facilitate safe working and operating conditions for the new overhead line. These works are likely to include short sections of undergrounding in the vicinity of the new overhead line, and will be undertaken by Scottish Hydro Electric Power Distribution (SHEPD).

### Limits of deviation

The Limits of Deviation (LoD) comprise an area which defines the practical limits within which micro-siting of the overhead line infrastructure and access tracks can be sited and construction can be undertaken within the terms of the Section 37 consent.

The location of the proposed tower positions, access tracks and associated temporary and permanent infrastructure (as illustrated on the maps provided) has been determined on the basis of environmental and technical considerations, including engineering analysis of ground conditions and suitability based on desk studies and site walkover surveys. Investigation of sub-surface and geotechnical conditions at the proposed tower locations has not yet been completed. It is therefore possible that individual tower locations, working areas and access tracks may be subject to minor changes in position post determination of the S37 application and completion of geotechnical investigations (referred to as micro-siting). To strike a balance between providing

certainty of the location of the proposed development and any environmental impacts, and the need for some flexibility over individual tower locations, the horizontal and vertical LoD need to be defined within which the proposed development will be constructed. No towers or working areas would be located outside the proposed LoD. As we develop our Environmental Impact Assessment (EIA) and undertake more detailed design work, we are working to identify the exact LoD required for the project, based on site-specific environmental constraints and engineering considerations. At this time, we have allowed for a horizontal LoD of up to 100m either side of the alignment centreline, extending to 200m around angle tower positions, where larger temporary working areas will be required. A vertical LoD of  $\pm 9m$  is likely to be sought for the proposed tower heights, to ensure that minimum statutory ground clearances can be maintained once further engineering design work has been completed.

### Operational corridor

The development of the Proposed Alignment has sought to avoid and minimise impacts on woodlands and forestry where possible, however due to the project area being heavily forested, impacts on forestry are unavoidable. Where the proposed overhead line alignment passes through areas of woodland and commercial forestry, an Operational Corridor is identified to ensure the safe operation of the overhead line. Trees are removed within the Operational Corridor to facilitate construction and ensure continued safe operation of the overhead line. The operational corridor width will typically be 45m either side of the overhead line centreline, but this may vary depending on the type of woodland/ forestry and local topography. This may be reduced where the OHL passes through broadleaved woodland subject to site specific checks. The required Operational Corridor through each area of woodland will be confirmed within our Section 37 consent application, following completion of ongoing woodland assessments. The construction of the project will result in a loss of woodland area. In accordance with the Scottish Government's Control of Woodland Removal Policy, we are committed to providing appropriate compensatory planting for any net loss of woodland. The extent, location and composition of compensatory planting will be agreed with Scottish Forestry.

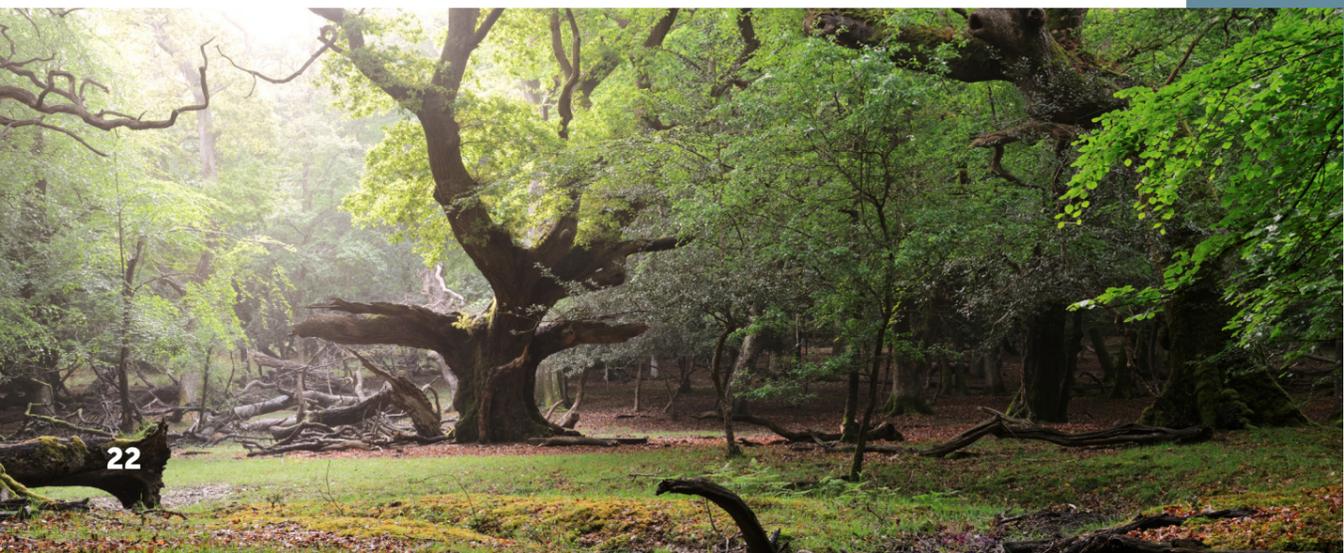
# Our access strategy

## Constructing and maintaining our overhead line

We are currently developing our access strategy, which considers access requirements for construction and maintenance of the overhead line. Access requirements have also informed the Proposed Alignment selection process, as a key engineering consideration. We are now determining the proposed access routes for each tower location to establish which existing access tracks can be used and which existing access tracks need to be upgraded alongside locations for the installation of new temporary or permanent access tracks. Maps showing our current plans for access are available and further information on our access strategy will be provided

in the EIA as part of the application for Section 37 consent. A detailed traffic and transport assessment will also form part of the EIA, which assesses potential impacts of construction traffic and the capacity of local roads to accommodate this traffic. A Construction Traffic Management Plan (CTMP) will be agreed with the local authorities prior to works commencing.

We have commissioned an experienced OHL contractor, enabling construction access considerations to be at the forefront of this stage in the design process.



The table below explains the different types of tracks that are typically considered and what they are required for.

Type of access	What does it mean?
Existing tracks and bellmouths	In general, proposed construction site access would be taken via the existing public road network and would make use of existing forest and estate or farm tracks as far as practicable, upgraded as required. Existing bellmouths would be utilised where possible, subject to improvements. New bellmouths will be constructed, where required, to ensure safe entry and exit from an access track and the public road.
Stone tracks	Typically, new temporary stone tracks are likely to be required to access each tower location. Stone tracks are designed for the heavy plant loads required for construction works for towers, and to suit the varied ground conditions along the route. On completion of construction, unless required for operational access, the stone tracks would be removed and the original material reinstated. Where access to tower positions is difficult due to steep terrain, or the presence of peat, alternative methods would be proposed such as floating access tracks, using smaller items of plant, specialist tracked plant, and in some cases using helicopters for moving materials.
Helicopters	The use of helicopters for construction of steel lattice towers is feasible, however, the operational restrictions (e.g. weather, proximity to public roads and environmental factors), and the significant cost implications, for a project of this scale are key considerations. The use of helicopters is likely to be required in more remote sections of the project, and where particular environmental or geographical constraints necessitate their use. Where helicopters are used, construction plant would still require access to each tower location to facilitate construction and erection of towers.
Public road improvements	Public road improvements (PRI) will be required in some locations to facilitate construction traffic travelling along existing public roads. These works could include upgrades such as road widening, installation of temporary or permanent passing places, new or upgraded road junctions, and upgrades to or replacement of existing bridges. Further information on PRI works will be provided in the EIA as part of the application for Section 37 consent.
Access tracks	Where operational access is required, this would likely range from All Terrain Vehicle (ATV) routes with no formal track, to stone road suitable for 4x4 and wagon access. The selection of the type of track required (whether it be temporary or permanent, existing upgraded tracks or new tracks) will consider the proximity to a public road, environmental impacts, structure type, required vehicle use, and potential maintenance activities, including vehicles required in future to a given location (taking health and safety requirements into account). General access track details will be included in the Environmental Impact Assessment (EIA) stage of the project and presented to illustrate where each access type will be deployed, and the rationale for that selection.
Temporary trackways	Temporary trackways are an alternative method of providing access, dependent on ground conditions. Although there may be localised areas where trackways may be suitable, it is not considered an appropriate solution for the construction of steel lattice towers on this project in its entirety, due to the length of time they are required to be in place and the weight and size of construction plant that would be required to track over them. Stone tracks generally afford greater reliability and stability compared to trackway solutions. Similarly, the extensive use of wide tracked excavators and other plant without prior ground preparation are unlikely to be a viable solution for this project in its entirety, although they may be used for certain tasks during construction.

# Addressing feedback

## Consulting on the alignment

In September 2024, we launched our Alignment Consultation, seeking comment on the Potential Alignment and Alternative Alignment options identified for the new proposed Kintore to Tealing 400kV overhead line.

We sought comments from statutory authorities, key stakeholders, elected representatives, the public and landowners on the alignment selection process undertaken and the Potential Alignment and alternative alignments.

Comments received then informed further consideration of the Potential Alignment with a view to confirming a **Proposed Alignment** to be taken forward to consent application.

## Feedback

When we consulted in September 2024, we held events in **12 locations** along the length of the alignment between 23 September and 10 October. A total of **1,444** attendees were recorded.

During the 10 week feedback period, which closed on 21 November 2024, **872** written responses were received. This feedback was then analysed and reviewed by the project team to determine where changes could be considered.

Overall, feedback indicated support for the Government's Net Zero policy and energy security aims. In addition, respondents generally noted and understood the rationale behind our Pathway to 2030 programme as a way to help deliver on the Government's targets and aims. However, based on those that responded, feedback from the community was generally not supportive of the approach to delivering the Pathway to 2030 programme, or of the required 400kV OHL connection between Kintore and Tealing across the Potential Alignment in each of the Sections A – F and/or the eight Alternative Alignments. The feedback, on balance, did not significantly indicate that the alternative alignments presented were more favourable to the Potential Alignment (however, as indicated above, there was little support for the project to be taken forward as an OHL in general).

Following our consideration of the consultation feedback, further survey and review of our appraisals, no changes were made to the Potential Alignment, with the exception of Location 7 Schoolhill. At this location we have changed the Potential Alignment and will now take forward Alternative Alignment 7c.

As well as the change at Location 7, minor amendments to tower positions were implemented to the Potential Alignment based on consultation feedback. These changes are reflected in the Proposed Alignment and explained in the Alignment Selection Report on Consultation.

The Proposed Alignment to take forward to our Section 37 consent application can be viewed on page 16 and is available online [here](#).

We have included a summary of key feedback about our alignment received from communities, landowners and statutory stakeholders, alongside our response to this feedback in the following table.

## Our Report on Consultation (ROC)

A detailed appraisal of feedback received in response to our alignment as presented during the September–October 2024 consultation can be accessed via our Alignment Selection Report on Consultation, published January 2025. Scan the QR code to access our Report on Consultation.



Scan the QR code to access our Report on Consultation (ROC)

Feedback	Response
<p><b>Section A</b></p> <p>There were various responses from stakeholders including landowners, members of the community and consultees. We have considered the feedback provided on the alternative alignments and reviewed the findings of the environmental, technical and cost appraisals which were presented in the Consultation Document. We have also taken into account relevant feedback from statutory consultees on the constraints for each alternative alignment including those relating to areas of population, archaeological resources, landscape character and natural heritage.</p> <p>For further detail please see the Report on Consultation.</p>	<p>Having reviewed consultation feedback for Location 1, we will take forward the Potential Alignment 1a identified in the Consultation Document as part of the Proposed Alignment in Section A.</p> <p>The design of the Potential Alignment near Upper Hayston has been adjusted to screen a proposed tower with existing trees, minimising its visibility from residential properties at Jericho. The proximity to properties for the alternatives has been reviewed, and the findings from the Consultation Document remain applicable.</p>
<p><b>Section B</b></p> <p>Feedback on alternative alignments has been considered, and the findings from the environmental, technical, and cost appraisals in the Consultation Document have been reviewed. The proximity to properties for the alternatives has also been assessed, and the appraisal findings remain applicable.</p> <p>We have also taken into account relevant feedback from statutory consultees on the constraints for each alternative alignment including those relating to areas of population, cultural heritage designations, landscape character, visual amenity and natural heritage.</p>	<p>After reviewing consultation feedback, including statutory consultee views, Potential Alignment 2a will be adopted for Section B. This alignment is preferred due to its potential to minimise tree loss in the Woodside LNCS woodland. It is considered slightly less constrained in terms of environmental and technical criteria and is the slightly lower cost option</p> <p>Having reviewing consultation feedback, Potential Alignment 3a will be adopted for Section B. This alignment is preferred due to its potential to minimise tree loss in the sensitive river crossing area (a designated SAC) and its fewer environmental and technical constraints.</p> <p>After reviewing consultation feedback, Potential Alignment 4a will be adopted for Section B. This alignment is preferred due to its ability to mitigate constraints related to LEPO woodland and avoid ecologically important wetland habitats. Despite having slightly higher environmental constraints than Alternative Alignment 4d, Alignment 4a is the least constrained overall, shortest in length, and lowest in cost.</p>
<p><b>Section C</b></p> <p>Feedback on the alignment location raised concerns regarding impacts on residential areas, Ancient Woodland, protected species, cultural heritage sites, high quality agricultural land, local infrastructure and flooding risks. suggestions included moving the overhead line away from communities and adding cycle paths and tree planting to reduce visual impact.</p>	<p>Having reviewed consultation feedback for this alignment section we have made adjustments to the alignment. These have been shown in the ROC as deviations, we have also had micro-siting carried out to address the key issues of concern from feedback. In addition to this the proposed alignment was relocated up to 300m west to provide greater separation from area providing important habitat for protected species.</p>

Feedback	Response
<p><b>Section D</b></p> <p>We have considered the feedback provided on the alternative alignments and reviewed the findings of the environmental, technical and cost appraisals which were presented in the Consultation Document. We have also taken into account relevant feedback from statutory consultees on the constraints for each alternative alignment including those relating to areas of population, archaeological resources, landscape character and natural heritage.</p>	<p>Having reviewed consultation feedback for this alignment section we have adjusted the alignment. These have been shown in the ROC as deviations as well as micro-siting carried out. The proposed alignment was relocated up to 80m west for a distance of 3240m near Monboddoo and to provide greater separation from a major gas pipeline. We also moved the alignment 160m east of the Potential Alignment for a distance of 1130m near Elf Hill.</p>
<p><b>Section E</b></p> <p>Residents in Drumoak and Durriss raised concerns about the overhead line's impact on communities, landscape, and proximity to schools, suggesting alternative routes to minimise these effects. Ecological issues included potential impacts on breeding raptors, protected sites like Fowlsheugh SPA, and migratory fish near the River Dee. Cultural heritage concerns were noted by HES and ACAS, highlighting potential impacts on features such as the Nether Auquhollie Standing Stone and Cairn-Mon-Earn cairn.</p>	<p>Having reviewed consultation feedback for this alignment location, we will take forward the Potential Alignment 5a identified in the Consultation Document, as part of the Proposed Alignment in Sections E and F.</p> <p>The existing Kintore to Fetteresso OHL is to be relocated up to 190m west of its current alignment near Wester Durriss to provide space for the proposed alignment of the Kintore to Tealing OHL between the existing line and properties to the east. The proposed alignment has also been moved 110m to the west at a different part of the alignment.</p>
<p><b>Section F</b></p> <p>Respondents expressed concerns about the overhead line's proximity to communities like Echt, Dunecht, and Drumoak, particularly near schools and woodland areas. They felt the 170m buffer was not being maintained, raising visual impact issues on Aberdeenshire countryside and wildlife. Cultural heritage concerns included potential impacts on sites like King's Well and Barmekin of Echt hillfort. Flooding risks were noted, with tree felling and construction potentially worsening the situation. Ecological impacts on local ecosystems, such as peat bogs and ancient woodlands, were highlighted, with specific sites like Loch of Skene SPA and Old Wood of Drum SSSI mentioned. Technical concerns involved the security of the overhead line near existing gas pipelines. Community benefits included suggestions for improving outdoor learning areas at Drumoak school and nursery.</p>	<p>After reviewing consultation feedback and recent design developments, Alternative Alignment 7c will be adopted for Section F. This decision is based on the determination that Potential Alignment 7a is not less constrained than 7c. Alternative Alignment 7c has fewer technical constraints, particularly regarding flood risk and interaction with a high-pressure gas pipeline. It also offers greater separation from residential properties near Quiddies Mill and Milton of Cullerlie, with similar environmental and cost constraints.</p> <p>After reviewing consultation feedback, Potential Alignment 8a will be adopted for Section F. This alignment is considered the least constrained OHL option overall and provides greater separation of the OHL from a larger number and density of residential properties, particularly at Echt, including a school.</p>

# FAQs

Since we first consulted on the project in May 2023, the most common questions received have been regarding project need and technology choices. To fully address these questions and more, our Frequently Asked Questions webpage: [ssen-transmission.co.uk/2030faqs](https://ssen-transmission.co.uk/2030faqs). This provides further explanation and additional documents addressing these questions. We also address common themes and FAQs in the Report on Consultation published in January. We've also included some information addressing the chosen technology in our 'About the Kintore-Tealing 400kV projects' section of this booklet and information regarding the project requirement in the 'Pathway to 2030' pages.

In October, we hosted a webinar to outline the differences behind technology options regarding our Pathway to 2030 projects, titled '**Overground, underground, or subsea - how decisions are made on where electricity transmission lines go**'. The recording of the webinar can be accessed via the project webpage.

More recently, we've received some project specific questions in particular relating to the following topics:

Question	Response
<b>Electromagnetic Fields</b>	<p>We develop, build, and operate our infrastructure to meet all health and safety legislation and guidance set by relevant bodies including the UK Government, Scottish Government, the Health and Safety Executive (HSE) and our regulator, Ofgem, including those associated with electric and magnetic fields (EMF). In respect of EMFs, we strictly follow the guidance as set by the UK Government, which in turn is informed by international guidance.</p> <p>As well as setting exposure limits that protect against known established effects of EMF, the UK Government's guidance also includes precautionary measures to protect against possible effects below the exposure limits that have not been established by science. In addition to this, the UK Health Security Agency and Department of Health have a remit to review new research in this area and ensure that current guidelines and policies are reflective of that research.</p> <p>The UK Government has a process in place to ensure that any emerging research is considered and that Government policies continue to be appropriate. The UK Government's latest policy on EMF is set out in National Policy Statement for Electricity Networks Infrastructure EN-5 (NPS EN-5) which was reissued in November 2023 by the Department for Energy Security and Net Zero, and which came into force on 17 January 2024.</p> <p>This latest policy is reflective of that review process. The current UK Government guidance, informed by relevant international guidance, is therefore still considered appropriate by the UK Government and their public health experts. We will comply with all EMF guidance as set out in the NPS EN-5.</p> <p>There have been over four decades of research looking into whether EMF can cause health effects and there are no established effects below the exposure limits. When we design our OHL, substations, and cables, we do so to ensure they will not exceed those exposure limits, even when operating at 100% capacity. We also ensure that precautionary measures are applied to the design where required. We will provide information on compliance as part of the consenting process, which will be publicly available.</p>



**For more information on FAQs, please visit the project website here.**

Question	Response
	<p>The guidance we follow, which remains subject to ongoing review as required, ensures that safety measures will be applied to our 400 kV OHL infrastructure, protecting us all against EMF exposure and keeping our network safe for the public.</p> <p>A link is provided below to a leaflet prepared by SSEN Transmission to explain EMF and the separation distances we apply, along with a paper by the Energy Networks Association:</p> <ul style="list-style-type: none"> <li>• <b>EMF Leaflet</b></li> <li>• <b>Electric and Magnetic Fields – The facts</b></li> </ul>
<b>Alternatives and Technology Choice</b>	<p>Many respondents to our consultation questioned the OHL technology choice, particularly why the infrastructure cannot all be installed subsea or underground, instead of OHL and steel lattice towers.</p> <p>Our approach to determining how the transmission network is developed is underpinned by our statutory obligations, as set out in the Electricity Act 1989. This requires us to balance technical, cost and environmental considerations and to select a proposed option which is economically viable, technically feasible, minimises impacts on important resources or features of the environment and reduces disturbance to those living in it, working in it, visiting it or using it for recreational purposes. The option must also be capable of being granted consent by The Scottish Government's Energy Consents Unit (ECU).</p> <p>In its assessment of what is required to meet 2030 targets, NESO concluded there is a need for both onshore and offshore solutions. NESO's and Ofgem's independent assessment of need for the Pathway to 2030 programme was based on the technology choice of an OHL for the Kintore to Tealing connection.</p> <p><b>Upgrading Existing Overhead Line</b></p> <p>Where possible, SSEN Transmission's preference is to upgrade the existing network to meet current and future energy demands. This is evidenced by the current East Coast 400kV Upgrade project, and the work proposed to the existing Alyth to Tealing and Tealing to Westfield OHL to upgrade these from 275kV to operate at 400kV projects.</p> <p>However, upgrading from 275 kV to 400 kV requires higher statutory clearances to ensure safe operation of the OHL, and typically, larger conductors are required to transfer higher amounts of power. Upgrades to existing OHLs are not always possible if we cannot achieve those statutory clearances, or if larger conductors result in loads exceeding that of the existing tower structure's capabilities. Where a transmission line already exists, it does not necessarily mean that it would be appropriate to build a new one next to it, as there are many considerations as to why this may not be possible. Sometimes, there is no space for new infrastructure due to existing constraints, including proximity to homes. However, in some areas, it is possible to place new OHL near the existing ones. These aspects are considered in the design development phases of our projects.</p> <p><b>Subsea Cables</b></p> <p>OHLs can carry roughly three times more power than subsea cables, making them more efficient and cost effective for energy bill payers. Technical challenges and constraints limit the use of subsea cables as a single solution. Moreover, onshore reinforcements help support local electricity needs and improve the network's reliability across northern Scotland.</p>

Question	Response
	<p><b>Underground Cabling</b></p> <p>Underground cabling is highly sensitive to ground conditions and terrain. There can be significant and lasting environmental impacts and future land use constraints associated with underground cabling; together with the technical challenges of operating, maintaining and in the event of a fault, restoring power.</p> <p>The environmental, technical, and operational constraints associated with underground cabling at 400 kV make this option extremely challenging to deliver in many areas of Scotland. Some of the challenges that contribute to this position include:</p> <ul style="list-style-type: none"> <li>• <b>Technical Limitations:</b> Underground cables need specific ground conditions and present challenges for maintenance and power restoration, especially if faults occur.</li> <li>• <b>Environmental Impact:</b> Underground cabling can have lasting environmental effects, such as impacts on habitats and hydrology, and the area required for laying cables needs to be kept clear from significant construction or vegetation for easy access during construction and repairs.</li> <li>• <b>Terrain Concerns:</b> The region’s terrain often has slopes and finding a suitable route for underground cables without challenges is extremely difficult.</li> <li>• <b>Infrastructure Needs:</b> For underground cables longer than 1-2 km, additional substation infrastructure would be needed, enlarging the project’s footprint.</li> <li>• <b>Operational Needs:</b> Restoring power in the event of a cable fault can take significantly longer than for an OHL. Faults on OHL can typically take a few hours to a few days to repair and are generally easy to locate. Underground cable faults often require extensive works, specialist resources, tools and equipment to locate the fault, followed by significant civil engineering works to expose the damage and replace the damaged section, after which it can take up to a month to carry out the repairs. This presents significant risks to security of supply and network reliability. It also impacts our ability to meet our licence obligations of maintaining an efficient transmission network.</li> <li>• <b>Cost:</b> Underground cables at 400 kV are estimated to be between 5 and 10 times more expensive than OHLs, and since these costs are reflected in consumer bills, it is a factor that needs to be considered.</li> </ul> <p>Even if technically feasible, underground cables over a significant length, or the entirety, of a project would be unreasonable as it would be contrary to our licence obligations to be economical and efficient in respect of additional costs to the end consumer, while presenting an additional risk to the electricity transmission network in the event of cable failure and consequent outages.</p> <p>Given these constraints and our responsibility for an economical and efficient transmission network, OHLs are our main choice for the Kintore to Tealing connection. Where there is a clear evidence base to justify underground cables, this will be carefully considered.</p> <p>In October 2024, we hosted a webinar entitled ‘Underground, overground or subsea? How decisions are made on where electricity lines go’. This webinar provided detailed information regarding the decision making process for technology choices, a recording of this webinar is available via this link: <a href="#">Overground, underground, or subsea - how decisions are made on where electricity transmission lines go</a></p>

Question	Response
	<p>Links are provided below to papers which have been prepared to explain why we need both onshore and offshore solutions and the difficulties with developing underground 400kV transmission:</p> <ul style="list-style-type: none"> <li>• <b>Why the Pathway to 2030 projects require both onshore and offshore solutions</b></li> <li>• <b>The challenges with undergrounding at 400kV</b></li> </ul> <p>UK Government’s policy and clear presumption for OHL was reaffirmed as part of the UK Government’s Clean Power 2030 Action Plan published in December 2024.</p>
<b>Cumulative Impact</b>	<p>The Environmental Impact Assessment will consider the cumulative impacts of the Proposed Development along with the proposed Hurlie and Emmock substations and the OHL upgrades and Emmock tie-ins and will also consider the potential for cumulative impacts arising in combination with other planned electricity transmission connections, and other planned developments where impacts are predicted. The findings of the cumulative assessment will be set out in the Environmental Impact Assessment Report.</p>
<b>Property Impacts</b>	<p>SSEN Transmission will seek to mitigate impacts on land and properties as far as possible and these impacts will be assessed as part of the EIAR that will accompany our Section 37 application. Extensive surveys will be carried out at identified receptors, including selected residential properties, so that we are able to model potential impacts on the wider area.</p> <p>If mitigation is not possible, assessment of compensation for the impacts on property will be managed through the applicable legal frameworks.</p> <p>Concerns in relation to impacts on property are being noted by our team however, as a regulated business, SSEN Transmission is obliged to follow a statutory legal framework under the Electricity Act 1989 and Land Compensation Act 1963. If you are entitled to compensation we will assess any claim on a case-by-case basis under the direction of this legal framework.</p> <p>If you are entitled to compensation, we will recommend that you engage a professional adviser and SSEN Transmission will generally meet reasonably incurred professional fees in these circumstances. However, for the avoidance of doubt, we should advise that SSEN Transmission will not meet fees incurred in objecting to our proposed developments.</p>
<b>Environmental Impacts</b>	<p>As one of the greatest risks to our natural environment and biodiversity is climate change, the Proposed Development is part of the solution to tackle the climate emergency and deliver net zero emissions in Scotland and across the United Kingdom.</p> <p>However, we do recognise that in delivering the Proposed Development there will be unavoidable impacts, and we would like to reassure stakeholders that we take our environmental responsibilities extremely seriously.</p> <p>To deliver our projects in the most sensitive way possible we ensure environmental factors are considered at every stage in the development of each project, along with technical requirements and economic considerations. We follow the mitigation hierarchy by firstly seeking to avoid sensitive areas wherever possible and secondly, where impacts are likely to occur, we seek to minimise these, provide mitigation and identify opportunities to restore.</p> <p>Our environmental teams are embedded in the project development process to consider and consult upon the most suitable OHL route from the very start, using well established data sets and additional detailed survey work. To aid our selection process we have developed an iterative constraints analysis and mapping programme to consider all known environmental constraints and derive routeing and alignment options with the least practicable environmental impact.</p>

## Question

## Response

We undertake large-scale environmental survey work each year. Working in close collaboration with statutory and non-statutory environmental consultees, we aim to work in partnership to find acceptable OHL routes and alignments. We work towards mitigation outcomes which deliver positive environmental solutions, targeting delivery of a net gain in biodiversity in the longer term on all new sites.

In addition, all of our consent applications will be accompanied by detailed environmental assessments which are prepared by external specialists. These assessments will consider impacts on a wide range of environmental topics and identify measures that may be required to mitigate any impacts. Potential impacts during construction and operation will be assessed in detail as part of an Environmental Impact Assessment (EIA), the results of which will be set out in an Environmental Impact Assessment Report (EIAR).

The legislation governing the consenting of OHL projects in Scotland is the Electricity Act 1989. Applications for consent to construct and operate new OHLs are made under Section 37 of this Act and are submitted to The Scottish Government ECU for determination by Scottish Ministers. An EIA is required to be undertaken for the Proposed Development under the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and an EIAR will accompany the Section 37 application.

Construction impacts on the environment will be managed through the application of a Construction Environmental Management Plan (CEMP), which will be prepared and implemented by the Principal Contractor once consent has been granted for the Proposed Development. The CEMP will detail how the Principal Contractor will manage construction in accordance with commitments and mitigation detailed in the EIAR, statutory consents and authorisations, and industry best practice and guidance. Implementation of the CEMP will be managed on-site by a suitably qualified and experienced Environmental Clerk of Works (EnvCoW), with support from other environmental professionals as required.

We also acknowledge that minimising impacts is not enough on its own, and we have therefore committed to delivering Biodiversity Net Gain (BNG) on all our projects; as well as compensatory planting for any trees felled during the construction phase, where possible with native species. Where our projects are unable to completely avoid irreplaceable habitats (for example peatland or ancient woodland), we have also introduced a commitment to restore more habitat than we affect. Our developments also aim to actively enable opportunities to significantly enhance existing ecosystems at our sites, leaving a positive and lasting legacy throughout the lifetime of our operational assets for the benefit of our environment and our host communities.

You can find out more about how we are delivering a positive environmental legacy within the documents linked below:

- [Sustainability Strategy – Pathway to 2030](#)
- [Delivering a Positive Environmental Legacy Booklet](#)
- [Biodiversity Net Gain](#)

## Notes

# 3D visualisations

We understand that stakeholders need to be able to visualise what the development may look like in their local area. We have commissioned 3D visualisations which model the proposed overhead line into the local landscape to help understand the proposals in terms of the visual impact, distance, and height.

The following are some images taken from the 3D model created for the Kintore to Tealing 400kV OHL project from a range of different vantage points.

To get a better sense of the proposals in full, a visualisation portal including a flythrough video is also available to view from the project webpage and our consultants, 3D Webtech, will be assisting us at our events with copies of the model that attendees can interact with during the events.



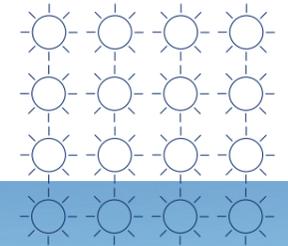
To find the 3D flythrough video, scan the QR code or visit the following URL: [ssen-transmission.co.uk/TKUP](https://ssen-transmission.co.uk/TKUP)



West of Drumoak

## Photomontages

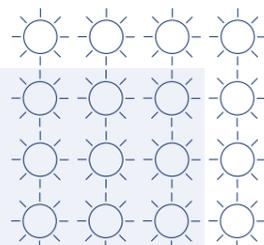
Photomontage visualisations will also be produced as part of the Environmental Impact Assessment (EIA). Once the EIA is completed and submitted as part of our Section 37 planning application, we will ensure these photomontages are available to view.



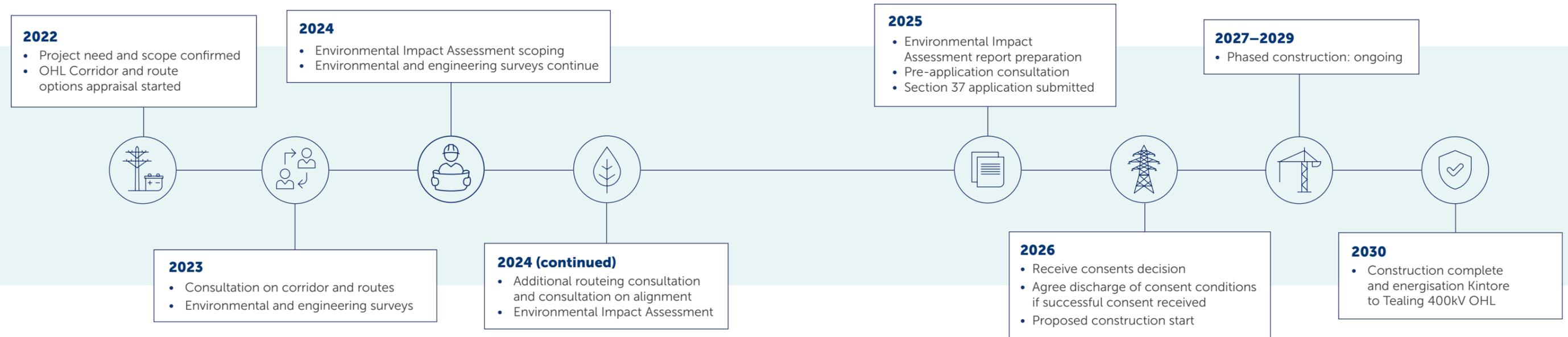
Knowehead near Tannadice



Careston



# Project timeline



# Next steps

**We value community and stakeholder feedback. Our final alignment proposals are the result of extensive engagement with a wide range of different stakeholders and we believe the Proposed Alignment strikes a balance between the various different considerations that we must take into account.**

As part of the Section 37 application process, we are expected to hold at least two pre-application consultation events prior to submitting the application. This is the second and final event providing the opportunity for members of the public to respond to the Proposed Alignment and consider our responses to the feedback we have received from our previous consultation events.

Earlier additional public consultation was also undertaken at the corridor, route and route refinement stages.

## Submitting your final comments to us:

We intend to submit our application for consent in Spring 2025. Prior to this, you can submit your final formal comments to us before our feedback period closes on **Friday 28 March**. We welcome final comments from members of the public, statutory consultees and other key stakeholders regarding our proposals until such time as we submit our consent application.

Once an application for consent has been submitted, there will be an opportunity for the public to make formal representations directly to the Scottish Government's Energy Consents Unit before it takes a decision.

## What we are seeking views on

During our last public consultation event in September/October 2024, we wanted to know your thoughts on our potential and alternative alignments.

Now that we have selected our Proposed Alignment, we are asking for any final comments or feedback ahead of submitting our Section 37 consent application for the Kintore to Tealing 400kV OHL project. It would be helpful to share any opportunities to deliver a local community benefit or biodiversity projects you would like us to consider.

## Additional information:

The best way to keep up to date is to sign up to project updates via the project webpage:

[ssen-transmission.co.uk/TKUP](https://ssen-transmission.co.uk/TKUP)

## 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: [ssen-transmission.co.uk/TKUP](https://ssen-transmission.co.uk/TKUP)

Email the feedback form to the Community Liaison Manager, or write to us enclosing the feedback format the back of this booklet.

## 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

The best way to contact us regarding this project is through our Community Liaison Team.

### Rob Whytock

 SSEN Transmission,  
200 Dunkeld Road, Perth, PH1 3GH

 [TKUP@sse.com](mailto:TKUP@sse.com)



You can also follow us on social media:

 @assentransmission

 @SSETransmission

# Your feedback

Thank you for taking the time to read this 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. Which event did you attend? (Select all that apply)

- |                                  |  |                                  |                                 |                                     |
|----------------------------------|--|----------------------------------|---------------------------------|-------------------------------------|
| <input type="checkbox"/> Kintore | <input type="checkbox"/> Echt                        | <input type="checkbox"/> Drumoak | <input type="checkbox"/> Durris | <input type="checkbox"/> Drumlithie |
| <input type="checkbox"/> Edzell  | <input type="checkbox"/> Laurencekirk                | <input type="checkbox"/> Menmuir | <input type="checkbox"/> Memus  | <input type="checkbox"/> Forfar     |
| <input type="checkbox"/> Tealing | <input type="checkbox"/> Accessed information online | <input type="checkbox"/> None    |                                 |                                     |

## Q2. Is there a specific section of the overhead line alignment that you are interested in? (Please detail name of section(s) or closest settlement)

- |                                    |                                    |   |                                    |
|------------------------------------|------------------------------------|---|------------------------------------|
| <input type="checkbox"/> Section A | <input type="checkbox"/> Section B | <input type="checkbox"/> Section C                            | <input type="checkbox"/> Section D |
| <input type="checkbox"/> Section E | <input type="checkbox"/> Section F | <input type="checkbox"/> Emmock to Tealing Section 37 Tie-ins |                                    |

Closest settlement:

## Q3. Do you have any final comments regarding the alignment being proposed or concerns relating to the construction phase of the project?

Comments:

## Q4. If consent is granted, we will continue to provide updates as the project develops and at key milestones. We continuously seek to identify the best methods of communication based on community needs. Please tell us how you would prefer to receive project updates so that we can consider this for future improvements (Select all that apply).

- |  |  |   |                                 |
|--|--|---|---------------------------------|
| <input type="checkbox"/> Newsletter      | <input type="checkbox"/> Email to a mailing list | <input type="checkbox"/> Text message         | <input type="checkbox"/> Letter |
| <input type="checkbox"/> Public meetings | <input type="checkbox"/> Website updates         | <input type="checkbox"/> Other (please state) |                                 |



**Q5. Our Community Benefit Fund will provide an opportunity for local groups and organisations to apply for community funding. Do you have any suggestions for local community benefits or local initiatives, such as volunteering, that we could support to leave a positive legacy in your area?**

Comments:

**Q6. We are committed to achieving biodiversity net gain as part of our proposals. Do you have any suggestions for nature projects that we could consider to leave a positive nature legacy in your area?**

Comments:

**Full name:** ..... **Email:** .....

**Telephone:** ..... **Address:** .....

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.

**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:** FAO Rob Whytock -SSEN Transmission, 200 Dunkeld Road, Perth, PH1 3GH

**Email:** TKUP@sse.com **Online:** ssen-transmission.co.uk/TKUP

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

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

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.



## Appendix I – Stakeholder Groups

Stakeholder Group	Examples
1. Statutory Consultees	Historic Environment Scotland (HES), Scottish Environment Protection Agency (SEPA), NatureScot, Local Authorities, Community Councils
2. Non-Statutory Consultees	Royal Society for the Protection of Birds (RSPB), Scottish Water
3. Community members and local organisations	Homeowners, local businesses, Residents Associations, elected Council and Parliamentary members
4. Landowners and occupiers	Landowners, crofters, tenant farmers, occupiers of properties in close proximity to the OHL

List of Stakeholders	
1. Aberdeen City Council	35. NatureScot
2. Aberdeenshire City Council	36. Historic Environment Scotland
3. Angus Council	37. Transport Scotland
4. Dundee City Council	38. Scottish Forestry
5. Aberlemno & District Community Council	39. Aberdeen Airport
6. Alyth Community Council	40. British Horse Society Scotland
7. Arbuthnott Community Council	41. BT
8. Auchterhouse Community Council	42. Civil Aviation Authority
9. Brechin Community Council	43. Crown Estate Scotland
10. Catterline, Kinneff & Dunnottar Community Council	44. Defence Infrastructure Organisation
11. Cluny, Midmar & Monymusk Community Council	45. Fisheries Management Scotland
12. Crathes, Drumoak & Durriss Community Council	46. Dee District Salmon Fisheries Board
13. Culter Community Council	47. Esk District Salmon Fisheries Board
14. Echt & Skene Community Council	48. Tay District Salmon Fisheries Board
15. Westhill & Elrick Community Council	49. River Dee Fisheries Trust
16. Errol Community Council	50. The Esks Rivers & Fisheries Trust
17. Feughside Community Council	51. Tay Foundation Fisheries Trust
18. Glamis Community Council	52. John Muir Trust
19. Inchtute Community Council	53. Joint Radio Company
20. Inveresk Community Council	54. Mountaineering Scotland
21. Kemnay Community Council	55. NATS Safeguarding
22. Kintore Community Council	56. RSPB Scotland
23. Kirriemuir Landward East Community Council	57. Scottish Rights of Way and Access Society
24. Longforgan Community Council	58. Scottish Water

25. Mearns Community Council	59. Scottish Wildlife Trust
26. Muirhead, Birkhill & Liff Community Council	60. Scottish Wild Land Group
27. Meigle & Ardler Community Council	61. Visit Scotland
28. Newtyle & Eassie Community Council	62. Woodland Trust
29. Saint Cyrus Community Council	63. Cairngorms National Park Authority
30. Stonehaven Community Council	64. National Grid
31. Strathmartine Community Council	65. Network Rail
32. Tealing Community Council	66. Scottish Canoe Association
33. West Carse Community Council	67. Scottish Gas Networks
34. SEPA	

## Appendix J – Event Photos

### Kintore Event PAC 1 – Tuesday 1 October 2024



### Edzell Event PAC 2 – Tuesday 4 March 2025



## Appendix K – Report on Consultation following Routing Stage

<https://www.ssen-transmission.co.uk/globalassets/projects/rocs/tkup-ohl-august-24/report-on-consultation-august-2024.pdf>