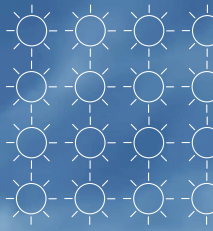




Scottish & Southern
Electricity Networks

TRANSMISSION



Netherton Hub 400kV Overhead Line Connection to New Deer and Peterhead

Tie-in Connection

Final Pre-application Consultation

September 2025



ssen-transmission.co.uk/Netherton-400kv-ohl-tie-in

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The consultation event will take place on:
Wednesday 10 September, 3–7pm
Longside Parish Church Hall, Inn Brae, Longside, AB42 4XN



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 the National Energy System Operator (NESO) 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 over £20 billion into our region’s energy infrastructure this decade, with the potential for this to increase to over £30 billion. This investment will deliver a network capable of meeting 20% of the UK’s Clean Power 2030 target and supporting up to 37,000 jobs, 17,500 of which will be here in Scotland.



More information about the policies and documents driving the need for the energy system for the future can be found here:

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 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 and subsea cables and overhead lines 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 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 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.

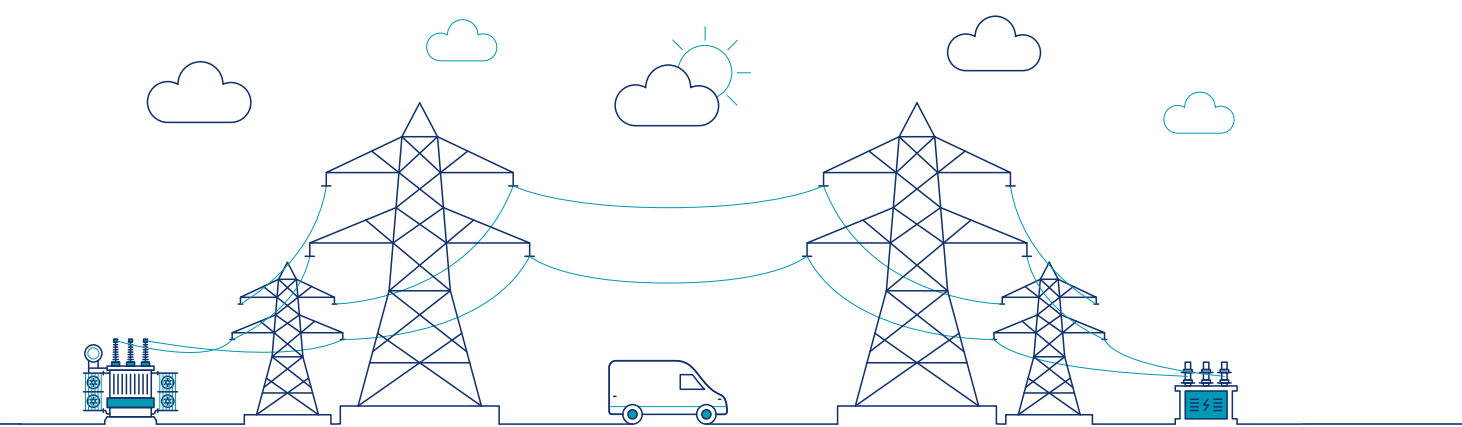
The UK Government's British Energy Security Strategy further underlines the need for this infrastructure, setting out plans to accelerate homegrown power for greater energy independence. The strategy aims to reduce the UK's dependence on and price exposure to global gas wholesale markets through the deployment of homegrown low carbon electricity generation supported by robust electricity network infrastructure.

Meeting our 2030 targets

In July 2022, the National Energy System Operator (NESO), 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 the north-east of Scotland?

The north and north-east of Scotland will play a key role in meeting these goals. The expansion in offshore renewable generation requires a significant increase in the capacity of our onshore electricity transmission infrastructure. The HND confirmed the need to reinforce onshore connections between Beaulieu and Peterhead, Beaulieu and Caithness, and an offshore cable between Spittal and Peterhead. From Peterhead, the power will be transported to demand centres in England via subsea cable. A strategic hub near Peterhead, called Netherton Hub, is proposed to collocate both AC and DC transmission infrastructure and strengthen the network by connecting these new onshore and offshore projects. The proposed tie-in project is necessary to make the connection between the Netherton Hub and the existing network.



Future network investment requirements

To deliver energy security and net zero, further additional investment in new low carbon electricity generation and the enabling electricity transmission network infrastructure will be required across Great Britain, including the north of Scotland.

In March 2024, the independent National Energy System Operator's (NESO) published its 'Beyond 2030' report, which confirmed the need for several new, replacement and upgraded transmission infrastructure projects in the

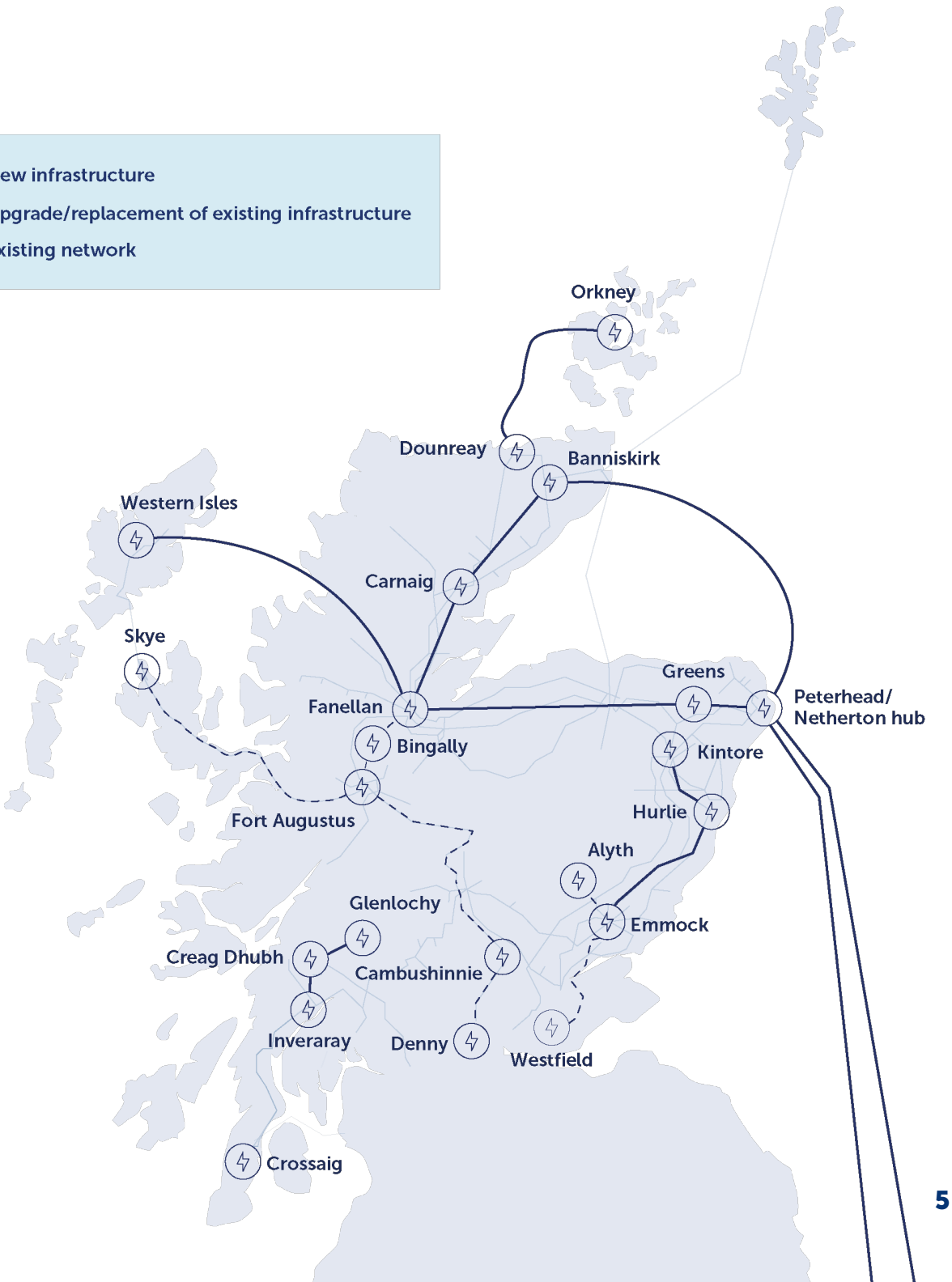
north of Scotland. In December 2024, Ofgem approved the next phase of regulatory funding to take these projects through the development phase.

These additional investments will soon be subject to extensive public consultation and engagement to help inform their development, with early consultation and engagement expected to take place during 2025.

New infrastructure

Upgrade/replacement of existing infrastructure

Existing network



Project overview

We're leading on the delivery of critical infrastructure 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.

Project requirements

The Netherton Hub is a strategic development proposed for a site located near Longside to the west of Peterhead. The tie-in connection of the existing New Deer – Peterhead 400kV overhead line into the Hub is required to connect the proposed 400kV AC substation to the existing network. This will maximise the transfer capability between Netherton Hub and the rest of our transmission network.

Today's event

Following our consultation in **March 2025** where we shared our potential alignments, we are now presenting the final proposed overhead line alignment for the tie-in project that we will submit for Section 37 consent, along with new information relating to tower locations and access arrangements. We are also sharing our responses to feedback received to date.

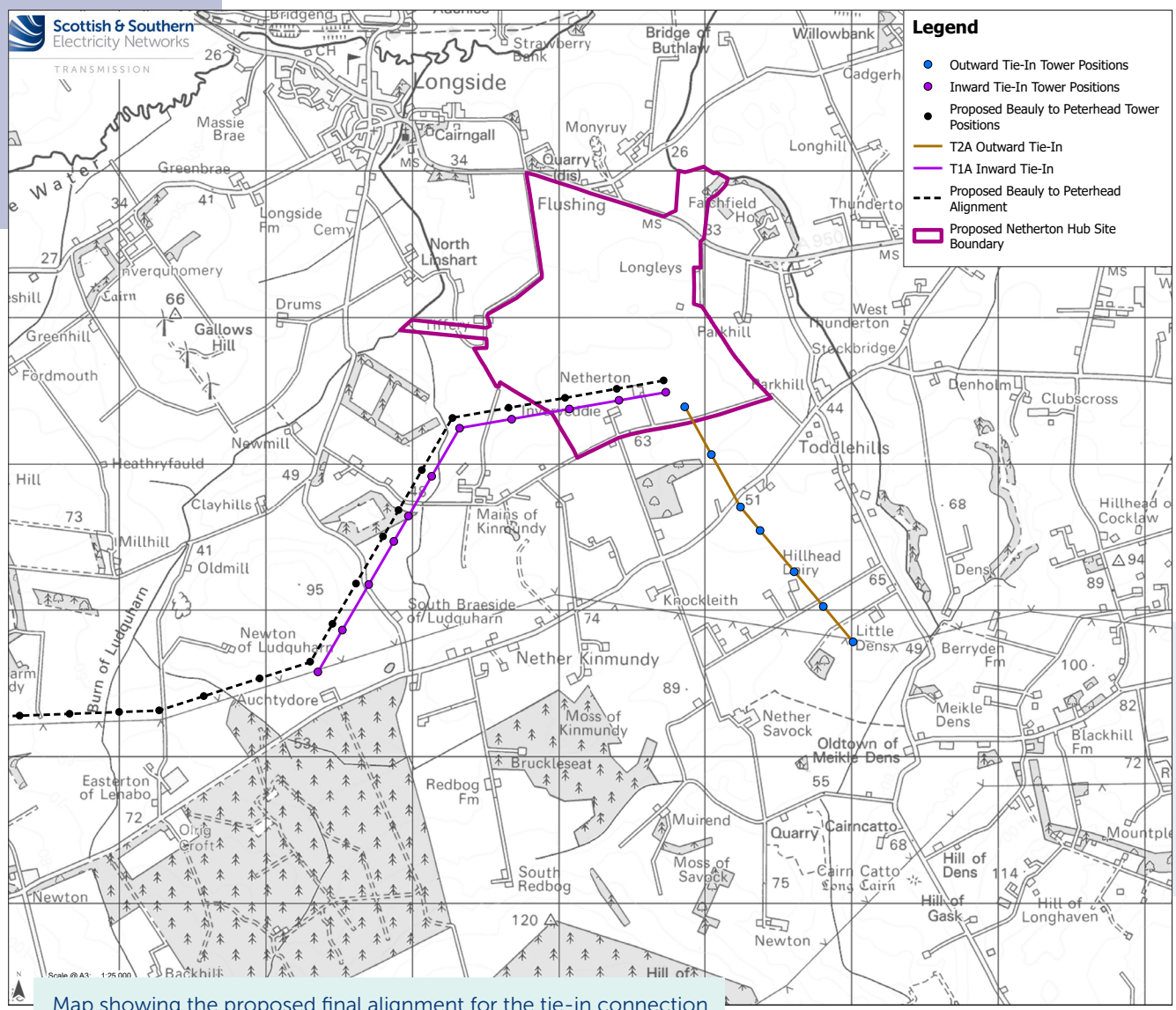
Update on the Rebuild project

During our last consultation event in March, we shared details of an accompanying project for a proposed rebuild and removal of a section of the existing New Deer – Peterhead 400kV overhead line between Netherton Hub and Peterhead 400kV substation. We are still completing necessary surveys and studies in response to feedback received before progressing to the next stage with this project. Information about the rebuild project can be found at: ssen-transmission.co.uk/Netherton-400kv-ohl-rebuild

Project elements

The project comprises a permanent re-routing, known as a tie-in, of the existing New Deer – Peterhead 400kV overhead line into a new 400kV AC substation to be located within the proposed Netherton Hub. The components include:

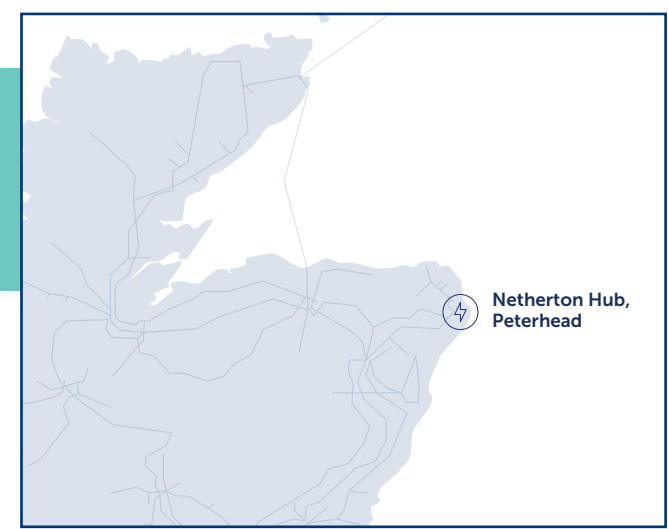
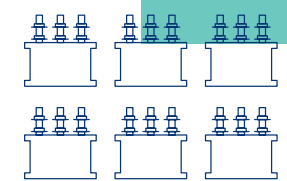
- Re-routing the existing New Deer – Peterhead 400kV double circuit overhead line between Nether Kinmundy and Little Dens into Netherton Hub, to connect with the proposed 400kV substation. This will involve installing two sections of new overhead lines of approximately 2km (T2A) and 3.4 km (T1A) in length between the existing New Deer – Peterhead line and the Netherton Hub. Refer to the map which, has the lines labelled as T1A and T2A.
- Installing two temporary overhead line circuits to facilitate the transfer from the existing New Deer – Peterhead 400kV overhead line to the proposed diverted lines.
- Removing around 3.7km of redundant overhead line towers along the existing New Deer – Peterhead overhead line between Nether Kinmundy and Little Dens.



Map showing the proposed final alignment for the tie-in connection

A larger version of this map can be found at the project webpage at: ssen-transmission.co.uk/Netherton-400kv-ohl-tie-in

More information about Netherton Hub can be found at: ssen-transmission.co.uk/netherton-hub



Overhead line key stages

For new overhead line projects, our process typically follows a number of stages, each iterative and increasing in detail, bringing cost, technical, environmental and social considerations together in a way that seeks the best balance.

The key stages are:



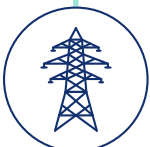
Stage 1: Strategic options assessment/routeing strategy

This stage is to establish the need for the project and to select the preferred strategic option to deliver it.



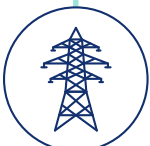
Stage 2: Corridor selection

Corridor selection seeks to identify possible corridors within which to locate a new overhead line. Corridors may be 1km wide or more. For this project, the Corridor stage was omitted due to the relatively short distances involved.



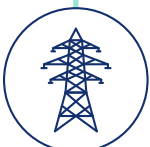
Stage 3: Route selection

Route selection stage seeks to find a suitable route within the corridor which balances physical, social, environmental, engineering and cost constraints. Routes are typically up to 1km in width. Due to the relatively short lengths of the proposed tie-in and the existing and planned overhead line infrastructure in the area, the Route stage was omitted for this project.



Stage 4: Alignment selection

Alignment selection stage seeks to identify potential alignments within the preferred route and start to define the access strategy which will be adopted in terms of, for example, the nature and extent of temporary and/or permanent access tracks and possible road improvements. The alignment options will be influenced by engineering and cost factors as well as by local constraints, such as residential properties, their aspect, and amenity; ground suitability; habitats; and cultural heritage features and setting.



Stage 5: Final alignment

The final stage is the identification of a proposed overhead line alignment that is capable of being granted consent by Scottish Ministers under Section 37 of the Electricity Act 1989.

◀ We are here

Why we're here today

We are at the final alignment selection stage of project development, and we are sharing the Proposed Alignment that we are taking forward to develop and submit as part of our application for consent.

We have reached this position by carrying out studies and assessments through engagement with landowners and wider stakeholders. Our March 2025 consultation events were attended by **158 people**, and we received 7 pieces of feedback relating to the tie-in alignment, which covered several themes which we have addressed on page 25.

We are implementing the Scottish Government's Best Practice Guidance for pre-application consultation with stakeholders who may be affected by our development proposals. The pre-application consultation comprises two consultation events that should be held in advance of applying for Section 37 consent.

During this consultation we will present updated 3D visualisations and maps to show what the proposed overhead line will look like and where it will be located. We will also share updated tower locations and proposed access arrangements. While there is limited scope to make material changes at this stage, we do welcome any further comments on our final alignment prior to the submission of our Section 37 application.



Selecting an alignment

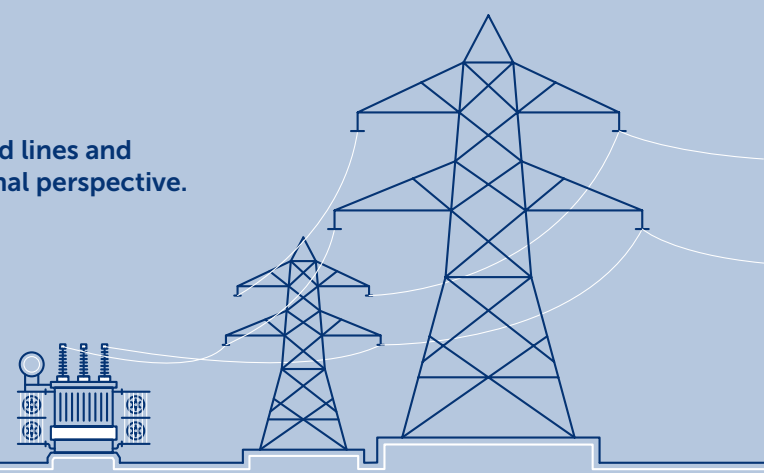
The consideration of alignment options and design solutions brings together work by four main disciplines:

Engineering Team

Who identify engineering constraints and where overhead lines and cables can be installed from a construction and operational perspective.

Key considerations include:

- Infrastructure crossings
- Environmental design
- Ground conditions
- Accessibility
- Proximity to existing infrastructure and properties



Communities Team

Who work with communities and make sure that their feedback during the consultation process is closely considered during project refinement.

Key considerations include:

- Community engagement
- Consultation responses review
- Recreational areas and areas of local interest



Land Team

Who engage with landowners to identify key land use constraints.

Key considerations include:

- Landowner engagement
- Mitigating effects of infrastructure on land and properties
- Reaching land agreements

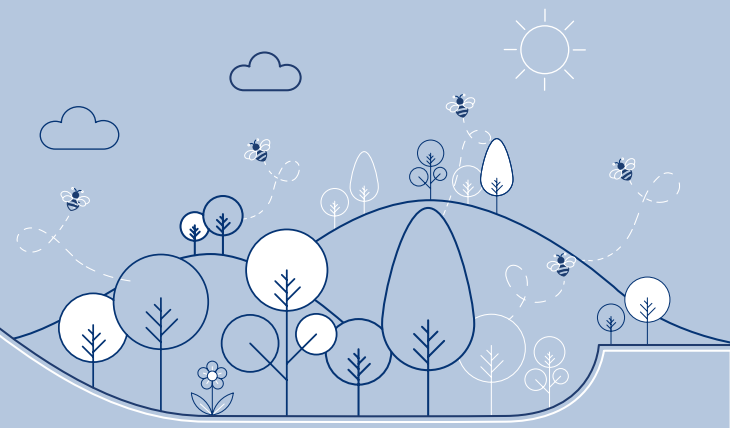


Environmental Team

Who identify key environmental, community and social constraints along the routes which the new infrastructure could impact upon.

Key considerations include:

- Engagement with statutory consultees and planning authorities
- Results of specialist environmental surveys including archaeology, ornithology, ecology, geology and hydrology
- International environmental designations including Special Areas of Conservation (SACs - designated for habitats), Special Protected Areas (SPAs - designated for bird species), Sites of Special Scientific Interest (SSSI), Ramsar sites (wetlands of international importance identified under the terms of the Ramsar Convention) and World Heritage Sites
- National designations including Scheduled Monuments, Listed Buildings, National Scenic areas, National Nature Reserves, Gardens and Designed Landscapes
- Regional environmental sensitivities including Wild Land Areas and Special Landscape Areas
- Local environmental aspects including visual amenity, local and RSPB nature reserves, recreation uses



Striking a balance

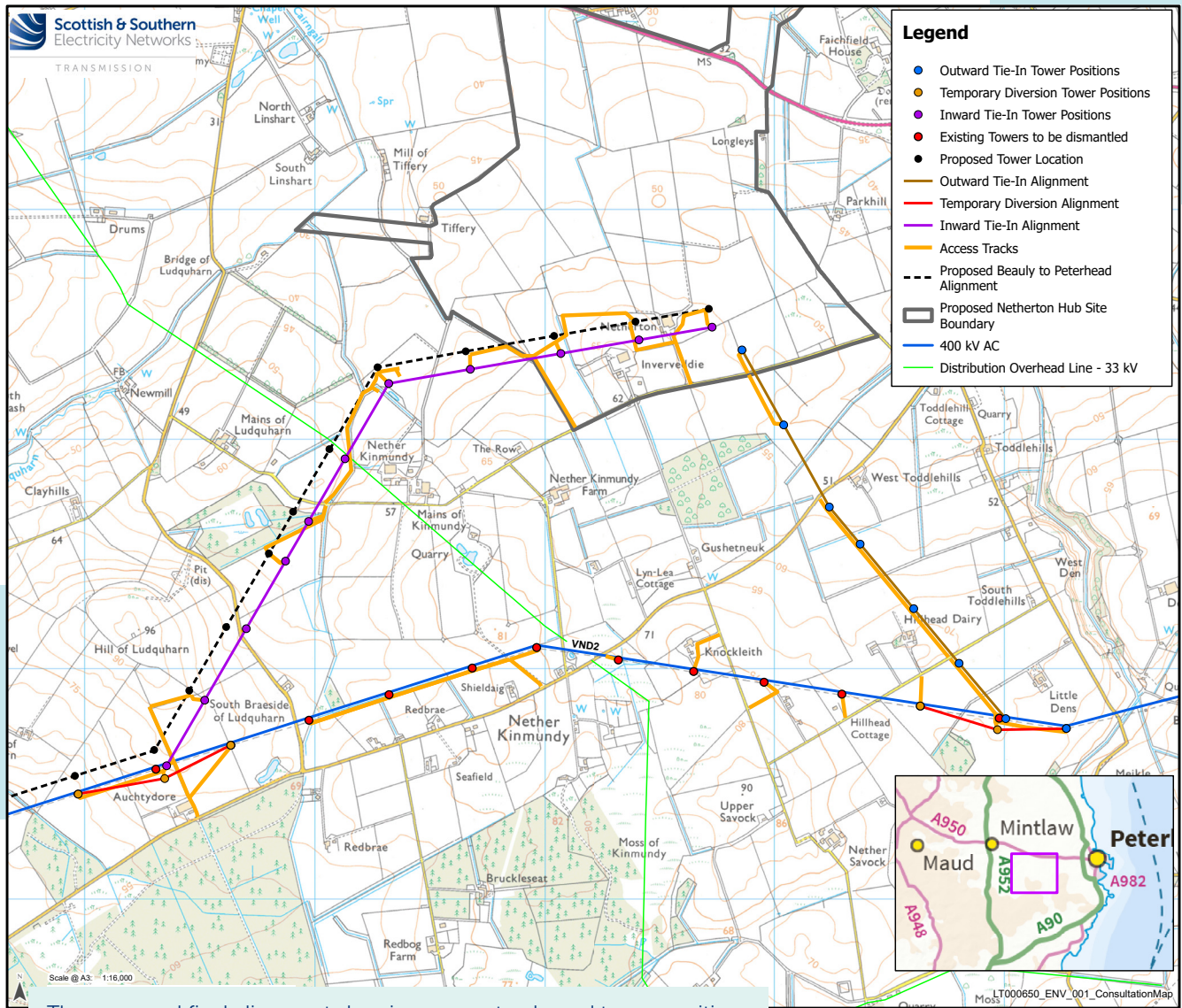
When selecting an alignment, we need to carefully balance key considerations relating to engineering, environment, cost and social aspects of the overhead line route. We then consider the likely effect and level of impact of each consideration, which will vary for each alignment. This can be based on how populated the area is, the outcomes of environmental and engineering surveys, stakeholder and community feedback, the presence of peat, the local water environment, if there is existing infrastructure we need to avoid, if the effects on land and property can be mitigated and if a constructable alignment can be identified.

Ultimately, we need to balance a range of factors and present the solution we consider most viable, to then put forward for consultation. We consulted in March 2025 on our Potential Alignment, and have now confirmed the route we are taking forward as the Proposed Alignment.

Proposed alignment

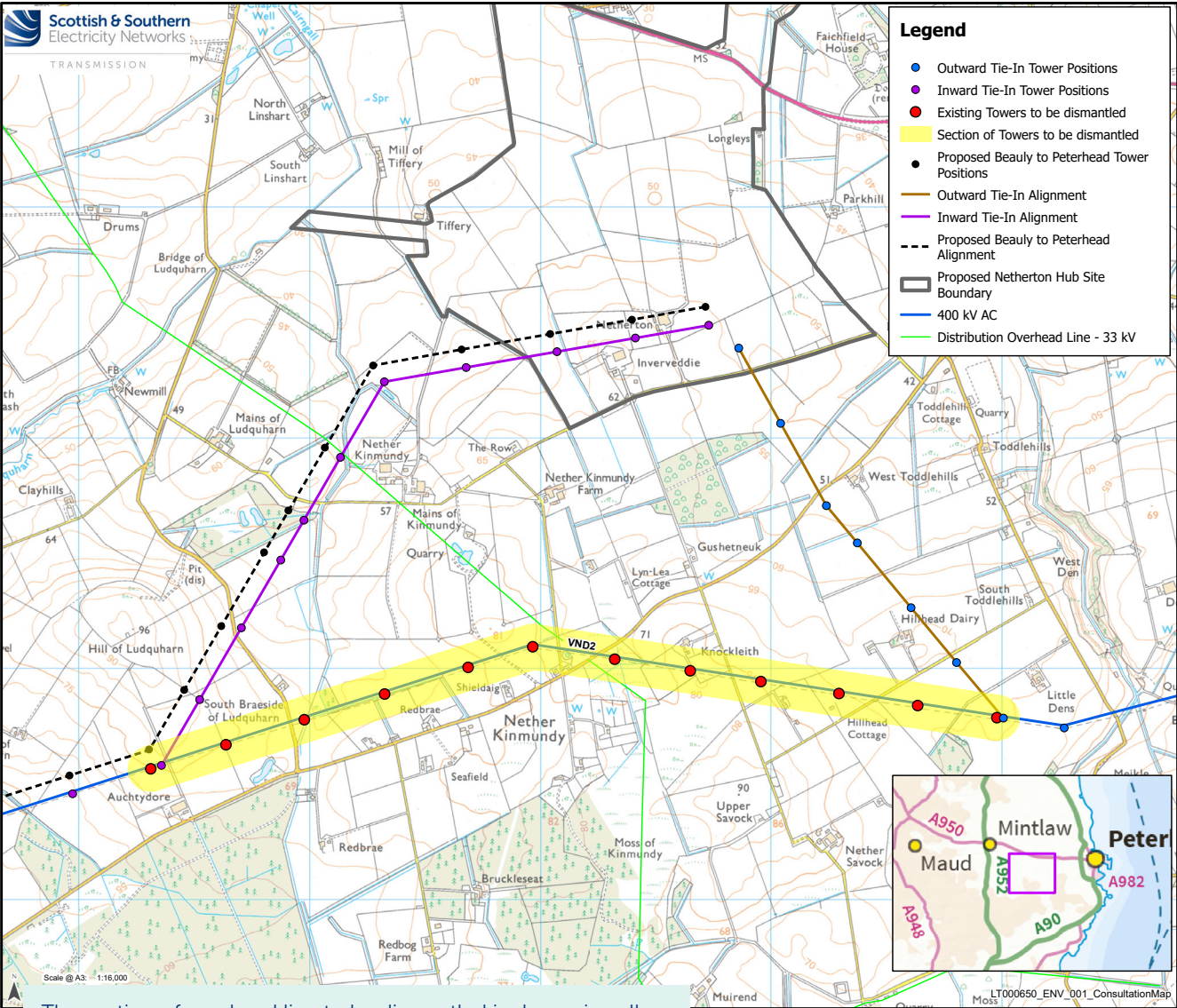
This map shows the proposed final alignment showing access tracks and tower positions.

The final alignment proposes to divert the existing overhead line approximately 3.4km to connect into the Netherton Hub from the west. This inward section follows the same path as the proposed Beaulieu to Peterhead 400kV overhead line. The outward section of the tie-in extends from the Netherton Hub to the south and is approximately 2km in length.



The proposed final alignment showing access tracks and tower positions

The existing New Deer – Peterhead 400kV overhead line will be removed from tower 65 to tower 76 once the new overhead lines are constructed.



The section of overhead line to be dismantled is shown in yellow

Consult our maps: You can find a large-scale version of our map on our project website at: ssen-transmission.co.uk/Netherton-400kv-ohl-tie-in

About the overhead line

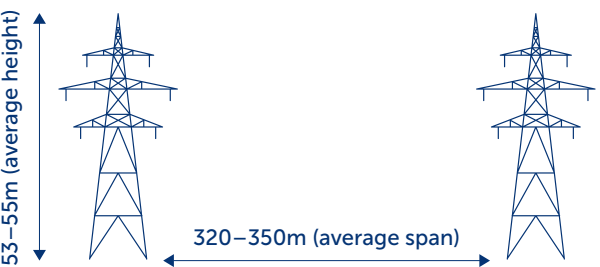
The existing circuit between New Deer and Peterhead is a 400kV overhead line that was previously upgraded from 275kV in 2021/2022. Due to the close proximity between this existing line and the proposed 400kV substation within Netherton Hub, the tie-ins to the site will also be constructed as a 400kV HVAC (High Voltage Alternating Current) overhead line.

The overhead line would consist of steel lattice towers which would support six conductor bundles on six cross arms and an earth wire between the peaks for lightning protection. The 'inward' tie-in to Netherton from the west would use the same L8(c) towers as the existing line. These towers are expected to have an average height of approximately 53m.

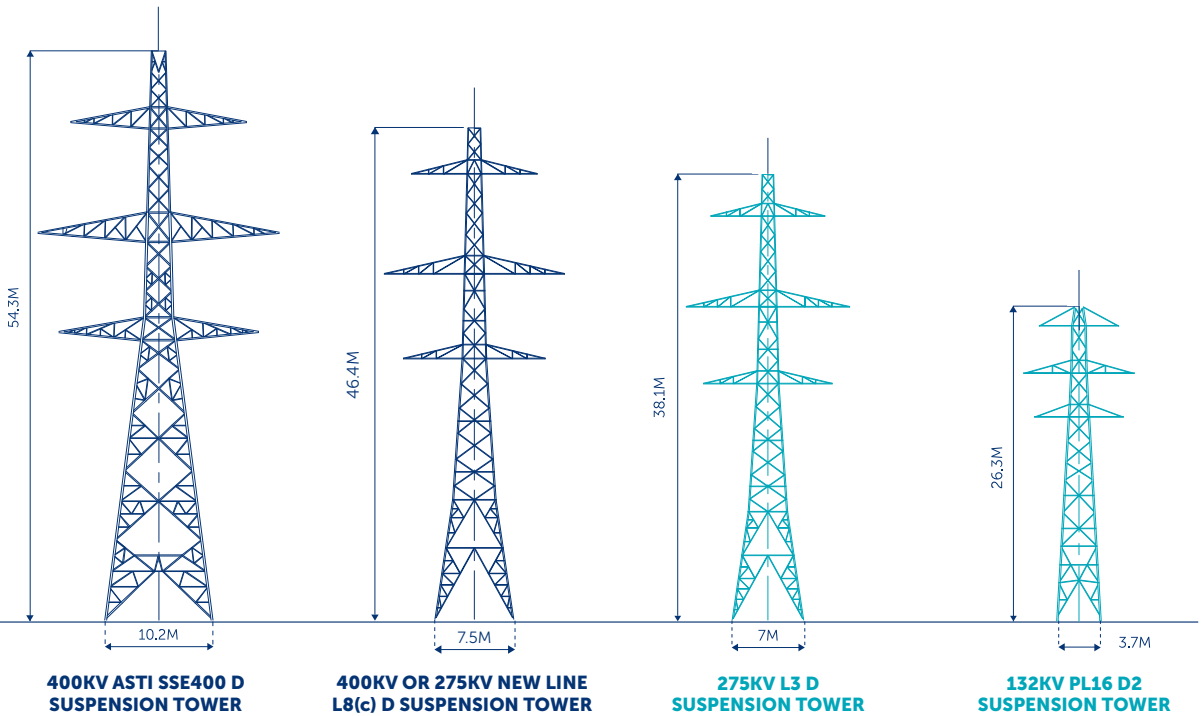
The 'outward' tie-in from Netherton Hub would use the ASTI SSE400 tower design due to the requirement to support larger conductors to facilitate greater power transfer. These towers are expected to have an average height of approximately 55m.

The average distance between the towers is expected to be 320-350m for both the inward and outward sections. Tower height and the distance between them will vary dependant on several factors such as altitude, climatic conditions and topography.

This is similar to the existing line that goes between New Deer and Peterhead. This existing line has 91 towers with an average height of 47m and average span length of 330m.



Please note, this graphic is an indicative representation of the standard height and not average height of each tower type. This is because the average height depends on the specific topography encountered by each overhead line.



(Proposed towers for this project)

The challenges with undergrounding at 400kV

The environmental, technical, and operational constraints associated with undergrounding at 400kV make it extremely challenging to deliver in many areas of Scotland. For underground cables at this capacity, longer than 1-2km, additional substation infrastructure would also be needed, enlarging the project's footprint.

Underground cables at 400kV are estimated to be between 5 and 10 times more expensive than overhead lines, and since these costs are reflected in consumer bills, it's a factor that needs to be considered. To deliver the necessary capacity, up to 30 parallel cables will be required. To achieve the required spacing, a trench of over 40m wide would need to be excavated, typically between 1m and 7m deep. During construction, a working corridor of over 70m wide is required for cable installation. This can result in significant land use constraints, typically more so than overhead line construction activities, particularly for farming operations.

BETWEEN 5-10x
More expensive than overhead lines

UP TO 30
Parallel cables required

Trench of **OVER 40M WIDE AND 1-7M DEEP** would need to be excavated

OVER 70M WIDE working corridor, which can result in significant land use constraints

Why can't the development be placed offshore?

In its assessment of what is required to meet 2030 targets, the National Energy System Operator (NESO), concluded there is a need for both onshore and offshore projects.

Overhead lines can carry roughly three times more power than subsea cables, making them more efficient and cost effective for energy bill payers, whilst technical challenges and constraints limit the use of only offshore solutions.

Moreover, onshore energy infrastructure helps support local electricity needs and improves the network's reliability across northern Scotland.

Visit our Frequently Asked Questions page to find out more about our engineering and technology considerations including more details regarding underground and offshore cables.
ssen-transmission.co.uk/2030faqs

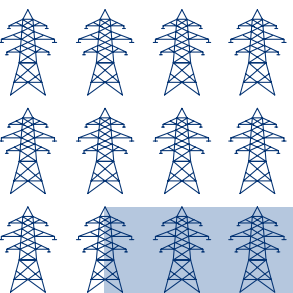
Managing construction impacts

We are committed to minimising the impact of construction through avoiding potential issues by designing them out, undertaking thorough environmental assessments and working closely with the local community.

Our focus includes mitigating effects, for example to people, biodiversity, water, soil, and traffic disturbances. A Construction Environment Management Plan will be set up, to ensure mitigation is put in place and its effectiveness is monitored throughout the construction phase.

During construction, expected short-term impacts may include noise and traffic disruptions. Before starting, we'll have a plan to manage these, including organising deliveries and travel to avoid busy times and sensitive areas.

We'll work closely with community groups and contractors to ensure adherence to mitigation measures.



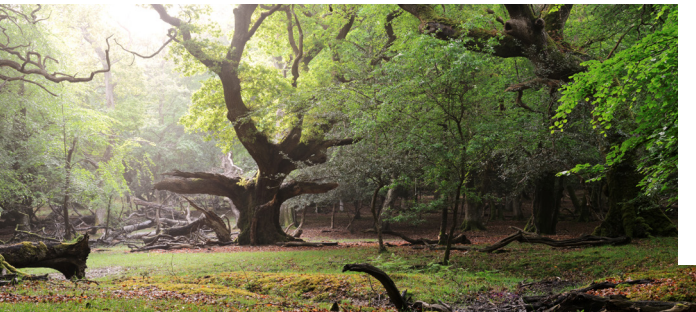
Additional considerations

Permanent removal of part of the existing New Deer to Peterhead 400kV overhead line

Following construction of the proposed 400kV overhead line tie-in, a section of the existing 400kV overhead line between New Deer substation and Peterhead substation from tower 65 to tower 76 will be dismantled and removed. Tower removal is typically completed by cutting the tower legs and felling the tower in a controlled manner. Access to tower locations for dismantling works will be taken using either temporary trackway panels or all-terrain vehicles. Temporary stone access tracks may be required in some places to facilitate crane access to aid in the dismantling. The operational corridor associated with the existing overhead line route will be returned to the landowner following reinstatement.

Operational corridor

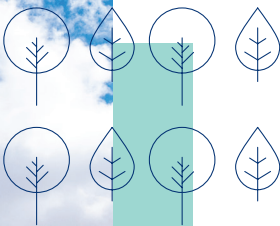
The development of the Proposed Alignment has sought to avoid and minimise impacts on woodlands and forestry where possible. Where the proposed overhead line alignment passes through areas of woodland and commercial forestry, an Operational Corridor is identified to ensure the safe operation of the overhead 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.



Supporting development

Additional works that will also be required as part of the construction of the new overhead line include the following:

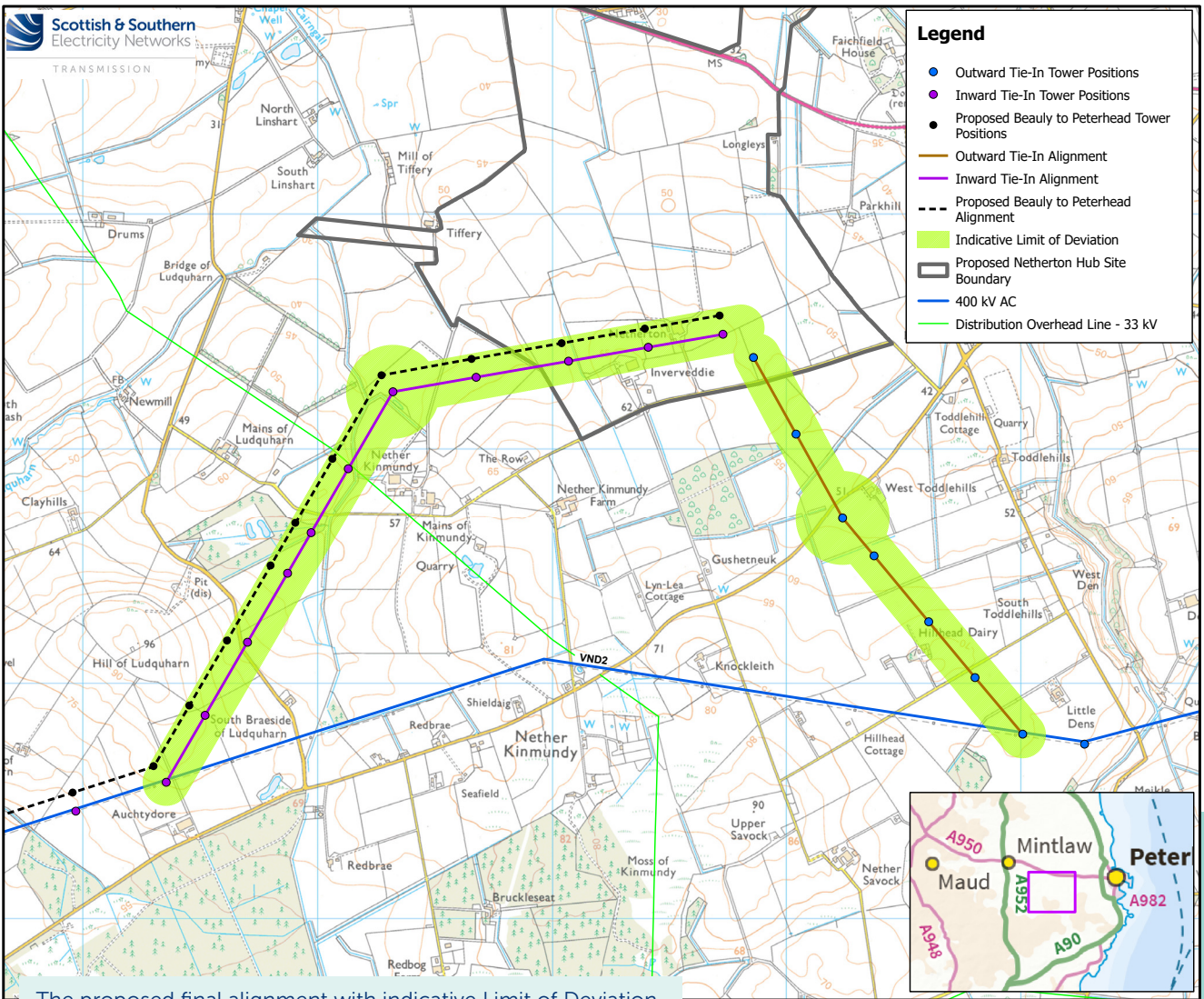
- Upgrade of existing and creation of new access tracks;
- Vegetation clearance and management;
- Temporary working areas around the proposed tower locations to facilitate construction;
- At some tower locations, the formation of temporary flat areas from which the conductors (wires) will be pulled through during construction. These areas will contain earthed metal working surfaces referred to as Equipotential Zones (EPZs);
- Other temporary measures required during construction, such as measures to protect road, railway and water crossings during construction (e.g. scaffolding).
- Temporary construction compounds will also be required at locations along the overhead line route. The final location and design of temporary site compounds will be confirmed by our contractor and separate planning consents will be sought as required.



The 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 Appraisal (EA) 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 up to 200m around angle tower positions to allow for micro-siting of the larger temporary working areas required. A vertical LoD of $\pm 9\text{m}$ 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.



The proposed final alignment with indicative Limit of Deviation

Our access strategy

Construction 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 have now determined our proposed access routes for each tower location and established which of these are planned to be upgrades to existing access or new temporary or

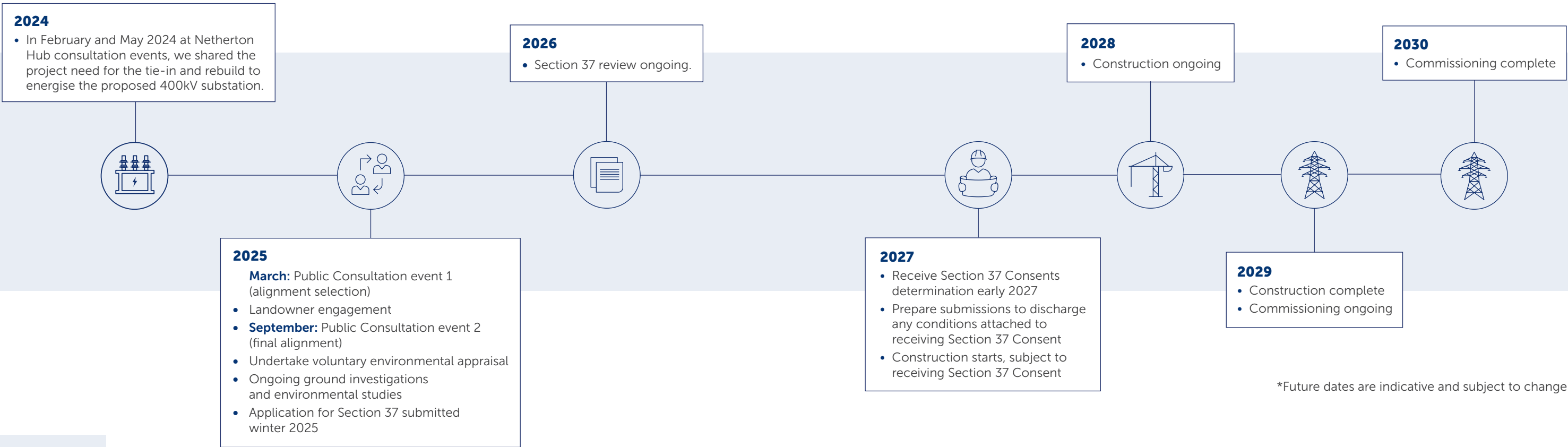
permanent access tracks. These proposals are available to view at our consultation events. A detailed traffic and transport assessment will form part of the Environmental Appraisal, which assesses potential impacts of construction traffic and the capacity of local roads to accommodate this traffic. A Construction Traffic Management Plan (CTMP) will be agreed with the local authorities prior to works commencing.

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



Type of access	What does it mean?
Construction Access	During construction, stone tracks would typically be used to gain access to each of the tower locations. This would normally be temporary except in locations where it is considered that it needs to be retained to maintain safe access for future operations and maintenance. There are different types of construction access tracks, these include cut tracks, surface tracks and floated roads. Each provide different benefits depending on the ground conditions in the area. A typical access track would be of a minimum 4m in width however this could be wider in areas where heavy plant require access.
Statutory inspection and general maintenance access	When designing the overhead lines, we need to consider how our operational teams will get back to the locations in the future to carry out routine inspections and maintenance. Operational access would normally consist of an off-road 4x4 vehicle with a trailer being able to reach each tower. If we consider it not possible for a 4x4 to be capable of doing this, we would need to consider alternative access either by identifying a route where temporary track mats can be installed as and when required or through construction of a permanent track. In open fields with fair ground conditions and generally accessible terrain no additional permanent access would normally be required.
Demolition access	At times we may need to consider access for future safe removal of an overhead line. This doesn't mean having access to every location to be able to dismantle the towers, but it should consider how we may take the access and what additional roads, panelling would be required if we were to do so.
Heavy Maintenance Access	<p>This covers if any future refurbishment or modifications would be required for the line. For this we have to consider what locations heavy plant would need to be able to access and have plans on how they would get to these locations.</p> <p>Typically, the main focus here is access to the angle towers. At angle towers this is where the overhead line conductors get pulled onto the towers so additional access and space is needed in these locations during construction to carry this out.</p> <p>Where these locations cannot be easily accessed, we would look to retain permanent access so that if a conductor needed replaced in the future this could be carried out safely whilst minimising the time frames required to perform the maintenance.</p>
Helicopters	<p>During the wiring (stringing) of the new overhead line, helicopters may be used to fly out a pilot bond through wheels attached to the insulator on each arm of the tower. This allows for the conductor to be attached to the bond and then winched in to place from drums.</p> <p>This process can also be done manually by passing the pilot wire through wheels attached to the insulators and pulling it between towers using a tractor.</p> <p>It is not currently intended to use helicopters for construction of the steel lattice towers themselves.</p>

Project timeline



The consenting process

The legislation governing the consenting of overhead line (OHL) projects in Scotland is the **Electricity Act 1989**. Applications for consent to construct and operate new overhead lines are made under **Section 37** of this Act and are referred to as “**Section 37 Consents**”.

The Section 37 application will be accompanied by a voluntary Environmental Appraisal, as well as standalone reports such as a planning statement, and detailed design drawings. A Pre-Application Consultation (PAC) Report will also be provided, and this will provide details of the public and stakeholder consultation undertaken, a summary of the feedback received, and our response to that feedback.

We plan to submit our Section 37 application to the Scottish Government’s Energy Consents Unit (ECU) in **December 2025**.

Once an application for consent has been submitted, all documents relating to the submission will be made

publicly available and there will be an opportunity for the public to make formal representations to the ECU before a recommendation is made by them to the Scottish Ministers for a decision.

Please note that feedback provided as part of this final pre-application consultation event are not formal representations to the Energy Consents Unit (ECU).

We will update stakeholders once the application for consent has been submitted and we will also publish newspaper advertisements to inform local communities and the general public of the applications being made to Scottish Ministers.

Determining a Section 37 application and communicating outcomes

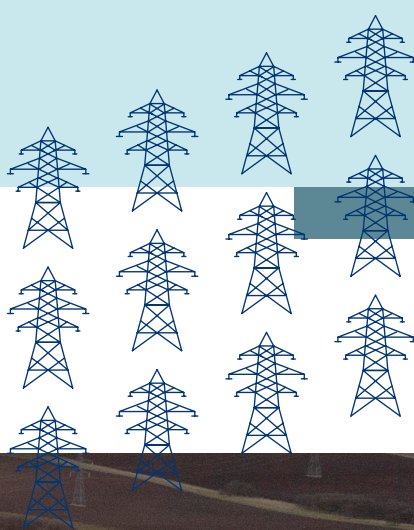
Section 37 applications are determined on a case-by-case basis by the Scottish Ministers.

When a decision is made, the ECU will send us a decision notice, copying in the local planning authority and other consultation bodies. The decision notice is a record of the reasons for the decision and, if consent is granted, it contains the conditions that must be satisfied in order to implement the consent.

The ECU and local planning authority will publish the decision notice via their own channels, and we must publicise the outcome on our website, in the Edinburgh Gazette, and in a local newspaper. We’ll also communicate the decision by mainstream media and other various means, including email updates to Elected Members and those signed up to project updates, social media, and press releases.



Read more about the Section 37 process here: ssen-transmission.co.uk/s37-process



Addressing feedback

Consulting on the alignment

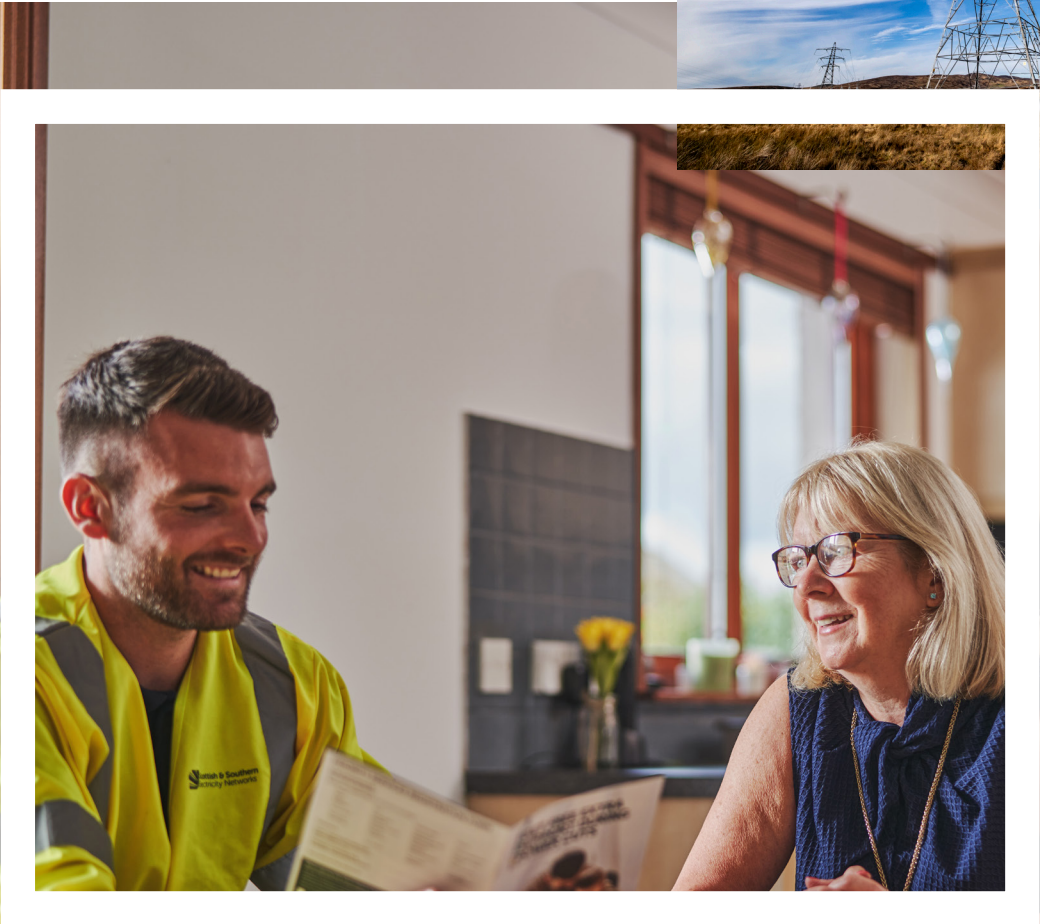
In March 2025, we launched our Alignment Consultation, seeking comment on the Potential Alignment options identified for the new proposed Netherton Hub overhead line tie-in.

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 on the Potential Alignment in March 2025, a total of **158** attendees attended. During the following feedback period, we received 7 pieces of feedback relating to the tie-in alignment, covering several themes which we have addressed in the following table. This feedback was then reviewed by the project team to inform our final decision.

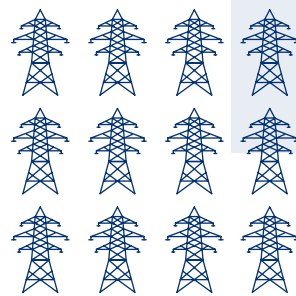


The following table summarises the feedback received, and our response.

Feedback/Theme	Response
Impacts to the local wildlife habitats around Ludquharn and Longside	<p>There are ongoing ecology surveys in the area to understand any potential impacts on wildlife and possible in order to identify mitigations. We appreciate residents' cooperation in permitting access to carry out these surveys.</p> <p>Construction and operational impacts will be thoroughly assessed in the Environmental Appraisal (EA) Report stage. A Construction Environmental Management Plan (CEMP), prepared and implemented by the Principal Contractor, will guide environmental management during construction. The CEMP will align with commitments in the EA Report, statutory consents, and industry best practices, with oversight from a qualified Environmental Clerk of Works (EnvCoW) and support from other professionals.</p>
Property Value	<p>We understand that there are concerns about the potential impact of our proposed developments on properties within the vicinity of our proposed overhead line alignments and substations sites. We will look to mitigate impacts on residential properties as far as possible and these impacts will be assessed as part of the Environmental Impact Assessments that will accompany our applications for consent. 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. Concerns in relation to impacts on property continue to be 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 1961. If you are entitled to compensation under the legal framework we will assess any claim on a case-by-case basis under the direction of this legal framework. If this is the case, we will recommend that you engage a professional adviser and we will generally meet reasonably incurred professional fees in these circumstances. However, for the avoidance of doubt, we should advise that we will not meet fees incurred in objecting to our proposed developments.</p>
Community Benefit Fund	<p>Some expressed a preference that any community benefit fund should be used for compensation payments instead. However, the purpose of the funds are to support and deliver local projects and initiatives that benefit the community where our new infrastructure is located. Our community benefit funds follow the latest UK Government guidance.</p>

Feedback/Theme	Response
The approach taken to select the potential alignment was unclear.	The 'Overhead line key stages' chapter in this booklet explains the key stages when selecting an overhead line route: corridor, route, and alignment. The corridor and route stages were bypassed by this project due to the relatively short distance of overhead line required. The alignment options are influenced by engineering and cost factors as well as by local constraints, such as residential properties, their aspect, and amenity; ground suitability; habitats; and cultural heritage features and setting.
Cumulative impacts and a fragmented approach to project development.	<p>The cumulative impact of the development with other known energy infrastructure development in the area will be assessed as part of the Environmental Appraisal (EA) process. Cumulative assessment will have regard to any known proposed infrastructure in the search area. Any connection projects that are progressed at a later stage would need to similarly take cognisance of other known infrastructure in their assessment of cumulative impact whether existing or proposed. SSEN Transmission can only refer to known infrastructure proposals in undertaking such an assessment.</p> <p>Ofgem's approval of the need for strategic electricity transmission reinforcement confirmed that specific projects identified by the Electricity System Operator through the Holistic Network Design (HND) would be taken forward as part of the Accelerated Strategic Transmission Investment (ASTI) framework.</p> <p>The HND fully anticipated that the projects identified would need to be delivered through the progression of specific designs for each reinforcement by the Transmission Owners (TO's) appointed through the regulatory process, with these specific options to be designed and consulted on individually.</p> <p>Further to this, we have combined our consultation events with other local developments when possible. This has included holding joint consultation events with Eastern Green Link 3, Beaully to Peterhead 400kV overhead line and with the associated rebuild aspect of this project.</p>
Traffic Management	A detailed traffic and transport assessment will form part of the Environmental Appraisal, 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.

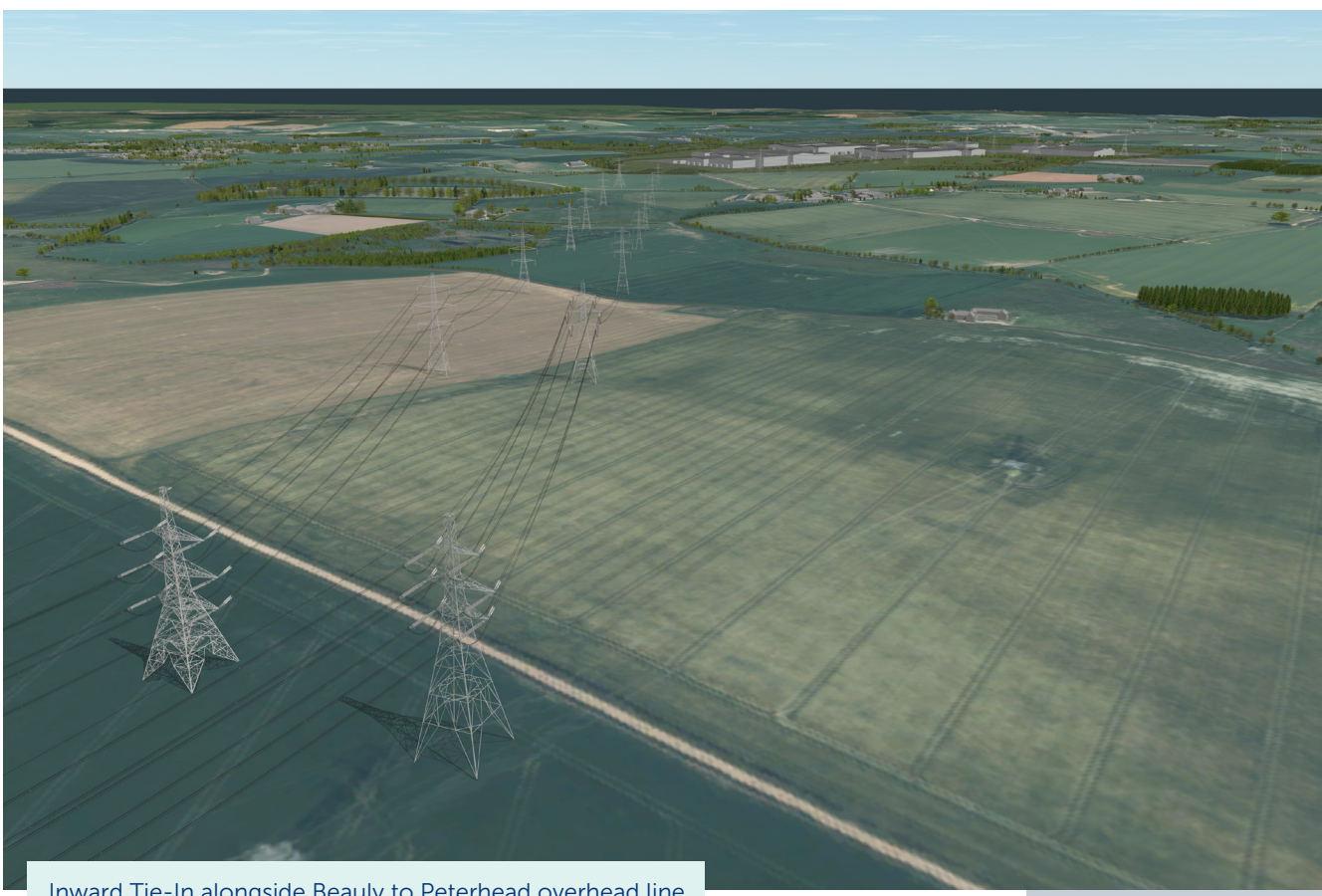
Feedback/Theme	Response
Landscape and Visual impacts	<p>To get a better sense of the proposals in full, a visualisation portal including flythrough video is also available to view from the project webpage and our consultants, 3D Webtech, will be assisting us at our consultation event with copies of the model that attendees can interact with during the event.</p> <p>Within our Section 37 application will be our limit of deviation which will define the maximum extent with which our development can be built. This will allow for tower 'micrositing' to minimise, where possible, the visual impacts on properties.</p>
Noise Pollution	When developing overhead lines and substations, we focus on having a minimal noise impact. Detailed noise assessments are conducted as part of our environmental assessments, and include current noise levels, potential new noise as a result of our infrastructure, and mitigation measures where required, to ensure noise is within acceptable levels.
Why can't the outward connection (T2A) follow an eastward route out of the Netherton Hub rather than to the south of the hub.	<p>Based on the proposed 400kV substation design, the overhead line must tie into the south side of the site. The east side of the site has further infrastructure within it along with screening bunds.</p> <p>The existing New Deer to Peterhead 400kV OHL is also situated to the south of the proposed 400kV substation therefore the most optimal connection point is to the south.</p>
Why is a double row of pylons required?	<p>There is a requirement for a 400kV double circuit connection between Beaully and Peterhead via the proposed new substation sites.</p> <p>This means that there is a requirement for a new 400kV double circuit overhead line between Greens substation and Longside 400kV substation (Beaully to Peterhead) and then between Longside 400kV substation and the existing Peterhead 400kV substation (Tie-Ins and Rebuild).</p> <p>To minimise the number of overhead lines going into Peterhead this requirement can be delivered by diverting the existing New Deer to Peterhead overhead line in and out of Longside creating this final part of the connection.</p> <p>After consideration of the alignment options, having the proposed Beaully to Peterhead OHL running in parallel with the tie-in into Longside is considered preferable from a visual and landscape perspective as it follows a natural valley and allows for the towers to pass through the lower terrain within the landscape in unison.</p>



3D visualisations

We understand that local stakeholders need to be able to visualise what the development may look like in their local area. We've provided 3D visualisations which model the potential alignment into the local landscape to help understanding of the proposals in terms of the visual impact, distance and height.

The following are some images taken from a 3D model created from a range of different viewpoints.



Inward Tie-In alongside Beaulieu to Peterhead overhead line

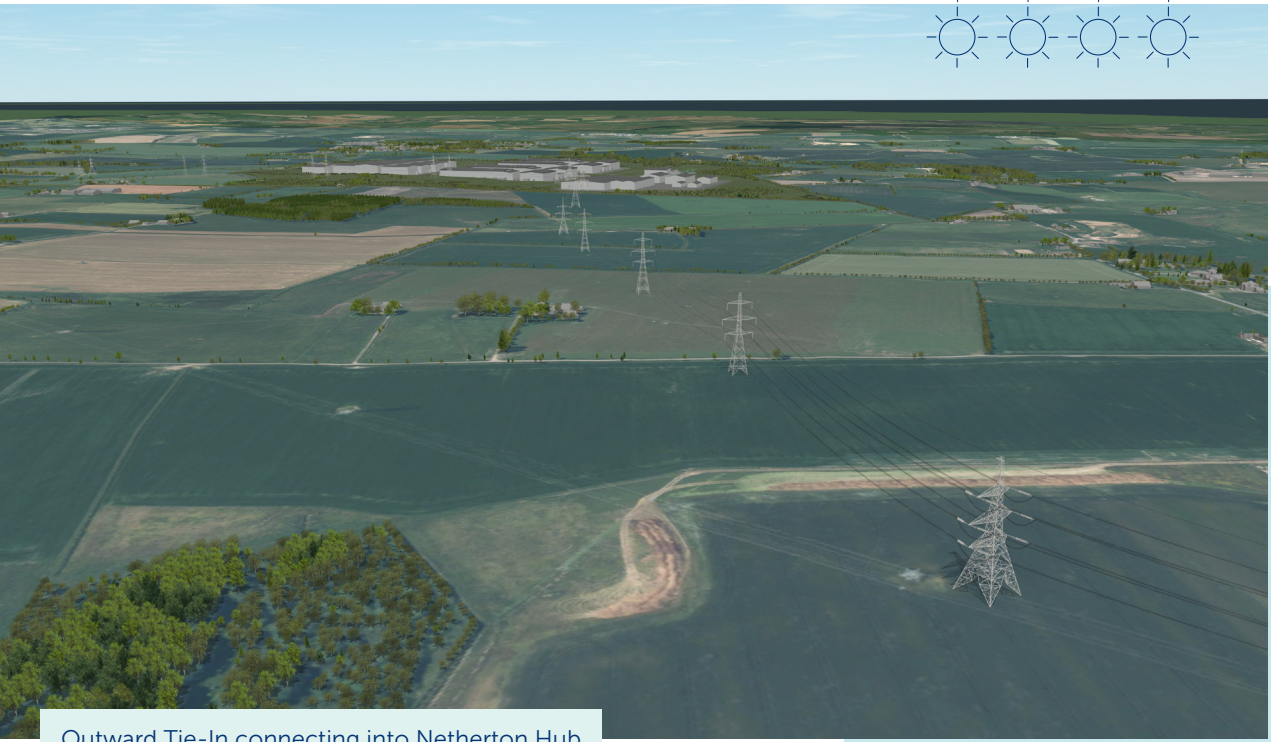
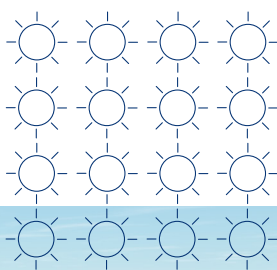
To get a better sense of the proposals in full, a visualisation portal including flythrough video is also available to view from the project webpage and our consultants, 3D Webtech, will be assisting us at our consultation events with copies of the model that attendees can interact with during the event.



To find the 3D flythrough video, scan the QR code or visit the following URL: ssen-transmission.co.uk/Netherton-400kv-ohl-tie-in

Photomontages

Photomontage visualisations will also be produced as part of the Environmental Impact Assessment (EIA). Once the EIA is completed, we'll ensure these photomontages are available to view.



Outward Tie-In connecting into Netherton Hub



Connections at Netherton hub facing towards Peterhead.

Have your say

We value community and stakeholder feedback. Without this, we would be unable to progress projects and reach a balanced proposal.

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.

We intend to submit our application for consent in **December 2025**. Prior to this, you can submit your final formal comments to us before our feedback period closes. Once we submit our application for consent, members of the public can make formal representations directly to the Scottish Government's Energy Consents Unit before it takes a decision.

The feedback period

We will accept feedback from now until **8 October 2025**.

How to provide feedback

Submit your feedback by:

- Scanning the QR code on this page or via the form on our project webpage: ssen-transmission.co.uk/Netherton-400kv-ohl-tie-in
- Emailing the feedback form to our Community Liaison Manager, or
- Write to us enclosing the feedback form in this booklet.



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."

What we're seeking views on

Now that we have selected our proposed alignment, we want to know if you have any further comments in relation to how we have responded to feedback and how you'd like us to best engage with you in the future, prior to the submission of our Section 37 application.

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

Gillian Doig



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



gillian.doig@sse.com



07879 288 666



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/Netherton-400kv-ohl-tie-in

You can also follow us on social media:



@assentransmission



@SSETransmission

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, or submit your feedback via the online form on our project website.

Please note that comments on this form are not formal representations to the Energy Consents Unit (ECU). Once an application for consent has been submitted, all documents relating to the submission will be made publicly available and there will be an opportunity for the public to make formal representations to the ECU before it takes a decision.

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

Q1. If there is a specific section of the overhead line alignment that your comment relates to, then please indicate or provide the name of the closest settlement.



Inward tie-in



Outward tie-in

Closest settlement:

Q2. Do you have any final comments regarding the alignment being proposed, or concerns relating to the construction phase of the project?

Comments:

Q3. 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:

Q4. 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 Gillian Doig - SSEN Transmission, Grampian house, 200 Dunkeld Road, Perth, PH1 3GH

Email: gillian.doig@sse.com **Online:** ssen-transmission.co.uk/Netherton-400kv-ohl-tie-in

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.

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