Scottish & Southern Electricity Networks

TRANSMISSION

Report on Consultation - Alignment Selection

Netherton Hub 400 kV OHL Connection to New Deer and Peterhead: Tie-In

July 2026

CONTENTS

GLOSSARY

Term	Definition
Above Ordnance Datum (AOD)	A vertical datum used by an Ordnance survey as the basis for deriving altitudes on maps.
AC	Alternating current.
Alignment	A centre line of an overhead line, along with location of key angle structures.
Amenity	The natural environment, cultural heritage, landscape and visual quality. Also includes the impact of SSEN Transmission's works on communities, such as the effects of noise and disturbance from construction activities.
Ancient Woodland	In Scotland, Ancient Woodland are areas of woodland that have existed since 1750 and are relatively undisturbed by human development. They are considered irreplaceable and have complex biodiversity that have accumulated over hundreds of years.
Ancient Woodland Inventory (AWI)	The Ancient Woodland Inventory (AWI) is a provisional guide to the location of Ancient Woodland and has three categories of woodland: i. Ancient Woodland (TIA and 2a) - Interpreted as semi-natural woodland from maps of 1750 (TIA) or 1860 (2a) and continuously wooded to the present day. If planted with non-native species during the 20th century they are referred to as Plantations on Ancient Woodland Sites (PAWS). ii. Long-established woodlands of plantation origin (LEPO) (TIB and 2b) - Interpreted as plantation from maps of 1750 (TIB) or 1860 (2b) and continuously wooded since. Many of these sites have developed semi-natural characteristics, especially the oldest ones, which may be as rich as Ancient Woodland. iii. Other woodlands on 'Roy' woodland sites (3) - Shown as unwooded on the 1st edition maps but as woodland on the Roy maps. Such sites have, at most, had only a short break in continuity of woodland cover and may still retain features of Ancient Woodland.
Beauly to Peterhead Connection	A neighbouring overhead line development connecting the Beauly Substation to Peterhead via the New Deer development.
Biodiversity Net Gain (BNG)	An approach to development which makes sure that the natural environment is left in a measurably better state than it was before the development.
Biodiversity Units (BU)	The metric used to quantify the biodiversity gains and losses of a development.
Birds of Conservation Concern	Birds of Conservation Concern (BoCC) provides the status of all regularly occurring birds in the UK, Channel Islands and Isle of Man. The current version is BoCC 5. Birds of highest conservation concern will appear on the Red List.
Class 1 and Class 2 Peatland	Class 1 – Nationally important carbon-rich soils, deep peat and priority peatland habitat. Areas likely to be of high conservation value.

Term	Definition
	Class 2 – Nationally important carbon-rich soils, deep peat and priority peatland habitat. Areas of potentially high conservation value and restoration potential. These classes are based on the Carbon and Peatland 2016 Map[1].
Construction Traffic Management Plan (CTMP)	A plan setting out how construction traffic will be managed, including access routes, abnormal loads and measures to reduce disruption.
Construction Environmental Management Plan (CEMP)	A site specific environmental management plan setting out the environmental management procedures, legislation and requirements for a particular project and site.
Consultation	The dynamic process of dialogue between individuals or groups, based on a genuine exchange of views and, normally, with the objective of influencing decisions, policies or programmes of action.
Corridor	A linear area which allows a continuous connection between the defined connection points. The corridor may vary in width along its length; in unconstrained areas it may be many kilometres wide.
DC	Direct current.
Distribution Network Operator (DNO)	The operator of the electric power distribution system which delivers electricity to most end users.
Drinking Water Protected Areas (DWPA)	Bodies of surface water and groundwater identified in the Water Environment (Drinking Water Protected Areas) (Scotland) Order 2013 which are used for the abstraction of water intended for human consumption.
Effect	The direct or indirect physical consequence(s) of the proposed alignment option on receptors, under each of the various topic headings.
Electricity System Operator (ESO)	National Grid is the Electricity System Operator (ESO) for Great Britain. The ESO balances electricity supply and demand to ensure the electricity supply.
Environmental Appraisal Report (EAR)	A report that appraises environmental topics, identifies potential effects and sets out proposed mitigation for the Proposed Development.
Environmental Clerk of Works (EnvCoW)	A qualified environmental professional who provides on-site monitoring and advice during construction.
Freshwater Pearl Mussel (FWPM)	It is an endangered species of mollusc, found in clean, nutrient poor low-calcium rivers.
Gardens and Designed Landscapes (GDLs)	The Inventory of Gardens and Designed Landscapes lists those gardens or designed landscapes which are considered by a panel of experts to be of national importance.
Geology	The study of the rocks and similar substances that make up the earth's surface.

[1] Scotland's Soils. 2016. Carbon and peatland 2016 Map. Available online: Carbon and peatland 2016 map | Scotland's soils

Term	Definition
Ground Water Dependent Terrestrial Ecosystem (GWDTE)	Wetlands which critically depend on groundwater flows. They are safeguarded by the Water Framework Directive (WFD) and are sensitive to hydrological and ecological changes.
Habitat	Term most accurately meaning the place in which a species lives, but also used to describe plant communities or agglomerations of plant communities.
Habitat Map of Scotland (HABMOS)	It is the national repository for habitat and land use data. The map adopts internationally recognised data and habitat classification standards.
Habitat Regulations Appraisal (HRA)	An appraisal used to assess whether a plan or project is likely to have significant effects on European sites or other protected sites.
Historic Environment Scotland (HES)	Historic Environment Scotland is the lead public body established to investigate, care for and promote Scotland's historic environment.
High Voltage Direct Current (HVDC)	A high voltage, direct current (HVDC) electric power transmission system uses direct current for electric power transmission, in contrast to the more common alternating current systems. Most HVDC links use voltages between 100 kV and 800 kV.
Holford Rules	Guidelines on overhead line routeing first formulated in 1959 by Sir William later Lord, Holford. The Holford Rules set out a hierarchical approach to routeing which advocates avoiding areas of high amenity value, minimises changes in direction, which takes advantage of topography and which minimises visual interactions with other transmission infrastructure.
Holistic Network Design (HND)	A coordinated approach to planning strategic electricity transmission reinforcements to support future generation and network needs.
Hydrogeology	A branch of geology concerned with the occurrence, use, and functions of surface water and groundwater.
Hydrology	The study of water on and beneath the earth's surface, with regards to its occurrence, distribution, movement and properties as well as its relationship with the environment within each phase of the water cycle.
Landscape and Visual Impact Assessment (LVIA)	An assessment of likely effects on landscape character and visual amenity.
Limit of Deviation (LoD)	The defined maximum extent within which infrastructure may be microsited or constructed.
Overhead Line (OHL)	An electricity transmission or distribution line supported above ground by towers, poles or other structures.
Potential Alignment	An alignment option identified as suitable to be taken forward to consultation based on the outcome of the alignment options assessment process.
Private Water Supply (PWS)	A water supply that is not provided by a statutory water undertaker and is used for domestic, commercial or other purposes.
Proposed Alignment	An alignment option derived from the Potential Alignment and identified as suitable to progress to the consenting stage of the project.

Term	Definition
Report on Consultation (RoC)	A report summarising consultation activity, feedback received and the responses or actions proposed by SSEN Transmission.
Section 37 Consent	Consent under Section 37 of the Electricity Act 1989 for installing or keeping installed an overhead electric line.
Special Area of Conservation (SAC)	A protected site designated for habitats and species of conservation importance European Council Directive 92/43/EEC.
Special Protection Area (SPA)	A protected site classified for the conservation of wild birds and their habitats under the European Council Directive 79/409/EEC.

EXECUTIVE SUMMARY

Scottish Hydro Electric Transmission Plc, operating and known as Scottish and Southern Electricity Networks Transmission (hereafter referred to as 'SSEN Transmission'), are proposing to construct the Netherton Hub 400 kV Overhead Line (OHL) Connection to New Deer and Peterhead: Tie-In (the 'Proposed Development'). The Proposed Development comprises a permanent diversion, referred to as a 'Tie-In', of the existing New Deer to Peterhead 400 kV OHL into a new 400 kV Alternating Current (AC) substation, consented separately as part of the Netherton Hub, and associated works, which include the removal of a redundant section of the OHL. The 'Tie-In' is split into an 'In' leg, stemming from the existing New Deer – Peterhead OHL to the Netherton Hub substation, and an 'Out' leg, connecting the substation back out to the existing OHL. The Proposed Development sits adjacent to a second proposed connection considered in parallel to this one, comprising a continuation from the Tie-In exiting Netherton Hub (the 'Out' leg) directly to the existing Peterhead Substation, referred to as the Netherton Hub 400 kV OHL Connection to New Deer and Peterhead: Rebuild (hereafter referred to as 'the Rebuild').

As part of the project's alignment selection stage, a series of alignment options were identified and assessed against environmental, engineering and economic criteria. The outcome of this assessment was presented in the Consultation Document – Alignment Selection (March 2025), which was made publicly available as part of the alignment consultation process undertaken between March 2025 and October 2025.

During this consultation process, two consultation events were held for the Proposed Development, one in March 2025 and the other in September 2025:

- Consultation event one: this event was organised to engage with stakeholders including statutory and non-statutory consultees, local communities, landowners and individual residents to invite feedback on the 'Potential Alignment', an alignment option identified as suitable to be taken forward to consultation based on the outcome of the alignment options assessment process. The event occurred between 10am-12 pm and 3 pm-7pm on 5 March 2025 at Buchan Braes Hotel (AB42 3AR) and Longside Parish Church Hall (AB42 4XN).
- Consultation event two: following the outcome of the first consultation event, SSEN Transmission reviewed the feedback from stakeholders to determine a 'Proposed Alignment', an alignment option identified as suitable to progress to the consenting stage of the project. The 'Proposed Alignment' was presented at the second consultation event along with further information on tower locations and access tracks. This event was held from 3 pm-7 pm on 10 September 2025 at Longside Parish Church Hall (AB42 4XN)

During these two rounds of face-to-face public consultation, attendees were given the opportunity to engage directly with the project team about the Potential Alignment/Proposed Alignment and share their feedback on the current proposals.

This Report on Consultation (ROC) provides a summary of how SSEN Transmission have responded to comments received by key stakeholders on the Potential Alignment and Proposed Alignment and details the actions that are being taken as the Proposed Development progresses through to the Environmental Appraisal Report (EAR) and consenting stage.

1. INTRODUCTION

1.1 Purpose of Document

This RoC documents the consultation process, undertaken during 2025, with all interested parties on the Potential Alignment and the Proposed Alignment identified for the Proposed Development. The report describes the key responses received and details the actions taken in response to the issues raised.

The programme of consultation was designed to engage with key stakeholders including statutory and non-statutory consultees, local communities, landowners and individual residents in order to invite feedback on the rationale for and approach to the selection of the Potential Alignment and the Proposed Alignment[2].

For the purpose of this ROC, it is necessary to define these terms:

- Potential Alignment: an alignment option identified as suitable to be taken forward to consultation based on the outcome of the alignment options assessment process.
- Proposed Alignment: an alignment option derived from the Potential Alignment, identified as suitable to progress to the consenting stage of the project.

The following figures have been prepared to support understanding of the alignment selection process and can be found in **Appendix A**:

- **Figure 1: Alignment Options**
- **Figure 2: Potential Alignment**
- **Figure 3: Proposed Alignment**

1.2 Document Structure

This report is comprised of five sections as follows:

1: Introduction – setting out the purpose of this ROC;

2: Proposed Development Overview – describes the need for the proposals, the proposed technological solution and the typical construction methods;

3: Consideration of Alignment Options – sets out the alignment selection process and methodology that has been applied to date to derive a Potential Alignment and Proposed Alignment;

4: The Consultation Process – describes the framework for consultation and methods which have been employed;

5: Statutory and Non-Statutory Stakeholder Consultation Responses - summarises the range of responses and key comments arising from the public consultation in addition to documenting the statutory and non-statutory consultees who responded through the consultation process;

6: Conclusions and Next Steps – provides a summary of the conclusions reached and actions going forward.

[2] Identified within the Netherton Hub 400 kV OHL Connection to New Deer and Peterhead: Tie-In Alignment Consultation Document (March 2025), produced by SSEN Transmission.

2. PROPOSED DEVELOPMENT OVERVIEW

2.1 The Need for the Proposed Development

Scottish Hydro Electric Transmission Plc, operating and known as Scottish and Southern Electricity Networks (SSEN Transmission), owns, operates and develops the high voltage electricity transmission system in the north of Scotland and remote islands. SSEN Transmission holds a licence under the Electricity Act 1989[3] to develop and maintain an efficient, co-ordinated and economical electricity transmission system.

A strategic hub at Peterhead (herein referred to as 'Netherton Hub') is required for the purpose of supporting offshore and onshore electricity generation in line with network reinforcements as identified in the Holistic Network Design (HND) to meet the UK's 2030 net zero targets. This holistic approach to project planning and development was considered necessary to maximise the potential efficiencies which comes from a single coordinated and collocated development site for both Alternating Current (AC) and Direct Current (DC) transmission infrastructure in the region. The Netherton Hub will substantially strengthen the local transmission network and support new onshore and offshore connections, such as those created through the Scotwind offshore lease rounds. Furthermore, the HND will help facilitate the export of future renewable generation from the North of Scotland to demand centres throughout the UK.

The diversion of the existing New Deer to Peterhead 400 kV OHL into a 400 kV AC substation within the Netherton Hub is required to integrate the new substation into the existing network and maximise the transfer capability between the new Hub substation and the wider transmission network to increase network security.

Further information on SSEN Transmission Pathway to 2030 can be found at the following:

https://www.ssen-transmission.co.uk/projects/2030-projects/2030-need/

2.2 Alternative Options Considered

As part of the alignment selection process, alternative options (see **Figure 1: Alignment Options**) were considered for the Proposed Development. A comparative analysis of each alignment option from an environmental, engineering and economic perspective was conducted for the selection of an overall Potential Alignment (which later became a Proposed Alignment).

Three 'In' leg alignment options and two 'Out' leg alignment options were assessed and a Potential Alignment (comprising one 'In' leg alignment option and one 'Out' leg alignment option) was identified. Further information on these alignment options is presented in the Consultation Document – Alignment Selection[4].

2.3 Overview of Proposed Development

The Proposed Development comprises a permanent diversion, referred to as a 'Tie-In', of the existing New Deer to Peterhead 400 kV OHL into a new 400 kV AC substation, proposed separately as part of the Netherton Hub. The Tie-In is split into an 'In' leg, stemming from the existing New Deer – Peterhead OHL to the Hub substation, and an 'Out' leg, connecting the substation back out to the existing OHL.

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[3] UK Government (1989). The Electricity Act 1989

[4] SSEN Transmission (2025). Consultation Document – Alignment Selection. Netherton Hub 400 kV OHL Connection to New Deer and Peterhead: Tie-In. February 2025

The Proposed Development sits adjacent to a second connection considered in parallel to this one, comprising a connection from the point of diversion back to the existing Peterhead 400 kV Substation. This is a separate project referred to as the Netherton Hub 400 kV OHL Connection to New Deer and Peterhead: Rebuild (hereafter referred to as 'the Rebuild'). The Rebuild is being progressed to on a different timeline to the Tie-In, and there is further consultation activity to be held in relation to the Rebuild in the future.

This Report on Consultation details the Tie-In portion of the OHL and makes reference to the Rebuild where relevant. Details on the Rebuild portion of the OHL will be shared in the Rebuild Report on Consultation (*Netherton Hub 400 kV OHL Connection to New Deer and Peterhead: Rebuild*) which will be published at a later date.

2.3.1 Construction Activities

The main construction elements associated with the Proposed Development are anticipated to include:

- establishment of temporary construction compound(s);
- establishment of access tracks to areas identified as requiring operational access;
- establishment of temporary construction access to areas where permanent access is not operationally required;
- establishment of suitable laydown areas for materials and working areas for tower foundations and erection equipment;
- delivery of components and materials to site;
- construction of approximately 5.3 km of new double circuit OHL;
- dismantling of approximately 3.7 km of redundant section of the existing New Deer to Peterhead double circuit OHL;
- remedial works will be carried out to reinstate the immediate vicinity, and any ground disturbed to pre-existing condition; and
- inspections and commissioning.

All construction activities will be undertaken in accordance with a Construction Environmental Management Plan (CEMP) which will define specific methods for environmental survey, monitoring and management throughout construction. A CEMP will be produced by the contractor and agreed with statutory stakeholders prior to the commencement of construction.

2.3.2 Forestry Removal

It is estimated that up to 1.7 hectares of commercial forestry may be removed as part of the Proposed Development. Any removal of sections of commercial forest will be undertaken in consultation with Scottish Forestry and affected landowners. After felling, any timber removed that is commercially viable will be sold and the remaining forest material will be dealt with in a way that delivers the best practicable environmental outcome and is compliant with waste regulations. Any woodland removal and management of timber will be undertaken in line with The UK Forestry Standard[5] guidance. The Proposed Development will also seek to adhere to the Scottish Government's Control of Woodland Removal Policy[6].

[5] The UK Forestry Standard 4th Edition (2017); The Governments' approach to sustainable forestry. [online]. Available at: https://www.gov.uk/government/publications/the-uk-forestry-standard (Accessed 14 June 2022)

[6] Scottish Forestry. (2009). The Scottish Government's Policy on Control of Woodland Removal. Available at: https://forestry.gov.scot/publications/285-the-scottish-government-s-policy-on-control-of-woodland-removal/viewdocument/285 [Accessed 10February 2023].

2.3.3 *Access during Construction*

Vehicle access is required to each support structure location during construction to allow excavation and creation of foundations and erection of the support structures. Existing tracks will be used where possible. Preference will be given to lower impact access solutions including the use of low pressure tracked personnel vehicles and temporary track solutions in boggy / soft ground areas to reduce any damage to, and compaction of the ground. These journeys will be kept to a minimum to minimise disruption to habitats along the alignment. However, temporary stone tracks are likely to be needed in some areas depending on existing access conditions, terrain and altitude.

Access requirements for the Proposed Development will be dependent upon the type of OHL supports chosen. Consideration of impacts will be undertaken once the support type has been confirmed. A more detailed plan for access during construction will be prepared to support the Section 37 application, however all the alignments under consideration have a good network of access tracks within the surrounding area. No portion of the alignments is greater than 1km from an existing access with the majority being situated between 100m and 300m from an existing form of access.

2.3.4 *Indicative Programme*

It is anticipated that construction of the proposed OHL will take place over a 24-month period, although detailed programming of works will be the responsibility of the Principal Contractor in agreement with SSEN Transmission. Subject to gaining the necessary consents, it is anticipated that construction will commence in 2027, with an estimated completion date in 2029. Every effort will be made to minimise disturbance to landowners and local residents during construction by providing regular updates on works and restrictions via the site manager, community liaison manager and corporate affairs team.

3. CONSIDERATION OF ALIGNMENT OPTIONS

3.1 Introduction

The approach to alignment selection has been informed by SSEN Transmission's guidance 'Procedures for Routeing OHLs and Underground Cables of 132 kV and above'[7]. This guidance considers within it the Holford Rules[8], which sets out a hierarchical approach to routeing which advocates avoiding areas of high amenity value, minimises changes in direction, and takes advantage of topography to minimise visual interaction with other transmission infrastructure.

The guidance document sets out SSEN Transmission's approach to selecting a corridor, route or alignment for an OHL. This document helps SSEN Transmission to meet its obligations under Schedule 9 of the Electricity Act 1989[3], which requires transmission licence holders:

- to have a regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interests; and
- to do what they reasonably can to mitigate any effect that the proposals will have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects.

The guidance develops a process which aims to balance these environmental considerations with technical and economic considerations throughout the Proposed Development.

The guidance splits the approach to alignment selection into the following key stages:

- Stage 0: Routeing Strategy Development;
- Stage 1: Corridor Selection;
- Stage 2: Route Selection;
- Stage 3: Alignment Selection; and
- Stage 4: Environmental Appraisal Report (EAR) and consenting.

3.2 Identification of Potential Alignment

The overall objective throughout the appraisal of alignment options is to take full consideration of all environmental, engineering and economic factors to determine the most appropriate design to use for the development. Alignment options (shown on **Figure 1: Alignment Options (Appendix A)**) have been considered in combination to arrive at a Potential Alignment for the Proposed Development. The Potential Alignment presents the outcome of the initial appraisal, before consultation, of environmental, technical, and cost constraints. It is the alignment considered to be the best balance of the constraints identified.

The Potential Alignment (shown on **Figure 2: Potential Alignment (Appendix A)**) has been selected on the basis that is considered to provide an optimum balance of environmental, technical and economic factors. The Potential Alignment has been subject to further review after consultation undertaken in March 2025 which has ensured that feedback is considered fully.

3.3 Identification of Proposed Alignment

The Proposed Alignment (shown on **Figure 3: Proposed Alignment (Appendix A)**) has been selected on the basis of feedback on the Potential Alignment from the first consultation event and was presented during the second consultation event in September 2025.

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

[8] Holford Rules: Guidelines for the Routeing of New High Voltage Overhead Transmission Lines with NGC 1992 and SHETL 2003 Notes.

4. THE CONSULTATION PROCESS

4.1 Introduction

In accordance with the SSEN Transmission Routeing Guidance[Error! Bookmark not defined.], a process of consultation on the Potential Alignment was undertaken during March 2025 and a second process of consultation on the Proposed Alignment in September 2025. This section identifies the methods of consultation and the key dates when consultation took place.

4.2 Methods of Consultation

The following methods were used to consult on the Potential Alignment and the Proposed Alignment, as set out below.

4.2.1 Alignment Consultation Document

The first of two Alignment Consultation Documents, titled 'Tie-In Connection Alignment Selection Stage,' was produced in March 2025 detailing the selection process for the Potential Alignment, taking account of environmental, technical, and economic factors. This Alignment Consultation Document is available for download here – https://www.ssen-transmission.co.uk/globalassets/projects/netherton-hub-downloads/netherton-hub---Tie-In/ssen---lpup-Tie-In-booklet--online-final.pdf.

The second Alignment Consultation Document, titled 'Tie-In Connection Final Pre-Application Consultation,' was produced in September 2025 detailing the Proposed Alignment and its access strategy. This Alignment Consultation Document is available for download here - https://www.ssen-transmission.co.uk/globalassets/projects/netherton-hub-downloads/netherton-hub-Tie-In----final-pac/netherton-hub-400kv-overhead-line-connection-to-new-deer-and-peterhead-Tie-In-connection-consultation-booklet.pdf.

Table 4.1 details the statutory and non-statutory stakeholders with whom the Alignment Consultation Documents were shared in March 2025 and September 2025:

Table 4.1 List of Statutory and Non-Statutory Consultees

Non-Statutory Consultees
Scottish Environment Protection Agency (SEPA)
Historic Environmental Scotland (HES)
NATS Safeguarding
Ministry of Defence (MOD)
Transport Scotland
Scottish Forestry
NatureScot
Non-Statutory Consultees
Aberdeenshire Council
AGS Airports
Civil Aviation Authority
Crown Estate
Fisheries Management Scotland
RSPB

Non-Statutory Consultees
Scotways
Scottish Water
Scottish Wildlife Trust
Scottish Woodland Trust
Visit Scotland

Landowners, residents and local communities were made aware, through various consultation promotion methods (see **Table 4.2**), of the Alignment Consultation Documents, which have been made available via the dedicated project website. Updates on the consultation process were issued via email to project website subscribers, local community councils and ward councillors.

Feedback on the first Alignment Consultation Document was requested by 16 April 2025. Stakeholders were invited to provide feedback through the following methods:

- A series of questions were asked within the Alignment Consultation Document requesting comments on specific aspects of the Proposed Development as follows:
    - Is there a specific tie-in alignment that your comment relates to (please refer to the maps in the consultation booklet if required)? Please indicate the name of the tie-in alignment or the closest settlement.
    - Has the approach taken to select the Potential Alignment been clearly explained?
    - Are there any factors, or environmental features, that you believe we may not have already considered during the Potential Alignment selection process?
    - Do you have any specific concerns in relation to the Potential Alignment? If so, is there anything else we could do to mitigate the impact of this?
    - Is there anything you'd like to bring to our attention regarding the Potential Alignment that you believe we may not have already considered such as environmental designations, water courses, local recreational areas, etc.?
    - Do you feel, on balance, that the Potential Alignment selected is the most appropriate for further consideration at the environmental assessment stage?
    - SSEN Transmission's 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?
- A feedback form was also provided on the project webpage allowing users to submit comments (see **Appendix B: Feedback Form**).

Feedback on the second Alignment Consultation Document was requested by 8 October 2025.

- A series of questions were asked within the Alignment Consultation Document requesting comments on specific aspects of the Proposed Development as follows:
    - 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
    - Do you have any final comments regarding the alignment being proposed, or concerns relating to the construction phase of the Proposed Development?
    - 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?

- 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?

- A feedback form was also provided on the project webpage allowing users to submit comments (see **Appendix B: Feedback Form**).

4.2.2 Public Consultations

Two rounds of face-to-face public consultation have been held:

- 5 March 2025: 10 am-12 pm and 3 pm-7 pm on at Buchan Braes Hotel (AB42 3AR) and Longside Parish Church Hall (AB42 4XN), respectively; and
- 10 September 2025: 3 pm-7 pm on at Longside Parish Church Hall (AB42 4XN).

The exhibition was advertised using several methods as shown in **Table 4.2**. A copy of the public notice is provided in **Appendix C: Public Note**.

Table 4.2 Public Consultation Event Material

Method	Recipients
Mail drop – Postcard	PAC Event 1 – 3608 properties and businesses PAC Event 2 – 3907 properties and businesses
Email to advise of consultation process	MSP, MP, Councillors, Community Councils
Posters	Posters were provided to community councils and requested to distribute via their established channels
Social Media	SSEN Transmission's social media channels

The public exhibitions provided a forum to share information about the Proposed Development and the potential alignment options including environmental and engineering information. Attendees were invited to take a consultation booklet (see **Appendix D: Consultation Booklet**) and to consider information presented on a series of exhibition boards.

5. STATUTORY AND NON-STATUTORY STAKEHOLDER CONSULTATION RESPONSES

5.1 Statutory and Non-Statutory Stakeholder Feedback

Table 5.1 details the respondents and the dates on which responses were received from stakeholders in response to the Consultation Document. **Table 5.2** provides a summary of statutory and non-statutory stakeholder feedback and SSEN Transmission's response, including how it will be addressed in the Environmental Appraisal Report (EAR).

Table 5.1 Statutory and Non-Statutory Consultee Respondents

Consultee	Date Response Received
Aberdeenshire Council	28/08/2025
NatureScot	12/03/2025
Scottish Environment Protection Agency (SEPA)	08/04/2025
Historic Environmental Scotland (HES)	17/03/2025
NATS Safeguarding	03/03/2025
Ministry of Defence (MOD)	09/06/2025
AGS Airports	30/04/2025

Table 5.2 Statutory and Non-Statutory Consultee Respondents

Consultee	Summary of Feedback	Response by SSEN Transmission
Aberdeenshire Council	It is not possible at this stage to confirm the recommendation on a future planning application as more information is required to assess any potential significant impacts of the proposal. The key issues which have been considered in relation to this proposal as part of this pre-application enquiry are: **Natural Heritage and Landscape:** • In accordance with Policy P1 of the Aberdeenshire Local Development Plan 2023 and Policy 3(c) of National Planning Framework 4 biodiversity enhancement in proportion to the opportunities available and the scale of the development is required. • Layout siting and design should be carefully considered to minimise its prominence of the pylons in the landscape. The pylon heights should be minimised where possible and the pylons should be sited as such to avoid skylining and being overly dominant within the wider landscape. The increment in height of the proposed lattice towers (between 57 m to 70 m in height as compared to the existing suspicion towers of 45 m) should also be demonstrated as part of the LVIA. Consideration should be given to tree and shrub planting to provide screening of lower portions of the towers where appropriate. • A Landscape and Visual Assessment (LVIA) will be required to show the likely landscape and visual effects of the proposed development on landscape character and visual amenity. The LVIA submission should demonstrate the cumulative wirescape of the proposal from viewpoints/ receptors alongside the existing OHLs in the vicinity and the resultant infrastructure corridors created. The planning service is happy to provide preliminary feedback on any viewpoints/ receptors identified for the purposes of the LVIA. **Amenity:**	SSEN Transmission acknowledges Aberdeenshire Council's comments and will provide supporting information as part of the voluntary Environmental Appraisal. Natural Heritage and Landscape: - SSEN Transmission is committed to achieving biodiversity net gain (BNG) on all of its projects including the Proposed Development and the voluntary Environmental Appraisal Report (EAR) outlines how this will be achieved. - Alignment considers the prominence of towers in the landscape, opting for an inward alignment in parallel with the Beauly to Peterhead Overhead Line. - SSEN Transmission has completed a Landscape and Visual Impact Assessment of the Proposed Development, provided in the EAR. Amenity: - SSEN Transmission has completed noise surveys prior to section 37 submission. Results will be detailed in the EAR. - Comments relating to dust during the construction phase are noted, and it is intended that this be considered further and any mitigations identified as part of a Construction Environment Management Plan (CEMP), typically prepared by SSEN Transmission's appointed contractor. - SSEN Transmission surveyed PWS in the areas surrounding the Proposed Development. Results

Consultee	Summary of Feedback	Response by SSEN Transmission
	• The applicant is expected to undertake a noise impact assessment (for both construction and operational phase) to predict the impact on sensitive receptors and specify any necessary control measures. The applicant is also asked to consider cumulative noise impact and demonstrate that it will not cause significant adverse impact on nearby residential dwellings. • A full Dust Risk assessment and Dust Management Plan is considered to be disproportionate in this case however the developer is encouraged to ensure a standard regime of practical dust controls are contained within a CEMP which shall be reviewed and agreed prior to commencement of works. • The applicant should identify any private water supplies potentially affected by the development and ensure necessary control measures are implemented to prevent contamination. To request details/information regarding PWSs, the applicant should submit a freedom of information request. Appropriate mitigation shall require to be applied to any supplies found in the vicinity of the site. **Transportation and Wider Access:** • As the project is at the initial pre-application enquiry stage, there is no information currently available on matters such as proposed construction access locations and designs, construction routings etc. Roads Development will welcome the opportunity to comment on these proposals once they have been developed further, for example for any subsequent applications for Planning Permission in Principle or for Full Planning Permission. • The location of this proposed OHL has been reviewed and a route for abnormal loads should be investigated at the earliest opportunity, potential routes to site may have bridges which do not have the capacity for the abnormal loads which may be required to transport the components/equipment, or the crane required to assemble on site. The developer is required to prepare a Site Specific Route Access Report for all abnormal load movements (vehicles over 44 tonnes Gross Vehicle Weight or width greater	are detailed in the voluntary Environmental Appraisal. Transportation and Wider Access: - SSEN Transmission will develop a Construction Traffic Management Plan (CTMP) with consultation from Aberdeenshire Council, Police Scotland, Transport Scotland and AMEY. - In addition to the CTMP, SSEN Transmission will prepare and submit an Abnormal Load Route Assessment for all abnormal load movements. Water Environment: - SSEN Transmission acknowledges SEPA's response regarding water environment. Built and Cultural Heritage: - Written scheme of investigation and any other Archaeological mitigation will be provided to Aberdeenshire Council as part of discharge of conditions. Cultural Heritage is assessed within the EAR and mitigation measures are provided. Economic: - SSEN Transmission has developed a Socio-Economic Impact Assessment for the Proposed Development, to be submitted alongside the Section 37 application.

Consultee	Summary of Feedback	Response by SSEN Transmission
	than 2.9 m or overall length greater than 18.3 m), with input from Aberdeenshire Council (Roads-Abnormal Load Routing), Police Scotland, Transport Scotland (for Special Orders) and AMEY (North East) (A90 & A96 Trunk Roads). This shall be submitted at least 3 months prior to the predicted date of delivery. **Water Environment:** • The Council's Flood Risk and Coastal Protection Service has indicated no objections in respect of flood risk or drainage. However, the developer should be aware that parts of the site lie within the SEPA surface water flooding extents. A copy of the SEPA response is appended. SEPA has provided comments on Design, Flood Risk, Private Water Supplies, protection of the water environment, Peat, GWDTE and its other regulatory requirements. **Built and Cultural Heritage:** • There are no concerns/comments regarding potential preferred Alignment Option T1A. For potential preferred Alignment Option T2A, mitigation will be required over part of the route – this could be executed as a condition of consent, under the auspices of the standard "Programme of Archaeological Works" condition. An archaeological watching brief will be required for any groundbreaking on Aberdeenshire HER site NK04SE0090 (the site of a 19th Century or earlier croft, of which below ground remains may survive) and on any groundbreaking on the northern section, from West Toddlehills north to the Nertherton Hub site. This mitigation should be carried out by a suitably qualified, CIfA-compliant, archaeological contractor. **Economic:** • A statement of economic impact will be required and must consider the net economic impact of the development, including local and community socio-economic benefits. Aberdeenshire Council Community Wealth Building Strategy and Charter is	

Consultee	Summary of Feedback	Response by SSEN Transmission
	enclosed with this response. The development must consider the socio-economic impacts and community wealth building proposals to satisfy NPF4 Policy 11c and Policy 25.	
NatureScot	The Alignment options for the Tie-Ins are within 10 km of the Buchan Ness to Collieston Coast Special Protection Area (SPA) and within 12-15 km of both Loch of Strathbeg SPA and Ythan Estuary, Sands of Forvie and Meikle Loch SPA Breeding herring gull are a qualifying interest of the Buchan Ness to Collieston Coast SPA. Herring gull do forage inland during the breeding season. The SPAs at Strathbeg and the Ythan Estuary include wintering geese interests. These populations can forage up to 20 km from the SPA roosts. Provided that standard mitigation can be implemented, we do not anticipate this proposal will lead to any significant effects on these interests nor require specific mitigation to avoid an adverse effect on site integrity. Nonetheless, the baseline data you use to assess the impact will help inform if any additional measures are necessary to minimise potential impacts.	SSEN Transmission acknowledges NatureScot's comments in relation to Special Protection Areas and Ornithology. SSEN Transmission completed bird surveys and assessed impacts on SPAs, which is detailed in the EAR. A Habitat Regulations Appraisal Stage 1 and 2 has also been prepared to assess the potential for Likely Significant Effects on the following designated sites: • Buchan Ness to Collieston Special Area of Conservation (SAC) • Buchan Ness to Collieston Coast SPA • Ythan Estuary, Sands of Forvie and Meikle Loch SPA • Loch of Strathbeg SPA and Ramsar • Ythan Estuary and Meikle Loch Ramsar
Scottish Environment Protection Agency (SEPA)	To avoid delay and potential objection any energy consent application and EIA submission must contain a series of scale drawings of sensitivities, for example peat depth, peat condition, Groundwater Dependent Terrestrial Ecosystems (GWDTE), proximity to waterbodies, overlain with proposed permanent and temporary development. This is necessary to ensure the EIA process has informed the layout of the development to firstly avoid, then reduce and then mitigate significant impacts on the environment. We request that the issues covered in Appendix 1, which provides details of our standard information requirements for EIA development and the form in which they must be submitted, and Appendix 2, which provides	Noted. This level of detailed engineering design information was not available at the time of alignment-stage consultation; however, SEPA will be consulted on the detailed proposals on submission of the S37 application to ECU. Peat and GWDTE impacts have been assessed as part of the Hydrology, Hydrogeology, Geology and Soils appraisal in the EAR. SEPA has been consulted during the preparation of the EAR to confirm their acceptance of the approach to appraising and mitigating peat impacts.

Consultee	Summary of Feedback	Response by SSEN Transmission
	additional development type specific advice, be addressed to our satisfaction in the EIA process. Without further, much more detailed, information with regard to pylon positioning, position of access tracks, construction compound etc., SEPA cannot comment on any specific concerns, or the most appropriate alignment.	
Historic Environmental Scotland (HES)	Having reviewed the information provided in the consultation documents, we can confirm that based on the information currently provided, that there are unlikely to be any significant adverse impacts on assets in our remit. We are therefore content for our interests to be scoped out of any further assessment. Our comments reflect assets which fall within our remit. You should also seek advice from the local authority archaeology and conservation advisors for matters including non-designated archaeology, category B and C listed buildings and conservation areas.	SSEN Transmission acknowledges Historic Environment Scotland's comments.
NATS Safeguarding	I can confirm that NATS operate no infrastructure within 10 km of that area and therefore we have no concerns over the proposal.	SSEN Transmission acknowledges NATS Safeguarding's comments.
Ministry of Defence (MOD)	<u>First response</u> In this case the development falls within Low Flying Area 14C an area within which fixed wing aircraft may operate as low as 250 feet or 76.2 metres above ground level to conduct low level flight training. The addition of masts in this location has the potential to introduce a physical obstruction to low flying aircraft operating in the area. To address this impact, and given the location and scale of the development, the MOD require conditions are added to any consent issued requiring that the development is fitted with aviation safety lighting and that sufficient data is submitted to ensure that structures can be accurately charted to allow deconfliction.	SSEN Transmission acknowledges the Ministry of Defence's comments and notes that the MOD's second response indicates they are agreeable to the development without lighting on the structures.

Consultee	Summary of Feedback	Response by SSEN Transmission
	• Prior to commencing construction of any high stacks, or deploying any construction equipment or temporal structure(s) 50 metres or more in height (above ground level) the undertaker must submit an aviation lighting scheme for the approval of the SSEN Transmission in conjunction with the Ministry of Defence defining how the development will be lit throughout its life to maintain civil and military aviation safety requirements as determined necessary for aviation safety by the Ministry of Defence. The aviation lighting scheme should set out: o Details of any construction equipment and temporal structures with a total height of 50 metres or greater (above ground level) that will be deployed during the construction of high stack and details of any aviation warning lighting that they will be fitted with; and o The locations and heights of all high stack featured in the development identifying those that will be fitted with aviation warning lighting identifying the position of the lights on the high stack; the type(s) of lights that will be fitted and the performance specification(s) of the lighting type(s) to be used. • As a minimum the MOD will require that the 400 kV overhead lines is charted. Subject to the two conditions requested above and provided in Appendix A, the MOD has no objections to the development. <u>Second response – following response from SSEN Transmission</u> I have revisited the case and looked over previous notes and can confirm that the impacts of the electrical transmission towers were taken into consideration at RAF Bucham and our SME's raised no concerns. As per my comments regarding lighting and charting I can confirm that lighting would not be needed on these structures, as you are correct in stating that the earthing and power supply is not practical to deploy on a transmission towers.	

Consultee	Summary of Feedback	Response by SSEN Transmission
AGS Airports	Aberdeen Airport is highly unlikely to have any aerodrome safeguarding impacts from the proposed development. They are located outwith our obstacle limitation surfaces and while within instrument flight procedures safeguarding areas, they are in a location where we only require to assess structures exceeding 300 m above ground level.	SSEN Transmission acknowledges AGS Airports' comments.

6. PUBLIC CONSULTATION RESPONSES

This section provides the responses from SSEN Transmission to the questions and themes emerging from the public consultation.

Table 6.1 provides a summary of response themes presented in the feedback forms and other responses to public consultation (including those that were communicated via email) and also provides responses from SSEN Transmission to the comments received.

Table 6.1 Feedback Form Responses

Feedback/Theme	Response (Consultation event one) on Potential Alignment	Response (Consultation event two) on Proposed Alignment	Response by SSEN Transmission
The approach taken to select the potential alignment was unclear.	Of the seven feedback forms received, only one agreed that the approach taken to select the Potential Alignment had been clearly explained. Three responses answered no to this question, one unsure and two were left blank.	Of the two feedback forms received, both did not provide a response on this question.	**Section 3** of this RoC explains the key stages when selecting an overhead line route: corridor, route, and alignment. The corridor and route stages were bypassed by this project, which is common practice when a project is of relatively short distance as it is not possible to establish multiple corridor or route options. The alignment options are influenced by engineering and environmental factors as well as cost.
Impacts to the local wildlife habitats around Ludquharn and Longside	One respondent raised concerns about the proximity of the Potential Alignment to wildlife habitats around Ludquharn Longside.	N/A	A number of ecology surveys have been undertaken in the area between July and November 2025 and in June 2026 to understand any potential impacts on wildlife and identify appropriate mitigation measures. Construction and operational impacts, including on wildlife and habitats, have been assessed in the Environmental Appraisal Report (EAR). 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 EAR, statutory consents, and industry best practices, with oversight from a qualified Environmental Clerk of Works

Feedback/Theme	Response (Consultation event one) on Potential Alignment	Response (Consultation event two) on Proposed Alignment	Response by SSEN Transmission
			(EnvCoW) and support from other professionals.
Property value	One respondent commented on the proximity of the development to new housing and the effect on property values. Another respondent mentioned that the Route T1A (which forms part of the Potential Alignment) will result in pylon lines running too close to a new property being built in 2025.	One respondent had concerns about the suitability of the road network at Toddlehills to facilitate an increase in traffic due to the construction of the Netherton Hub in combination with the Proposed Alignment and its wider effect on residents who have invested in their properties and land.	SSEN Transmission understands that there are concerns about the potential impact of its proposed developments on properties within the vicinity of its proposed overhead line alignments and substations sites. It will look to mitigate impacts on residential properties as far as possible. These impacts (noise, visual amenity, cultural heritage) have been assessed in the Environmental Appraisal Report and mitigation measures will be implemented to reduce these impacts. Concerns in relation to impacts on property continue to be noted; 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 local residents are entitled to compensation under the legal framework, SSEN Transmission will assess any claim on a case-by-case basis under the direction of this legal framework. If this is the case, SSEN Transmission will recommend that the residents engage a professional adviser and will generally meet reasonably incurred professional fees in these circumstances. SSEN Transmission will not meet fees

Feedback/Theme	Response (Consultation event one) on Potential Alignment	Response (Consultation event two) on Proposed Alignment	Response by SSEN Transmission
			incurred in objecting to its proposed developments.
Cumulative impacts and a fragmented approach to project development.	One respondent commented that projects in the area are being drip fed to hide the cumulative effects on rural residents.	One respondent stated that the road at Toddlehills is not suitable for increased traffic during construction due to this Proposed Alignment and other projects in the area	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. 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. 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

Feedback/Theme	Response (Consultation event one) on Potential Alignment	Response (Consultation event two) on Proposed Alignment	Response by SSEN Transmission
			process, with these specific options to be designed and consulted on individually. 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, Beauly to Peterhead 400 kV OHL and with the associated rebuild aspect of the Proposed Development
Traffic Management	One respondent provided supplementary feedback, raising concerns on how traffic will be managed. Concerns were specifically related to road network to the south of the site and its suitability for heavy goods vehicles to use, and traffic on the A950.	One respondent commented that the road at Toddlehills is not suitable for increased traffic caused by construction of the Proposed Alignment and other projects.	Prior to construction, the Principal Contractor will assess potential impact of construction traffic and the capacity of local roads to accommodate this traffic. A Construction Traffic Management Plan (CTMP) will then be prepared and agreed with the local authorities prior to works commencing.
Landscape and Visual impacts	As there are already existing towers and overhead lines in the areas, one respondent felt the main issue was the height of the towers and the double corridor which would make the Potential Alignment more visible but considered that the Potential Alignment would have the least effect on the countryside. Two respondents thought the route T1A (which forms part of the Potential Alignment) may be too close to some residents.	One respondent stated that the Proposed Alignment would have negative impacts on the landscape.	The Section 37 application for the Proposed Development includes a limit of deviation, which defines the maximum extent within which the Proposed Development can be built. This allows for tower 'micrositing' to minimise, where possible, the visual impacts on properties. The EAR has included an appraisal of noise and landscape & visual amenity impacts to understand how these may affect residential properties close to route T1A. Where impacts have been

Feedback/Theme	Response (Consultation event one) on Potential Alignment	Response (Consultation event two) on Proposed Alignment	Response by SSEN Transmission
	One respondent concluded that upon completion of the Proposed Development, the environmental impact of the Proposed Development will be minimal.		identified, measures to mitigate these impacts have been proposed and will be implemented during the relevant phase of works.
Noise pollution	One respondent provided supplementary feedback raising concerns about the impacts of noise in relation to the increased power travelling through the lines for properties lying in proximity to pylons (residents could be affected by a 'buzz'), and requested information on mitigation.	N/A	When developing overhead lines and substations, SSEN Transmission ensures a focus on minimising noise impact. Detailed noise assessments are conducted as part of the environmental appraisal process, and include current noise levels, potential new noise as a result of SSEN Transmission infrastructure, and mitigation measures where required, to ensure noise is within acceptable levels.
Location of outward connection	One respondent queried the location of Alignment Option T2A (which forms part of the Potential Alignment) in relation to its proximity to residents.	N/A	Based on the proposed 400 kV 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. The existing New Deer to Peterhead 400 kV OHL is also situated to the south of the proposed 400 kV substation. Therefore, the most optimal connection point is to the south.
Community Benefit Fund	Three respondents commented that the Community Benefit Fund was not considered an appropriate solution to the impacts of the Proposed Development.	One respondent commented that the Community Benefit Fund was not considered an appropriate solution to the impacts of the Proposed Development.	The purpose of community benefit funds is to support and deliver local projects and initiatives that benefit the community where our new infrastructure is located. Our community benefit funds

Feedback/Theme	Response (Consultation event one) on Potential Alignment	Response (Consultation event two) on Proposed Alignment	Response by SSEN Transmission
			follow the latest UK Government guidance.
Prime agricultural land	One respondent raised concerns relating to the destruction of farm land during the construction phase.	N/A	The EAR provides an appraisal of land use, specifically in relation to the land take of agricultural land. Where applicable, mitigation measures have been proposed.

Some feedback received related to other SSEN Transmission projects and are not covered in detail in this RoC.

7. CONCLUSIONS AND NEXT STEPS

7.1 Summary

This RoC provides an overview of the consultation process which has been undertaken for the Proposed Development between March 2025 and October 2025. The programme of consultation was designed to engage with stakeholders including statutory and non-statutory consultees, and local communities including landowners and residents to capture feedback on the selection of the alignment for the Proposed Development.

To address the feedback presented in this RoC, an Environmental Appraisal Report has been prepared which appraises the impacts and suggests relevant mitigation measures on the following topics:

- Landscape and visual
- Cultural heritage
- Ecology
- Ornithology
- Hydrology, hydrogeology, geology and soils
- Forestry and land use
- Noise

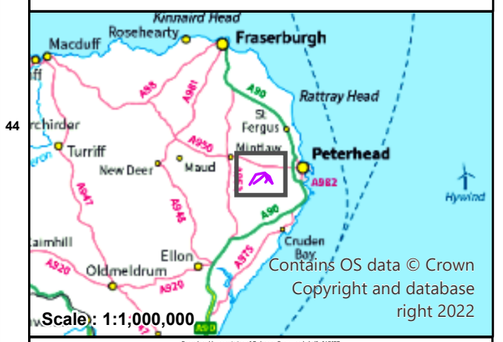
7.2 Next Steps

The Proposed Alignment has been taken forward to Stage 4 (EAR and consenting). During this stage, the Proposed Alignment and associated infrastructure has been assessed from an environmental perspective, environmental impacts identified, and mitigation measures adopted to minimise environmental effects as far as is practicable.

APPENDIX A: FIGURES

Scottish & Southern Electricity Networks
TRANSMISSION

Legend
- Netherton Hub Site Boundary
- Tie-in Alignment Options
- Existing New Deer - Peterhead OHL



Contains OS data © Crown Copyright and database right 2022

Scale: 1:1,000,000

Scale @ A3: 1:25,000
0 0.5 1 2 km

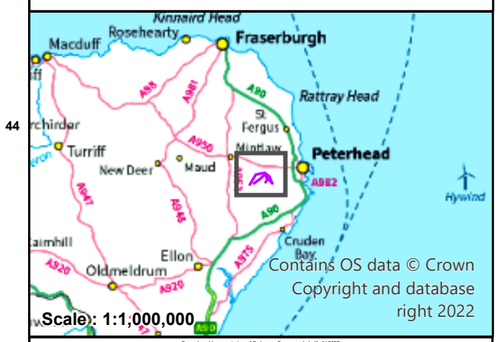
Project No:	LT000052
Project:	Netherton Hub 400kV OHL Connection to New Deer and Peterhead: Tie-In
Title:	Figure 1 - Alignment Options
Drawn by:	VA
Date:	11/02/2025
Drawing:	70121009-NEWDEER-ACD-TIE-WSP-001

Scottish & Southern Electricity Networks

TRANSMISSION

Legend

- Netherton Hub Site Boundary
- Tie-in Potential Alignment
- Existing New Deer - Peterhead OHL



Contains OS data © Crown Copyright and database right 2022

Scale): 1:1,000,000

Scale @ A3: 1:25,000

0 0.5 1 2 km

Project No:	LT000052
Project:	Netherton Hub 400kV OHL Connection to New Deer and Peterhead: Tie-In
Title:	Figure 2 - Potential Alignment
Drawn by:	VA
Date:	13/02/2025
Drawing:	70121009-NEWDEER-ACD-TIE-WSP-002

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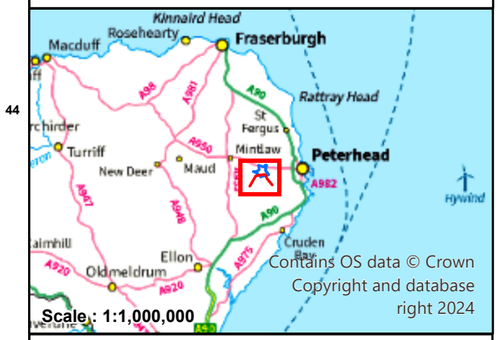
TRANSMISSION

Legend

- Netherton Hub Site Boundary
- Proposed Alignment
- Existing New Deer - Peterhead OHL



Project No:	LT650
Project:	Netherton Hub 400kV OHL Connection to New Deer and Peterhead: Tie-In
Title:	Figure 3 - Proposed Alignment
Drawn by:	MAL
Date:	09/06/2026
Drawing:	UK0029295.1009-NEWDEER-EAR-TIE-WSP-022

Scale @ A3: 1:20,000
0 0.5 1 2 km

APPENDIX B: FEEDBACK FORM

PAC 1 Feedback Form

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. Is there a specific tie-in alignment that your comment relates to (please refer to the maps in the consultation booklet if required)? Please indicate the name of the tie-in alignment or the closest settlement.

Inward tie-ins: ☐ T1A ☐ T1B ☐ T1C

Outward tie-ins: ☐ T2A ☐ T2B Closest settlement:

Q2. Has the approach taken to select the Potential Alignment been clearly explained?

☐ Yes ☐ No ☐ Unsure

Comments:

Q3. Are there any factors, or environmental features, that you believe we may not have already considered during the Potential Alignment selection process?

☐ Yes ☐ No ☐ Unsure

Comments:

Q4. Do you have any specific concerns in relation to the Potential Alignment? If so, is there anything we could do to mitigate the impact of this?

☐ Yes ☐ No ☐ Unsure

Comments:

Q5. **Is there anything you'd like to bring to our attention regarding the Potential Alignment that you believe we may not have already considered such as environmental designations, water courses, local recreational areas, etc.?**

Comments:

Q6. **Do you feel, on balance, that the Potential Alignment selected is the most appropriate for further consideration at the at the environmental assessment stage?**

Comments:

Q7. **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:

Full name: ..... **Telephone:** .....

Email: .....

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, 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.

PAC 2 Feedback Form

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:

APPENDIX C: PUBLIC ADVERTISING AND PROMOTION

Figure 1 Press and Journal PAC1 Advert

Figure 2 Press and Journal PAC1 Advert

Netherton Hub 400kV Overhead Line Connection to New Deer and Peterhead, and Eastern Green Link 3 cable

Scottish & Southern Electricity Networks
TRANSMISSION

Consultation and community information event

We are holding a consultation event for a proposed overhead line tie-in connection of the existing New Deer-Peterhead 400kV line into Netherton Hub. We will also consult on the rebuild and removal of a section of the existing New Deer-Peterhead 400kV overhead line between the proposed Netherton Hub and the existing Peterhead 400kV substation in Boddam. At the same event, information will be shared on the latest Eastern Green Link 3 underground cable alignment between Netherton Hub and Sandford Bay.

The Netherton Hub is a strategic development proposed for a site near Longside to the west of Peterhead. The overhead line tie-in project is required to connect the proposed 400kV substation within the Hub to the existing transmission network. The rebuild project will increase the capacity of the existing overhead line to enable the connection of offshore wind generation. Netherton Hub also contains the Eastern Green Link 3 converter station which the underground cable will connect with.

At the events, we will consult on alignment options for the overhead line tie-in and rebuild. **The feedback period for these will be open until 16 April 2025.** We will also share information on the EGL3 underground cable.

Representatives from the Beauly-Blackhillock-New Deer-Peterhead 400kV Overhead Line Project will also attend the Longside event.

You are invited to attend our drop-in events:

Wednesday 5 March, 10–12.30pm
Buchan Braes Hotel, Boddam, Peterhead, AB42 3AR

Wednesday 5 March, 3–7pm
Longside Parish Church Hall, Inn Brae, Longside AB42 4XN

Please contact our Community Liaison Manager if you have any questions:

Gillian Doig
200 Dunkeld Road, Perth, PH1 3GH
Tel: 07879 288 666
Email: gillian.doig@sse.com

Find out more, register for project updates, visit the project website at:
www.ssen-transmission.co.uk/netherton-400kv-ohl-tie-in
www.ssen-transmission.co.uk/netherton-400kv-ohl-rebuild
www.ssen-transmission.co.uk/projects/project-map/eastern-green-link-3

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Figure 3 Buchan Observer PAC1 advert

Netherton Hub 400kV overhead line connection to New Deer and Peterhead

Scottish & Southern Electricity Networks
TRANSMISSION

Tie-in project

Pre-application consultation event

We are holding our final consultation event for a proposed overhead line tie-in connection of the existing New Deer–Peterhead 400kV line into Netherton Hub.

The overhead line tie-in project is required to connect the proposed 400kV substation within the Hub to the existing transmission network.

This event concludes the pre-application consultation process for the consent application for the tie-in that will be submitted under Section 37 of the Electricity Act 1989.

The feedback period closes on 8 October 2025.

Please note: Any comments made to us as the Applicant are not representations to Scottish Ministers as the decision maker. There will be opportunity to make formal representations to Scottish Ministers via the Energy Consents Unit following the submission of the Section 37 application.

During our March consultation event, we shared details of an accompanying proposal to rebuild and remove the line between Netherton Hub and Peterhead. We have not yet progressed plans for the rebuild element, and it does not form part of this consultation event.

You are invited to attend our drop-in consultation event:

Wednesday 10 September, 3–7pm
Longside Parish Church Hall, Inn Brae, Longside AB42 4XN

If you have any questions, please don't hesitate to contact our Community Liaison Manager:

Gillian Doig
200 Dunkeld Road,
Perth PH1 3GH
Tel: +44 7879 288 666
Email: nethertonengagement@sse.com

To find out more, visit the project website by scanning the QR code, or use the following URL: **ssen-transmission.co.uk/netherton-400kv-ohl-tie-in**

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Figure 4 Buchan Observer PAC2 advert

Netherton Hub 400kV Overhead Line Connection to New Deer and Peterhead, and EGL3 cable

Scottish & Southern Electricity Networks
TRANSMISSION

Consultation and community information event

We are holding a consultation event for a proposed overhead line tie-in connection of the existing New Deer-Peterhead 400kV line into Netherton Hub. We will also consult on the rebuild and removal of a section of the existing New Deer-Peterhead 400kV overhead line between the proposed Netherton Hub and the existing Peterhead 400kV substation in Boddam. At the same event, information will be shared on the latest Eastern Green Link 3 underground cable alignment between Netherton Hub and Sandford Bay.

The Netherton Hub is a strategic development proposed for a site near Longside to the west of Peterhead. The overhead line tie-in project is required to connect the proposed 400kV substation within the Hub to the existing transmission network. The rebuild project will increase the capacity of the existing overhead line to enable the connection of offshore wind generation. Netherton Hub also contains the Eastern Green Link 3 converter station which the underground cable will connect with.

At the events, we will consult on alignment options for the overhead line tie-in and rebuild. **The feedback period for these will be open until 16 April 2025.** We will also share information on the EGL3 underground cable.

Representatives from the Beauly-Blackhillock-New Deer-Peterhead 400kV Overhead Line Project will also attend the Longside event.

You are invited to attend our drop-in events:

Wednesday 5 March, 10–12.30pm
Buchan Braes Hotel, Boddam, Peterhead, AB42 3AR

Wednesday 5 March, 3–7pm
Longside Parish Church Hall, Inn Brae, Longside AB42 4XN

More information overleaf.

Figure 5 PAC1 postcard (front)

Please note: Any comments made to us about the overhead line components are not formal representations to Scottish Ministers as the decision makers. There will be an opportunity to make formal representations to Scottish Ministers via the Energy Consents Unit following the submission of our Section 37 applications. In addition, the Eastern Green Link 3 land cable project is classed as Permitted Development and is not part of the statutory consultation process.

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Please contact our Community Liaison Manager if you have any questions:

Gillian Doig
200 Dunkeld Road, Perth, PH1 3GH
Tel: 07879 288 666
Email: gillian.doig@sse.com

Find out more and register for project updates at:
www.ssen-transmission.co.uk/netherton-400kv-ohl-tie-in
www.ssen-transmission.co.uk/netherton-400kv-ohl-rebuild
www.ssen-transmission.co.uk/projects/project-map/eastern-green-link-3

@ssentransmission @SSETransmission

Figure 6 PAC1 postcard (back)

Netherton Hub 400kV overhead line connection to New Deer and Peterhead

Scottish & Southern Electricity Networks
TRANSMISSION

Tie-in project

Pre-application consultation event

We are holding our final consultation event for a proposed overhead line tie-in connection of the existing New Deer–Peterhead 400kV line into Netherton Hub.

The overhead line tie-in project is required to connect the proposed 400kV substation within the Hub to the existing transmission network.

This event concludes the pre-application consultation process for the consent application for the tie-in that will be submitted under Section 37 of the Electricity Act 1989.

The feedback period closes on 8 October 2025.

Please note: Any comments made to us as the Applicant are not representations to Scottish Ministers as the decision maker. There will be opportunity to make formal representations to Scottish Ministers via the Energy Consents Unit following the submission of the Section 37 application.

During our March consultation event, we shared details of an accompanying proposal to rebuild and remove the line between Netherton Hub and Peterhead. We have not yet progressed plans for the rebuild element, and it does not form part of this consultation event.

You are invited to attend our drop-in consultation event:

Wednesday 10 September, 3–7pm

Longside Parish Church Hall, Inn Brae, Longside AB42 4XN

More information overleaf.

Figure 8 PAC2 postcard (front)

The overhead line tie-in project is required to connect the proposed 400kV substation within Netherton Hub—shown on the map below—to the existing transmission network.

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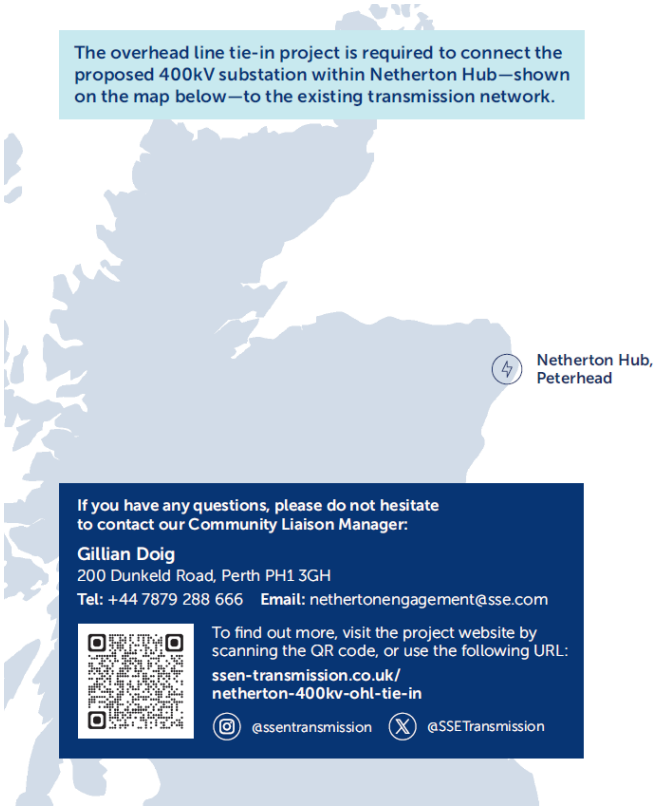

If you have any questions, please do not hesitate to contact our Community Liaison Manager:

Gillian Doig
200 Dunkeld Road, Perth PH1 3GH
Tel: +44 7879 288 666 **Email:** nethertonengagement@sse.com

To find out more, visit the project website by scanning the QR code, or use the following URL:
ssen-transmission.co.uk/netherton-400kv-ohl-tie-in

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Figure 7 PAC2 postcard (back)

APPENDIX D: CONSULTATION BOOKLETS

PAC 1 booklet

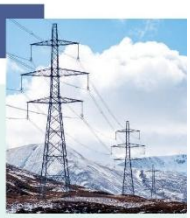
Contents

The consultation events will be taking place on:

Wednesday 5 March 2025, 10am-1230pm,
Buchan Braes Hotel, Boddam, Peterhead AB42 3AR

Wednesday 5 March 2025, 3pm-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, improve energy security and meet net zero targets. The UK is leading the way in building a modern, sustainable energy system for the future.

We all have a part to play

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

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

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

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

We're investing 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.

Find out more

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

Who we are

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

What we do

We manage the electricity transmission network across our region which covers a quarter of the UK's landmass, 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, overhead lines (OHLs) 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 communities. So we're committed to minimising our impacts and maximising all the benefits that our local developments can bring to your area.

We're regularly assessed by global sustainability consultancy AccountAbility for how we engage with communities. That means we provide all the information you need to know about our plans and how they will impact communities like yours.

We want to hear people's views, concerns, or ideas and harness local knowledge so that our work benefits their communities: today and long into the future. You can share your views with us at:
ssen-transmission.co.uk/talk-to-us/contact-us

The Pathway to 2030

Building the energy system for 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 an expansion in offshore wind generation of 50GW and 12GW 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.

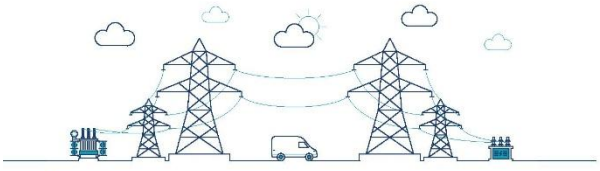
What does this mean for the north-east of Scotland?

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 Beauly and Peterhead, Beauly 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.

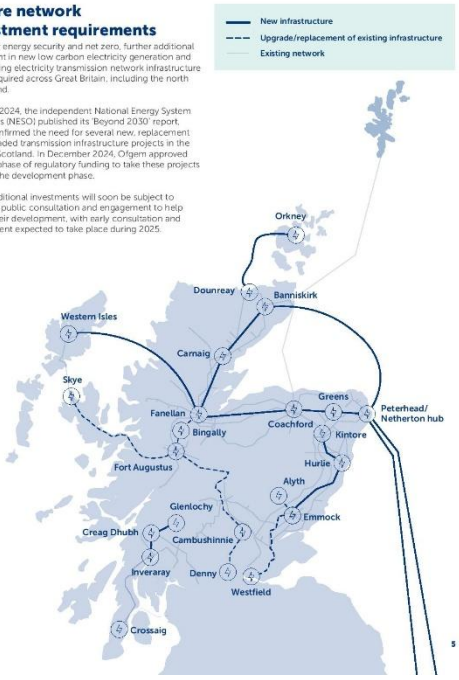


Future network investment requirements

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.



Project overview

Project requirements

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.

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 substation to the existing network. This will maximise the transfer capability between Netherton Hub and the rest of our transmission network.

Project elements

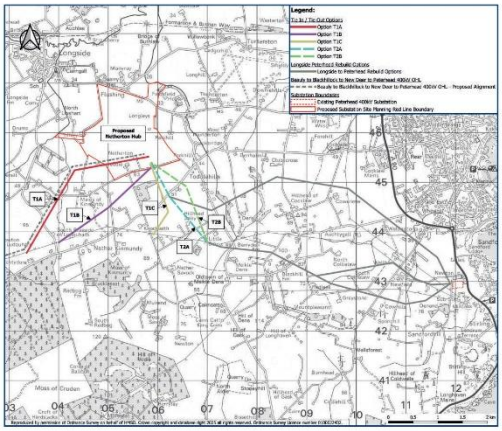
The project comprises a permanent re-routing, known as a tie-in, of the existing New Deer-Peterhead 400kV overhead line into a new 400kV AC substation to be located within the proposed Netherton Hub. The components include:

- 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 1.6 to 3.4km in length between the existing New Deer-Peterhead line and the Netherton Hub.
- 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 4km of redundant overhead line towers along the existing New Deer-Peterhead overhead line between Nether Kinmundy and Little Dens.

This booklet contains information relating to the tie-in of the existing New Deer-Peterhead 400kV line into Netherton Hub.

An accompanying booklet, which can be found at the website below, contains the details of the proposed rebuild and removal of a section of the existing New Deer-Peterhead 400kV overhead line between Netherton Hub and Peterhead 400kV substation.

Please refer to the project website to view the consultation materials for that project at **ssen-transmission.co.uk/netherton-400kV-OHL-rebuild**



Map showing the tie-in alignments options (coloured lines). An accompanying booklet contains the details of the proposed rebuild project (shown as grey lines).

Larger maps can be found at the project webpage at **ssen-transmission.co.uk/netherton-400kV-OHL-tie-in**

More information on 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.

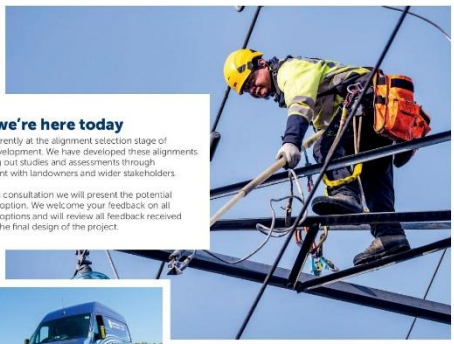
Stage 3: Route selection
Route selection stage seeks to find a suitable route within the corridor which balances physical, social, environmental, engineering and cost constraint. Routes are typically up to 1km in width. Due to the relatively short lengths of the proposed tie-in and the existing and planned 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.

We are here

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. A further pre-application consultation event will be held to present the final proposed alignment that has been refined in response to stakeholder feedback and assessment.

What happens next?
We are currently at Alignment Selection (Stage 4). Following engagement with the public, statutory bodies and landowners, we will finalise a proposed alignment to be taken forward to a final pre-application consultation stage, followed by formal environmental assessment and consent application.



Why we're here today

We are currently at the alignment selection stage of project development. We have developed these alignments by carrying out studies and assessments through engagement with landowners and wider stakeholders.

During this consultation we will present the potential alignment option. We welcome your feedback on all alignment options and will review all feedback received to inform the final design of the project.

Who we are consulting with

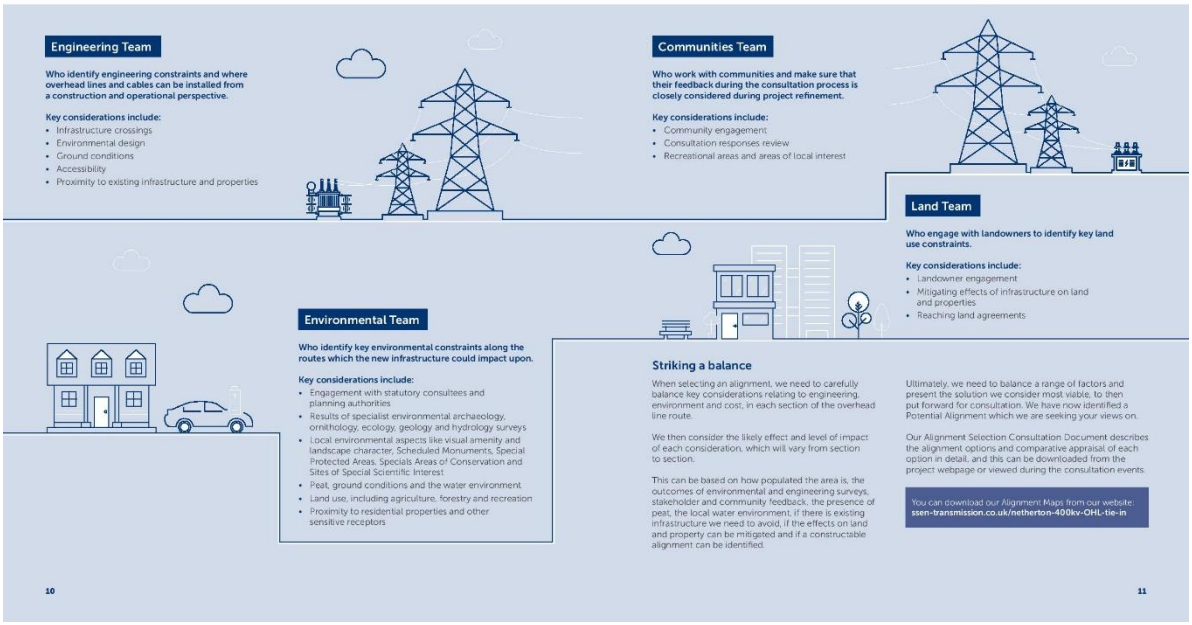
As well as communities, we are keen to hear feedback from a broad range of other stakeholders including but not limited to landowners, businesses, non-statutory consultees and statutory consultees such as local authorities, Energy Consents Unit (ECU), NatureScot, Scottish Environment Protection Agency (SEPA), Historic Environment Scotland (HES) and Scottish Forestry.

Scan the QR code or visit **ssen-transmission.co.uk/netherton-400kv-OHL-tie-in** to find the feedback form.

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

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 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 archaeology, ornithology, ecology, geology and hydrology surveys
- Local environmental aspects like visual amenity and landscape character, Scheduled Monuments, Special Protected Areas, Specials Areas of Conservation and Sites of Special Scientific Interest
- Peat, ground conditions and the water environment
- Land use, including agriculture, forestry and recreation
- Proximity to residential properties and other sensitive receptors

Striking a balance

When selecting an alignment, we need to carefully balance key considerations relating to engineering, environment and cost, in each section of the overhead line route.

We then consider the likely effect and level of impact of each consideration, which will vary from section to section.

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 have now identified a Potential Alignment which we are seeking your views on.

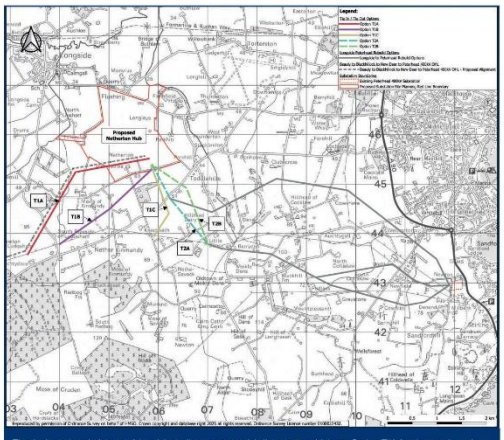
Our Alignment Selection Consultation Document describes the alignment options and comparative appraisal of each option in detail, and this can be downloaded from the project webpage or viewed during the consultation events.

You can download our Alignment Maps from our website:
ssen-transmission.co.uk/netherton-400kv-OHL-tie-in

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

The alignment options

This map shows the tie-in alignment options that we are considering as part of this proposal. Of the options shown, our potential alignments are Option T1A and Option T2A shown below.



The tie-in options being considered, including our potential alignments, which are Option T1A for the turn in and Option T2A for the turn out.

The tie-in element of the overhead line was split into two sections to effectively assess the environmental and engineering constraints for each section.

'Inward' alignment options:

Three options have been identified as possible alignments for the inward section of the tie-in to Netherton Hub, ranging from 1.6km to 3.4km in length:

Option T1A
Option T1A diverts the existing overhead line approximately 3.4km to connect into the Netherton Hub from the west. This option follows the same path as the proposed Beauly to Peterhead 400kV overhead line.

Option T1B
Option T1B diverts the existing overhead line approximately 2.5km northeast, connecting into the south of Netherton Hub.

Option T1C
Option T1C diverts the existing overhead line approximately 1.6km north, connecting in the south of Netherton Hub.

'Outward' alignment options:

Two options (T2A and T2B) have been identified for the outward section of the tie-in to the south of Netherton Hub. Both options are approximately 2km in length.

Our potential alignments:
Our current potential alignments are T1A, to follow the Beauly-Peterhead overhead line, and T2A.

Should these be progressed as the final design, the existing overhead line will be removed from tower 65 to tower 76 once the new overhead lines are constructed.

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** or by scanning the QR code. Copies will be available at the consultation to take away with you.

Key environmental considerations

Constraints between the existing Peterhead-New Deer 400kV overhead line and the Netherton Hub site include a number of residential receptors, however the alignment options presented have sought to achieve 170m separation from residences wherever possible.

Buchan Ness to Collieston Coast Special Protection Area (SPA) is located between approx. 5.5 – 9.0km southeast of the alignments, however the bird species associated with that designation are reliant upon the coastal habitat within and connected to the SPA, rather than the inland arable land which characterises these alignment options.

Similarly, Buchan Ness to Collieston Special Area of Conservation (SAC) is located approx. 5.5 – 9.0km from the alignments and is designated for vegetated sea cliffs which are not connected/functionally linked to the habitat along the Alignment options.

Loch of Strathbeg SPA and Ramsar (approx. 12km north of the Alignments), and Ythan Estuary, Sands of Forvie and Meikle Loch SPA and Ramsar (approx. 12.5km south of the Alignments) qualifying interests include pink-footed goose.

The arable farmland within and surrounding the Alignment Options potentially provides suitable foraging habitat and is within the foraging range, therefore there is potential for effects through disturbance and displacement during construction and collision risk during operation.

No designated Ancient Woodland would be affected by any of the alignment options.

Badger and Otter are known to be active in the area, whilst various buildings and trees could offer roosting potential for bats. Potential effects may be mitigated and are unlikely to be significant.

Habitats are broadly similar across all Alignment Options and appear to comprise mainly modified or arable land. Coniferous woodland appears to be present in all 'in' legs. There are no areas of overlapping Class 1 or Class 2 peatland visible from the Carbon and Peatland 2016 Map.

There are unlikely to be any Annex I habitats within the Alignment Options.

There is limited presence of cultural heritage features in the vicinity. There are no World Heritage Sites, Gardens and Designed Landscapes (GDL) or Inventory Battlefields within the study areas.

It is recognised that there is potential for unknown archaeological remains to exist within each alignment option.

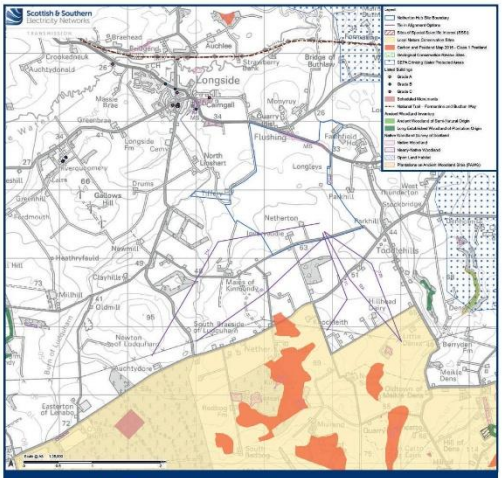
All options were considered to have low potential for significant effects on Cultural Heritage Designations. There are no Conservation Areas, or Non-Inventory Gardens and Designed Landscapes within the study areas for any Alignment Option. There is the potential for impacts through changes within the setting of Listed Buildings, but these impacts are not likely to lead to significant effects due to distance, and intervening buildings and vegetation.

The proposed alignments lie in excess of 10km from any national landscape designations or wild land areas. All of alignment options, when combined with the Beauly to Peterhead OHL, have the potential to compromise the landscape character of the LCT17 Coastal Agricultural Plain - Aberdeenshire at a local level in the vicinity of the Netherton Hub.

The consideration of the cumulative visual effects of this tie-in, along with the proposed rebuild of the Peterhead-New Deer OHL between Netherton and Peterhead and the proposed new Beauly to Peterhead OHL will be very important in establishing the most appropriate alignment option.

Alignments Options pass through Land Capability for Agriculture (LCA) of Class 3.1 and Class 3.2.

There is very limited potential for any of the options to impact upon commercial forestry and none are considered to be constrained by recreational land uses.



Environmental designations and constraints.
This figure shows some of the key environmental constraints which have been considered when assessing potential OHL alignment options.

Potential alignment

Our potential alignment for the tie-in between the existing New Deer-Peterhead OHL and Netherton Hub comprises alignment options T1A and T2A.

Evaluation of 'inward' alignment options: T1A, T1B and T1C

Alignment T1A is the overall environmental preference, primarily on landscape and visual grounds.

Alignment T1C is the engineering preference as it is least constrained, though there are advantages to Alignment T1A as it would present an opportunity to parallel with the proposed Beauly to Peterhead 400kV overhead line, which may provide both visual and access benefits.

Alignment T1C is also preferred from a Capital cost perspective, on the basis that it represents the most direct alignment into the substation. Alignment T1A as the longest of the three options has the highest associated costs, owing to additional construction requirements, making this the least preferred option when considering cost in isolation.

Differences between the options from an engineering perspective are marginal. While the economic appraisal clearly distinguishes a preference for T1C, all three options are relatively short. The differences from a cost perspective are therefore also considered to be marginal.

As such, greatest weight is given to the outcomes of the environmental appraisal and, on balance, Alignment T1A is considered to be the overall Proposed Alignment for the 'inward' option due to better alignment with the Holford Rules and lower potential for cumulative visual impacts. Option T1A would run in close parallel with the Beauly to Peterhead 400kV overhead line connection into Netherton Hub.

This allows for the creation of a distinct infrastructure corridor entering Netherton Hub from the west, and also has the benefit of removing the largest number of towers from the existing New Deer-Peterhead 400kV overhead line to the south, located on higher ground.

Other tie-in options would have a potentially greater visual impact by creating a more cluttered wirescape in the area to the south of Netherton Hub, with less potential for tower removal along the existing line.

Evaluation of 'outward' alignment options: T2A and T2B

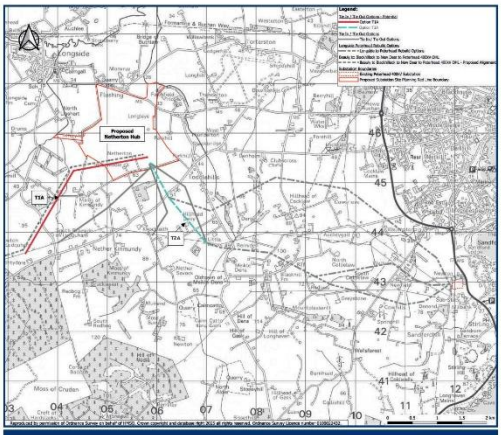
As the two 'outward' alignment options are both relatively short and close to each other, they are broadly similar in degree of environmental constraints. Largely on landscape and visual grounds, and to a lesser degree on the basis of the hydrogeology and cultural heritage appraisals, Alignment T2A is the overall environmental preference. This is due to the creation of a more distinct arrangement of OHLs into infrastructure corridors and reduced associated potential for adverse landscape and visual impacts. T2A is also slightly less constrained by Private Water Supplies and avoids any Sites and Monument Record entries.

Option T2B maintains 170m separation from all residential buildings, whereas Option T2A strays within 170m of an existing property, and is also within 100m of another property which appears to be abandoned farm sheds. Minor adjustment to alignment T2A may be possible to ensure improved separation.

While alignment T2B maintains separation from residential properties, it runs parallel with a road to the east that is lined with a large number of properties at Toddlehills, whereas T2A observes further separation from these. Alignment option T2B is considered less suitable based on interface with communication masts, urban development and distribution network crossings. On balance, Alignment T2A is less constrained in technical terms, and thus is the overall engineering preference.

From a Capital cost perspective, both alignments have similar costs. As alignment T2B is the slightly longer of the two options and therefore has a marginally higher associated construction cost. Alignment T2A is the proposed option from a capital costs perspective. To summarise, the environmental, engineering and economic appraisals have all identified Alignment T2A as the overall preference.

Given that the two 'Outward' alignment options are similar in terms of length and location, constraints are broadly similar. However, certain key considerations, particularly in relation to landscape and visual constraints and some technical aspects, result in Alignment T2A being identified as the proposed option.



Tie-in alignment options, showing the two potential alignments - T1A and T2A

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".

Depending on the outcome of Environmental Impact Assessment (EIA) Screening with the Scottish Government's Energy Consents Unit (ECU), the Section 37 application will be accompanied by either an Environmental Impact Assessment (EIA) Report or 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 ECU in August 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.

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.

We anticipate to receive a decision on the consent application within 12 months from the application date, however timescales may vary.

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:

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 crossarms and an earth wire between the peaks for lightning protection.

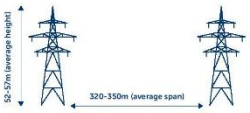
The 'inward' tie-in to Netherton from New Deer would use the same L8(c) towers as the existing line. These towers are expected to have an average height of approximately 52m.

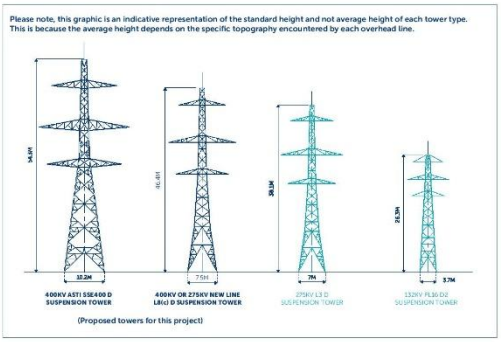
The 'outward' tie-in from Netherton Hub would use the ASTI SSE400 tower design due to the requirement to support larger conductors to facilitate greater power transfer. These towers are expected to have an average height of approximately 57m.

The average distance between the towers is expected to be 320-350m for both the turn in and turn out.

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 line has 91 towers with an average height of 47m and average span length of 330m.





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.

The challenges of 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.

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.

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

About the overhead line

Accessing the overhead lines

The construction of a new overhead line (OHL) is a major undertaking presenting significant construction challenges not just in terms of scale but also remoteness, terrain and seasonal weather conditions.

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

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 tracks as far as practicable, upgraded as required.

Existing bellmouths would be utilised where possible, subject to improvements. New bellmouths may be required.

Access tracks
Where operational access is required, this would likely range from All Terrain Vehicle (ATV) routes with no formal track, to a stone road suitable for 4x4 and wagon access.

The selection of the type of track required will consider the proximity to a public road, environmental impacts, structure type and potential maintenance activities/ vehicles required in future to a given location (taking legal health and safety requirements into account).

General access track details will be included in the environmental assessment stage of the project and presented to illustrate where each access type will be deployed, and the rationale for that selection.

Stone tracks
Typically, new temporary stone tracks are likely to be required to access each steel tower location, as well as the requirement for inline access between towers. Stone tracks are designed to suit the heavy plant loads required for construction works for steel 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, alternative methods would be proposed such as using smaller items of plant, specialist tracked plant, and in some cases using helicopters for moving materials.

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.

More details on our access strategy will be presented at our second consultation event.

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

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

Project timeline

2024
- In February and May 2024 at Netherton Hub consultation events, we shared the project need for the tie-in and rebuild to energise the proposed 400kV substation.

2025
- Public Consultation Event 1 (alignment selection) - March
- Ongoing discussions with landowners
- Public Consultation Event 2 (Final alignment) - Summer 2025
- Undertake Environmental Impact Assessment or voluntary Environmental Appraisal, based on chosen alignment option
- Application for Section 37 Consent submitted Autumn/Winter 2025.

2026
- Section 37 review ongoing.

2027
- Receive Section 37 Consents determination early 2027
- Prepare submissions to discharge any conditions attached to receiving Section 37 Consent
- Construction starts, subject to receiving Section 37 Consent.

2028
- Construction ongoing.

2029
- Construction complete
- Commissioning.

Note: This timeline is indicative

Have your say

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

The feedback period

We will accept feedback from now until **16 April 2025.**

How to provide feedback

Submit your feedback by:

- Scanning the QR code on this page or via the form on our project webpage at **ssen-transmission.co.uk/netherton-400kV-OHL-tie-in**
- Emailing the feedback form to the Community Liaison Manager, or;
- Write to us enclosing the feedback form in this booklet.

We are pleased to present our alignment options and we believe the proposed alignment strikes a balance between the various different considerations that we must take into account.

We intend to hold at least two pre-application consultation events prior to submitting the application.

This is the first of two events. At the next public event, we will provide feedback to members of the public in respect of comments that they have made in relation to the proposals in this document.

What we're seeking views on

Now that we have presented our alignment options and potential alignment, we want you to share your opinions on our plans, your suggestions for how we could make improvements, and any concerns about the impact of our work. If you live adjacent to the potential alignment, we want to work with you to discuss potential impacts and mitigation. By telling us what you think, you will help shape our proposals. We want to harness your local knowledge so that we spot any unforeseen challenges early and maximise the potential benefits and opportunities for your communities. Ultimately, we want to work with you to ensure that the energy infrastructure we build will be the best it can possibly be.

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.

Recite me

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."

Community Liaison Manager

Gillian Doig

SSEN Transmission
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

@ssentransmission @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. Is there a specific tie-in alignment that your comment relates to (please refer to the maps in the consultation booklet if required)? Please indicate the name of the tie-in alignment or the closest settlement.

Inward tie-ins: ☐ T1A ☐ T1B ☐ T1C

Outward tie-ins: ☐ T2A ☐ T2B Closest settlement:

Q2. Has the approach taken to select the Potential Alignment been clearly explained?

☐ Yes ☐ No ☐ Unsure

Comments:

Q3. Are there any factors, or environmental features, that you believe we may not have already considered during the Potential Alignment selection process?

☐ Yes ☐ No ☐ Unsure

Comments:

Q4. Do you have any specific concerns in relation to the Potential Alignment? If so, is there anything we could do to mitigate the impact of this?

☐ Yes ☐ No ☐ Unsure

Comments:

Q5. **Is there anything you'd like to bring to our attention regarding the Potential Alignment that you believe we may not have already considered such as environmental designations, water courses, local recreational areas, etc.?**

Comments:

Q6. **Do you feel, on balance, that the Potential Alignment selected is the most appropriate for further consideration at the at the environmental assessment stage?**

Comments:

Q7. **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:

Full name: ..... **Telephone:** .....

Email: .....

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**

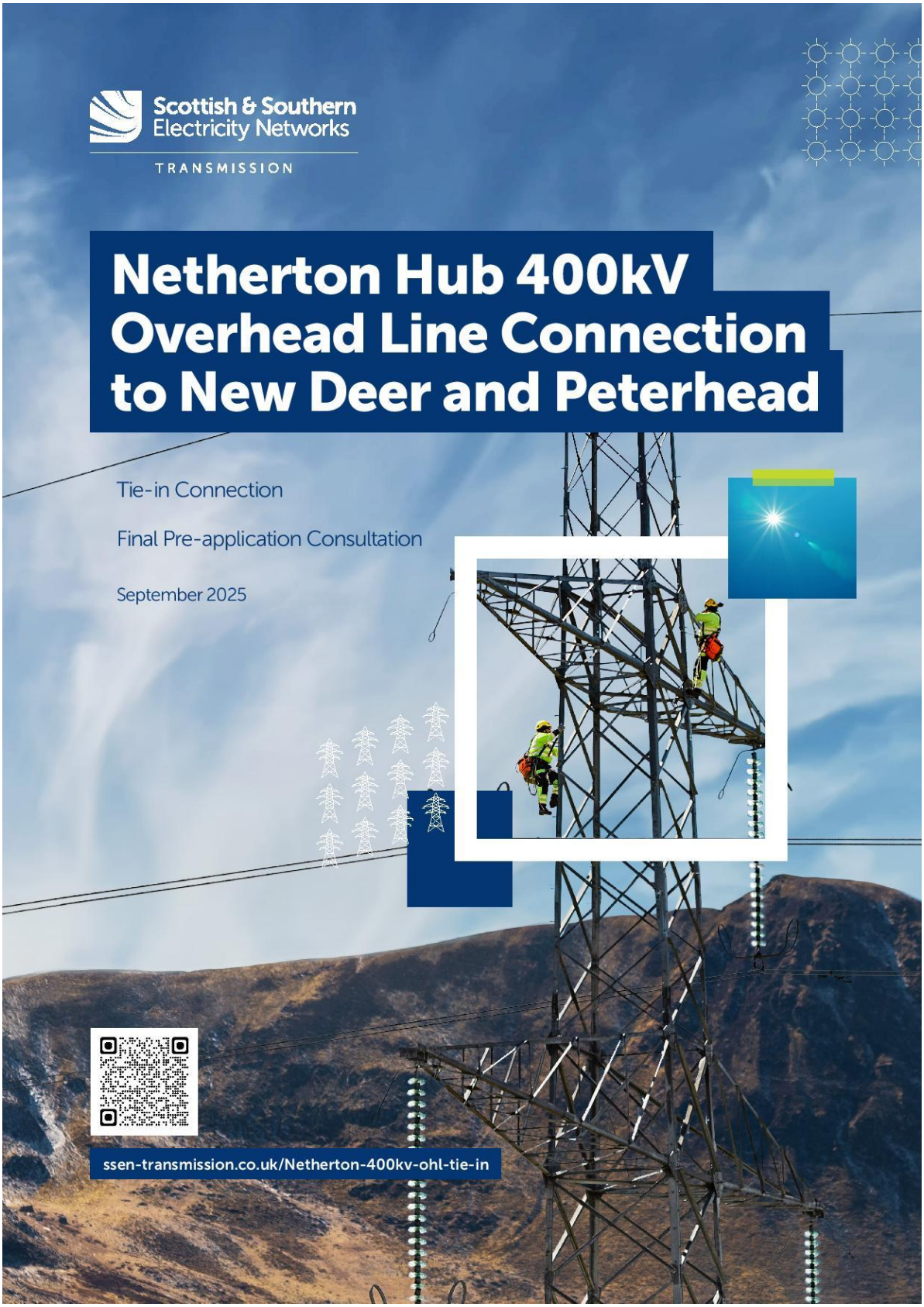
Thank you for taking the time to complete this feedback form. Please submit your completed form by one of the methods below:
Post: FAO Gillian Doig - SSEN Transmission, 200 Dunkeld Road, Perth, PH1 3GH **Email:** gillian.doig@sse.com
Online: ssen-transmission.co.uk/netherton-400kV-OHL-tie-in

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.

PAC 2 Booklet

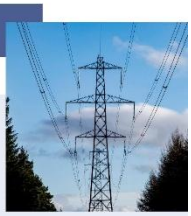


Contents

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.

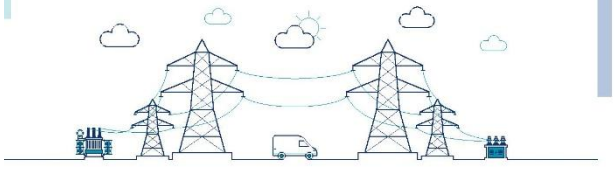
The UK Government's British Energy Security Strategy further underlines the need for this infrastructure, setting out plans to accelerate homegrown power for greater energy independence. The strategy aims to reduce the UK's dependence on and price exposure to global gas wholesale markets through the 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 Beauly and Peterhead, Beauly 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.

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.

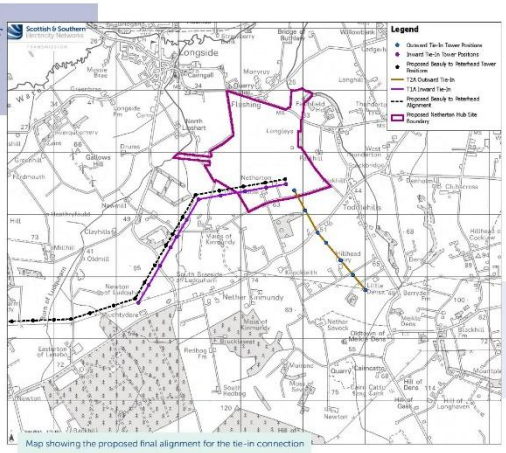
Update on the Rebuild project

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:

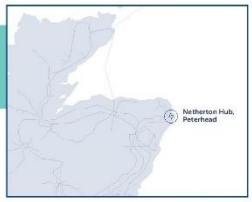
- Re-routing the existing New Deer – Peterhead 400kV double circuit overhead line between Nether Kinmundy and Little Dens into Netherton Hub, to connect with the proposed 400kV substation. This will involve installing two sections of new overhead lines of approximately 2km (T2A) and 3.4 km (T1A) in length 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.

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

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 pest, 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.

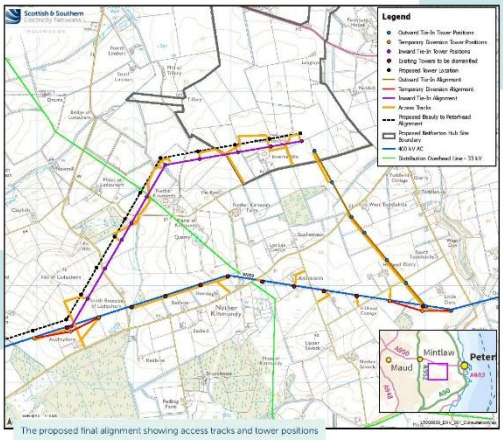
Netherton Hub 400kV Overhead Line Connection to New Deer and Peterhead

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

Proposed alignment

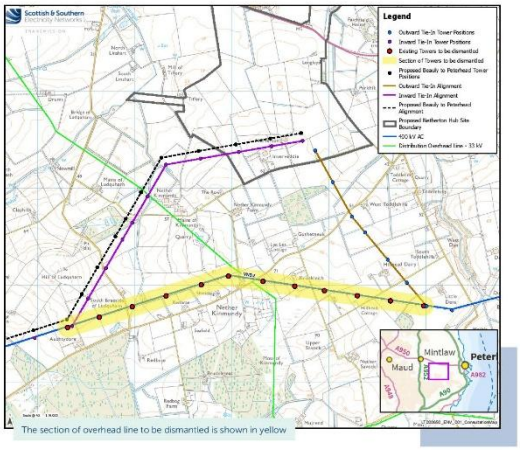
This map shows the proposed final alignment showing access tracks and tower positions.

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 Beauly 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

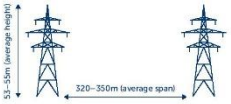
The existing circuit between New Deer and Peterhead is a 400kV overhead line that was previously upgraded from 275kV in 2021/2022. Due to the close proximity between this existing line and the proposed 400kV substation within Netherton Hub, the tie-ins to the site will also be constructed as a 400kV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

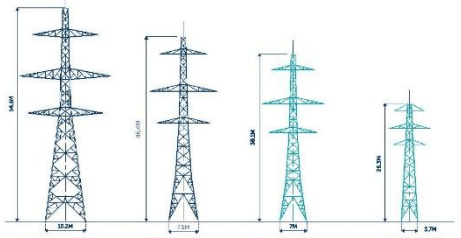
The 'outward' tie-in from Netherton Hub would use the ASTI SSE400 tower design due to the requirement to support larger conductors to facilitate greater power transfer. These towers are expected to have an average height of approximately 55m.

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**

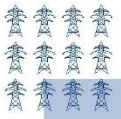
Managing construction impacts

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 tracklway 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.

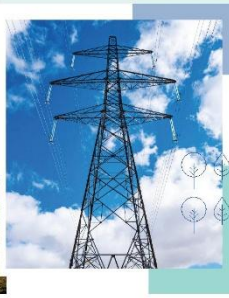
Operational corridor

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

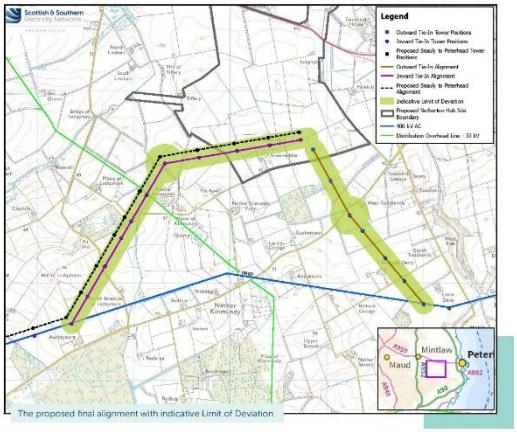
Additional works that will also be required as part of the construction of the new overhead line include the following:

- 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 micrositing 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 micrositing). 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 micrositing of the larger temporary working areas required. A vertical LoD of +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.



The proposed final alignment with indicative Limit of Deviation

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

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	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. 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. 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.
Helicopters	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. 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. It is not currently intended to use helicopters for construction of the steel lattice towers themselves.

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

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

Project timeline

2024
- In February and May 2024 at Netherton Hub consultation events, we shared the project need for the tie-in and rebuild to energise the proposed 400kV substation.

2025
- **March:** Public Consultation event 1 (alignment selection)
- Landowner engagement
- **September:** Public Consultation event 2 (final alignment)
- Undertake voluntary environmental appraisal
- Ongoing ground investigations and environmental studies
- Application for Section 37 submitted winter 2025

2026
- Section 37 review ongoing.

2027
- Receive Section 37 Consents determination early 2027
- Prepare submissions to discharge any conditions attached to receiving Section 37 Consent
- Construction starts, subject to receiving Section 37 Consent

2028
- Construction ongoing

2029
- Construction complete
- Commissioning ongoing

2030
- Commissioning complete

*Future dates are indicative and subject to change

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 Ludquham and Longside	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. 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.
Property Value	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.
Community Benefit Fund	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.

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.	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. 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. 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. 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, Beauly to Peterhead 400kV overhead line and with the associated rebuild aspect of this project.
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.

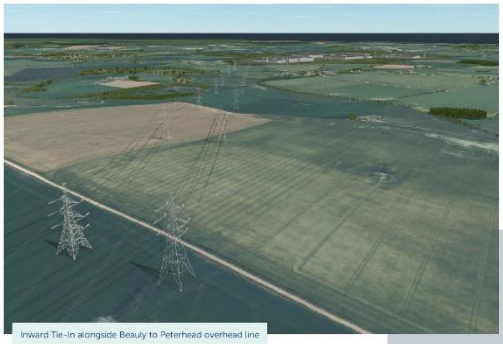
Feedback/Theme	Response
Landscape and Visual impacts	To get a better sense of the proposals in full, a visualisation portal including flythrough video is also available to view from the project webpage and our consultants, 3D Webtech, will be assisting us at our consultation event with copies of the model that attendees can interact with during the event. 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.
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.	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. 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.
Why is a double row of pylons required?	There is a requirement for a 400kV double circuit connection between Beauly and Peterhead via the proposed new substation sites. This means that there is a requirement for a new 400kV double circuit overhead line between Greens substation and Longside 400kV substation (Beauly to Peterhead) and then between Longside 400kV substation and the existing Peterhead 400kV substation (Tie-Ins and Rebuild). 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. After consideration of the alignment options, having the proposed Beauly 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.

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.

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

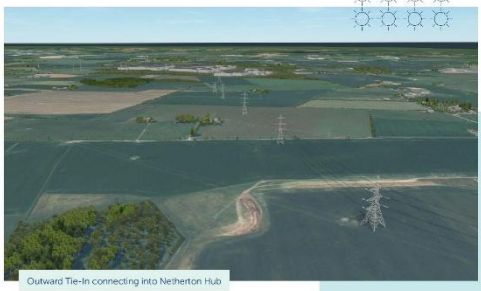


Inward Tie-in alongside Beauly to Peterhead overhead line

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.

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.

Recite me

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:

@ssentransmission @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: