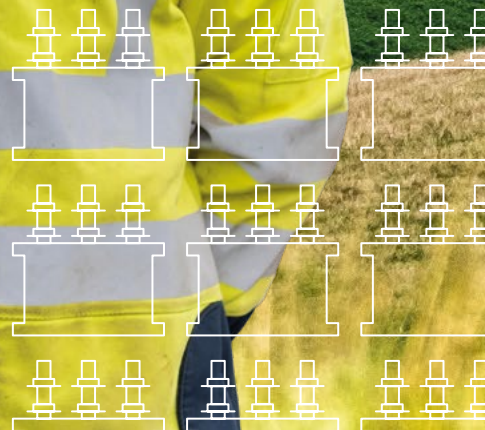
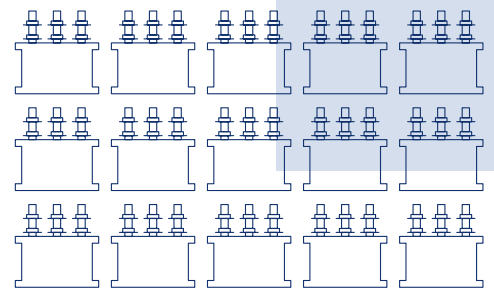


# New East Coast 275kV Substation

Site and Route Selection Consultation Events

May 2026





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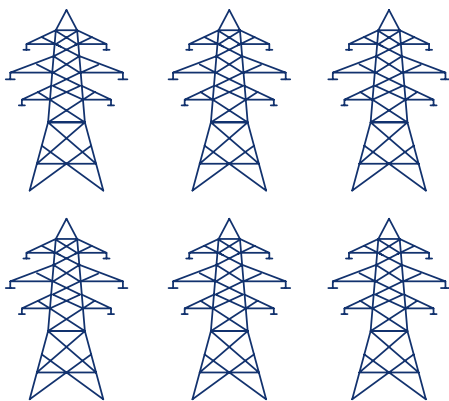
## The consultation events will be taking place on:

Monday 25 May 2026, 2-7pm  
Inglis Memorial Hall, Edzell, Brechin, DD9 7TF

Tuesday 26 May 2026, 2-7pm  
Stracathro Parish Hall, Inchbare, Brechin, DD9 7QE

Wednesday 27 May 2026, 1-6pm  
Craigro Community Hall, Craigro, DD10 9JZ

Thursday 28 May 2026, 2-7pm  
Brechin City Hall, 9 Swan Street, Brechin, DD9 6EE



# Powering change together

If we want to deliver on clean power and energy security targets and provide power for future generations, upgrade to Scotland's electricity transmission infrastructure is needed.

The shift to a cleaner, more sustainable future is about more than tackling the impact of climate change, it's about ensuring that future generations can thrive.

Countries around the world are investing in their energy infrastructure to support increasing electricity demands and to deliver on clean power targets and the UK is leading the way in building a modern, sustainable energy system for the future.



## We all have a part to play

The UK and Scottish governments have set ambitious energy security and clean power targets, and we all have a part to play in delivering them.

At SSEN Transmission, we work closely with the National Energy System Operator (NESO) to connect vast renewable energy resources — like solar, wind, hydro and marine generation — to areas of demand across the country. Scotland will play a particularly big role in meeting increasing electricity demand.

**But there is more to be done. By 2050, the north of Scotland is expected to contribute more than 50GW of low carbon power to the GB energy system. Today, the region has around 11GW of renewable generation connected to the network.**

At SSEN Transmission, it is our role to build the energy system of the future. To do that, we are planning to invest around **£29 billion** in the coming years to upgrade the electricity transmission network in the north of Scotland. It's an investment that will unlock cleaner, more secure energy for homes and businesses now, and for generations to come. **By 2050, annual electricity demand is expected to at least double** – our investment will support the connection of more clean power to meet that demand to the GB electricity network, supporting up to **17,500 jobs in Scotland**, with more than **8,000** of those in the north of Scotland, along the way.

## Who we are

We are responsible for maintaining and investing in the electricity transmission network in the north of Scotland. We are 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/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 communities and we are committed to minimising our impacts and maximising all the benefits that our developments can bring to your area. To do that we provide all the information you need to know about our plans and how they will impact communities like yours. The way we consult is also a two-way street and we want to hear people's views, concerns, or ideas – and harness local knowledge – so that our work benefits communities today and long into the future. You can share your views with us at: [ssen-transmission.co.uk/talk-to-us/contact-us/](https://ssen-transmission.co.uk/talk-to-us/contact-us/)

# Project overview

**The New East Coast 275kV Substation and Connections Project is required to enable a new connection location of the upgraded Bridge of Dun GSP substation and to enable the removal of over 82km of existing 132kV OHL throughout Aberdeenshire and Angus.**

The new substation will connect into the existing 275kV Kintore to Tealing overhead line (OHL). To enable this connection, sections of new 275kV double circuit OHL will be constructed to connect the new substation into the existing network. The Bridge of Dun Grid Supply Point (GSP) substation is also being upgraded or replaced due to local generation growth and demand. The construction of the new 275kV substation and connection of the upgraded or replacement Bridge of Dun will allow over 82km of the existing East Coast 132kV OHL from Aberdeenshire down to Angus to be removed, which is nearing the end of its operational capabilities. Further details of other planned works on the East Coast can be found in our recently published booklet; [ssen-transmission.co.uk/east-coast-future-projects](https://ssen-transmission.co.uk/east-coast-future-projects).

Three potential substation sites are currently being assessed as part of the project. Two are located south of the A90 and one is located north of the A90. These locations have been identified to facilitate connection into the existing transmission network and suitable options for connecting Bridge of Dun GSP.

Due to the operational voltage and the need to maintain a secure and reliable electricity supply when connecting a GSP, the new substation will require a double busbar arrangement. This allows electricity to continue flowing if part of the equipment needs maintenance or if a fault occurs, reducing the risk of interruptions to customers. Providing this additional level of resilience and safety requires more equipment and spacing, which results in a larger overall site area. As a result, the substation footprint is expected to be broadly comparable in size to recent East Coast substations, at approximately 450 metres by 350 metres.

Depending on the final site selected, a connection of between 2 and 10 kilometres of new 275kV circuits would be required to connect the substation to the existing transmission network. The connection technology and final alignment would be considered through further options appraisal and public consultation.

The works will comprise:

- Construction of a new outdoor Air Insulated Switchgear (AIS) 275kV substation complete with 275kV double busbar arrangement.
- A new substation control building.
- Construction of new 275kV connections from the existing Kintore to Tealing 275kV OHL including terminal towers within the substation.
- Installation of transformers and 132kV infrastructure to enable the connection of Bridge of Dun GSP.
- Construction of necessary drainage, bunding/screening and habitat enhancement.
- Construction of temporary and permanent access roads, including a compound/storage yard.
- Removal of existing 275kV OHL between the connection points and reinstatement of land at tower locations.



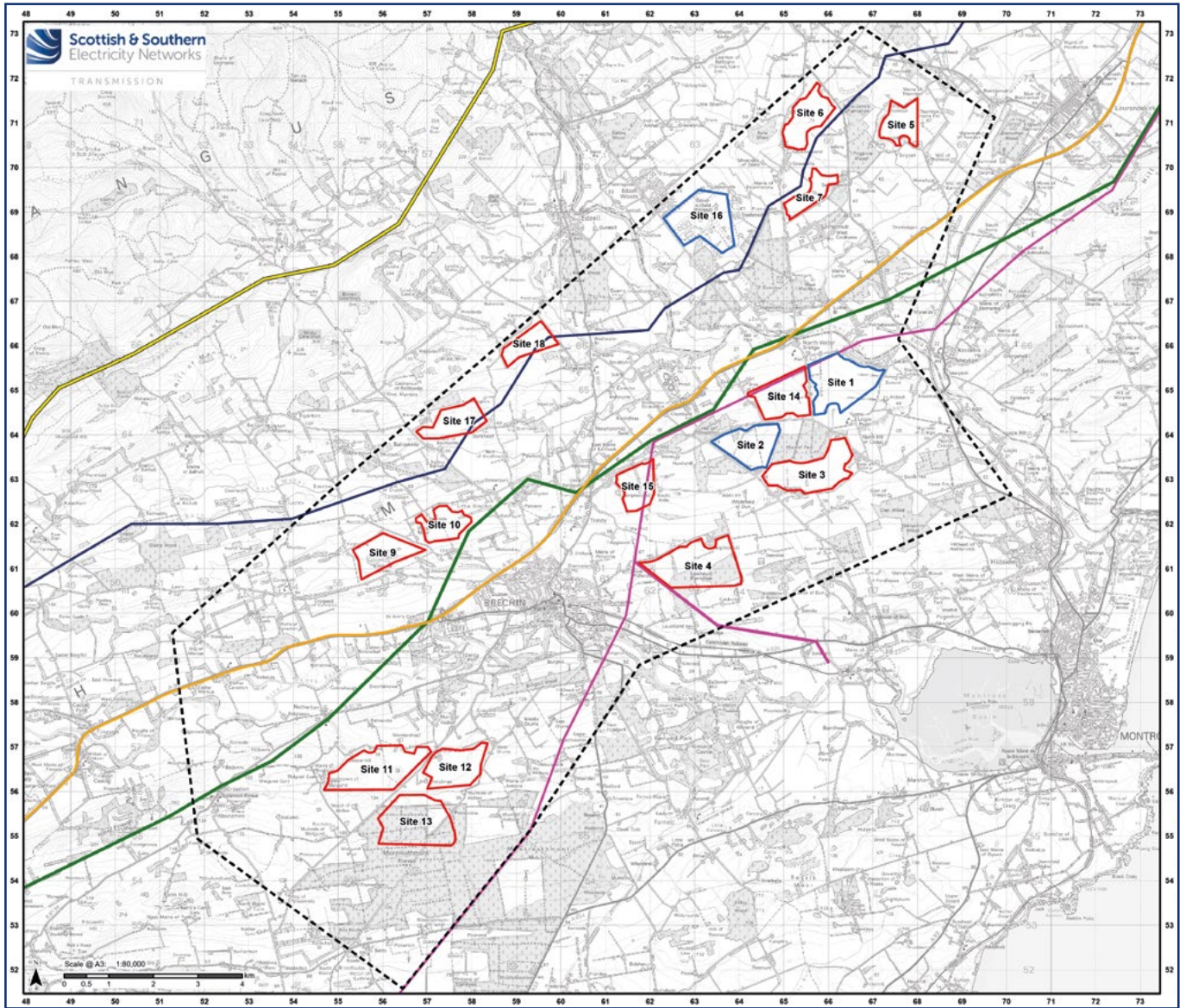
The initial sites were assessed using publicly available data and multi criteria analysis (MCA) to provide high level constraints information. This allowed the project team to identify areas which were too sensitive, constrained or technically challenging for the construction of a new substation.

Assessment of the refined options (less constrained options) was undertaken against the key requirements (engineering, environmental and cost topic areas) and using the Red, Amber, Green (RAG) criteria. This resulted in sites being discounted from further assessment based on access constraints, land use impacts and environmental sensitivities.

The anticipated footprint size of this substation platform will be around 450 x 350m within land parcel large enough for a temporary construction compound, landscape bunding, Sustainable Drainage Systems (SuDS), access tracks and Biodiversity Net Gain (BNG). The land parcels identified in Figure 1, represent the total land available in that location but it may not all be required for the substation development.

# Initial sites identified

Figure 1 – Sites identified



## Legend

- Sites Considered at Stage 1
- Sites Considered at Stage 2
- Search Area Boundary
- A90 Trunk Road
- Existing Overhead Line**
- Breaching - Tealing (132kV)
- Kintore - Alyth (275kV being upgraded to 400kV)
- Kintore - Tealing - (275kV)
- TKUP Proposed Alignment (400kV)



# Help shape our plans

The work we have planned has the potential to deliver benefits in your community, Scotland, and beyond. Yet we know that achieving our goals will require a lot of work that may impact your local community. That's why we want to work with you every step of the way throughout the planning and delivery stages of these essential works.

We're committed to delivering a meaningful consultation process that actively seeks the views of everyone affected by our plans. That means making our plans clear and easily accessible, so that you can give us input throughout each stage of the development process.

Throughout the consultation, we'll present our approach to developing the project, including changes made since we last consulted with you. We will also provide some visualisations and maps to show you where everything will be located.

We want you to share your thoughts and opinions on our plans, where you think we can make improvements, concerns about the impact of our work and as we develop the project, what you think of any changes and refinements we make.

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. Because, ultimately, we want you to work with us to ensure that the energy infrastructure we build will be the best it can possibly be.

## Who we are consulting with

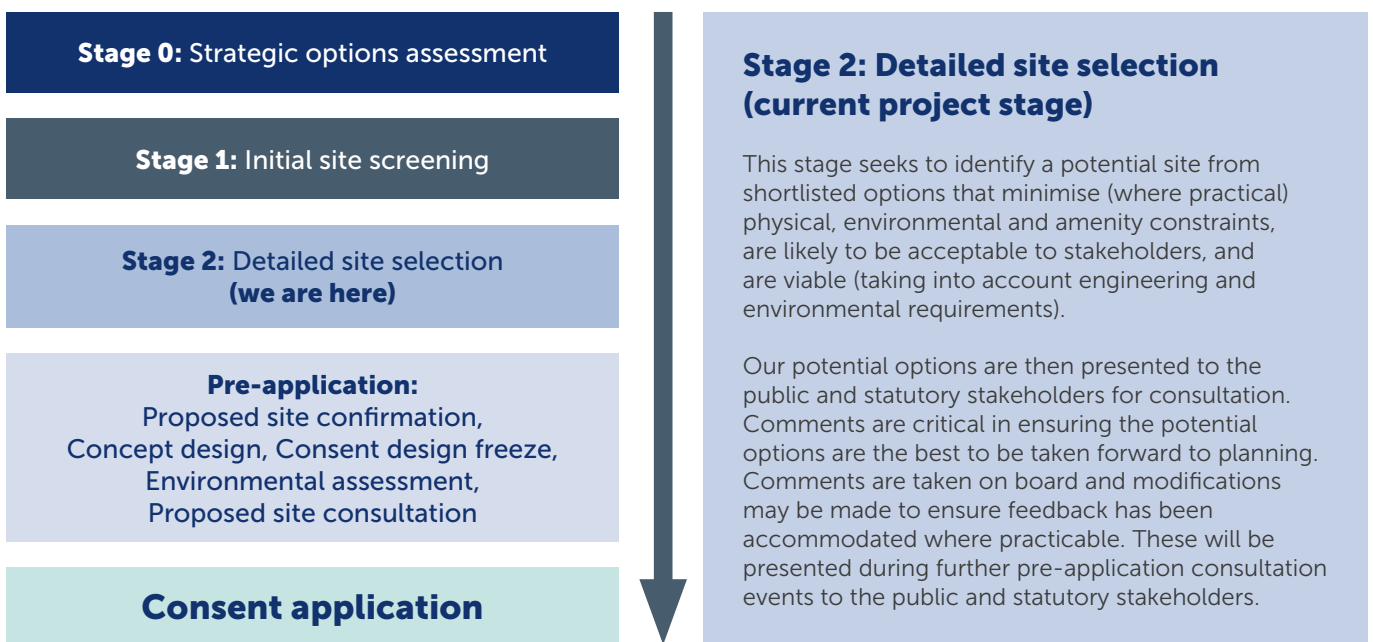
As well as communities, we are keen to hear feedback from a broad range of other stakeholders such as landowners, businesses, non-statutory consultees and statutory consultees such as local authorities, NatureScot, Scottish Environment Protection Agency (SEPA), Historic Environment Scotland (HES), Scottish Forestry and Energy Consents Unit (ECU).



# Our site selection process

Our site selection process makes sure the design, consenting, construction and operation of our projects are undertaken in a manner, which on balance, causes the least disturbance to the environment and the local community, while ensuring the solution being taken forward is economically and technically practical.

To do this we follow an internal process supported by third party environmental and technical experts. This has many key stages, each increasing in detail and definition and bringing technical, environmental, people, and cost considerations together to find a balanced outcome.



## Site Options

A search area was defined in proximity to existing infrastructure at Brechin/Bridge of Dun with a focus on locations within a 14km radius of Brechin and in proximity to the existing Kintore to Tealing 275kV OHL.

The study area covers an elongated zone approximately 12–14km north–south and 8–10km east–west, centred on Brechin substation and based on major environmental, technical and economic constraints.

18 potential sites were identified in this search area for further assessment.

A site visit from public roads was then undertaken for each site for further assessment, to help identify any significant environmental or technical constraints.

Following the site visits, 3 sites were progressed to a more detailed assessment. Figure 1 on page 5 shows the sites progressed to stage 2.

## Overview of site selection process so far

**Site 1 – Land at Muir of Pert (NE).** The site lies on generally flat terrain with modest variations in ground level across the site. It comprises farmland/ grazing with potential for crop rotation with some ditch and hedge features commonly found between field boundaries.

**Site 2 – Land at Muir of Pert (W).** The site lies on predominantly flat terrain with some localised changes in ground level. It comprises farmland with SSEN Distribution OHLs to the north of the site with trees/hedge features along the field boundaries.

**Site 16 – Land at Edzell Airfield.** The site lies on a mixture of hard standing surfaces/existing roads with buildings and grazing land. It comprises a brownfield site and includes a number of uses within the site boundary, including warehouses/storage facilities/ dis-used properties and a runway. The River North Esk lies to the north of the site and is bound by trees and hedges to the south.

# Our site selection process

**Stage 0  
Strategic options assessment**

The initial high-level stages of site selection include requirements such as being in proximity to the existing 275kV network, and the existing Bridge of Dun GSP substation, minimising the extent of new infrastructure required for the connection. The area must be large enough to accommodate the required substation footprint, together with associated landscaping, contractor compounds, and access tracks. Finally, the site must aim to avoid environmental designations and minimise the impacts on local environmental receptors.

**Stage 1  
Initial site selection**

18 different options were identified, all within 14km of the existing Brechin 132kV substation. These sites were assessed for suitability via Multi Criteria Analysis (MCA), Geographic Information System (GIS), site visits and desk studies. Of the 18 options, 8 were discounted due to space constraints, environmental impact, and/or stakeholder impact.

**Stage 2  
Detailed site selection**

Further appraisal and comparison of the shortlisted options resulted in options 1,2 and 16 being taken forward to Stage 2.

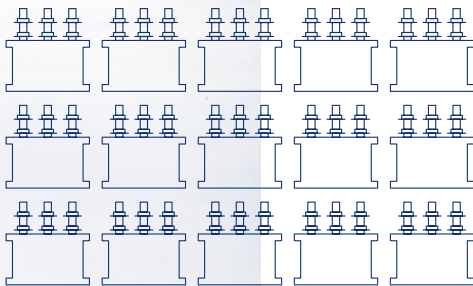
Further details of the Stage 2 process can be found on the following pages.

## RAG Assessment Criteria

Stages 1 and 2 of the site selection process apply a Red Amber Green (RAG) risk assessment scoring for technical, environmental and economical aspects.

The criteria used and the outcomes of the assessment are shown in the diagram opposite.

Performance	Comparative appraisal
Most preferred ↓	Low potential for the development to be constrained
	Intermediate potential for the development to be constrained
Least preferred	High potential for the development to be constrained



Topic	Criteria	Site 1	Site 2	Site 16
<b>Engineering</b>				
<b>Access and Connectivity</b>	Construction Access	M	M	M
	Operation and Maintenance	L	L	L
	Existing Circuits/Networks	L	L	H
	Future Development Possibilities	M	M	M
	Interface with SSEN Distribution and Generation	H	H	H
	DNO Connection	L	L	M
<b>Footprint Requirements</b>	Technology	L	L	L
	Adjacent Land Use	L	L	L
	Space Availability	L	L	L
<b>Hazards</b>	Unique Hazards	M	M	M
	Existing Hazards	L	M	M
<b>Ground Conditions</b>	Topography	L	L	L
	Geology	L	L	L
	Elevation	L	L	L
<b>Environmental Conditions</b>	Flooding	M	L	M
	Carbon Footprint	H	H	H
	Contaminated Land	L	M	H
	Noise	M	M	M
<b>Environmental/Consent</b>				
<b>Natural Heritage</b>	Designation	M	H	H
	Protected Species	M	M	M
	Habitats	M	M	M
	Ornithology	M	M	M
	Hydrology/Geology	M	M	M
<b>Cultural Heritage</b>	Designations	H	H	H
	Cultural Heritage Assets	M	L	L
<b>Landscape and Visual</b>	Designations	L	L	L
	Landscape Character	M	M	M
	Visual	H	H	H
<b>Land Use</b>	Agriculture	H	H	M
	Woodland / Forestry	L	L	L
	Recreation	M	L	L
<b>Planning</b>	Policy	L	L	L
	Proposals	L	L	L
<b>Cost</b>				
Cost	Capital	L	M	M
	Operational	L	M	M

# Our site selection process

Site 1 was Identified due to its preferable location relative to the existing 275kV OHL which the substation would be connecting into. With a fairly flat elevation and adequate space for the proposed development and associated works this was considered a reasonable contender for carrying forward to Stage 2. However, Site 1 represents the most ecologically sensitive of the options assessed. The site contains habitats with the potential to support protected species, resulting in a higher likelihood of ecological constraints.

Site 1 is located close to two listed buildings and adjacent to the settlements of Pert, Logie Pert and Gallery, all of which are within 500m of the site. As a result, there is high potential for negative visual impacts on a number of nearby properties and the character of those heritage assets.

Site 1 is also in close proximity to the River North Esk which increases the complexity associated with connecting back to the existing OHL, with major river crossings that would involve interfacing with flood-risk areas, the A90, and existing transmission infrastructure. This would adversely impact upon the access options, as it would not be possible to access the site from the north east, as well as the robustness of design and longevity of both transmission and civils structures. In combination with anticipated poor ground conditions, this led to Site 1 being discounted from further consideration.

Site 1 is located 10km from Bridge of Dun GSP. The OHL connection would involve complex routes below Site 1 to avoid both the ancient woodland and River North Esk towards the south of the site.

Site 2, like Site 1, is within close proximity of the existing OHL. The connection could be achieved with minimal new infrastructure and without crossing major road/river/residential property boundaries, thereby minimising impacts on landscape and visual amenity and land-use.

Site 2 is located closest to Bridge of Dun GSP substation so therefore requires the shortest amount of OHL to be installed between the two sites. The connecting route would be to the south of the site which allows any Ancient Woodland to be avoided and to minimise the impact of the line of site from any properties.

Although Site 2 is currently in agricultural use, it previously formed part of Stracathro Airfield during the Second World War. As a result, habitats within the site are highly disturbed and of lower ecological sensitivity. Site 2 has the potential to result in localised impacts on the landscape character, i.e. within proximity of the site.

If selected, Site 2 would have to adopt a scheme of landscape mitigation to minimise potential localised impacts. Visual impacts from further afield are more limited due to the surrounding topography, the presence of mature woodland surrounding the Site and the distance to nearby settlements. However, some woodland areas may be impacted by the connection routes into the site.

Site 2 generally benefits from good access routes, that would impact a relatively small number of properties. However, there may be a limited requirement for Public Road Improvement (PRI) works within the immediate area to facilitate access to the Site during construction.

Site 16 comprises brownfield land, is mostly flat and the majority of Site 16 is hardstanding with a low potential for ecologically valuable habitats. However, due to its previous use as RAF Edzell, there may be significant below ground constraints including underground bunkers, radioactive material and other contamination which would impact deliverability.

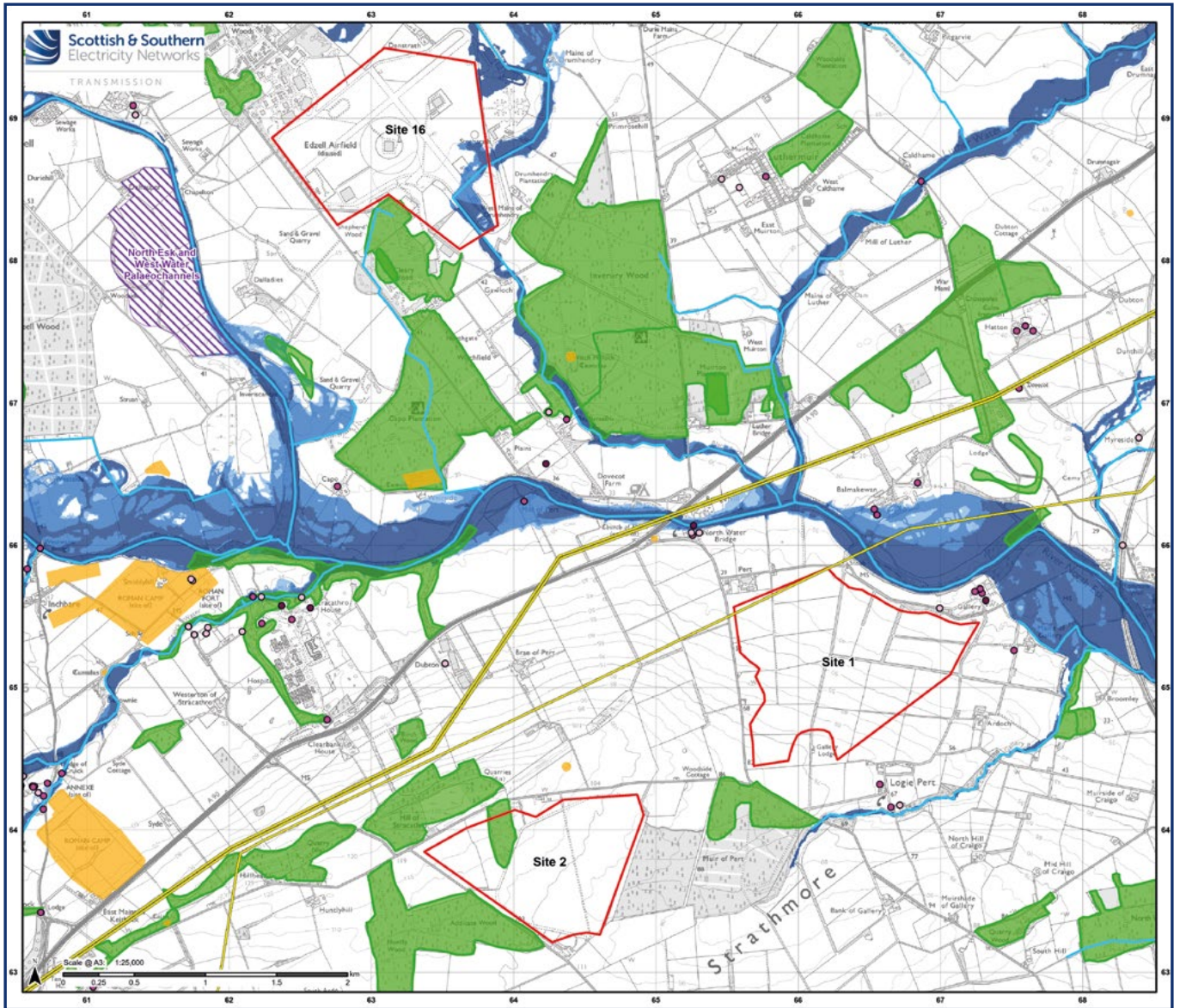
As with Site 2, Site 16 could result in localised landscape and visual effects. Landscape mitigation measures would therefore be required to reduce impacts on nearby receptors.

Consideration of Site 16 assumes that a suitable parcel can be secured from the current landowner without comprising existing land-uses within the site. There is a high potential of significant contamination and hazardous materials on site, associated with the past use of this location as a military base in the mid-20th century onwards. There are also a number of unused derelict buildings which could require demolition as part of wider enabling works.

When compared to the other site options, Site 16 is the furthest distance from the existing OHL required for a connection into the grid as well as the furthest distance for connecting into the Bridge of Dun GSP substation. Any connection would therefore lead to a greater extent of new infrastructure within the surrounding landscape. In addition to this, would be a need to cross a number of existing watercourses, the A90 and the proposed Kintore to Tealing 400kV OHL connection circuit.

There are several physical constraints to the south of the site including ancient woodland, the North Esk River and residential properties, which would limit options of routes for connecting to existing infrastructure. The greater extent of the connection infrastructure required for this site would lead to greater environmental and residential impact compared with other sites.

Stage 2 – Identified sites.



**Legend**

- |                                            |                        |                       |
|--------------------------------------------|------------------------|-----------------------|
| Site Option Boundary                       | <b>Listed Building</b> | <b>River Flooding</b> |
| Ancient Woodland Inventory                 | A                      | High Likelihood       |
| Scheduled Monument                         | B                      | Medium Likelihood     |
| Site of Special Scientific Interest (SSSI) | C                      | Low Likelihood        |
| Watercourse                                |                        |                       |
| Existing Overhead Line                     |                        |                       |



Ancient Woodland Inventory (AWI) data is shown for context. It is a provisional dataset and should not be treated as an exact representation of woodland boundaries.

Due to mapping limitations, the AWI overlay may be offset and may not align precisely with features on the ground. Detailed field surveys are used to verify these areas as part of our environmental assessments.

# Development considerations

Below we outline some of the key environmental issues that are relevant to the proposal.

During the site selection process, we have considered many engineering, environmental and social considerations to establish a practical proposed site for the substation.

We have identified two potential sites – Site 2 and Site 16, and carefully assessed them to understand their environmental characteristics and identify ways to minimise potential effects on the surrounding area.

These considerations help ensure the Development is delivered responsibly, balancing technical needs with the protection of nature, heritage, landscape and local communities.

Further detailed studies and appraisals will follow once a preferred site is confirmed to guide future design and mitigation as the project progresses.



## Biodiversity

There are no International, European, National or Regional ecological designations within Site 2 and Site 16 boundaries. However, each sits within a wider landscape that contains important natural features:

- The Montrose Basin, designated as a Ramsar site, Special Protection Area (SPA), Special Area of Conservation (SAC), and Site of Special Scientific Interest (SSSI), lies within 5km of Site 2, being recognised for bird populations and wetland habitats.
- There are two SSSIs within 5km of Site 16: Eslie Moss in the north-east, designated for its wetland features, and Gannochy Gorge in the north-west, designated for its invertebrate and non-vascular plant communities.

Both sites contain areas of ancient woodland within their boundaries. As ancient woodland is an irreplaceable and highly sensitive habitat, particular care will be given during the design stage to avoid woodland loss where practical. Moreover, the landscape around both sites supports a number of European Protected Species, including bats, otter and pine marten.

The surrounding habitats may be also used by Schedule 1 bird species for roosting and foraging. There is a possibility of disturbance to these species, particularly during construction, and this will be carefully addressed through further survey work, external consultations, and appropriate mitigation measures.

Regardless of the site chosen, we will minimise loss of valuable habitats wherever possible, reinstate areas affected by construction, and identify opportunities for biodiversity enhancement as part of our 10% Biodiversity Net Gain Commitment.

## Cultural heritage

There are no listed buildings, conservation areas or designated heritage sites located within the boundaries of either Site 2 or Site 16.

Both have Scheduled Monuments within the 2km study area, including the Roman Camp (SM2303), a cairn (SM6364), and Brae of Pert (SM6378) close to Site 2, and a barrow (SM4444) and a cairn (SM4823) close to Site 16.

The potential effect from the development on these sites will be appraised and carefully considered as part of the planning application.

In addition, both sites contain historical features recorded in national heritage databases. At Site 2, two entries linked to the old Stracathro Airfield lie within the site boundary, and Site 16 includes several features from the former Edzell Airfield.

SSEN will continue to gather information on these heritage assets to make sure they are properly understood, and any potential impacts will be assessed as part of the Environmental Impact Assessment.

## Geology, hydrology and hydrogeology

There are no areas of peat or carbon-rich soils located within the Sites. Moreover, there is no proximity to wetland habitat, and therefore impacts on Groundwater Dependent Terrestrial Ecosystems are considered very unlikely. However, both locations lie within Drinking Water Protected Areas and moderately productive aquifers.

Site 16 is intersected by the Black Burn, and as such, careful drainage design and pollution-prevention measures would need to be incorporated into the project to minimise impacts on water quality.

While no significant geological or soil-based constraints have been identified at this stage, more detailed assessments will be carried out to inform the design and ensure best-practice protection of soil resources and water environments.

## Landscape and visual

The sites are not within any nationally or regionally protected landscape sites. Both locations are within rural landscapes that contain a mix of agricultural field, woodland, and existing infrastructure.

- At Site 2, the site may be visible from nearby agricultural land and individual dwellings within close proximity of the site.
- Site 16 is located within the former Edzell Airfield, a previously developed area with a flatter, more open landform. The surrounding landscape contains a mix of farmed fields and woodland blocks, with no residential properties within the immediate surrounding of Site boundary. The presence of existing hardstanding and industrial airfield features means the site already has a modified appearance compared to surrounding rural areas.

A landscape and visual appraisal will be undertaken to understand how the Proposed Development may be viewed within the surrounding area. Findings from this assessment will support the planning application and help identify any required mitigation.



## Land use and recreation

Across both Site 2 and Site 16, the underlying ground conditions reflect the rural and previously modified landscapes. Site 2 is situated on productive agricultural land, including some areas classified as prime Class 3.1 soils, meaning the land is highly suitable for growing crops.

In contrast, Site 16 does not include any areas of prime agricultural land, occupying part of the former RAF Edzell Airfield, an area that has already been extensively altered.

Neither site contains established recreational routes, and there are no public footpaths or national cycle routes crossing the site boundaries. As a result, irrespective of which site is selected, the proposed development is not expected to affect public access or recreational use of the areas.

## Noise and vibration

Construction activities at either location will generate temporary noise and vibration due to the movement of construction equipment and certain activities.

However, both sites are set away from major settlements. Site 2 is rural in nature, having few scattered agricultural or residential buildings to the north and south of the Site boundary), Site 16 is located within a larger disused airfield with a number of residential properties within the surrounding area. Noise assessments will be undertaken at a detailed design stage, and the adoption of standard construction methods will ensure impacts remain low and well-managed.



## Next Steps

Environmental assessments and site surveys will be undertaken as the project progresses through the next stages up to the application submission date. This will allow us to choose one site to progress with, and ensure that the Development taken forward has a minimal effect on local communities and the environment.

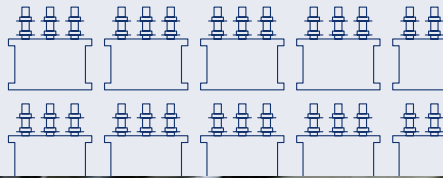
Further opportunities for public consultations and stakeholder engagement will be provided as more detailed information on the project becomes available.

# Connection to existing OHL

Following the site selection process, which discounted Site 1, a systematic routing process was carried out at Site 2 and Site 16 to identify a connection route that meets technical requirements, is cost effective, causes the least impact on the environment, and least disturbance to those living, working or visiting the area.

A selection of 1km wide routes have been identified, along with a potential route for each site. After this consultation and consideration of feedback a preferred route will be confirmed. SSEN Transmission will then develop a series of alignment options and identify a preferred alignment (within the preferred route) and further undertake an alignment consultation.

The route options for Site 2 and Site 16, and the consideration for each route are highlighted on the following pages. Early engagement and feedback at this stage is crucial to help determine any factors which may require further consideration.



# Site 2

Six route options from Site 2 have been identified providing connections to the existing transmission network. They are split into three 'Tie-in' routes and three 'Tie-out' routes.

All Tie-in routes will travel northeast from the proposed substation before connecting with the existing transmission network where it travels parallel to the A90.

All Tie-out routes will travel west from the proposed substation before connecting with the existing transmission network where it travels parallel to the A90.

The three Tie-in route options are identified:

- **Tie-in 1 (TN1)** – Approximately 4.5km in length
- **Tie-in 2 (TN2)** – Approximately 4km in length
- **Tie-in 3 (TN3)** – Approximately 2.5km in length

The three Tie-out route options are identified:

- **Tie-Out 1 (TO1)** – Approximately 7km in length
- **Tie-Out 2 (TO2)** – Approximately 3km in length
- **Tie-Out 3 (TO3)** – Approximately 2km in length

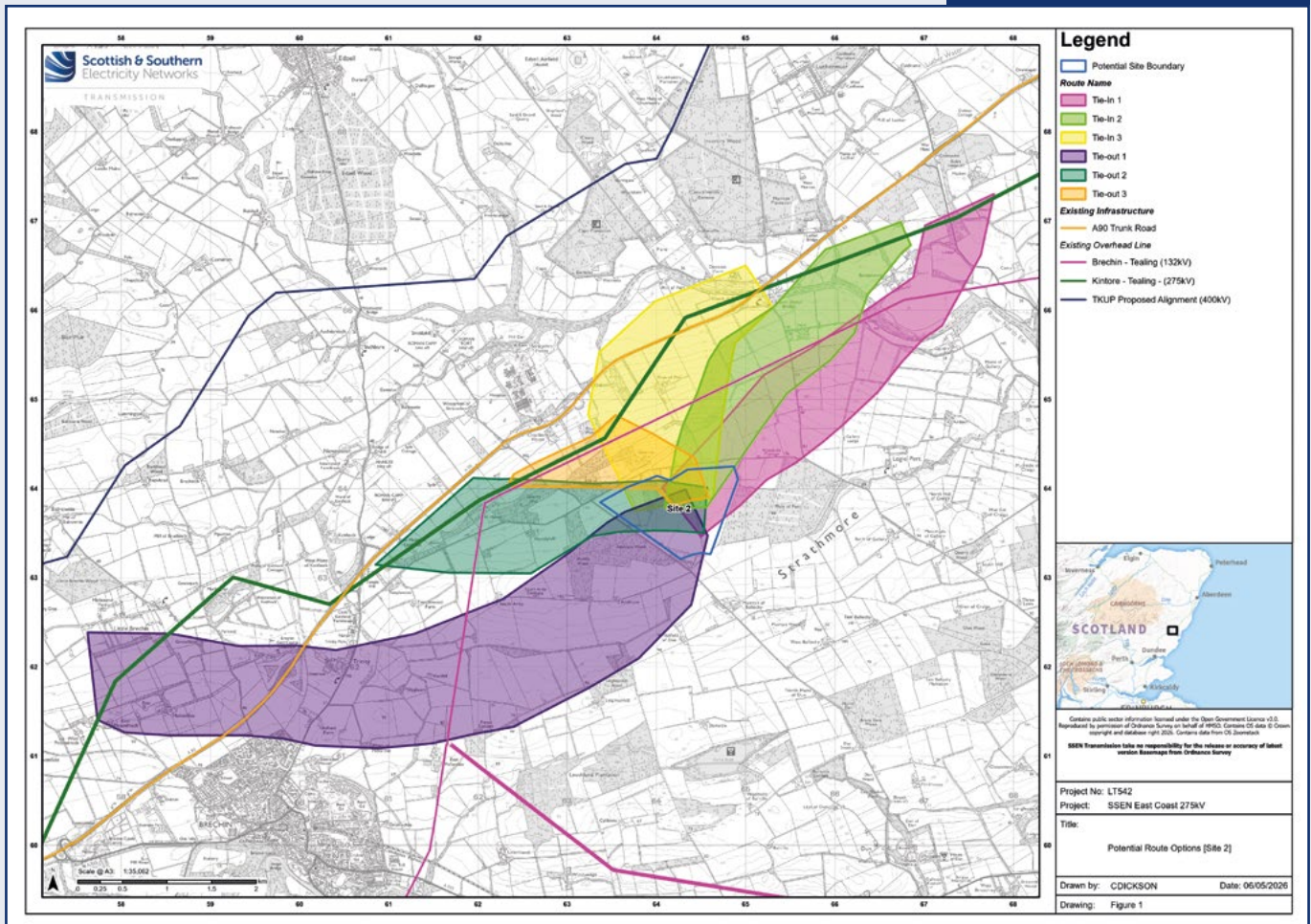
All Tie-in routes are located within the Angus Council Region. The area is predominantly rural, comprising agricultural land interspersed with scattered residential properties and small settlements such as Gallery, Logie Pert, Pert, North Water Bridge and Stracathro. All Tie-in routes are located across prime agricultural land and cross the River North Esk. There are scattered areas of woodland to the northeastern extents of TN1 and TN2.

All Tie-out routes are located the Angus Council Region. The area is predominantly rural, comprising agricultural land interspersed with scattered residential properties and small settlements such as Templewood, Trinity and Brechin. All Tie-out Routes are located across prime agricultural land with areas of woodland. TO1 crosses southwest to the north of Brechin within the boundary of the route corridor.

The Tie-in routes intersect local road networks which provide connectivity between the surrounding communities. TN3 also crosses a section of the A90 to the east of Stracathro Services.

The Tie-out routes intersect local road networks which provide connectivity between the surrounding communities. TO1 also crosses sections of the B966 and A90.

Site 2 potential route options



OHL Routes for Site 2 to the existing Kintore to Tealing 275kV OHL

Topic	Criteria	Tie-in Routes			Tie-out Routes		
		TN1	TN2	TN3	TO1	TO2	TO3
<b>Engineering</b>							
<b>Infrastructure Crossing</b>	Major Crossings	H	H	H	H	M	M
	Roads	M	M	H	H	M	L
<b>Environmental Design</b>	Elevation	L	L	L	L	L	L
	Atmospheric Pollution	M	M	M	M	M	M
	Contaminated Land	M	M	M	M	M	M
	Flooding	H	M	L	L	L	L
<b>Ground Condition</b>	Terrain	L	L	L	L	L	L
	Peatland	L	L	L	L	L	L
<b>Construction and Maintenance</b>	Access	L	L	L	L	L	L
	Angle Towers	M	M	M	M	M	M
<b>Proximity</b>	Clearance Distance	M	M	H	H	L	M
	Windfarms	L	L	M	L	M	H
	Comm. Mast	L	L	H	L	L	L
	Urban Developments	L	L	L	L	L	L
	Metallic Pipes (Scottish Water)	M	M	M	H	M	L
<b>Other Considerations</b>	Route Length	M	L	L	H	L	L
	DNO Crossings	M	M	M	M	M	M
	Scottish Water	M	M	M	H	M	L
<b>Environmental/Consent</b>							
<b>Natural Heritage</b>	Designation	H	M	H	H	H	H
	Protected Species	M	M	M	M	M	M
	Habitats	M	M	M	M	M	M
	Ornithology	M	M	M	M	M	M
	Hydrology/Geology	H	H	H	H	M	M
<b>Cultural Heritage</b>	Designation	M	H	H	M	H	M
	Cultural Heritage Assets	H	H	H	H	H	H
<b>People</b>	Proximity to Dwellings	M	M	M	M	M	M
<b>Landscape and Visual</b>	Designation	L	L	L	L	L	L
	Landscape Character	M	M	M	M	M	M
	Visual	M	M	M	M	M	M
<b>Land Use</b>	Agriculture	H	H	H	H	H	H
	Forestry	L	L	L	L	L	L
	Recreation	H	H	H	H	L	L
<b>Planning</b>	Policy	L	L	L	L	L	L
	Proposals	L	L	L	L	L	L

# Site 16

Four route options have been considered for Site 16, two Tie-ins and two Tie-outs. All Tie-in Routes will travel southeast from the proposed substation before connecting with the existing transmission network where it travels parallel to the A90.

Connecting into Site 16 will have a number of engineering and environmental challenges which cannot be mitigated through any of the route options. There is also routing limitations around the site imposed by Sites of Special Scientific Interest (SSSI) designations. Some of the key challenges include crossing the new proposed Kintore to Tealing (TKUP) OHL corridor which will require additional towers, in an already constrained location, along with interface considerations for existing commercial assets and communication line-of-sight requirements. The extended length and complexity of connecting this site into Bridge of Dunn leads to potential landscape concerns – arising from woodland removal, crossing of high-pressure gas pipelines, the North Esk River, and the A90 motorway.

The two Tie-in route options are identified:

- **Tie-in A (TNA)** – Approximately 5km in length
- **Tie-in B (TNB)** – Approximately 4km in length

TNA and the majority of TNB are located within Aberdeenshire Council area with southernmost extents of TNB within the Angus Council Region.

The area is predominantly rural, comprising agricultural land interspersed with scattered residential properties and small settlements such as Luthermuir, Inglismaldie and North Water Bridge.

All Tie-in routes are located across prime agricultural land. There are scattered areas of woodland across TNA and TNB. The Tie-in Routes intersect local road networks which provide connectivity between the surrounding communities. Both TNA and TNB directly cross the A90. All Tie-out routes will travel southwest from the proposed substation before connecting with the existing transmission network where it travels parallel to the A90.

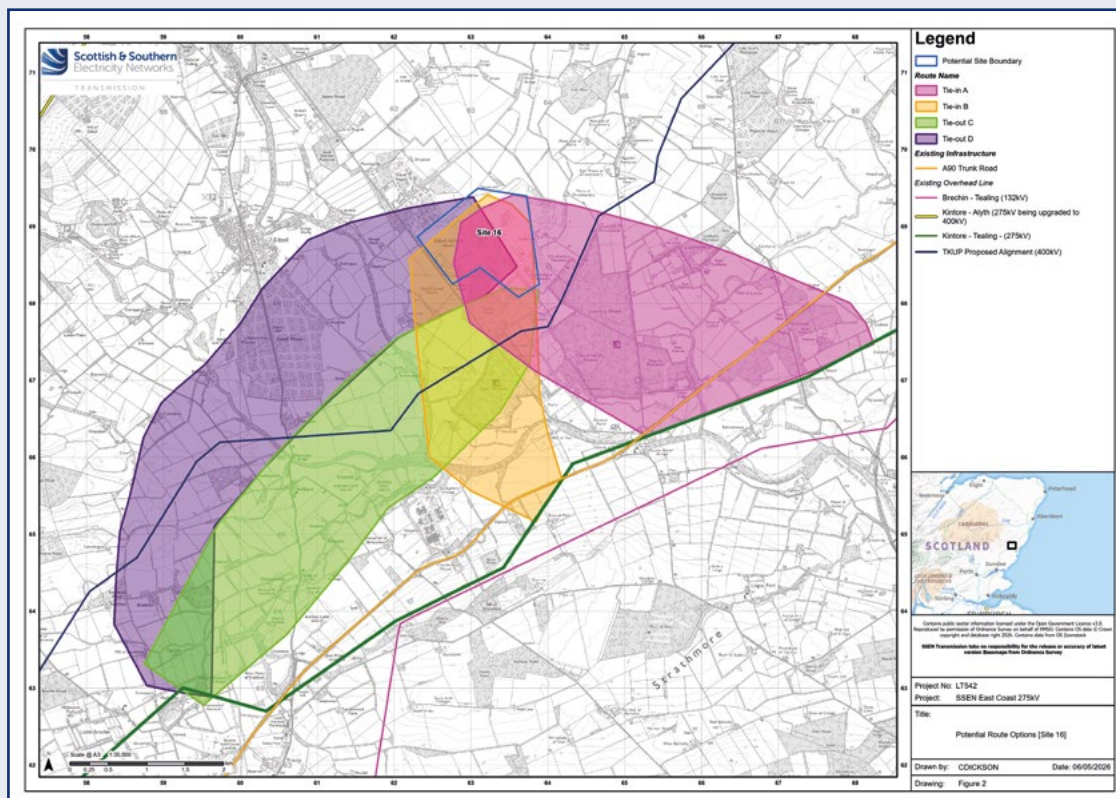
The two Tie-out route options are identified:

- **Tie-Out C (TOC)** – Approximately 6.5km in length
- **Tie-Out D (TOD)** – Approximately 7km in length

The majority of both Tie-out routes are located within the Aberdeenshire Council Region with the westernmost extents within the Angus Council Region. The area is predominantly rural, comprising agricultural land interspersed with scattered residential properties, SSSI, and small settlements such as Stracathro, Inchbare and Edzell Woods.

All Tie-out routes are located across prime agricultural land with scattered areas of woodland.

The Tie-out routes intersect local road networks which provide connectivity between the surrounding communities. Both TOC and TOD directly cross the B966.



Site 16 potential route options

OHL Routes for Site 16 to the existing Kintore to Tealing 275kV OHL

Topic	Criteria	TNA	TNB	TOC	TOD
<b>Engineering</b>					
<b>Infrastructure Crossing</b>	Major Crossings	H	H	H	H
	Roads	H	H	M	M
<b>Environmental Design</b>	Elevation	L	L	L	L
	Atmospheric Pollution	M	M	M	M
	Contaminated Land	M	M	M	M
	Flooding	L	M	M	M
<b>Ground Condition</b>	Terrain	L	L	L	L
	Peatland	L	L	L	L
<b>Construction and Maintenance</b>	Access	L	L	L	L
	Angle Towers	M	M	M	M
<b>Proximity</b>	Clearance Distance	M	M	M	M
	Windfarms	M	L	L	L
	Comm. Mast	M	H	H	H
	Urban Developments	M	M	M	M
	Metallic Pipes (Scottish Water)	M	M	M	M
<b>Other Considerations</b>	Route Length	M	M	H	H
	DNO Crossings	M	M	M	M
	Scottish Water	M	M	M	M
<b>Environmental/Consent</b>					
<b>Natural Heritage</b>	Designation	H	H	H	H
	Protected Species	M	M	M	M
	Habitats	M	M	M	M
	Ornithology	M	M	M	M
	Hydrology/Geology	H	H	H	H
<b>Cultural Heritage</b>	Designation	H	H	H	H
	Cultural Heritage Assets	H	H	H	H
<b>People</b>	Proximity to Dwellings	M	M	M	M
<b>Landscape and Visual</b>	Designation	L	L	L	L
	Landscape Character	M	M	M	M
	Visual	M	L	M	M
<b>Land Use</b>	Agriculture	H	H	H	H
	Forestry	L	L	L	L
	Recreation	H	H	H	H
<b>Planning</b>	Policy	L	L	L	L
	Proposals	L	L	L	L

# Our potential route

Following a comparative assessment the potential route options for Site 2 were TN2 and TO3.

The reasons for the most favoured Tie-in were due to avoidance of the potential of direct impacts on ancient woodland, avoidance of crossing and interfacing with high pressure pipelines and to limit the proximity to existing properties.

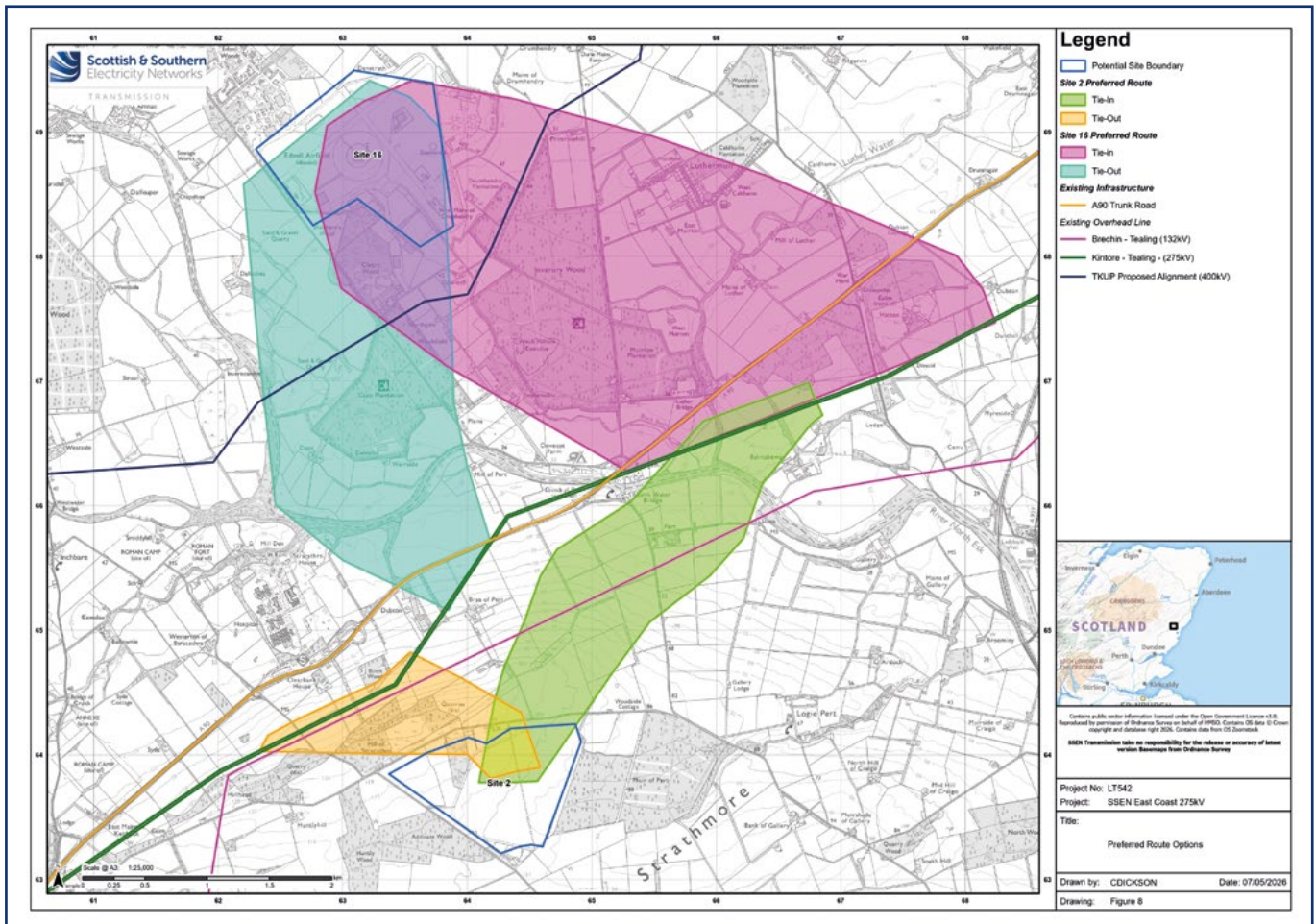
TO3 is the potential Tie-out route due to the short length and likelihood of only requiring one angle tower to achieve this route. It also allows for a reduced potential for impacts on surface water features, scheduled monuments and core paths.

For Site 16, TNB is initially considered the potential Tie-in route compared to TNA, due to the reduced number of residential properties within the route option and the reduced potential for visual impacts on sensitive receptors.

TOC and TOD are considered to have similar negative environmental impacts and both cross areas of SSSI.

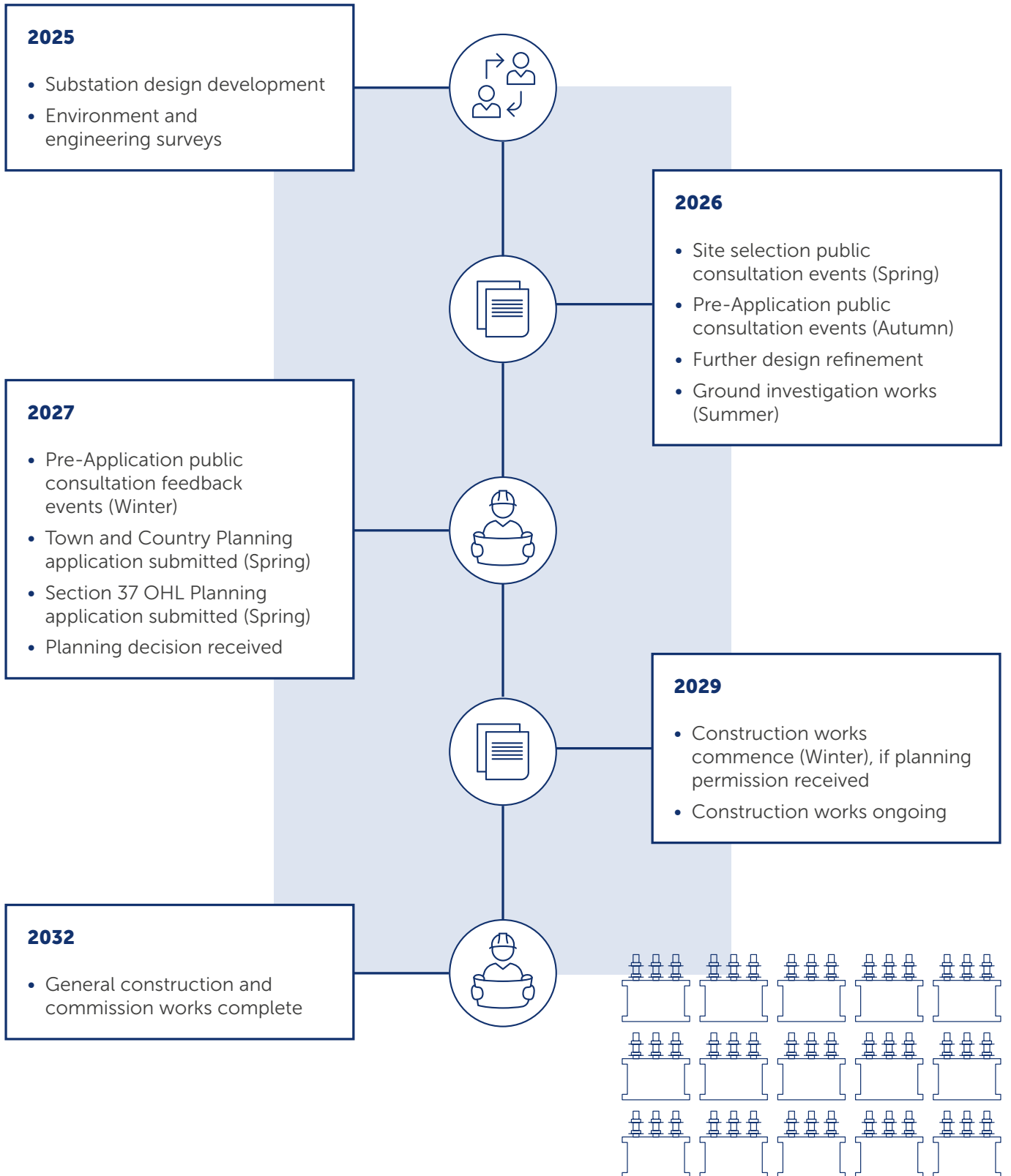
Based on having a higher potential for impacts over TNA and TNB due to their proximity to properties and comparable route lengths it is therefore proposed to instead take TNB forward as a potential Tie-out route option.

On this basis, TNA is now considered the most favoured Tie-in route, while TNB is identified as the most favoured Tie-out route, over TOC and TOD.



Preferred route options

# Project timeline



# Other projects in the local area

As the transmission operator in the north of Scotland, we need to maintain and invest in the high voltage electricity transmission network in our area to provide a safe and reliable electricity supply to our communities.

We also need to offer terms for connections to the transmission network for new generation such as wind farms and pumped storage schemes and for new sources of electricity demand.

Therefore, as well as the New East Coast 275kV substation project, we have a number of other projects within the local area we are currently progressing, information on these other transmission projects is available through dedicated project websites linked below.

**Kintore to Tealing 400kV Connection**  
[ssen-transmission.co.uk/TKUP](https://ssen-transmission.co.uk/TKUP)

**East Coast 400kV Upgrade**  
[ssen-transmission.co.uk/ec400-upgrade](https://ssen-transmission.co.uk/ec400-upgrade)

**Lunanhead grid transformer replacement**  
[ssen-transmission.co.uk/lunanhead](https://ssen-transmission.co.uk/lunanhead)

**Arbroath GSP upgrade**  
[ssen-transmission.co.uk/arbroath](https://ssen-transmission.co.uk/arbroath)

## Local renewable developments

We know that local stakeholders are keen to understand the full extent of renewable developments being proposed in their local area.

Applications to connect to the transmission network in our licence area are made to National Grid ESO and undergo a lengthy process of assessment before we begin to develop a network connection for those developments. We aim to be transparent about the renewable developments looking to connect to our network but are not permitted to disclose any details of these developments until they are in the public domain.

A list of projects that hold contracts for Transmission Entry Capacity (TEC) with National Grid, the Electricity System Owner is available from their website:  
[neso.energy](https://www.neso.energy)

**Scan the QR code to search projects**



# 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 **9 July 2026**.

## How to provide feedback:

Submit your feedback online by scanning the QR code on this page or via the form on our project webpage at [ssen-transmission.co.uk/ec275](https://ssen-transmission.co.uk/ec275)

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

## Our Community Liaison Team

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

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



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

We want you to share your thoughts and opinions on our plans, where you think we can make improvements, concerns about the impact of our work and any changes or refinements we can make.

We'll be actively looking to mitigate the impacts of the site as much as possible over the coming months, but it would be helpful to understand what you believe we should be doing to help minimise these impacts and if there are any opportunities to deliver a local community benefit you would like us to consider.

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

## Community Liaison Manager

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

### Louise Anderson



SSEN Transmission  
200 Dunkeld Road, Perth, PH1 3GH



[louise.anderson@sse.com](mailto:louise.anderson@sse.com)



07384 454 233

## 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/ec275](https://ssen-transmission.co.uk/ec275)

You can also follow us on social media:



[ssentransmission](https://www.instagram.com/ssentransmission)



[SSENTransmission](https://www.facebook.com/SSENTransmission)

# Your feedback

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

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

**Q1. Have we adequately explained the need for this project?**

Yes     No     Unsure

Comments:

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

Yes     No     Unsure

Comments:

**Q3. Do you feel sufficient information has been provided to enable you to understand the site selection process that has been carried out?**

Yes     No     Unsure

Comments:

**Q4. Do you agree with the sites and routes identified as part of our site and route selection. If not, why?**

Yes     No     Unsure

Comments:

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

Comments:

**Q6. Do you have any other comments (positive or negative) or concerns in relation to the project?**

Comments:

**Full name**

**Address**

**Telephone**

**Email**

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

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

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

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

Thank you for taking the time to complete this feedback form. Please submit your completed form by one of the methods below:

**Post:** SSEN Transmission, 200 Dunkeld Road, Perth, PH1 3GH **Email:** [louise.anderson@sse.com](mailto:louise.anderson@sse.com) **Mob:** 07384 454 233

**Online:** [ssen-transmission.co.uk/ec275](https://ssen-transmission.co.uk/ec275)

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

The feedback form and all information provided in this booklet can also be downloaded from the dedicated website: [ssen-transmission.co.uk/ec275](https://ssen-transmission.co.uk/ec275)

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

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

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