



Scottish & Southern  
Electricity Networks

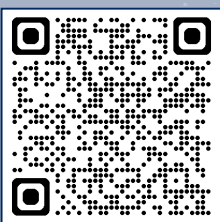
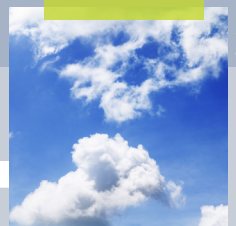
TRANSMISSION

# Shetland AC Connections:

Connection from existing Kergord 132kV Substation  
to proposed 220kV Northern Substation Hub

Pre-Application Consultation 1

October 2025



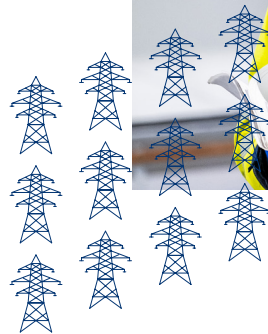
[ssen-transmission.co.uk/northern-shetland-kergord](https://ssen-transmission.co.uk/northern-shetland-kergord)

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## The Consultation Event will be taking place on:

Monday 6 October, 3–7pm  
Voe Public Hall, Isles Rd, Voe, Shetland, ZE2 9PT



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

## 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 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 cables, 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](https://ssen-transmission.co.uk/talk-to-us/contact-us)



# The story so far

The Shetland Islands have a vital role to play in the UK’s clean energy future. This has been formally recognised through independent national planning. In March 2024, the National Energy System Operator’s (NESO) Beyond 2030 report confirmed that additional transmission infrastructure is needed, both on Shetland and to the Scottish mainland to connect future renewable generation and to support security of electricity supply across Great Britain.

This assessment forms the basis of the Shetland Strategy - NESO and Ofgem have tasked us with providing coordinated response to a confirmed need.

## From National Plan to Local Action

- NESO’s findings were based on a comprehensive assessment of how the electricity network must evolve to:
- Meet net zero targets;
  - Manage increasing demand;
  - Support economic growth and
  - Maintain resilience

Shetland was identified as a strategically important location, not because of any one single project, but due to its long-term potential and critical role in the future energy network.

In December 2024, Ofgem, the GB energy regulator, endorsed this position by approving funding for early-stage development works in Shetland. This sits alongside Ofgem’s assessment of NESO’s broader Clean Power 2030 recommendations, with a final determination expected in December 2025.

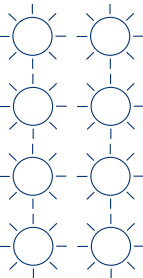


## Why this matters

The Shetland Strategy proposes a technologically robust solution, that is coordinated across the region and is shaped by local engagement and insight. The strategy serves Shetland’s known energy needs as well as provision of headroom for future growth. We have looked to minimise the amount of infrastructure to reduce the impact on communities and the environment.



You can read the NESO Beyond 2030 report here



# The Shetland Strategy

We are leading some exciting projects to power change in the UK.

The Shetland Islands can play a major part in helping Great Britain achieve Net zero targets.

There are a number of generation projects (e.g. offshore wind farms) and demand projects (e.g. hydrogen production) in the development pipeline, each project at a slightly different stage, that requires to connect to the electricity transmission network in Shetland. Rather than look at each project on an individual basis,

we have taken a whole-system approach and developed a strategic design that should accommodate both near-term and long-term network needs.

This strategic approach enables SSEN Transmission to identify the most efficient design for Shetland. We submitted these strategic plans to Ofgem, the electricity industry regulator, as part of our Clean Power 2030 submission in early 2025.



## Shetland Strategy

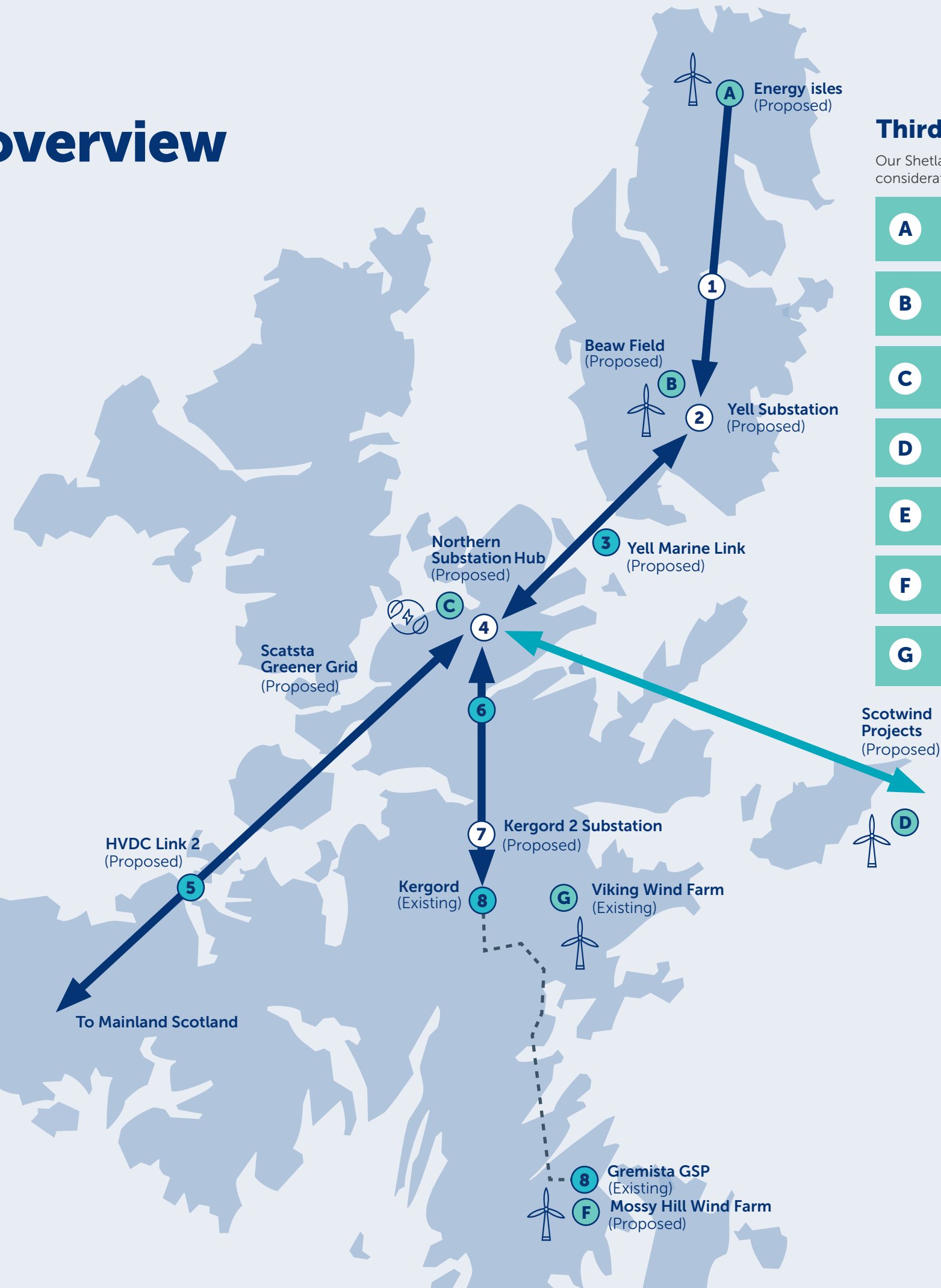


[ssen-transmission.co.uk/shetlandstrategy](https://ssen-transmission.co.uk/shetlandstrategy)



# Shetland projects overview

- 1 Yell wind farm connections**  
Connects the wind farm projects to Yell Substation.
- 2 Yell Substation**  
A substation to connect the two wind farm projects, and also offers opportunity for further expansion and resilience to the Distribution supply on the island.
- 3 Yell Marine link**  
A subsea cable, with associated onshore circuit to connect Northern Substation Hub to Yell Substation.
- 4 Northern Substation Hub**  
A 2GW HVDC converter station which connects to a 2nd subsea link to mainland Scotland. This will also be the site of substations which allow the island of Yell and the Scotwind and Greener Grid projects to connect to the Transmission Network. This site will also have capacity to support future unconfirmed projects like electrification of oil and gas platforms.
- 5 HVDC subsea link**  
A subsea cable connecting the new converter site at the Northern Substation Hub on Shetland with a new converter site on the Scottish mainland.
- 6 Connection from Northern Hub to existing Kergord**  
Circuits running between Kergord, Kergord 2 and the Northern Substation Hub.
- 7 Kergord 2 substation**  
A substation which changes the network voltage from 132kV to 220kV. A higher voltage means less circuits north of this point, minimising our impact on communities and the environment.
- 8 Existing infrastructure**  
The Kergord site is home to our existing HVDC converter station, connecting Shetland to mainland Scotland for the first time through a subsea transmission link. It is also where the Viking wind farm connects. Under construction currently is a transmission link to Gremista, where it will connect into the Distribution network.



## Third party developer projects

Our Shetland Strategy takes into consideration the following projects:

- A Energy Isles** Onshore wind being developed by Statkraft.
- B Beaw Field** Onshore wind being developed by Statkraft.
- C Greener Grid** Hydrogen electrolyser being developed by Statkraft.
- D Arven** Offshore wind being developed by Ocean Winds.
- E Stoura** Offshore wind being developed by ESB.
- F Mossy Hill** Onshore wind being developed by Statkraft.
- G Existing infrastructure** Viking Wind Farm constructed by SSE Renewables.

**Key**

#

Proposed SSENT Substation/ Converter station site

↔

Proposed SSENT circuits

↔

Offshore wind export cables (Third party developer build)

A

Third party developer projects

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Installed SSENT assets

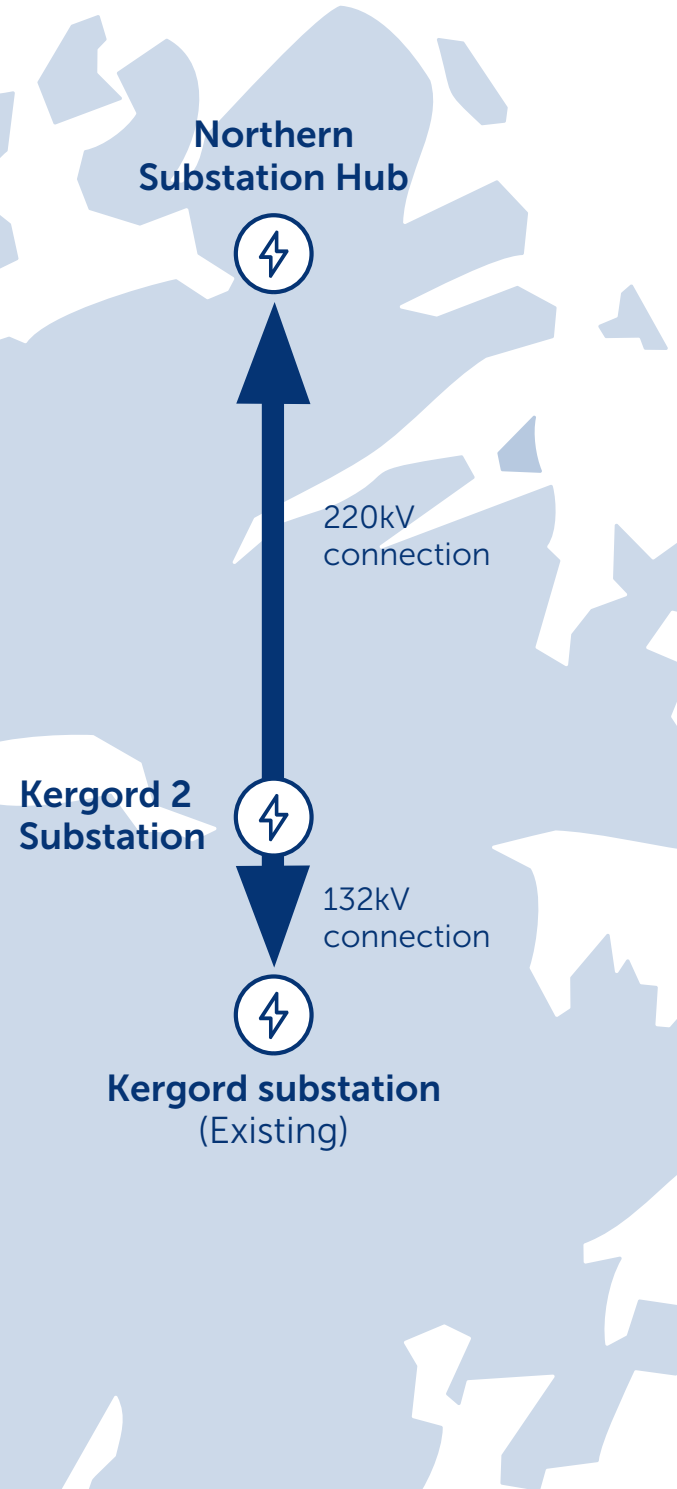


For updates on the projects, visit our Shetland Strategy page:  
[ssen-transmission.co.uk/shetlandstrategy](https://ssen-transmission.co.uk/shetlandstrategy)



# About the project

Today’s consultation event is focused on the connection between the proposed Northern Substation Hub and existing Kergord substation.



**This project is split into two sections:**

- **Existing Kergord to proposed Kergord 2:** Three 132kV circuits will be required between the existing Kergord Substation and the new Kergord 2 Substation
- **Proposed Kergord 2 to Northern Hub:** At Kergord 2, it is proposed that the voltage will be stepped up to 220kV, which means only two circuits will be needed for the onward connection to the proposed Northern Substation Hub, which can be carried on a single line of towers.

This design reduces the total number of circuits and associated structures required, aiming to limit visual and environmental impacts.

**Why is this project needed?**

The Kergord Substation to proposed Northern Substation Hub Project is a crucial development aimed at integrating Shetland’s renewable energy sources into the wider electricity grid. Shetland is known for its abundant wind resource, and large-scale proposed wind farms like Energy Isles and Beaw Field are leveraging this to generate sustainable power. However, due to the geographical separation from the UK mainland, a robust transmission network and subsea link are necessary to export surplus energy efficiently.

This project will help support Shetland’s on island network by interconnecting the two Shetland HVDC systems together, providing a solution to meet the long-term energy resource potential and improve security of supply on Shetland, and aligns with Government Clean power 2030 ambitions to accelerate clean power connections.

This development is in line with our commitment and licence obligation to facilitate the connection to the grid through an economical, efficient and coordinated approach to transmission reinforcement.

**What could this look like?**

The suitability of both overhead line and underground technology options are under consideration to provide the connection.

# Technology options

The table below presents a summary of the respective advantages and disadvantages of both technologies.

## Overhead Line

**Advantages**

- Easier to cross challenging terrain like valleys, hills, watercourses, roads and other utilities.
- Can travel long distances with no requirement for additional equipment to be installed at substations to aid in stability of the network.
- Quicker, easier and cheaper to maintain and to identify and repair faults compared to underground cable.
- Lower cost option when compared to underground cable.
- Capacity can be increased, within limits, by replacing or increasing the number of conductors. For underground cables, whole lengths of new cables would need to be installed.

**Disadvantages**

- Potential for significant landscape and visual impacts
- Overhead lines are exposed to possible weather damage
- Potential for audible noise and radio interference issues

## Underground Cable

**Advantages**

- Minimal landscape and visual impact from cables once construction has been complete
- No audible noise and radio interference issues
- Due to being underground not subjected to the same weather elements as overhead line

**Disadvantages**

- Routeing is difficult when crossing challenging terrain
- Fault detection of long cable sections is challenging, and repairs can take a substantial amount of time and cost
- Over long distances cables can require additional equipment at substations to maintain stability of the network, resulting in larger substations and higher costs
- Cable is more expensive than overhead line to install and operate
- Construction corridor can be wide, particularly at higher voltages, and can potentially result in greater habitat destruction and ecological damage.



Our proposed technology

Given the scale and environmental context of the connection required between Kergord and the proposed Northern Substation Hub, overhead lines are being explored as a technically viable option for the project. Overhead lines are typically the most efficient, environmentally sensitive and economic method of transmission over long distances and will typically cause less disruption and environmental impact during construction in carbon rich soil environments compared to underground cable alternatives. As routes are finalised and alignment options developed, assessment will be made as to whether there are particular sensitivities along the route where sections of underground cabling might be more appropriate. We are required to make this assessment as part of our approach to delivering a coordinated and cost-effective solution in line with our licence obligations.

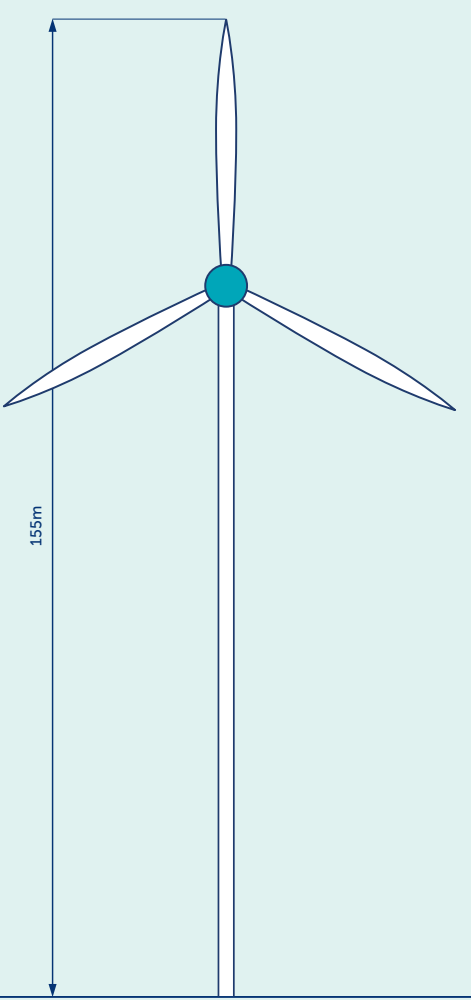
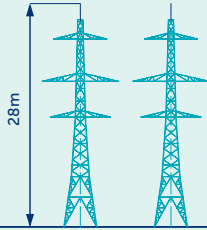
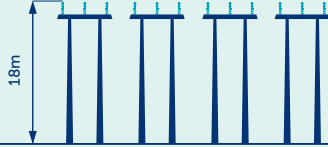
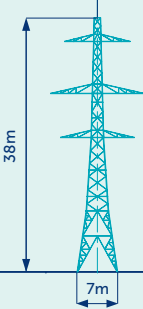
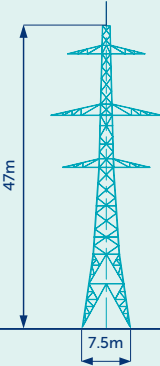
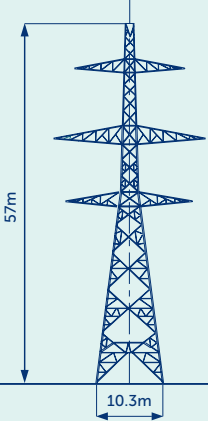
A key factor in determining the number of circuits and what these circuits look like, is the voltage the system operates at to meet its required rating.

The voltage at the existing Kergord substation is 132kV and so the connection between this substation and the proposed Kergord 2 substation (where transformers will step up and change the voltage) is limited to a 132kV connection. To achieve the required capacity for the connection using an overhead line at 132kV, either 4 trident structures would be required running in parallel, with span between structures typically 130m or 2 lattice structures in parallel spanning approximately 250m between structures. Although 4 trident structures may meet the rating requirements, this would require extensive work at the existing Kergord Substation. Therefore, we do not consider this to be a viable option.

The proposed Kergord 2 substation, will step up the voltage to reduce the number of structures required between Kergord 2 and the proposed Northern Substation Hub, increasing voltage to allow the capacity to be carried by a single set of structures, rather than parallel lines. For this reason, Kergord 2 has been positioned as close as other constraints reasonably allowed to the existing substation. At 220kV two circuits would be required, these could be carried on a single steel lattice overhead line structure. 220kV is not a voltage widely used on our network (with 275kV more often deployed historically) but it is commonly used on mainland Europe. Whilst 275kV would be suitable and similarly allow for a single set of towers, 220kV is proposed to acknowledge the visual and environmental sensitivities on Shetland. Typical 275kV towers are

roughly 10m taller than the proposed 220kV structure and require larger foundations, whilst spanning a similar distance to the 220kV alternative.

Our regulator, Ofgem, has queried the preference for use of 220kV, over 275kV or 400kV solutions which have potential to provide additional future capacity. This has been explored, and we continue to propose the use of 220kV as the most appropriate voltage for new connections. On Shetland, we believe 220kV offers the right balance between technical performance and reducing visual and environmental impacts. We have ongoing engagement with Ofgem in relation to this and a final decision from Ofgem is expected at the end of this year.

	<p><b>Proposed 132kV technology option</b></p> 		<p><b>Proposed 220kV technology option</b></p> 		
<p><b>Viking Wind Turbine</b> Height: 155m</p>	<p><b>132kV Lattice</b> Height: 28m Span: 250m ~8 structures/km (2 lines in parallel)</p>	<p><b>132kV Trident</b> Height: 18m Span: 130m 31 structures/km (4 lines in parallel)</p>	<p><b>220kV Lattice</b> (double circuit) Height: 38m Span: 366m ~3 structures/km</p>	<p><b>275kV Lattice</b> (double circuit) Height: 47m Span: 325m ~3 structures/km</p>	<p><b>400kV Lattice</b> (double circuit) Height: 57m Span: 360m ~3 structures/km</p>



# Help shape our plans

At SSEN transmission, we are committed to delivering a robust and transparent consultation process underpinned by inclusion and accessibility. As a stakeholder led business, we understand the importance of involving communities and key stakeholders throughout each stage of our development process.

This period of engagement in the development phase is vital in shaping our proposals and to do this effectively, we need to capture feedback from stakeholders, harness local knowledge to identify risks in key areas of the route and explore potential community benefit opportunities.

Today we are presenting our approach to developing this project, including technology options, environmental considerations, the routeing process, route selection and presenting maps which aim to give stakeholders and community members a better visual representation of the work on the project to date.

If you require additional support to submit your views, please contact our Community Liaison Team on [ShetlandEngagement@sse.com](mailto:ShetlandEngagement@sse.com) who will happily assist you.

## What we are consulting on today

Desktop surveys and early analysis have enabled us to identify our proposed technology and route option within our study area. Sharing our approach to developing this project and the rationale behind our early proposals, we are keen to hear stakeholder views regarding our proposed route and if there are further considerations you believe need to be taken in to account during the next stage of the development process.

## Who we are consulting with

We are keen to hear feedback from a broad range of stakeholders including but not limited to residents, landowners, businesses, non-statutory consultees and statutory consultees such as local authorities, Nature Scot, SEPA, Historic Environment Scotland.

We would encourage all those with an interest to submit their views through this consultation by submitting a feedback form.



# The routeing process

SSEN Transmission’s approach to identifying where a new overhead power line is to be located follows four key stages, each increasing in detail and resolution, bringing, technical, environmental and cost considerations together in a way which seeks balance. This staged process leads to the identification of a proposed overhead line alignment which is capable of being granted consent by the Scottish Government under Section 37 of the Electricity Act 1989. The four key stages are detailed below.

This project is currently at stage 2: route selection.



### Stage 0: routeing strategy

The starting point in all new connection projects is to establish the need for the project and to select the proposed strategic option to deliver it. This process will be triggered by the preparation of a number of internal assessments and documents which identify the technology to be used and the point(s) on the existing transmission network where a connection can be made.



### Stage 1: corridor selection

This stage aims to identify a proposed corridor capable of providing a continuous connection between the defined connection points and delivering the key design requirements for larger projects with extensive study areas, such as this project.

Due to the size of Shetland, only a single corridor is available encompassing the full width of the mainland.



### Stage 2: route selection

The purpose of this stage is to identify possible route options within the proposed corridor and a proposed route which is considered to have the optimal opportunity to achieve an economically viable, technically feasible and environmentally sound alignment within it. Route options may range from 200m to 1km in width, depending on the scale of the project, the nature and extent of constraints and the character of the area in question.



### Stage 3: alignment selection

The purpose of this stage is to further refine the routeing process with the objective of defining an indicative proposed alignment which can be taken forward into the consenting and Environmental Impact Assessment (EIA) process. The alignment will be defined by, among other things, the location of terminal and angle support structures for overhead Lines and sealing end compounds for underground cables. The access strategy is also defined at this stage in the process, in terms of the nature and extent of temporary and/or permanent access tracks and possible road improvements.

# Selecting a route

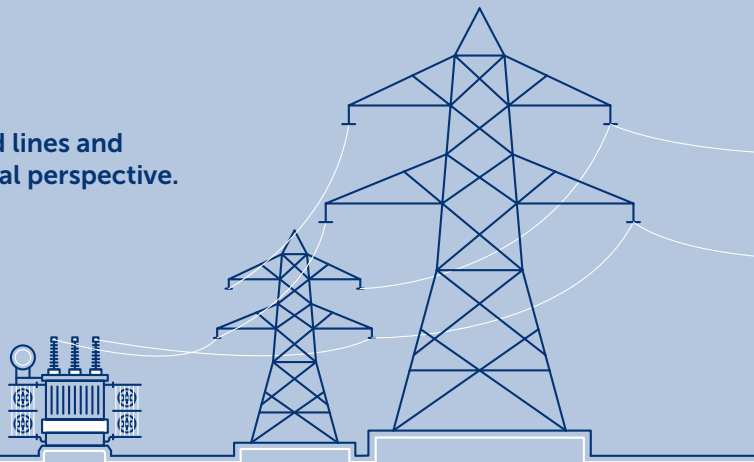
The consideration of route options and design solutions brings together work by four main disciplines:

## 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 constraints
- 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

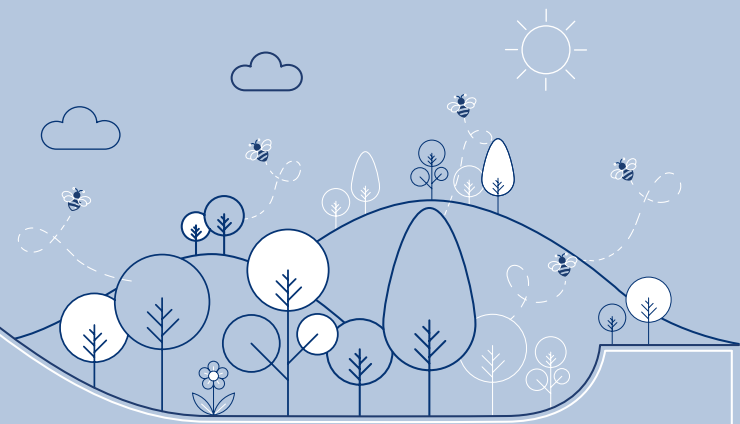


## Consent and Environment Team

Who identify local and national planning policy positions, 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 including submitting consent applications to consenting 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 a route, we need to carefully balance key considerations relating to engineering, environment, cost and social aspects, 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 proposal can be identified.

Ultimately, we need to balance a range of factors and present the option we consider most viable, to then put forward for consultation.



# Route options

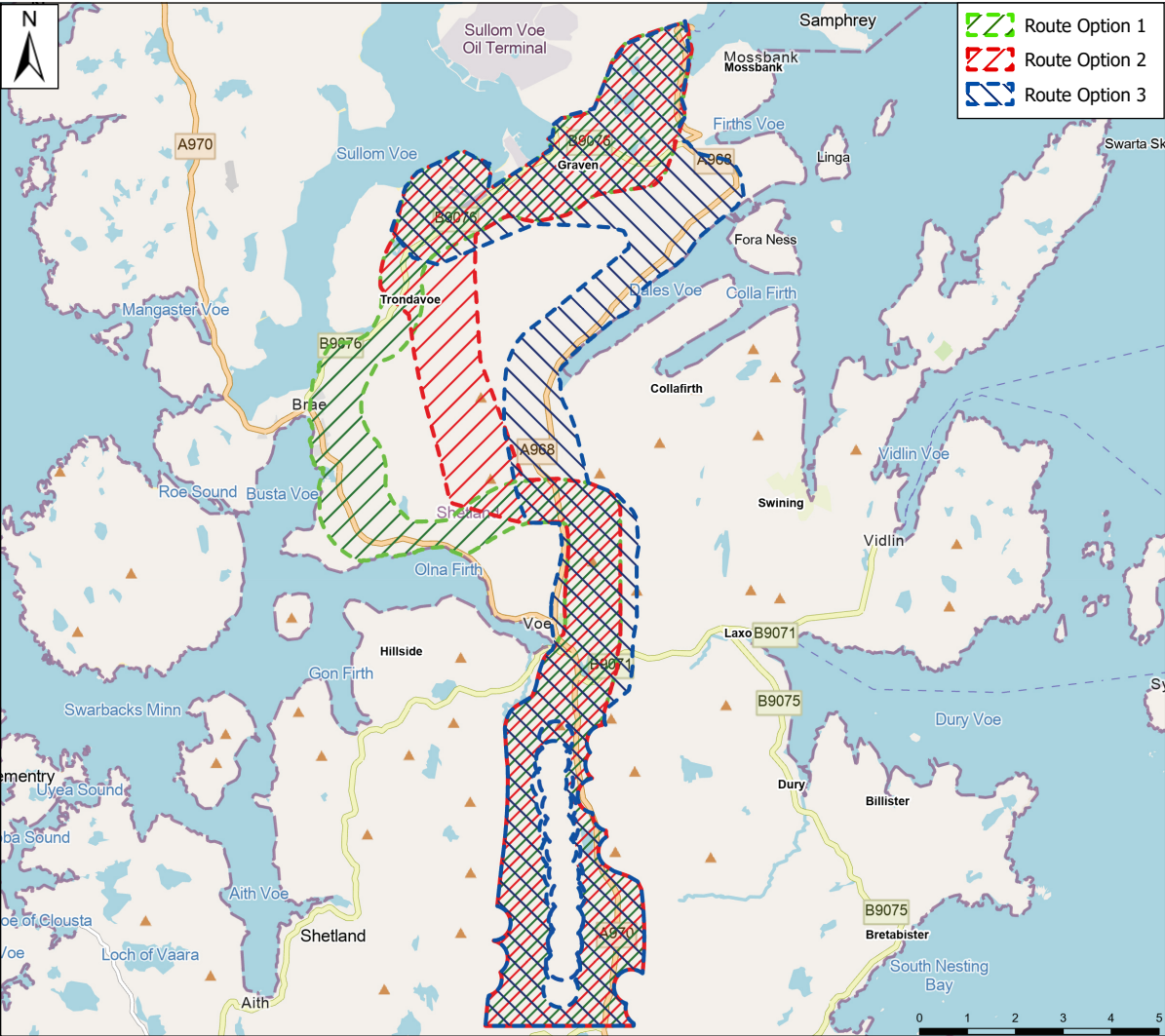
Three possible route options have been identified and assessed, starting from the existing Kergord Substation and incorporating the proposed site locations for Kergord 2 Substation and the Northern Substation Hub.

All three route options that have been considered follow a common route from the existing Kergord substation, constrained to remain within the Kergord Valley by the existing Viking wind turbines. The routes continue north to the east of the village of Voe and diverges into three options leading towards the two potential substation sites, known as the Kergord 2 substation and the Northern Substation.

From Voe, Route 1 option takes a north-westerly route, roughly following the A970 past Wethersta, Burravoe and Brae and continues north towards Trondavoe, where it meets the other routes for a common section which covers the potential northern substation sites at Scatsta and Toft.

Route 2 takes a more direct along the top of Souther Hill and Dalescord Hill towards Trondavoe and Scatsta.

Route 3 takes a north-easterly route roughly following the A968 towards the north end of Graven, where the route widens to the west encompassing the section common to all three options and the potential Northern Substation Hub sites.



## Route Assessment and Key Findings

### Route Option 1

**Landscape and Visual:** Overlaps with the Weisdale Special Landscape Character Area, spans multiple Landscape Character Types, passes near several communities and properties, crosses major roads and overlaps with multiple Core Paths. The visual impact would be more pronounced than route 2.

**Natural Heritage:** Avoids most designated sites but overlaps with the Sullom Voe Special Area of Conservation. Supports Annex 1 bird species and otters, contains Class 1 peatland and other mixed peatland types, intersects several watercourses designated under the Water Framework Directive, lies in flood risk areas, is within a groundwater drinking water protected area, has three nearby private water supplies, and the nearest surface water Drinking Water Protected Area is 7km away.

**Other potential environmental constraints:** Includes four Scheduled Monuments, two Category B Listed Buildings, numerous non-designated heritage assets, and crosses non-prime agricultural land and low-quality forestry land, with no commercial forestry areas.

**Engineering Considerations:**

**Infrastructure Crossings** - This route includes one major crossing over an oil pipeline and intersects four public roads—two A-class and two B-class. These crossings are manageable due to the route's alignment with existing infrastructure.

**Ground Conditions** - The terrain is mostly open and gently undulating, which supports easier construction and reduces the need for complex engineering solutions.

**Construction and Maintenance** - Route 1 benefits from excellent access, following the existing A970 and B9076 roads and developed tracks. This makes both construction and future maintenance more straightforward and cost-effective.

**Proximity to Residential Areas** - This route passes through several villages and towns, with the highest number of nearby residential properties.

### Route Option 2

**Landscape and Visual:** Overlaps with the Weisdale Special Landscape Area, spans multiple Landscape Character Types, passes through several communities and properties, crosses major roads, and overlaps with a core path. The landscape impact would be more pronounced compared to Route 1.

**Natural Heritage:** Avoids most designated sites but overlaps with the Sullom Voe Special Area of Conservation. Supports Annex 1 bird species and otters, contains Class 1 peatland and other mixed peatland types, intersects several watercourses designated under the Water Framework Directive, lies in flood risk area, is within a groundwater drinking water protected area, and has no private water supplies within 1km.

**Other potential environmental constraints:** Includes overlap of one Scheduled Monument, 84 non-designated assets, 33 areas of historic interest, and other nearby Scheduled Monuments and Listed Buildings. The route also crosses non-prime agricultural land and low-quality forestry land with no commercial forestry areas.

**Engineering Considerations:**

**Infrastructure Crossings** - Similar to Route 1, this route crosses one oil pipeline and four public roads—two A-class and two B-class—requiring standard mitigation measures.

**Ground Conditions** - Route 2 presents significant challenges, as it traverses mountainous terrain and extensive peatland. These conditions complicate construction and may require specialised techniques to manage stability and environmental impact.

**Construction and Maintenance** - Access is notably difficult along this route. Beyond the shared section near Scatsta Airport, there are no public roads within 1 km of the route, making construction logistics and maintenance more demanding.

**Proximity to Residential Areas** - There are fewer and more scattered residences along Route 2 compared to Route 1. The visual impact is more pronounced when viewed from surrounding lower-lying areas.



Route Option 3

**Landscape and Visual:** Overlaps with the Weisdale Special Landscape Area, spans multiple Landscape Character Types, passes through several communities and properties, crosses major roads and overlaps with a core path.

**Natural Heritage:** Overlaps with the Sullom Voe Special Area of Conservation and the East Mainland Coast Special Protection Area. Supports Annex 1 bird species and otters, contains Class 1 peatland and other mixed peatland types, intersects several watercourses designated under the Water Framework Directive, lies in high flood risk areas, is within a groundwater drinking water protected area, and has no private water supplies within 1km.

**Other potential environmental constraints:** Includes two Schedules Monuments, one Category B Listed Building, numerous non-designated heritage assets and areas of historic interest, and crosses non-prime agricultural land and low-quality forestry land with no commercial forestry areas.

**Engineering Considerations:**

**Infrastructure Crossings** - This route also includes one oil pipeline crossing and intersects four public roads—two A-class and two B-class—similar to the other options.

**Ground Conditions** - Route 3 runs along coastal terrain, which introduces construction challenges due to exposure and uneven landforms, although it avoids steep slopes and challenging terrain.

**Construction and Maintenance** - Access is generally good via the A970 and A968 roads, but construction along the coastline may require additional planning and resources to address terrain-specific issues.

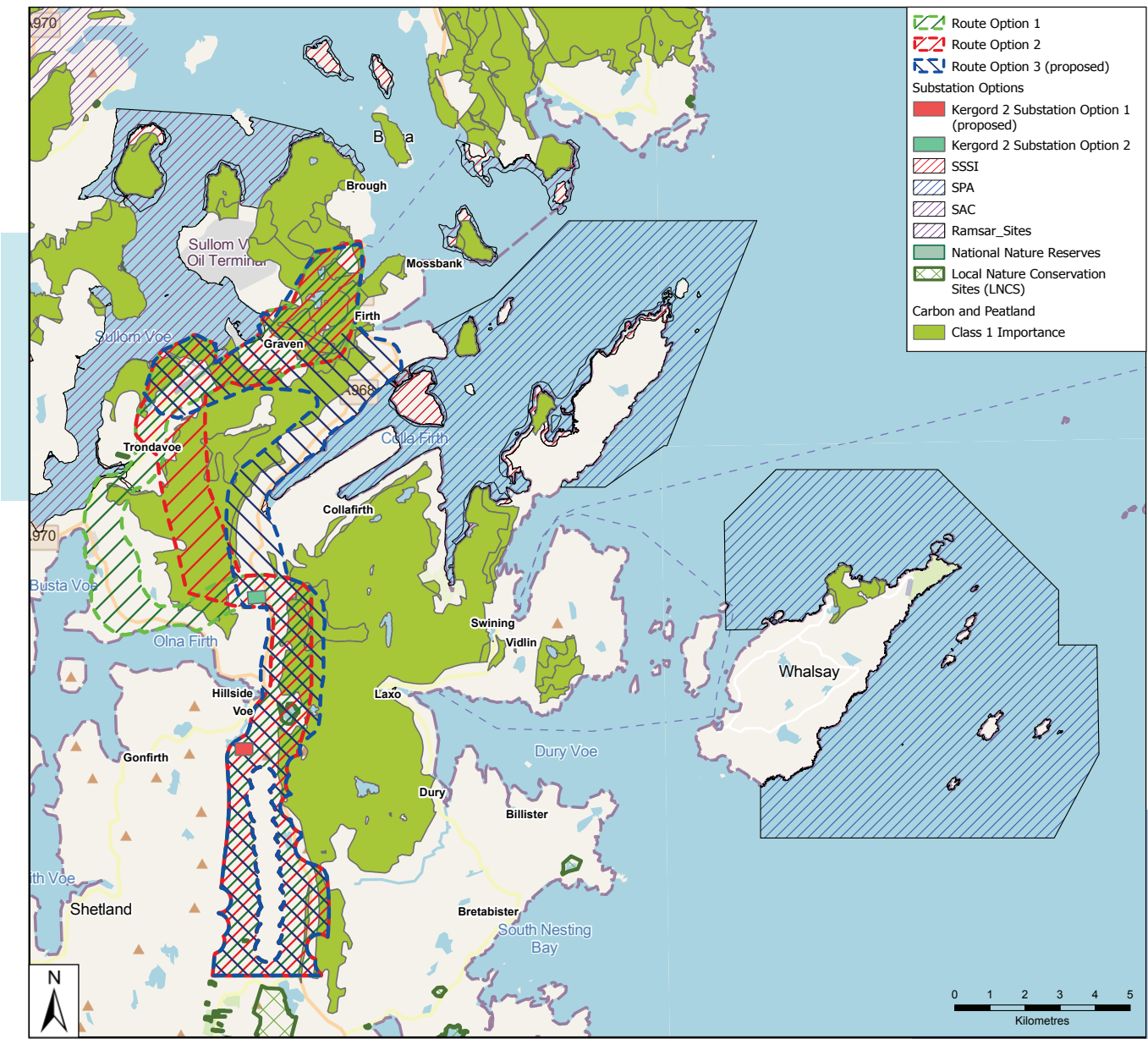
**Proximity to Residential Areas** - This route has the least number of nearby residential properties. It is visually contained by the surrounding landform, reducing its overall visual impact to resident receptors

Conclusion

On balance, **Route 3** has the lowest potential for development to be constrained and is our proposed option for connecting Kergord to the Northern Hub. Compared to Route 1 and 2, Route 3 avoids the main population centres in Delting. Route 3 has been assessed to have less potential landscape and visual impact, is accessible via the main road network, providing construction and maintenance access, and avoids more sensitive upland peatland environments.

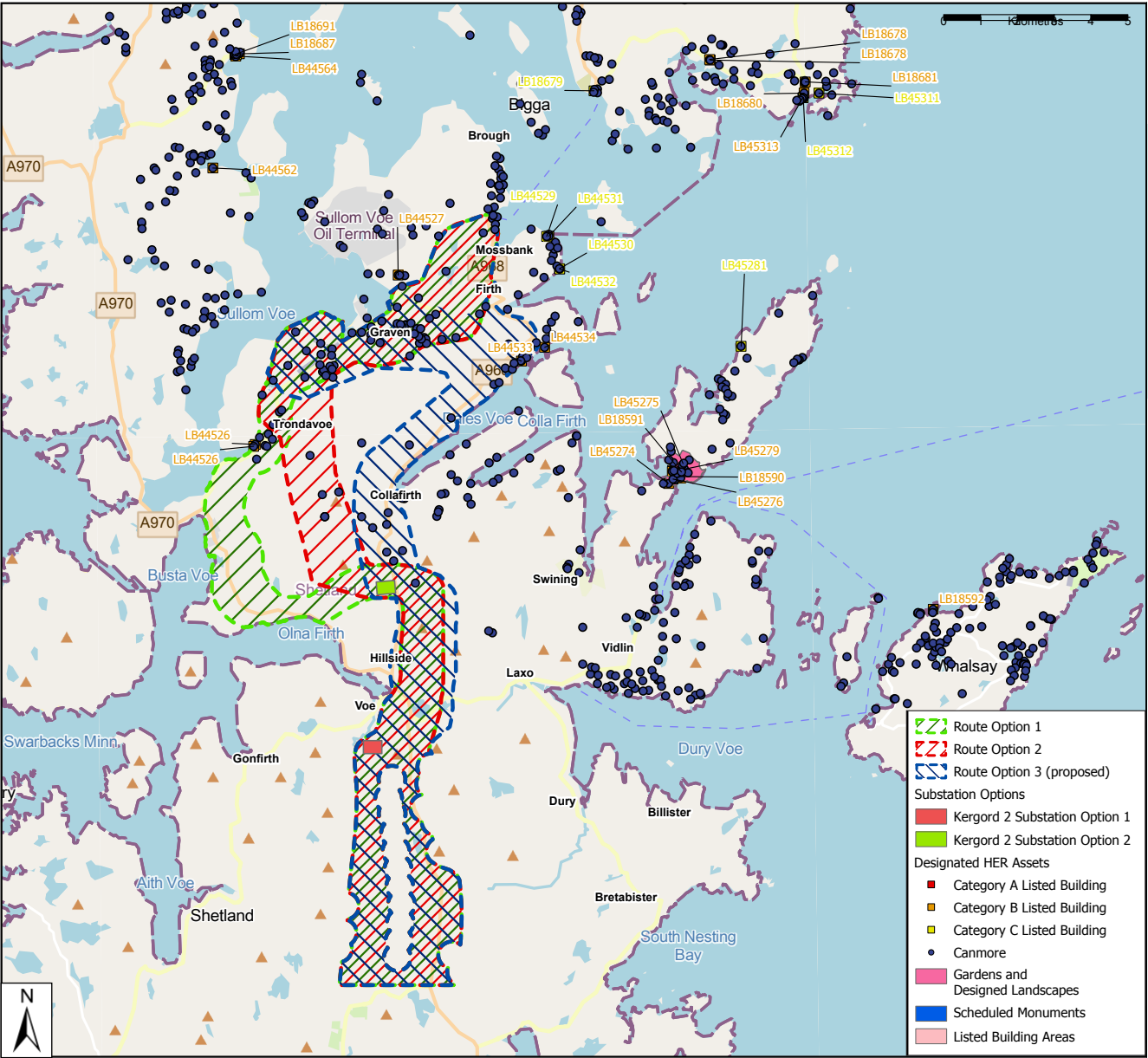


Natural Heritage (routes and substations)

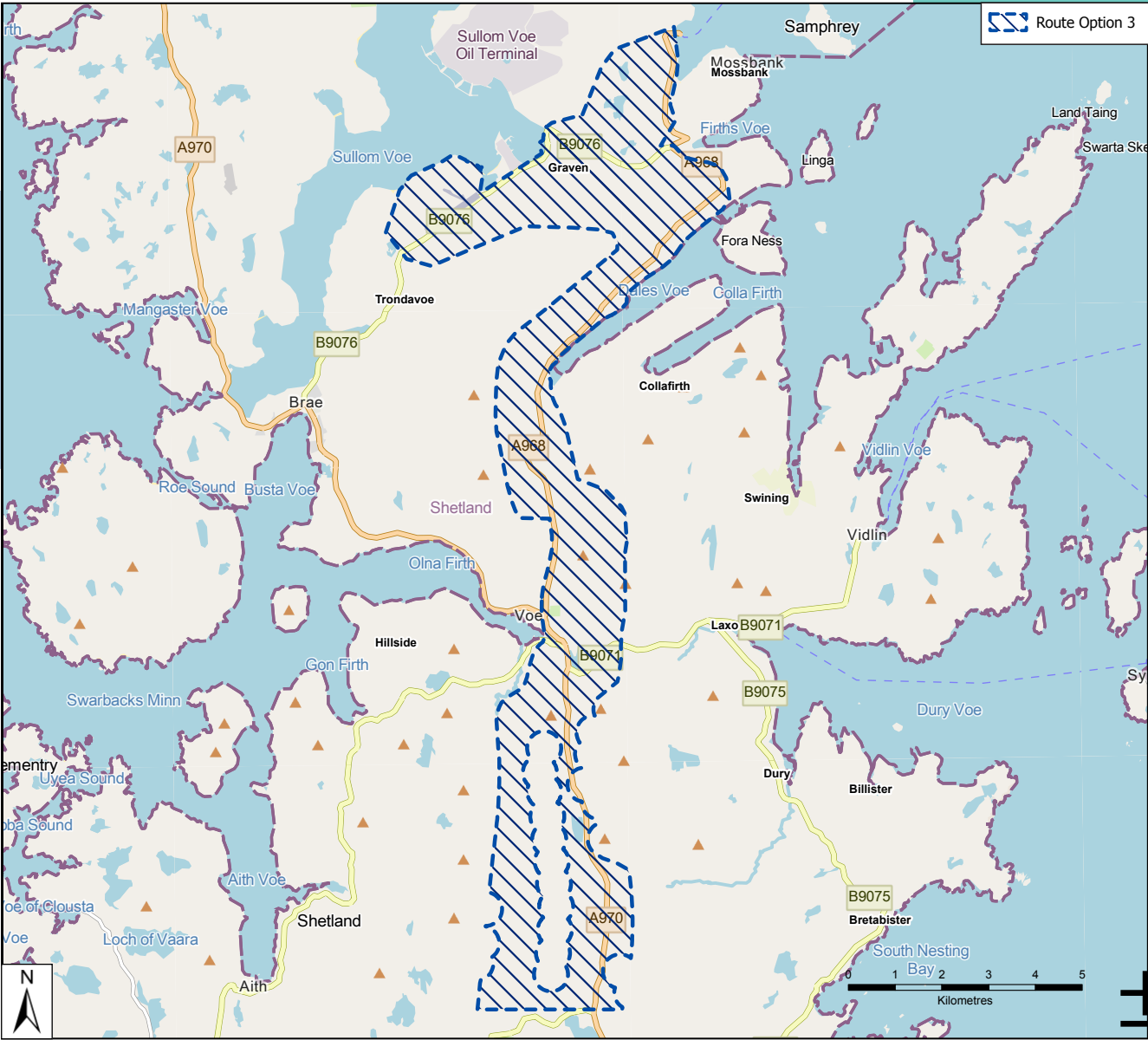




Cultural Heritage (routes and substations)



Proposed route





# Working with landowners

**SSEN Transmission recognises landowners and occupiers as key stakeholders in the development of our projects and is committed to consultation and engagement with all parties likely to have an interest in our proposals.**

SSEN Transmission will be required to carry out engineering and environmental surveys to inform the design process. Consent will be sought from affected landowners and occupiers in advance of these surveys.

As the project design develops, we will work with landowners and occupiers to mitigate the impact of our infrastructure on their properties. Our team of dedicated land managers will be on hand to answer queries and address concerns throughout. Once the overhead line design and associated works is finalised, we will be required to secure the appropriate land rights from the relevant parties for all infrastructure.

Our land managers will provide updates to all affected landowners and residents once this process progresses.



# Section 37 consent 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 an Environmental Impact Assessment (EIA) Report, 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 Spring 2027. Once an application for consent has been submitted, all documents relating to the submission will be made publicly available on the ECU portal and our own website and printed copies will also be provided at publicly accessible locations.

Please note that feedback provided as part of this initial pre-application consultation event are not formal representations to the Energy Consents Unit (ECU). Once an application for consent has been submitted, there will be an opportunity for the public to make formal representations to the ECU before it takes 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 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 receiving 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 authorities 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 to implement the consent.

The ECU and local planning authorities 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 will 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.





# Delivering a positive environmental legacy

We recognise that we have significant interaction with the environment through the activities we undertake in Scotland as we seek to develop and improve the transmission network. With this work comes a legal responsibility to design and build our projects in a manner which protects the natural and built environment.

We are committed to protecting and enhancing the environment by minimising the potential impacts from our construction and operational activities on biodiversity. To this end, we have committed to no net loss of biodiversity in non irreplaceable habitats for all of our projects gaining consent from 2020 onwards, and net gain of biodiversity on all projects gaining consent from 2025. This means that during the development, construction and operation of our projects, we will leave the environment no worse than when we found it, and where possible make it even better, leaving a positive environmental legacy at all of our SSEN Transmission sites. As this project progresses through the development process, we will actively seek ways to avoid and minimise impacts on biodiversity, through careful routeing design to avoid areas of highest biodiversity value, to implementing habitat restoration and improvement measures in areas within and surrounding the proposed development.

## Example projects

### Shetland HVDC project

As part of our Biodiversity Net Gain (BNG) commitments, we've undertaken significant landscape and habitat creation works at both ends of our project—at the Kergord DC Converter Station in Shetland and the Noss Head Switching Station near Wick in Caithness.

### Kergord Converter Station

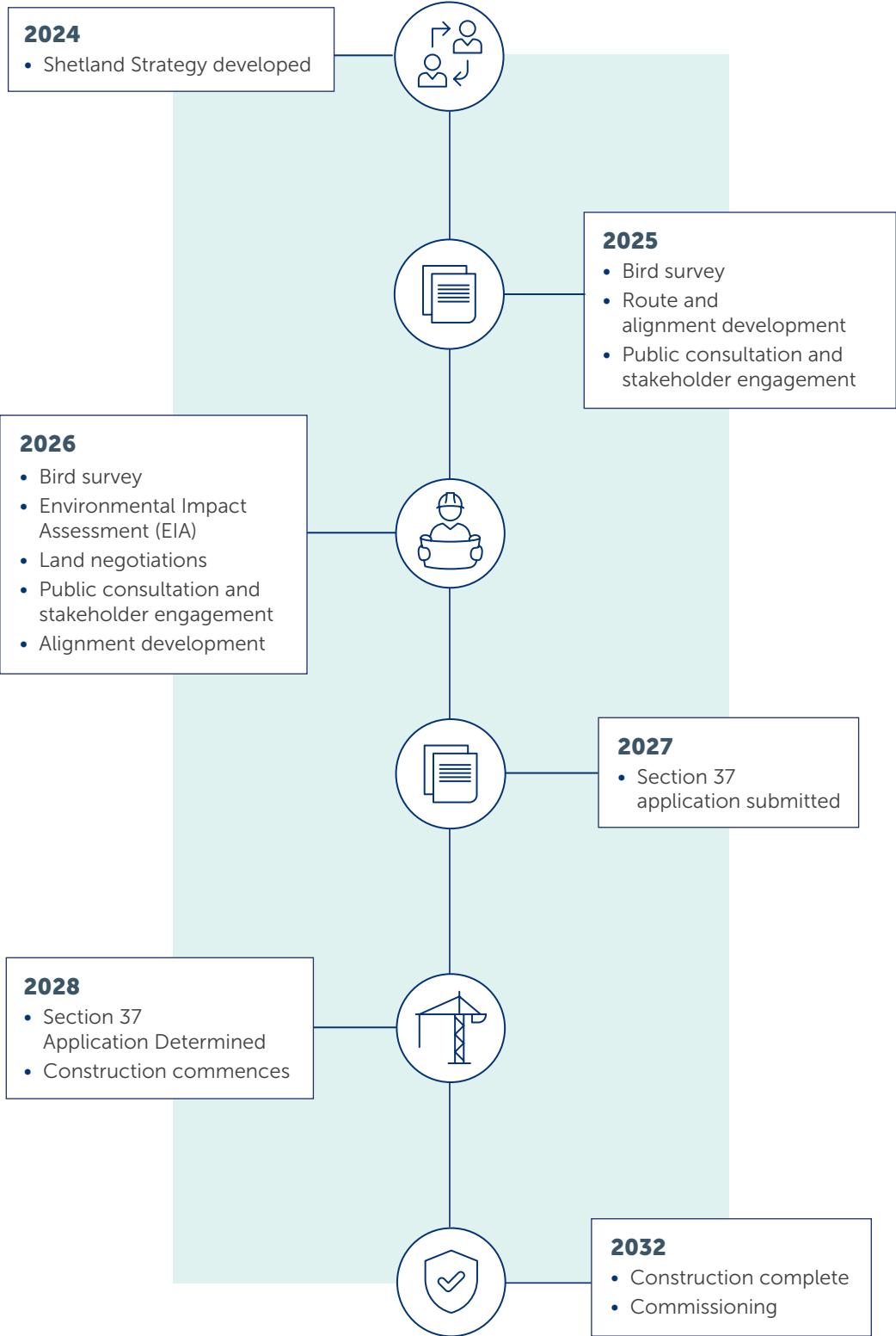
With the site located at the base of the Kergord valley, we constructed two watercourses—one at the southern end and another at the northern boundary of the site. These were designed to collect and redirect several smaller natural watercourses that previously flowed into the Burn of Weisdale. To enhance the new watercourses at Kergord, we planted riparian woodland species along their banks and along the eastern boundary adjacent to the Burn of Weisdale, helping to stabilise the banks and reduce erosion. Across the site, we've also planted extensive areas of woodland, woodland edge, scrub, open grassland meadow areas and created a variety of wetland habitats—including scrapes, detention basins, and a swale. These have been enriched with native wetland plugs to support Shetland's unique biodiversity.

### Noss Head Switching Station

At Noss Head, the former agricultural grassland has been transformed into a diverse landscape designed to support local biodiversity. Wildflower meadows and grasslands have been planted to attract pollinators, including the rare great yellow bumblebee, which is endemic to Caithness. To further enhance ecological value and visual screening, extensive woodland and scrub habitats have been introduced around the site's landscaped bunds. A swale and detention basin have been created to help manage surface water and reduce flood risk. These areas have been planted with a coastal meadow mix.



# Project timeline



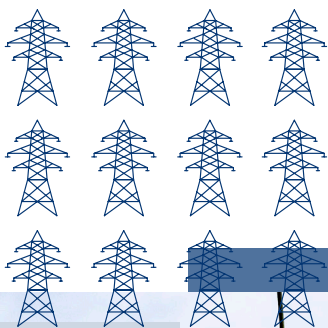
# Next steps

## The feedback process

Following our events, a consultation period will open until **Monday 3 November 2025**. You can complete our feedback form online, using the feedback form at the back of this booklet or submit feedback in writing or email. The feedback will be analysed by the project team and a report on consultation produced and published on our website detailing our response to your feedback.

### Our next consultation

The second round of consultation will take place in **Spring 2026**. This event will detail how the feedback has been taken on board as we continue to progress through the routeing and alignment selection process.



# 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 **3 November 2025**.

## 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/northern-shetland-kergord](https://ssen-transmission.co.uk/northern-shetland-kergord)

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.



## 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.

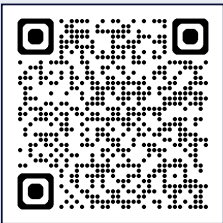
We'll be actively looking to mitigate the impacts of the development as much as possible over the coming months, but it would be helpful to understand what you believe we should be doing to help minimise these impacts and if there are any opportunities to deliver a local community benefit you would like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

## How to get in touch

-  SSEN Transmission, Stewart Building, Lerwick, Shetland, ZE1 0LL
-  [shetlandengagement@sse.com](mailto:shetlandengagement@sse.com)

## 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/northern-shetland-kergord](https://ssen-transmission.co.uk/northern-shetland-kergord)

You can also follow us on social media:

-  @ssentransmission
-  @SSETransmission



To support everyone online, we provide accessibility and language options on our website through 'Recite Me'. The accessibility and language support options provided by 'Recite Me' include text-to-speech functionality, fully customisable styling features, reading aids, and a translation tool with over 100 languages, including 35 text-to-speech.

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



# Your feedback

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

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

**Q1.** Is there a specific section of the overhead line route that you are interested in: Section 1 Kergord Substation to Kergord 2 Substation, Section 2 Kergord 2 substation to Northern Hub.

☐ Section 1 ☐ Section 2

Comments:

**Q2.** Have we adequately explained the need for this project?

☐ Yes ☐ No ☐ Unsure

Comments:

**Q3.** Do you feel sufficient information has been provided to enable you to understand what is being proposed and why?

☐ Yes ☐ No ☐ Unsure

Comments:



**Q4.** Are you satisfied that our approach taken to select our proposed overhead line routes has been adequately explained?

☐ Yes ☐ No ☐ Unsure

Comments:

**Q5.** Do you agree with our proposed overhead line route, if not, why?

☐ Yes ☐ No ☐ Unsure

Comments:

**Q6.** Are there any additional factors, or environmental features, that you would like to make us aware of within any of the three route options presented?

☐ Yes ☐ No ☐ Unsure

Comments:

**Q7. Do you have any other comments (positive or negative) in relation to the project?**

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

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

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

☐

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

**Thank you for taking the time to complete this feedback form.**  
**Please submit your completed form by one of the methods below:**  
**Post:** SSEN Transmission, Stewart Building, Lerwick, Shetland, ZE1 0LL  
**Email:** shetlandengagement@sse.com  
**Online:** [ssen-transmission.co.uk/northern-shetland-kerford](https://ssen-transmission.co.uk/northern-shetland-kerford)

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)

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](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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