

Report on Consultation – Substation Site and Route Selection

Connection from Existing Kergord Substation to Proposed Northern Substation Hub

June 2026

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GLOSSARY

Term	Definition
Alignment	A centre line of an overhead line OHL, along with location of key angle structures.
Cable Sealing Ends (CSE)	A Cable Sealing End is a termination point where an overhead line connects to an underground cable. It provides electrical insulation and mechanical support, ensuring a safe and reliable transition between the two systems.
Central Substation	The substation currently referred to as 'Central Substation' may be renamed in future documents.
Conductor	A metallic wire strung from structure to structure, to carry electric current.
Consultation	The dynamic process of dialogue between individuals or groups, based on a genuine exchange of views and, normally, with the objective of influencing decisions, policies or programmes of action.
Corridor	A linear area which allows a continuous connection between the defined connection points. The corridor may vary in width along its length; in unconstrained areas it may be many kilometres wide.
Environmental Impact Assessment (EIA)	A formal process set down in The Electricity Works (EIA) (Scotland) Regulations 2000 (as amended in 2008) used to systematically identify, predict and assess the likely significant environmental impacts of a proposed project or development.
Holistic Network Design (HND) publications	Reports outlining strategic transmission reinforcements to integrate growing onshore and offshore renewable generation
Kilovolt (kV)	One thousand volts.
Listed Building	Building included on the list of buildings of special architectural or historic interest and afforded statutory protection under the 'Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997' and other planning legislation. Classified categories A – C(s).
Micrositing	The process of positioning individual structures to avoid localised environmental or technical constraints.
Mitigation	Term used to indicate avoidance, remediation or alleviation of adverse impacts.
National Energy System Operator (NESO)	Publicly owned body managing Great Britain's electricity and gas networks.
National Grid Network Options Assessment (NOA)	Annual process recommending which transmission projects should proceed or be delayed.
Overhead line (OHL)	An electric line installed above ground, usually supported by lattice steel towers or poles.
RAG (Red/ Amber/ Green) Assessment	A methodology used to categorise the status of project elements, often used in project management to indicate the health and progress of different aspects of a project
Route	A linear area of approximately 1 km width (although this may be narrower/wider in specific locations in response to identified pinch points / constraints), which provides a continuous connection between defined connection points.
Routeing	The work undertaken which leads to the selection of a proposed alignment, capable of being taken forward into the consenting process under Section 37 of the Electricity Act 1989.
Stakeholders	Organisations and individuals who can affect or are affected by SSEN Transmission works.

Term	Definition
Study Area	The area within which the corridor, route and alignment study takes place.
The National Grid	The electricity transmission network in the Great Britain.
Underground Cable (UGC)	An electric wire installed underground.
Volts	The international unit of electric potential and electromotive force.

EXECUTIVE SUMMARY

Scottish and Southern Electricity Networks Transmission plc who, operating and known as Scottish and Southern Electricity Networks Transmission (SSEN Transmission) undertook consultation in November 2025 to request comments on proposals to construct and operate a new 220kV double circuit, up to four 132kV circuits (comprising a combination of overhead lines and underground cables), and a proposed new substation, 'Central Substation', on Shetland. This Report on Consultation presents a summary of the consultation process and its outcomes.

The consultation process included the publication of a Consultation Document (November 2025) to describe the evaluation of the different routeing and substation options and invited interested parties to provide their views. A face-to-face consultation event took place on the 27th of November 2025 at Voe Public Hall between 3pm and 8pm. All comments were requested before the 8th of January 2026.

This Report on Consultation summarises the comments provided by stakeholders, including statutory consultees, non-statutory consultees, and members of the public, on the two substation site options and three route options under consideration and details the actions taken by SSEN Transmission in response to the comments provided. The least constrained substation site and route option that will be taken forward to the optioneering stage are Route Option 3 and Substation Site 1.

1. INTRODUCTION

1.1 Purpose of Document

This Report on Consultation details the consultation undertaken on the proposals by SSEN Transmission to construct and operate:

- Up to three 132kV circuits comprising a combination of overhead line (OHL) and underground cable (UGC) between the existing 132kV Kergord Substation and the proposed new Central Substation near Voe.
- The Central Shetland 220kV double busbar substation known as 'Central Substation' for identification purposes only. This designation reflects its central geographic location within Shetland and is provisional; the final name of the asset will be confirmed at a later stage of the project.
- Two 220kV double circuit lines between the proposed new Central Substation near Voe and the proposed new Northern Substation Hub near to Sullom Voe Terminal.

This Report on Consultation documents the consultation undertaken between November 2025 and January 2026 during the substation site selection and routeing stages. A programme of consultation was designed to engage with key stakeholders including statutory and non-statutory consultees, and members of the public to invite feedback on the rationale for and approach to, the selection of the least constrained substation site and route option.

This report describes the key feedback received and details the actions taken by SSEN Transmission in response to the comments provided.

1.2 Document Structure

This Report on Consultation comprises the following sections:

1. Introduction – setting out the purpose of the Report on Consultation Document;
2. The Proposals – describes the need for the proposals, the strategic alternatives considered, the proposed technology that has been applied to date;
3. Site and Route Selection Process - sets out the substation site and route selection process and methodology that has been applied to date;
4. The Consultation Process - describes the framework for consultation and methods which have been employed;
5. Consultation Responses and Key Issues – summarises the range of responses, key comments and issues arising through the consultation process;
6. Project Responses to Consultations – describes how the comments and issues raised during consultation will be addressed; and
7. Conclusion – provides a summary of the conclusions reached and actions going forward.

2. THE PROPOSALS

2.1 The Need for the Project

SSEN Transmission owns and maintains the electricity transmission network across the north of Scotland and holds a license under the Electricity Act 1989 ‘to develop and maintain an efficient, coordinated and economical system of electricity transmission’.

The recent increase in renewable power generation across the north of Scotland, driven by the UK Government’s 2050 net zero ambitions, has significantly increased the demand on transmission infrastructure across the country and its ability to accommodate new connections, predominantly from both the onshore and offshore wind market, and transfer this generated power to demand centres. In response, the National Energy System Operator (NESO) has identified the necessary transmission network reinforcements required to facilitate this increase in generation, which has been further confirmed through the recent National Grid Network Options Assessment (NOA)¹ and Holistic Network Design (HND)² publications.

Within this policy context, SSEN Transmission seek to establish a new circuit (comprising OHL and UGC) connecting two new substations to the existing transmission network at Kergord on Shetland.

2.2 Proposal Overview

To facilitate this connection requirement, the following elements are anticipated:

- Up to four 132kV circuits comprising a combination of OHL and UGC between the existing 132kV Kergord Substation to the proposed new Central Substation;
- A 220kV double busbar substation in Central Shetland near to Voe, known as Central Substation, with three 220kV /132kV super grid transformer buildings. The operational footprint would be 272 m x 228 m, subject to further design; and
- A 220kV double circuit comprising a combination of OHL and UGC between the proposed new Central Substation and a proposed new Northern Substation Hub near to Sullom Voe Terminal.

It should be noted that the Northern Substation Hub is being delivered under a separate project and is therefore not considered in this Consultation Document.

2.2.1 Construction Activities

Key tasks during construction of the OHL will involve:

- Potential localised improvements to the public road network to allow safe construction access;
- Establishment of suitable construction compound and laydown areas for materials;
- Upgrades to existing tracks and potential installation of temporary track solutions where required for safe construction access;
- Delivery of structures and materials to pole positions;
- Assembly and erection of steel tower structures and stays;
- Stringing of conductors using hauling ropes and winches; and
- Potential peatland restoration offsetting impacts.

Installation of steel towers and trident poles will involve the following tasks:

- Excavation of a suitable area for the steel towers, and backfilling after installation of the tower legs or poles;

¹ Network Options Assessment 2021/22 Refresh (National Grid Energy System Operator, 2022). Available online at: <https://www.neso.energy/document/262981/download>

² Pathway to 2030 Holistic Network Design (National Grid Energy System Operator, 2022). Available online at: <https://www.neso.energy/publications/beyond-2030/holistic-network-design-offshore-wind>

- In some H pole or tower locations, it may be necessary to add imported hardcore backfill around the tower foundations to provide additional stability in areas where the natural sub soils have poor compaction qualities;
- Conductors will be installed on the steel tower using full tension stringing to prevent the conductor coming into contact with the ground;
- Remedial works will be carried out to reinstate the immediate vicinity of the structure, and ground disturbed, to pre-existing use; and
- Waste disposal of any excess material.

Key tasks during construction of UGC will involve:

- Establishment of suitable laydown areas for material and installation of temporary track solutions and drainage as necessary;
- Delivery of structures and materials to site;
- Excavation of a trench in which to lay the cable;
- Excavation and construction of joint bays;
- Installation of Cable Sealing Ends (CSE) compound at transition points between overhead line and underground cable sections (if applicable);
- Remedial works to reinstate the immediate vicinity of the works and any ground disturbed, to pre-existing use;
- Temporary welfare units/compound; and
- Waste disposal of any excess material.

2.2.2 Access

The access strategy has not yet been determined. Where possible, existing access tracks will be used and upgraded as required. New access tracks may be required, and where there is a justified long-term requirement, they will be left in place. Where ground conditions permit, it is preferable to construct the infrastructure without an access track (e.g. on dry and level pasture), although it is unlikely no access track will be required. Temporary matting may be used in sensitive areas, subject to an assessment of gradients and ground conditions.

2.2.3 Forestry Removal

No forestry removal is anticipated for this project.

2.2.4 Programme

Construction is anticipated to start in 2028 subject to consenting, with completion anticipated in 2032.

3. SITE AND ROUTE SELECTION PROCESS

3.1 Introduction

The approach to route and site selection was informed by the following SSEN Transmission guidance:

- Substation Site Selection Procedures for Voltages at or above 132kV guidelines (PR-NET-ENV-502) Rev 02;
- Procedures for Routeing Overhead Lines and Underground Cables of 132kV or above, SSEN Transmission, 2020, Rev 2.00 (PR-NET-ENV-501); and
- Biodiversity Net Gain Flow Chart, Guidance and Project Toolkit (FC-NET-ENV-500).

This guidance broadens the basis for routeing and site selection decisions to reflect contemporary practice and ensures environmental and technical considerations are identified and appraised at each stage of the routeing and site selection process.

This guidance helps SSEN Transmission to meet its obligations under Schedule 9 of the Electricity Act 1989, which requires transmission license holders:

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

The guidance develops a process which aims to balance these environmental considerations with technical and economic considerations throughout the route and site selection process.

For site selection, the guidance splits a project into two stages, as follows:

- Stage 1: Initial Site Screening; and
- Stage 2: Detailed Site Selection.

The stages that are carried out can vary depending on the type, nature of and size of a project and consultation is carried out as part of the process. This Project is currently at Stage 2: Detailed Site Selection.

For routeing, the guidance splits a project into five stages, as follows:

- Pre-Routeing Activities: Selection of proposed connection option (summarised in Section 2.3 of this document);
- Stage 0: Routeing strategy development;
- Stage 1: Corridor Selection;
- Stage 2: Route Selection;
- Stage 3: Alignment Selection.

The stages that are carried out can vary depending on the type, nature of and size of a project and consultation is carried out at appropriate stages of the process. This Project is currently at Stage 3: Alignment Selection.

3.2 Stages of the Methodology – Site Selection

The key stages summarised above have been undertaken for this Project, as follows:

3.2.1 Stage 1 – Initial Site Screening

The site screening stage seeks to identify technically feasible, economically viable and environmentally acceptable site options within a defined area.

An initial desk assessment screening exercise was carried out to identify sites of 500m x 350m dimensions for the proposed Substation. The preliminary search area covered central Mainland Shetland. Within the search area, 11

substation site options were identified via a multi-criteria analysis process, which used geographical information systems (GIS) to analyse available digital datasets on environmental and technical constraints. Then followed a multidisciplinary site visit to validate the desk assessment findings, identify any other local considerations and determine the availability of:

- Level areas of land, with no identified significant environmental constraints, with sufficient space to accommodate the electrical design, including any future requirements, landscaping and construction compound;
- Site locations which balance the length of each connecting circuit, giving priority to reducing the length of circuits with the highest voltage and/or capacity to minimise costs. The highest voltage in this case is the 220kV circuit;
- Sites which accommodate potential future circuit connections;
- Sites in close proximity to the public road network;
- Sites with feasible transportation and access routes for construction traffic and abnormal loads without the need for extensive works and/or considerable disruption;
- Sites with natural protection from extreme weather i.e. not on the coast or sheltered by a hill; and
- Sites with favourable surrounding topography (i.e. a backdrop such as a hill to minimise the visual impact of the substation).

3.2.2 Stage 2 – Detailed Site Selection

This Project is currently at the detailed substation site selection stage. Two site options were considered:

- Substation Site Option 1 is located in Central Shetland, south of Voe, and close to the B9071 and A9770 roads.
- Substation Site Option 2 is located in Central Shetland, north of Voe and adjacent to the A968.

3.3 Stages of the Methodology – Route Selection

Of the key stages summarised above the appropriate stages have been undertaken for this Project, as follows:

3.3.1 Pre-Routeing Activities

The starting point in all routeing projects is to establish the need for the Project and to select the favoured strategic option to deliver it. A Strategic Options Appraisal, which assessed a number of technology options, was undertaken. Various technical, environmental and operational criteria were used to assess the technology options.

3.3.2 Stage 0 – Routeing Strategy Development

The routeing strategy development stage seeks to set out the overall approach to the routeing study, the methods which will be adopted to identify, appraise and select options at each stage, and the overall consultation strategy. It will also highlight any departures from the routeing guidelines that are required.

3.3.3 Stage 1 – Corridor Selection

The corridor selection stage seeks to identify a series of linear areas (corridors) capable of providing a continuous connection between the defined connection points and delivering the required transmission connection. For this Project, the connection points varied depending on the technology option, therefore the outcome of the Strategic Options Appraisal defined the connection points. Given the geography of Shetland only a single corridor was available to be taken forward for further assessment and subsequent stages in the routeing process.

For this project, Stage 1 was not required as only one corridor was available, so the project proceeded directly to the routeing stage.

3.3.4 Stage 2 – Route Selection

The route selection stage seeks to identify a series of 1 km wide linear areas (routes) capable of providing a continuous connection between the defined connection points and delivering the required transmission connection within the proposed route. Three route options were considered:

- Route Option 1 – starts north of Kergord and follows the A970 north passing Central Substation Site Options 1 and 2. It turns west and follows the A970 along the coast and then follows the B9076 passing Sella Ness and Scatsa Airport until it reaches Toft.
- Route Option 2 – starts north of Kergord and follows the A970 north passing Central Substation Site Options 1 and 2. It turns west and cuts north across country and rejoins the B9076 before Sella Ness and Scatsa Airport and ends at Toft.
- Route Option 3 – starts north of Kergord and follows the A970 north, passing Central Substation Site Options 1 and 2. It continues along the A968 up the northeastern coast, then splits at the B9076 junction – one branch heads west to Sella Ness and Scatsa Airport, the other north to Toft.

3.4 Identification of the Least Constrained Site and Route

3.4.1 Least Constrained Substation Site

From an environmental perspective, both substation site options scored similarly. Substation Site Option 1 does present a greater number of Red RAG ratings than Substation Site Option 2; however, potential design mitigation, such as micro-siting to avoid peatland, is a possibility.

In consideration of the least constrained substation site, account has also been taken of the additional combined impacts arising from the circuit connection from the proposed Central Substation to the Northern Substation Hub. The number of circuits needed from the proposed Central Substation could be reduced if Substation Site Option 1 is selected, thereby reducing the impacts from steel tridents or lattice towers. Overall, therefore, Substation Site Option 1 is identified as the least constrained site option.

Other reasons for the selection of Substation Site Option 1 as the least constrained location are as follows:

- It avoids all designated sites;
- It is situated beside an existing development track with potential for use, providing access;
- It is not in close proximity to residential properties;
- There are no landscape designations present at the site or immediately adjacent and it is located a sufficient distance away from any sensitive receptors;
- There are no known archaeological or cultural heritage designations within the site;
- It is not situated within prime agricultural land or forestry areas; and
- There will be no impacts on recreational receptors.

3.4.2 Least Constrained Route Option

From an environmental perspective, all three of the route options have the same six Red RAG ratings, six Amber RAG ratings, and three Green RAG ratings. Therefore, there is no least constrained route option. However, in terms of taking a route option through for further study, the routes differ as follows:

- Route Option 1 and 3 provide the best opportunity to find an alignment minimising impacts on sensitive and protected habitats, and to minimise potential disturbance to protected species due to proximity to existing infrastructure within lowland and coastal areas.
- Route Option 1 and 3 provide the best opportunity to find an alignment minimising impacts on peat.

- Route Option 2 avoids listed buildings but presents a risk of finding previously unknown heritage assets. Route Options 1 and 3 provide opportunities to find alignments avoiding listed buildings through careful design.
- Route Option 1 passes by communities on the coast and the main community of Brae but an alignment to avoid these communities may be found inland. Route Option 2 avoids people receptors if routeing to Scatsa. Route Option 3 passes by fewer properties than Route Option 1 and an alignment may be found to avoid properties.

Accounting for population distribution and peatland habitat, Route Option 3 is therefore identified as the least constrained route option. This is to avoid main communities including Brae, Burravoe, Hillside and Wethersta and wide areas of Class 1 Peatland and habitat affected by Route Option 2.

4. THE CONSULTATION PROCESS

4.1 Overview

SSEN Transmission places great importance on, and is committed to, consultation and engagement with all parties, or stakeholders, likely to have an interest in proposals for new projects such as this. Stakeholder consultation and engagement are an essential part of an effective development process.

In accordance with the SSEN Transmission guidelines, a process of consultation on the least constrained substation site and route option was implemented. This section identifies the methods of consultation and the key dates when consultation took place.

4.2 Methods of Consultation

Following identification of the least constrained substation site and route option, a Consultation Document on the site and route selection was produced and distributed for comment in November 2025. The Consultation Document presents the findings of an environmental, engineering and cost appraisal of the three route options and two substation sites and describes the process by which the least constrained substation site and route have been selected.

The consultation process comprised the following:

- The Consultation Document and covering letter were submitted to key statutory and non-statutory consultees and other relevant stakeholders inviting comments in November 2025;
- The Consultation Document was made available on the SSEN Transmission website³ on 30th October 2025;
- A summary information booklet was also made available on SSEN Transmission website and during the public consultation event detailed below;
- A public consultation event was held at Voe Public Hall, Shetland on the 27th of November 2025 between 3pm and 8pm.

The consultation period closed on 8th January 2026. Responses were received via a variety of methods, including completed feedback forms, emails, comments via the project website and written letters.

4.3 Consultees

Table 3.1 lists the statutory and non-statutory organisations and other relevant stakeholders invited to consider the Consultation Document.

Table 4.1: List of Statutory Consultees, Community Councils, and Affected Landowners

Statutory Consultees
NatureScot
Historic Environment Scotland (HES)
Scottish Environment Protection Agency (SEPA)
Non-Statutory Consultees
Shetland Islands Council (SIC)
Voe Community Development Association (VCDA)

³ <https://www.ssen-transmission.co.uk/northern-shetland-kerford>

4.4 Public Consultation

Consultation on the project included a face-to-face public engagement event. The purpose of this event was to provide information and to seek the views and comments of members of the public, statutory and non-statutory consultees. The event took place on the 27th of November 2025 at Voe Public Hall between 3pm and 8pm.

The consultation material was made available in booklet format at the event and online, allowing members of the public the opportunity to access and view the material until the feedback period closed on 8th of January 2026.

5. CONSULTATION RESPONSES AND KEY ISSUES

5.1 Summary of Comments

In total, 267 consultation responses were received during the consultation process. Of these, 67 public responses were received in relation to the substation consultation and 194 to the routeing consultation. It also included four statutory consultee responses for both the substation and routeing consultation and one non-statutory consultee for the routeing consultation only. Responses were submitted via written feedback forms, email, or online feedback.

A list of the statutory and non-statutory consultees who responded is set out in **Table 5.1**.

Table 5.1: Statutory and Non-Statutory Consultees Respondents

Consultees	Response Status
Statutory Consultees	
NatureScot	Received
HES	Received
SEPA	Received
Non-Statutory Consultees	
Shetland Islands Council	Received
VCDA	Received

5.2 Issues Emerging from Consultation Feedback

Responses covered a range of topics, with a number raising specific issues in relation to the least constrained substation site and route option.

Common themes emerging from the substation consultation responses received related to:

- Project Need;
- Landscape and visual impact;
- Light pollution;
- Water management to nearby local watercourses from construction (dust);
- Noise and vibration; and
- Mental and physical health.

Common themes emerging from the routeing consultation responses received related to:

- Project Need;
- Residential impacts;
- Historic and landscape significance;
- Nearby habitats and birds; and
- Landscape and visual impact.

6. PROJECT RESPONSES TO CONSULTATION RECEIVED

6.1 Overview

This section of the report documents how SSEN Transmission has responded with respect to the least constrained substation site or route option set out within the Consultation Document, to the issues emerging from the consultation feedback.

6.2 Responses Relevant to Subsequent EIA

Some consultation responses related to specific environmental issues appropriate to consider when defining and delivering the scope of the Proposed Development.

Table 6.1 sets out a summary of the environmental feedback received during the consultation process and the SSEN Transmission response. Due to the number of public responses received, where there are consistent themes raised, these have been combined.

Table 6.1: Statutory, Non-Statutory and Public Consultee Responses

Topic	Feedback	Response by SSEN Transmission
Cultural Heritage	Historic Environment Scotland (HES) stated that limited information has been provided at this stage and are unable to provide detail impacts on the Proposed Development. However, they agreed with the preferred Substation and Route Option but stated it is necessary to assess the impact of the development on designations.	Noted. No further action required.
	HES requested that the EIA Report include the impact of the proposed route and built features on Lunna House Gardens and Designated Landscapes and that the OHL/ UGC be micro sited within development corridor.	SSEN Transmission will consider impacts to Lunna House Gardens and Designated Landscapes as part of the EIA Report. The potential for micro siting of the OHL/UGC will be considered as part of Stage 3: Alignment Selection.
	HES offered a non-exhaustive list of monuments that are likely to receive impacts from the three route options.	Noted. This will be considered as part of Stage 3: Alignment Selection.
	HES recommended that all scheduled monuments that fall within the projected zone of theoretical visibility of the substation proposals are assessed for potential setting impacts.	During the consenting stage, SSEN Transmission will prepare a ZTV in support of potential setting impacts from the substation.
	Two public responses were raised about specific historical importance in the area of Lower Voe, particularly around the pier. With the exception of St Ninian's Isle, and Eshaness, it is one of the most photographed views in Shetland.	A heritage impact assessment will be prepared for the Proposed Development. A part of this assessment is the identification and assessment of impacts on local nearby historic monuments. Where significant impacts are identified mitigation measures will be identified to reduce the level of impact. Should any residual impacts remain, these will be presented within the assessment and subject to scrutiny as part of the consent application.
	Shetland Islands Council (SIC) stated that the consultation document lacks sufficient archaeological baseline data and has not utilised appropriate datasets (e.g. Historic Environment Record).	A full cultural heritage assessment will be undertaken as part of the EIA using appropriate datasets including the Historic Environment Record. This will inform alignment and mitigation measures.

Topic	Feedback	Response by SSEN Transmission
Hydrology and Hydrogeology	SEPA recommended detailed site-specific surveys (peat, GWDTE), hydrology and PWS) are undertaken.	Noted. Surveys will be undertaken as part of the consenting stage.
	SEPA disagreed with the preferred Substation Site (Option 1) as Substation Site Option 2 has lesser adverse effects on peat and flood risk. SEPA recommends the northern half of Route Option 3, as it contains less peat. For the southern half of the route, SEPA has expressed no preference, noting that all options would result in adverse effects. SEPA suggests that more up to date information on PWS should be obtained from local authorities to help inform the project.	Noted. SSEN Transmission will take this into consideration in the next stage.
	A total of six public responses were received about the pollution to watercourses around the route and substation.	As part of the consenting stage, a Construction Environmental Management Plan (CEMP) will be developed which will include management plans for identified sources of pollution. SSEN Transmission have also developed General Environmental Management Plans (GEMPs) and all construction work will be undertaken in accordance with these.
	SIC advised that Flood Risk Assessment (FRA) required for Substation Site 1 due to flood risk. Development must comply with NPF4 Policy 22, incorporate Sustainable Drainage Systems (SUDS), and account for climate change. Drainage design must avoid increasing flood risk elsewhere.	A combined surface water drainage strategy and FRA will be considered as part of the next phase of the design for the substation. No FRA is required for the route alignment as all OHL poles / towers will be located outside the SEPA Future Flood Map extents (1 in 200 year plus climate change event) for coastal, river, and surface water and small watercourses.
	SIC noted the requirement for the CEMP to cover drainage, pollution control, and temporary works.	A CEMP will be developed to manage construction impacts, including drainage, pollution prevention, and reinstatement. This will be secured through the consenting process.
Geology	Sixteen public responses were received regarding concerns about the geology and peatland in the region, in particular:	Detailed Phase 2 peat probing surveys will be undertaken to identify areas of deep peat (> 1 meter). The avoidance of deep peat will be an integral part of the design phase. Where avoidance of deep peat is not possible, impacts will be

Topic	Feedback	Response by SSEN Transmission
	• If the burying of cables is possible, and if managed correctly peatland reinstatement can highly effective and stabilise in a short period of time • the reinstatement of peatland which can be highly effective and stabilise in a short period of time. • the hills behind Voe going north are full of underground springs. any digging there will change the tension and there will be danger of landslides, falling on houses. • The entire route should be buried through areas of degraded peat. A permanent track road should be built in areas with the most degraded peat to then carry out peat restoration.	minimised as far as practicable and will take cognisance of the associated hydrological and ecological features. In addition, an Outline Peat Management Plan will be prepared as part of the EIA to identify excavation and reuse volumes. A Peat Landslide Hazard and Risk Assessment (PLHRA) will be prepared to identify any area of potential peat instability.
	NatureScot requested that the route and substation should avoid Class 1 Peatland. Of the three route options, options 1 and 3 would appear to overlap least with Class 1 Peatland, but cables should be routed within these indicated corridors to further minimise impacts on peatland. Where peatland is impacted, degraded peatland should be restored at a ratio of at least 1:10 area impacted: area restored, in compensation.	Detailed Phase 2 peat probing surveys will be undertaken to identify areas of deep peat (> 1 meter). The avoidance of deep peat will be an integral part of the design phase. Where avoidance of deep peat is not possible, impacts will be minimised as far as practicable and will take cognisance of the associated hydrological and ecological features. In addition, an Outline Peat Management Plan will be prepared as part of the EIA to identify excavation and reuse volumes.
Landscape and Visual	A total of 148 public responses were received regarding landscape and visual effects. The public raised concerns that the proposed OHL would damage the landscape and negatively affect the village of Voe. Others highlighted that the proposed substation would be located close to properties emphasizing that Voe, Brae, Kergord, Scatsa, and Dale are amazing, untouched Shetland scenery.	As part of Stage 3: Alignment Selection, alignments will be assessed in a similar manner to the route selection process with landscape and visual impact being one of the key considerations. A landscape and visual impact assessment will also be undertaken for the Proposed Development. A part of this assessment is the identification and assessment of impacts on specific receptors, including residential properties. Where significant impacts are identified mitigation measures will be identified to reduce or remove these impacts. Should any residual impacts remain, these

Topic	Feedback	Response by SSEN Transmission
		will be presented within the assessment and subject to scrutiny as part of the consent application.
	The VCDA demand responsible planning, landscape protection and a full Cumulative Impact Assessment of the development for the proposed 'Central' substation and associated transmission infrastructure. This includes: • Visually Hide and Sensitively Site the 'Central' Substation • Reject Lattice Pylons and Require Burying of All Cables • Respect and Protect Our Geopark Landscape • Protect Tourism and the Visitor Experience • Conduct a Full and Transparent Cumulative Impact Assessment	As part of Stage 3: Alignment Selection, alignments will be assessed in a similar manner to the route selection process with landscape and visual impact being one of the key considerations.
Noise and Vibration	Twenty responses from the public related to noise and vibration were received. The public expressed concern that adjacent properties would experience noise and vibration issues associated with blasting and requested that noise monitoring of adjacent properties be undertaken to understand the impact of both ground and air pressure waves from excess forces.	A noise impact assessment will be undertaken as part of the consenting stage. A part of this assessment is the identification and assessment of impacts on specific receptors (including residential properties). Where significant impacts are identified mitigation measures will be included to reduce the level of impact. Should any residual impacts remain, these will be presented within the assessment and subject to scrutiny as part of the consent application.
Ecology and Ornithology	NatureScot noted the development should be positioned / routed to avoid Sites of Special Scientific Interest (SSSI). Currently Quoys of Garth, Burn of Valayre, Voxter Voe and Burn of Valayre, and Dales Voe, could potentially be affected. The development should avoid proximity to lochans with breeding red-throated diver. As well as potential disturbance during construction / maintenance, the development could affect divers through collision with overhead lines when birds are descending / ascending towards / from breeding sites. Red-throated divers are protected by law, and may also be connected to East Mainland Coast, Shetland, Special Protection Area (SPA).	SSEN Transmission acknowledges the importance of the SSSI's, SAC's and SPA's and any qualifying features. Further consideration of these receptors will be undertaken during the alignment and consenting stages to seek to find an acceptable alignment and design solution through this sensitive landscape and environment, together with the identification of any appropriate mitigation.

Topic	Feedback	Response by SSEN Transmission
	The development will avoid Sullom Voe Special Area of Conservation (SAC) if above mean high water spring tide. Care should be taken, however, to avoid sediment and other pollutants reaching Sullom Voe SAC during construction. A total of five public responses were received relating to ornithology. Details of the concerns raised are summarised below: - No accurate number of bird species in Shetland have been provided in the consultation document and that the number of bird species present is continuing to increase. Concern was raised that the close proximity of a diverse range of bird species combined with the displacement or clearance of habitats from the local area, could have a detrimental impact on bird populations. - The area surrounding Setter and Voe has been identified by SSEN Transmission as a sustainable habitat and breeding area for at least two red-listed bird species. These species were identified as the Eurasian Curlew (<i>whaap</i>) and the Eurasian Skylark (<i>laverek</i>). Both species nest on the open hills and in the valleys of the immediate area during the long summer months. - Consultees highlighted that an increase in the local breeding population of Curlew and Snipe on the hills around Voe during the final stages of construction and commissioning of the Viking wind turbine installation. They stated deep concerns that this change has not been assessed by any of the environmental impact assessment or the relevant nature protection organisations. It was noted that further disturbance of these breeding birds could lead to their permanent displacement.	An ornithological impact assessment will be undertaken for the Proposed Development. A part of this assessment is the identification and assessment of impacts on local nearby bird species. Where significant impacts are identified mitigation measures will be included to reduce the level of impact. Should any residual impacts remain, these will be presented within the assessment and subject to scrutiny as part of the consent application. SSEN Transmission also acknowledge that if construction is to continue into the breeding bird season, then bird surveys will be required to inform timing of works and prevent disturbance and/or nest destruction.

Topic	Feedback	Response by SSEN Transmission
	It also noted large numbers of migratory geese and other bird species pass through the area and raised concerns that during conditions of high humidity and low air temperature, the visibility at the height of the proposed pylons and cabling could pose a high collision risk.	
	SIC stated there was insufficient ecological information provided. Need further surveys, consideration of Shetland-specific ecology, peatland impacts, and biodiversity enhancement.	Detailed ecological surveys (including protected species, habitats, and peatland assessments) have been undertaken and/or are planned. These will inform the final alignment which will be considered in the EIA. The design will seek to avoid sensitive habitats, particularly Class 1 peatland, and deliver biodiversity enhancement in line with NPF4 Policy 3.
Access and Transport	A total of ten public responses raised concerns about the impact of access routes and temporary worker accommodation on the local environment and wildlife.	Access and recreational resources including local walking paths and core paths will be considered during the next stage.
	SIC noted that construction access points, traffic volumes, abnormal loads, and potential road impacts have not been defined. A Construction Traffic Management Plan and possible Road Condition Survey will be required.	Detailed access strategies will be developed during the next design stage. A Construction Traffic Management Plan will be prepared to assess traffic movements, abnormal loads, and associated mitigation. Road condition surveys and agreements with the Roads Authority will be implemented where required.
	SIC stated that there is potential for impacts on core paths, access routes, and Public Right Of Ways (PROWs). Requirement to maintain access and engage with Local Outdoor Access Forum. Outdoor Access Management Plan recommended.	Core paths and access routes will be considered in the alignment design. An Outdoor Access Management Plan will be prepared, and engagement with the Local Outdoor Access Forum will be undertaken to ensure access is maintained and, where possible, enhanced.
Planning	A total of six public respondents stated that the selection process had overlooked the cumulative effects and impacts of multiple energy projects occurring simultaneously across Shetland.	Consideration of cumulative effects will be undertaken as part of the EIA and during the consenting stage.

Topic	Feedback	Response by SSEN Transmission
	The VCDA also requested the inclusion of a cumulative effects and impacts section.	
	A public response was received that the impact has not been fully considered and is far greater adherence to the National Planning Framework 4 (NPF4) placing clear obligation to protect landscapes, respect communities and contribute to a nature-positive future must be given. These sites have not been adequately vetted or considered for their adherence to NPF4 within a Geo Park. The sighting must include far greater mitigation methods such as earth shaping, sensitive landscaping and any other methods to reduce its visual, light and noise pollution. Both in construction and throughout its going operation.	Further consideration of the design for both the substation and route will be applied during the detailed design and alignment stages for full assessment under the EIA and consenting process. Further consultations will be undertaken in due course.
	SIC presented their view on the consenting routes for components of the proposal and a likely requirement for EIA under Schedule 1 (Energy Industry). Further refinement of the proposals is needed to enable detailed policy assessment.	Consent for the development components is to be applied for under the relevant consenting mechanisms, being s37 and TCPA. A full planning application and s37 consent application will be prepared and supported by Environmental Impact Assessment (EIA), which will be informed by ongoing design development and consultation. Further pre-application engagement will be undertaken as the design is refined.
Electric and Magnetic Fields (EMF)	A public response was submitted that raised concerns about EMFs.	SSEN Transmission develops, builds, and operates its infrastructure to meet all health and safety legislation and guidance set by relevant bodies - including the UK Government, Scottish Government, the Health and Safety Executive and our regulator, Ofgem – including that associated with EMFs. In respect of EMFs, we strictly follow the guidance as set by the UK Government, which in turn is informed by international guidance.
Project Need	A total of sixty public responses were received regarding the use of underground cabling along the proposed route. Respondents questioned the project's need and lack of clear benefits. The energy will not be used in the Shetland Islands and is expected to negatively impact local communities and tourism.	SSEN Transmission owns and maintains the electricity transmission network across the north of Scotland under a licence granted by the Electricity Act 1989. Increased renewable energy generation, driven by the UK Government's 2050 net zero ambitions, has placed greater demand on the transmission network to accommodate new connections and transfer power to demand centres. In response, the National Energy System Operator (NESO), supported by the

Topic	Feedback	Response by SSEN Transmission
		National Grid Network Options Assessment and Holistic Network Design, has identified the need for network reinforcements. Within this context, SSEN Transmission proposes to establish a new circuit, comprising overhead line and underground cable, connecting two new substations to the existing network at Kergord, Shetland.
	A total of forty public responses were received regarding the prioritisation of communities and communication. Respondents called for decisions to be prioritised in the best interests of local communities, alongside transparent communication about the project's purpose and future direction.	The project will ensure that community considerations are embedded in decision-making and will strengthen its communication approach through regular, accessible updates and clearer information on the project's purpose and future direction.

7. CONCLUSION

This Report on Consultation documents the consultation process which has been undertaken for the proposed connections and substation. The programme of consultation was designed to engage with stakeholders including statutory, non-statutory and members of the public to invite feedback on the rationale for and approach to, the selection of the least constrained site and route.

This report describes the key feedback received and details the actions taken and to be taken by SSEN Transmission in response to the comments provided.

The route and site selection process described in the Consultation Document concluded that Route Option 3 and Substation Site 1 were the least constrained route and substation site. The consultation process generally supported these conclusions. Route Option 3 and Substation Site 1 will now be taken forward as the Proposed Route and Substation Site.

The project will now be taken into Stage 3 (Alignment Selection), commencing with identification of alignment options within the Proposed Route. These will be informed by this document and further consultation exercises, and through detailed surveys, which may identify any additional and / or currently unknown engineering, environmental or land use constraints.

Further formal consultation is planned and will be fully communicated to members of the public and stakeholders by various methods and in line with the pre-application consultation requirements laid down by the Scottish Government.