



Scottish & Southern
Electricity Networks

TRANSMISSION

Shetland AC Connections:

Connection between proposed Northern Substation Hub and proposed Yell Substation

Marine and Land Cable Consultation Event

July 2026



ssen-transmission.co.uk/northern-shetland-yell



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The consultation event will be taking place on:

Wednesday 1 July

Mid Yell Hall, Mid Yell, Yell, ZE2 9BN

1:00 - 5:00pm

Burravoe Hall, Yell, ZE2 9BA

6:00 - 8:00pm



Powering change together

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

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

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



We all have a part to play

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

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

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

At SSEN Transmission, it is our role to build the energy system of the future. To do that, we are planning to invest around **£29 billion** in the coming years to upgrade the electricity transmission network in the north of Scotland. It’s an investment that will unlock cleaner, more secure energy for homes and businesses now, and for generations to come.

By 2050, annual electricity demand is expected to at least double - our investment will support the connection of more clean power to meet that demand to the GB electricity network, supporting up to **17,500 jobs in Scotland**, with more than **8,000** of those in the north of Scotland, along the way.

Who we are

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

What we do

We manage the electricity network across our region which covers a quarter of the UK’s land mass, crossing some of the country’s most challenging terrain. We connect renewable energy sources to our network in the north of Scotland and then transport it to where it needs to be. From underground/subsea cables and overhead lines to electricity substations, our network keeps your lights on all year round.

Working with you

We understand that the work we do can have an impact on communities and we are committed to minimising our impacts and maximising all the benefits that our developments can bring to your area.

To do that we provide all the information you need to know about our plans and how they will impact communities like yours. The way we consult is also a two-way street and we want to hear people’s views, concerns, or ideas – and harness local knowledge – so that our work benefits communities today and long into the future. You can share your views with us at: ssen-transmission.co.uk/talk-to-us/contact-us/

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.

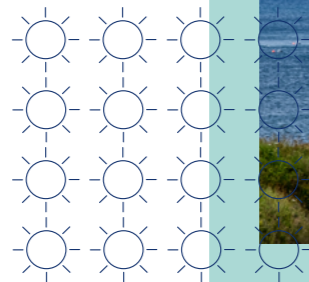
From National Plan to Local Action

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 (CP2030) recommendations. Ofgem's determination on this was delivered in December 2025, with justification on the need for transmission reinforcement in Shetland being agreed, with further investigation required around some of the technical detail, particularly the voltage level.



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

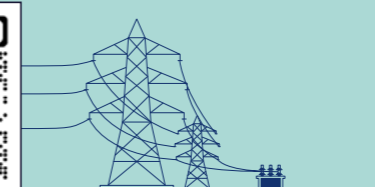
The Shetland Strategy

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 (CP2030) submission in early 2025.



ssen-transmission.co.uk/shetlandstrategy



March 2024

NESO publishes tCSNP2 (Beyond 2030) confirming Shetland requirement



December 2024

Ofgem funds early-stage development



July 2025

Ofgem publishes CP2030 minded to position.



December 2025

Ofgem CP2030 need justified, voltage under review



August 2026

Voltage confirmation from Ofgem expected

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 Link 2 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 Hamarigrind Substation (Previously Kergord 2)**
 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.

Indicative illustration only
 Dates displayed are target energisation dates.

Key

- # Proposed SSENT Substation/ Converter station site
- ↔ Proposed SSENT circuits
- ↔ Offshore wind export cables (Third party developer build)
- A Third party developer projects
- Installed SSENT assets
- ↔ Project focus for this booklet
- # Existing infrastructure



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

Project overview

The aim of this project is to connect the Island of Yell to the Electricity Transmission system on Mainland Shetland.

Scottish Hydro Electric Transmission is required by license to provide a connection to the UK transmission network when requested by a generator. The need to connect two consented wind farms on Yell—Energy Isles Wind Farm and Beaw Field Wind Farm—is driving this project. Timely and efficient connections for these projects are essential to support renewable energy generation on Shetland.

To facilitate this, the Yell to Northern hub project proposes the installation of a new 220kV electricity circuit between Yell and Mainland Shetland. This will include a subsea cable connection between Yell and the Northern Mainland, along with onshore underground cables and new substations at each end of the route. The new infrastructure will enable renewable energy generated on Yell to be exported to the wider UK transmission system.

In October 2025, Scottish Hydro Electric Transmission conducted a consultation on marine route options and associated cable routes at Burravoe and South Wick of Sound for a connection between Yell and Mainland Shetland. After an initial phase of site and route selection, it was found that subsea cable routing from these two 'preferred' landfalls on Yell posed significant challenges. Consequently, these options were re-evaluated, prompting further consideration of alternative solutions.

As a result, the proposed landfall locations, marine corridor, and onshore cable routes have been revisited. This June 2026 consultation presents updated proposals for the landfall sites, subsea cable corridor, and onshore cable routing, and seeks feedback to inform the next stage of the project.

In addition to the subsea circuit, the other key elements of the Transmission network infrastructure being developed on and associated with Yell will include:

- Construction of a new 220/132kV substation on Yell, to which the Yell wind farms will connect.
- 220kV land circuit connecting the Yell landfall to the proposed Yell substation, and the mainland Shetland landfall to the proposed Northern Shetland Substation.
- 132kV circuits will connect the Energy Isles and Beaw Field Wind Farms to the proposed Yell Substation. Further information regarding these connections is available in the connection booklets provided at today's event.

A proposed site north of Burravoe was consulted on for the Yell Substation (previously known as Yell Switching Station) between 2021 and 2023, as well as indicative routes for the circuits connecting the 2 wind farms.

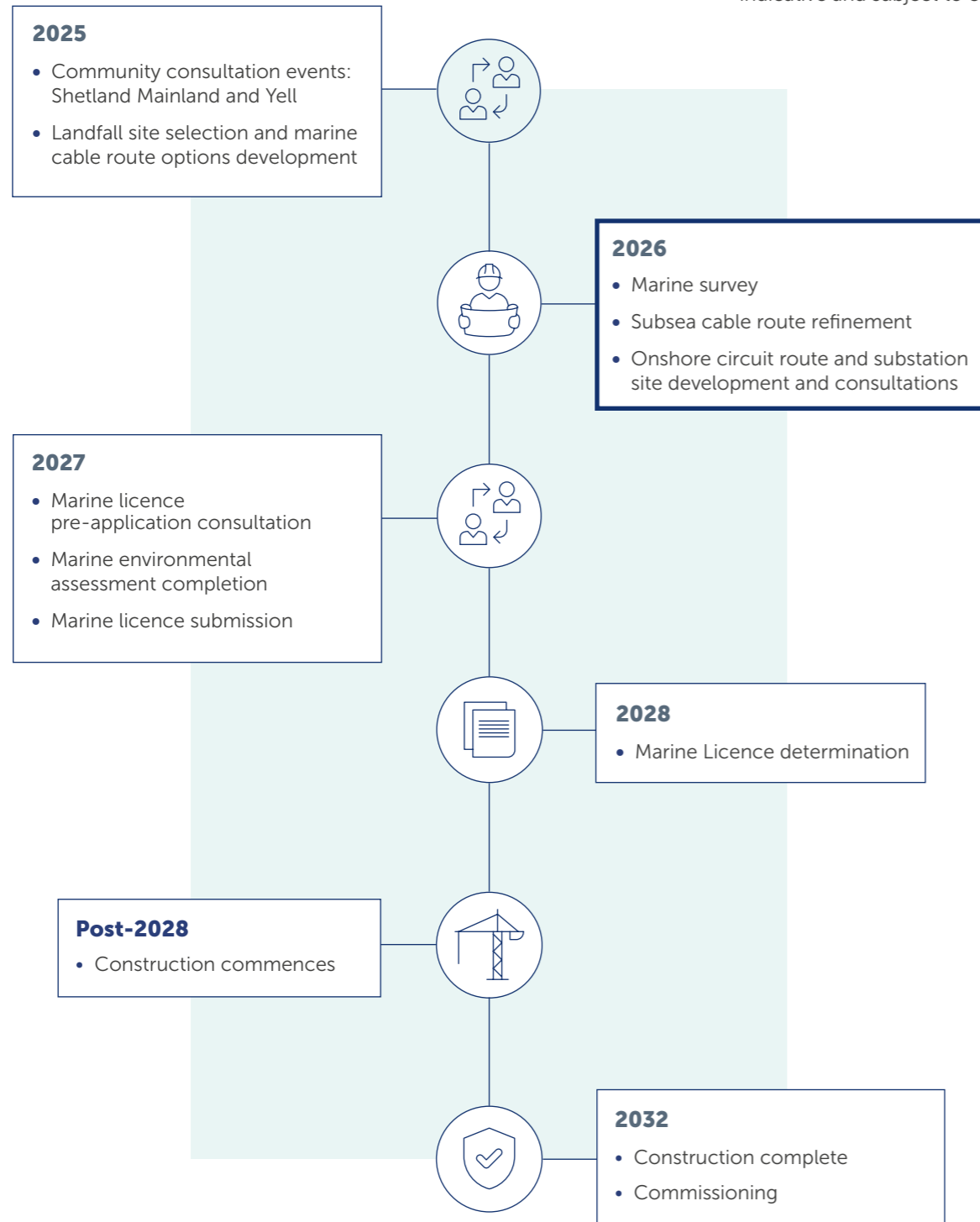
Following the completion of re-analysis in light of the revised marine route and landfall options, information regarding the Yell substation site and route options is available in the substation booklet provided at today's event.

The selection of landfall sites and routes being proposed today has been informed by constraints identified both onshore and offshore. Specifically, these sites were identified following a thorough review of environmental, engineering, and economic constraints. This approach ensures that the preferred options minimise impacts on sensitive habitats, address technical challenges associated with construction and operation, and offer the most cost-effective solutions for delivering the transmission network infrastructure.



Project timeline

*Please note that dates are indicative and subject to change.



Subsea cables and landfall

Subsea cables

The subsea HVAC system will comprise of a cable bundle which are planned to be installed in a single trench.

Wherever possible the marine cables will be buried in the seabed to protect them.

Where burial is not possible, they will be protected by using rock berms placed on top of the cables or another type of external cable protection system.



Indicative HDD compound

What is a cable landfall?

Cable landfalls or landing points are the locations where our subsea cables come ashore. When bringing the cable ashore there are two engineering options:

Open Cut Trench

A section of the shoreline is excavated and ducts are installed that will carry the cable from under the seabed onto land. The cable is then pulled through installed ducts which are then buried and the shoreline reinstated.

Horizontal Directional Drill (HDD)

HDD is a type of trenchless method that can be used to drill and install ducts underground through the shoreline, providing an alternative method in areas of shallow bedrock or challenging geology.



Example HDD process

Subject to further studies, HDD would be the project's preferred option.

Is there any above ground infrastructure?

Once the shoreline is reinstated, after the cable is laid, there will be a permanent cabinet (called a link pillar), contained within a fenced area, as shown in the photo to the right.



Example intermediate link pillar

Considerations during site and route selection

The process for selecting our proposed landfall and marine cable corridors:



Stage 1

Preliminary landfall option identification, focusing on identifying potential landfall locations meeting essential construction characteristics.



Stage 2

Constraints identification, identifying environmental, social, and technical constraints associated with each landfall.



Stage 3

Corridor Optioneering, identifying potential subsea cable corridors based on relative impacts on constraints identified in Stage 2.



Stage 4

Corridor Development and Selection, including a multi-disciplinary review of constraints and interactions between them to develop a suitable subsea cable corridor.

This project is now concluding Stage 3 and moving into Stage 4.

Our site selection process - offshore

The Yell Sound is a dynamic and complex environment, and therefore the site selection process needs to be well informed by a range of key environmental and technical constraints, in order to strike the right balance of technical feasibility, whilst protecting the marine environment, and incorporating other sectors and other users of the sea into decision making. Provided below is a list of some of the key constraints which may influence development in a marine environment, and which have been considered in the site selection process for the project.

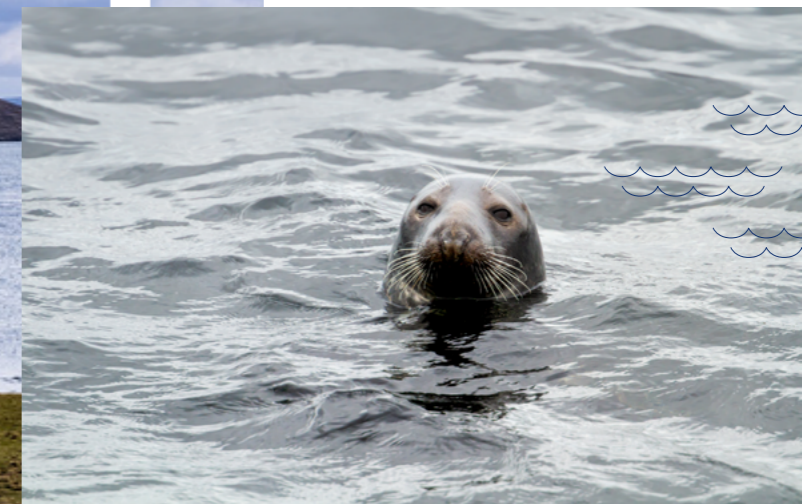
Environmental constraints

- **Cultural heritage** - the project will seek to avoid direct and indirect impacts on recorded heritage assets, such as chartered wrecks.
- **Shipping and navigation** - The project will seek to avoid busy areas with a high density of shipping activity where possible, to not impact their operations.
- **Commercial fishing** - The project will engage with fisheries to manage and mitigate any impacts as best as possible.
- **Ecology and ornithology** - The project will avoid wherever possible designated sites such as those designated for breeding birds, or marine mammals, which may be sensitive to installation activities.
- **Benthic ecology** - The project will seek to avoid areas of Annex I reef, including maerl beds and horse mussel beds. These habitats are protected by legislation and may be sensitive to installation activities.

Technical constraints

- **Bathymetry** - Both seabed slope and water depth may impact the feasibility of how infrastructure can be installed.
- **Seabed and landfall geology** - The type of bedrock may impact the technical feasibility of installing cable.
- **Metoccean conditions** - Wave heights, wind speed and currents are considered as part of site selection, design and installation of the project.
- **Vessel access** - The project must ensure that water depths are sufficient and that there are no rocky outcrops that may impact the installation vessel access to the worksite.
- **Third party assets** - The project will minimise proximity to other third party assets, to minimise potential for disturbance to operations.

The project team uses key data sources which illustrate the above constraints, and applies them to a 'constraints model'. Once we have identified viable areas, they are taken forward for further evaluation and consultation, so we can better understand the constraints and sensitivity. As well as the constraints identified above, other environmental factors will be investigated including fish ecology, marine mammals and seascape and landscape.



Marine survey

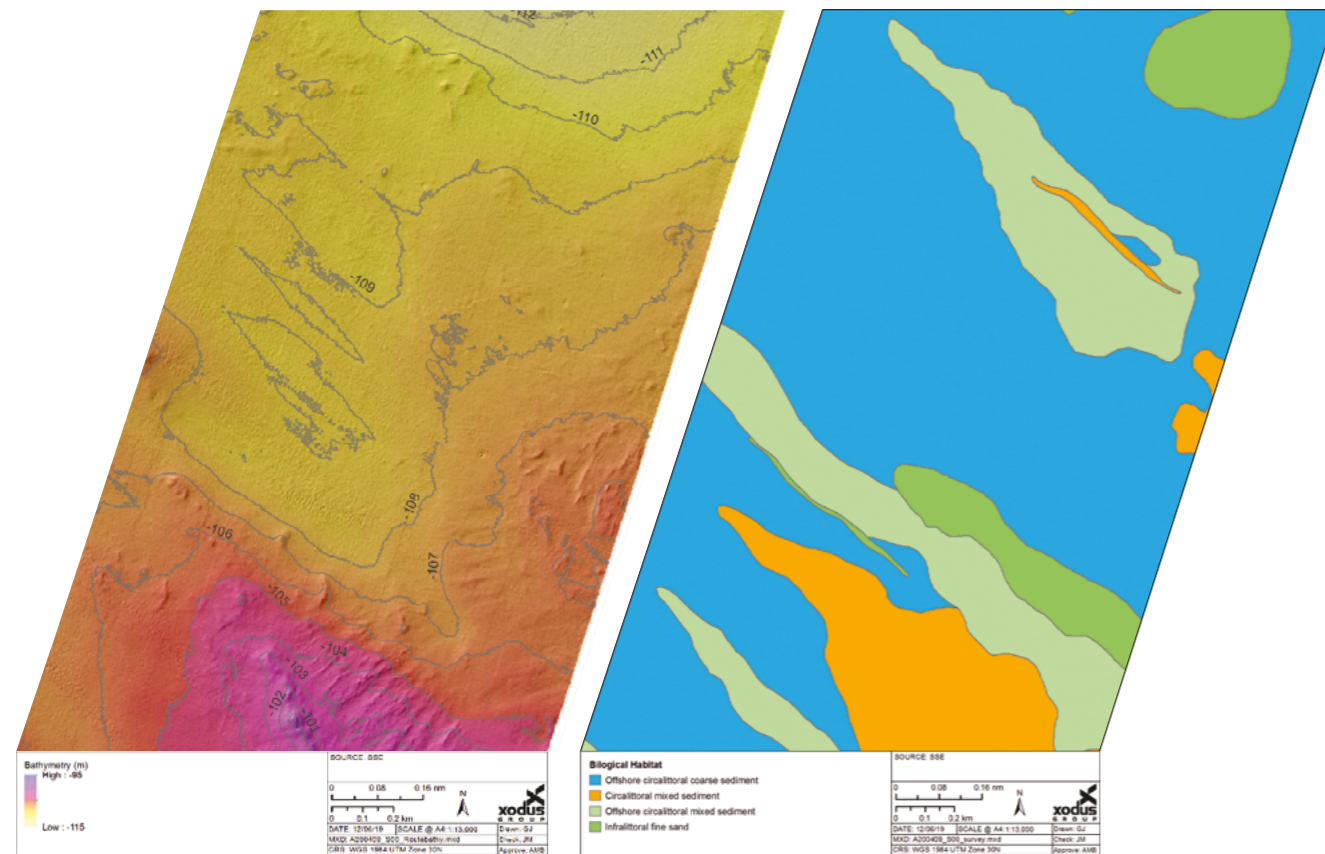
Subsea cable corridor options have been developed and assessed over the past year, using our understanding of the seabed, metocean conditions and the incorporation of stakeholder and community feedback.

The initial marine survey campaigns kicked off in May 2026, during which we will look to gather detailed information on bathymetry, seabed sediments, biological features, and wrecks. Our marine offshore and nearshore survey operations are likely to include the following:

1. Geophysical data acquisition

To determine water depths, seabed features, shallow geology, object detection and cable crossing positions.

Instruments used: Multibeam Echo Sounder (MBES), Side Scan Sonar (SSS), Sub-bottom Profiler (SBP) and Magnetometer (offshore and nearshore).



2. Environmental survey

The Data from the Side Scan Sonar (SSS) and the Multi Beam Echo Sounder (MBES) is used to create habitat boundaries which are then checked using cameras and grab samples to create maps of the type and extent of seabed habitats.

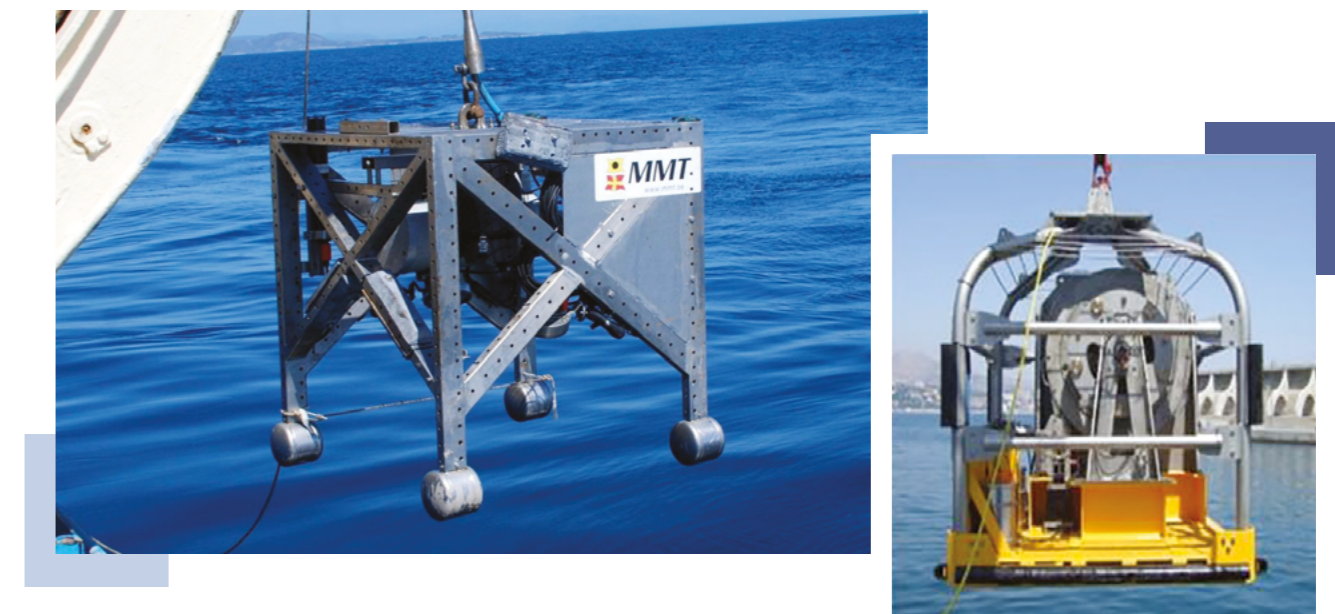
Instruments used: grab sampler and drop-down camera.



3. Geotechnical survey

To determine the structure and physical properties of the surficial and shallow sediment layers. Tools are used to recover cores of sediment and push a cone through the sediment measuring the resistance.

Instruments used: Vibrocorer and Cone Penetrometer Testing (CPT).



Landfall assessment

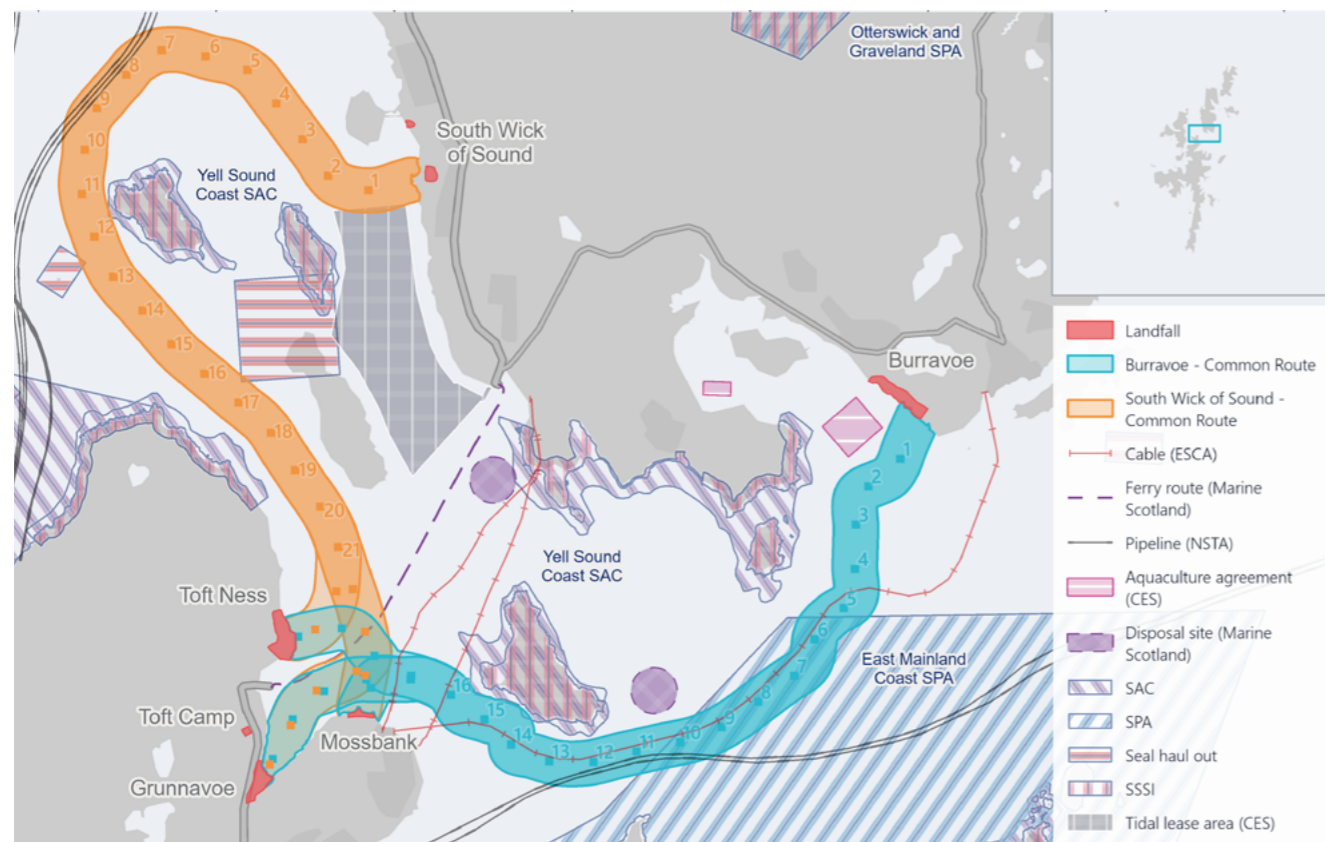
In October 2025, SSEN Transmission held a consultation event on the Yell to Shetland Mainland connection project. We presented proposed marine corridors with landfalls at South Wick of Sound and Burravoe on Yell, and Toft Ness, Grunnavoe and Mossbank on mainland Shetland. At the time, the landfalls were identified as viable options, however the marine cable route options between presented significant issues, therefore were subject to further investigation.

Since, we have carried out further assessments to understand the constraints better from an environmental, community, stakeholder and technical perspective. This work enforced the position that there were major challenges with the routes. As a result, we concluded that alternative landfall options for the Yell side needed to be considered.

Hoga was initially reviewed in early 2025 but discounted due to its proximity to the Ulsta ferry terminal and being within the Yell Sound Coast Special Area of Conservation (SAC). However, due to the Burravoe and South Wick of Sound routes presenting significant constraints, SSEN Transmission reviewed Hoga again and extended the proposed landfall southwards, away from the ferry terminal. This change increased separation from ferry operations and reduced the potential for operational constraints.

As a result, Hoga is now considered, on balance, a viable landfall option, and onward routeing from Hoga provides more feasible options than the previous routing options. We then developed cable corridors from Hoga to identify potential routes to the Shetland Mainland landfalls.

The Shetland Mainland landfalls remain unchanged since our previous consultation, proposed at Toft.



Considered options

Burravoe

Existing infrastructure constraints

The Burravoe landfall route is constrained by the presence of existing infrastructure, including the Cormorant A to Sullom Voe oil pipeline, the 30-inch Sirge gas export pipeline, and the BT R100 telecommunications cable. Routing a subsea cable through this area would require proximity agreements and or crossings of these assets. Early engagement with asset owners identified concerns about installing an HVAC cable in close proximity to existing pipelines and cables. Where crossings cannot be avoided, additional engineering measures such as rock protection or rock berms would be required, which increase environmental impacts. For these reasons, avoiding crossings and close proximity to existing infrastructure is preferred wherever possible.

Marine conditions and seabed constraints

To avoid the existing infrastructure at Burravoe, the route would need to pass north around Samphrey. This option introduces further challenges due to difficult seabed conditions, including rough bathymetry and exposed bedrock. The area is also subject to strong tidal currents, which would complicate cable installation and may require works to be carefully timed around peak tidal flows. In addition, the Samphrey route passes through the active Toft spoil disposal site. Active spoil grounds cannot be routed through due to significant technical and consenting risks, including potential contaminated material, increased risk of damage to the cable, and objections from stakeholders who may wish to use the site in the future. As a result of these combined constraints, the Burravoe route was not identified as a preferred option.

South of Wick Sound

Route length and environmental considerations

From the landfall at South Wick of Sound, the subsea cable corridors would need to route north around Brother Isle, Uynarey and Bigga to avoid shallow seabed conditions between the islands and the Yell Tidal Energy lease area to the south-east. This results in corridor lengths of approximately 12–14 km, making these the longest options assessed. Longer cable routes increase the overall environmental footprint on the seabed and lead to higher installation costs, so minimising corridor length is an important consideration. In addition, South Wick of Sound is located far west on Yell, meaning the onshore cable route to the proposed substation would also be relatively long and complex.

Marine activity and infrastructure constraints

The cable corridors from South Wick of Sound pass through a narrow channel with high levels of vessel and shipping activity between Bigga and Mainland Shetland. This would create challenges during cable installation and require careful management to minimise disruption. The area is also subject to strong tidal currents, with spring tidal flows exceeding 5 knots in places, which would further constrain installation activities, particularly along the extended sections of the route. In addition, the corridor overlaps with several active pipelines, including the EOS Magnus 10-inch gas line, the Clair SVT 22-inch oil export pipeline, and the 20-inch gas trunkline to Sullom Voe. While micro-routeing could reduce the need for direct crossings, proximity agreements would still be required, and asset owners have raised concerns about installing an HVAC cable close to existing pipelines. Taken together, these constraints mean the South Wick of Sound route was not identified as a preferred option.



New Proposed Yell Landfall

Hoga Landfall

Existing infrastructure constraints Ferry operations and navigation

The Hoga landfall is located approximately 1 km south east of the Ulsta ferry terminal on Yell. While the landfall will be positioned as far from the ferry terminal as practicable, there is potential for short term disruption to ferry services during cable installation activities. This will be managed through close coordination with Shetland Islands Council, as the ferry operator, to ensure ferry operations are maintained and any potential impacts are minimised. On the Mainland Shetland side, the cable corridors have been routed to maximise separation from ferry routes and terminals to further reduce potential impacts.

Environmental designations and protected species

The Hoga landfall is located within the Yell Sound Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), designated for harbour seal and otter. Installation activities may result in temporary disturbance due to vessel presence and underwater noise. Mitigation measures will be agreed with Statutory Nature Conservation Bodies and may include seasonal restrictions during the harbour seal breeding season and the use of Otter Protection Plans. The East Mainland Coast Special Protection Area (SPA), designated for seabirds, is located approximately 2 km from the landfall. Any disturbance would be limited to the installation phase and is not expected to represent a significant change from existing vessel activity, but this will be assessed as part of the project.

Seabed conditions and installation approach

At the Yell landfall, the cable corridor passes through the Ulsta F1120 spoil ground. By using trenchless installation methods, such as horizontal directional drilling (HDD), the spoil ground can be avoided, avoiding the constraint. Along the route, water depths are generally less than 100m and seabed slopes are mostly gentle, although some localised steeper areas and exposed bedrock are present near the coast. Where burial is not possible, external cable protection such as rock berms would be used.

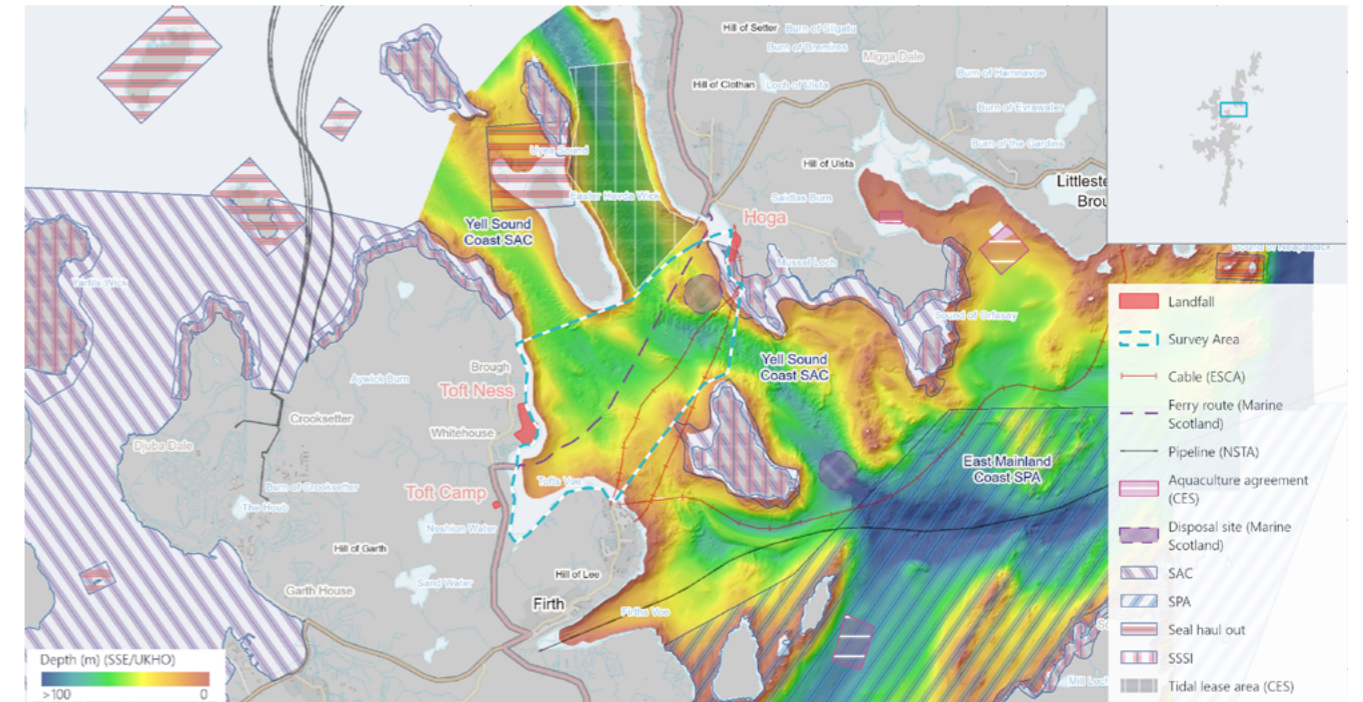
Existing infrastructure and tidal conditions

The Hoga route passes near existing power cables, including Mossbank–Yell South 2, Mossbank–Yell 2 (out of service), Mossbank–Yell North 1, and the Mossbank–Yell cable, meaning proximity agreements may be required. Strong tidal currents are also present along parts of the corridor, with spring tidal flows exceeding 5 knots. While this presents installation challenges, the presence of existing cables and pipelines in the Yell Sound demonstrates that these conditions can be successfully managed through careful planning and scheduling.

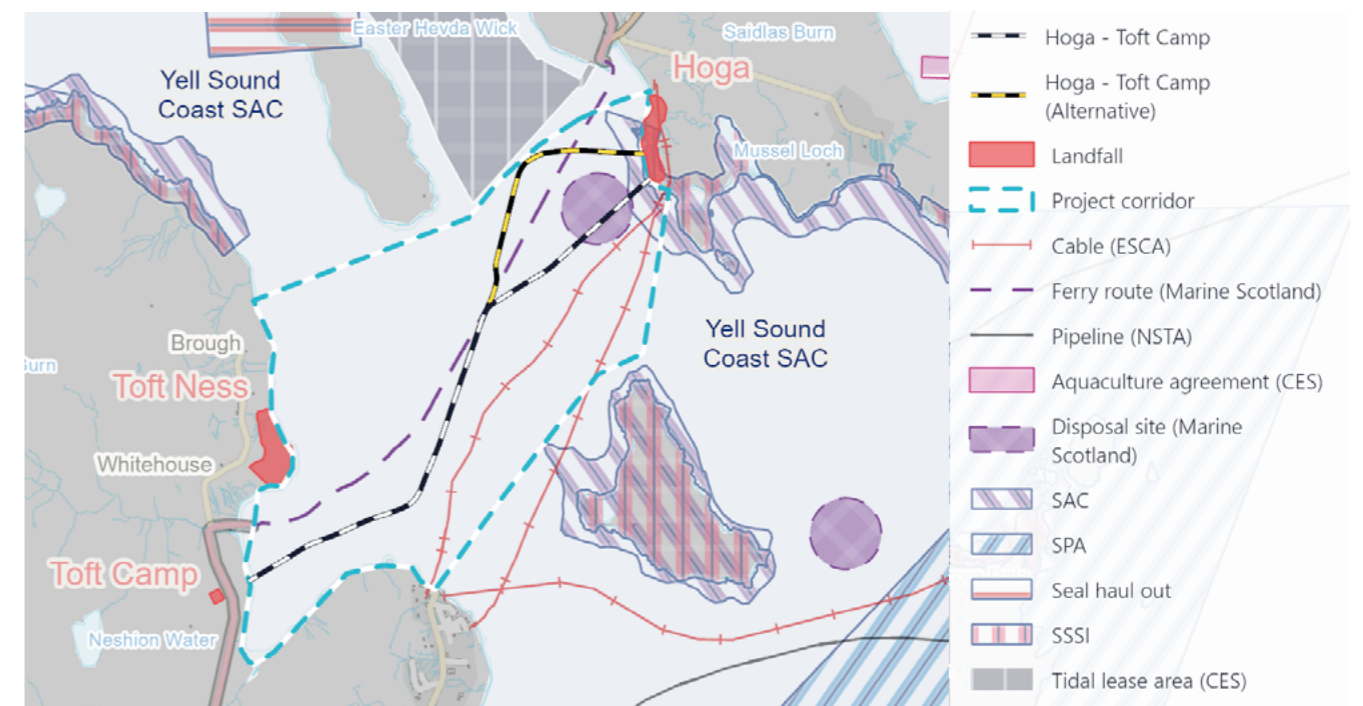
Next steps

- Further analysis of the proposed route will be undertaken with relevant stakeholders to better understand constraints and identify appropriate mitigation measures.
- Data from the marine survey will be reviewed to assess the constructibility of the marine cable and to inform the detailed alignment design.

Constraints Map



Proposed Marine Cable Route Map



Hoga to Yell Substation Underground cable routes

The following options for the underground cable (UGC) route on Yell have been considered, as illustrated on the route map: Option 1, Option 2, and a modified version of Option 2. A summary of each route is provided below:

Yell Option 1

This route starts at the proposed substation located at the eastern end of the alignment. It initially heads southwest, joining the B9081 road, and then continues northwest alongside the road until it meets Route Option 2. From this point, both Option 1 and Option 2 share the same route westwards along the B9081 to the proposed landfall.

This route crosses a variety of Landscape Character Types, passing by properties, major roads, and a Core Path, whilst avoiding designated landscapes. Although it largely bypasses protected areas, it does overlap with the Yell Sound Coast SAC & SSSI, intersects watercourses subject to the Water Framework Directive, and lies within a groundwater drinking protected area. Of all the options, this route is the most constrained by heritage assets, encountering three listed buildings including St Magnus Church and cemetery as well as 19 additional heritage assets. Heritage considerations are therefore a significant factor along this alignment. The route traverses non-prime agricultural land and low-quality forestry but does not cross any commercial forestry areas.

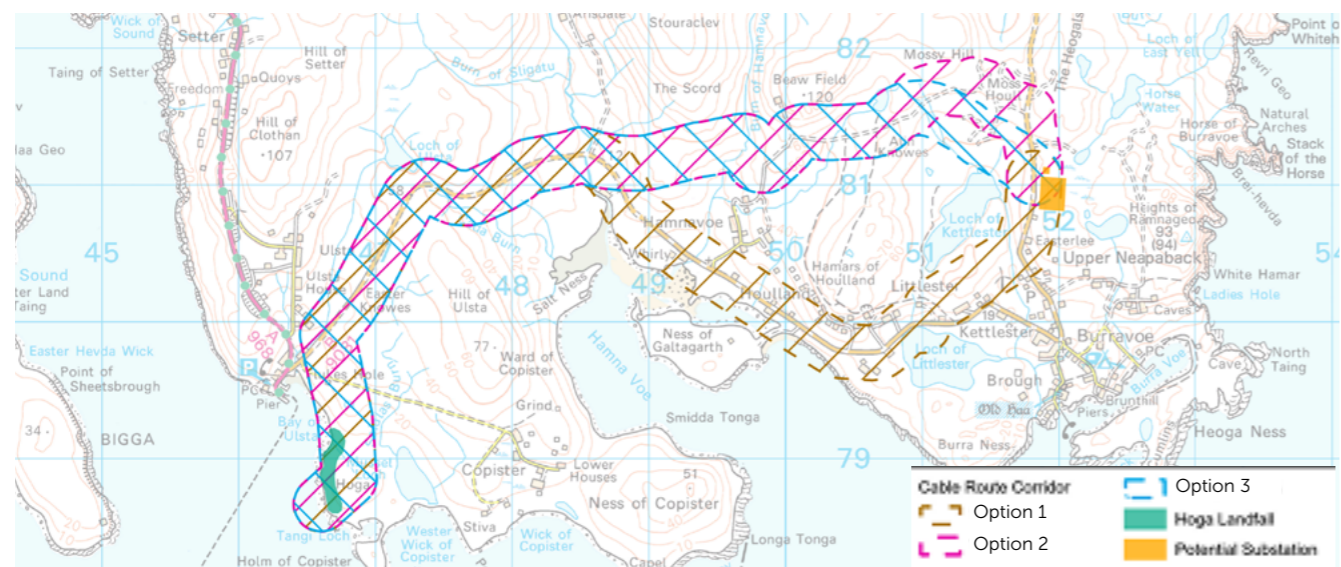
Yell Option 2

This alignment departs northwards from the substation along the B9081, before veering west of the road to follow the proposed access tracks for the Beaw Field Wind Farm. It then rejoins Option 1 on the B9081. From there, Option 1 and Option 2 continue together along the B9081 towards the landfall option.

The proposed underground cable route crosses various Landscape Character Types and passes near properties, and major roads, without intersecting designated landscapes or Core Paths. While the route avoids most designated sites, it overlaps with the Yell Sound Coast SAC& SSSI, important for otter and harbor seal populations. It includes Class 1 and mixed peatland, crosses several Water Framework Directive watercourses, and lies within a groundwater drinking protected area, with no nearby private water supplies. The alignment contains no listed buildings or Scheduled Monuments, only one non-designated heritage asset, and traverses nonprime agricultural and low-quality forestry land, with no commercial forestry areas.

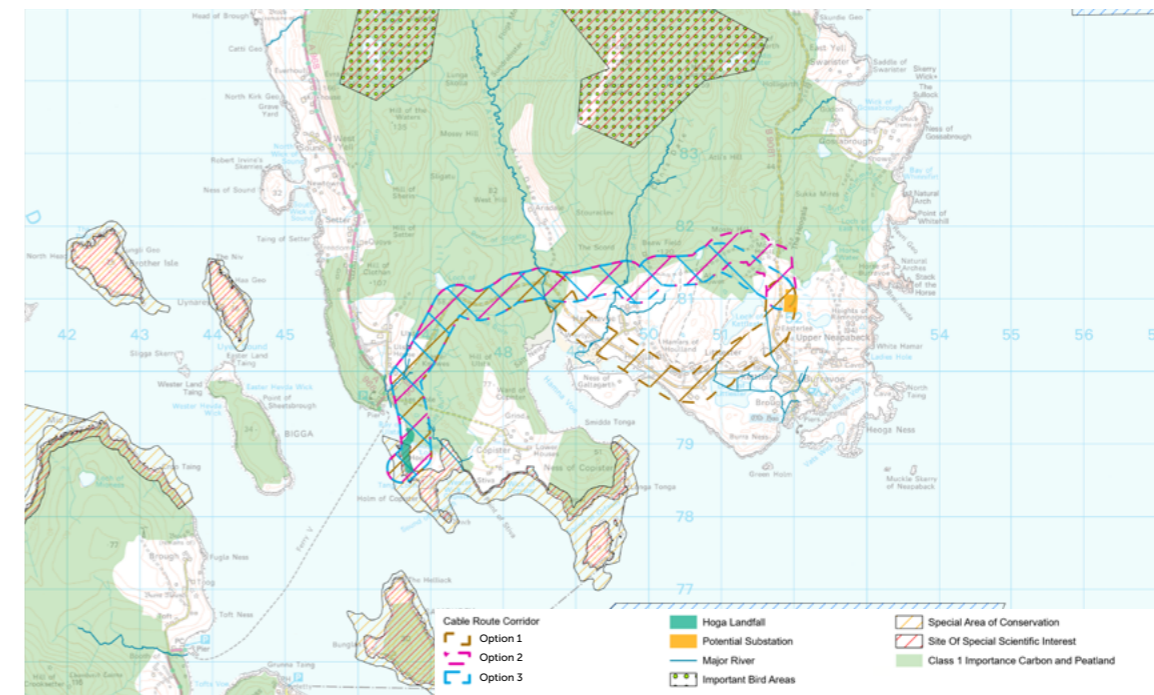
Yell Option 3

This revised route generally follows the same alignment as Option 2. However, upon leaving the substation, it diverts directly northwest, running just south of the original Option 2 path, before rejoining Option 2 near Evra Water. The modification aims to avoid any interaction with the consented Beaw Field Wind Farm.

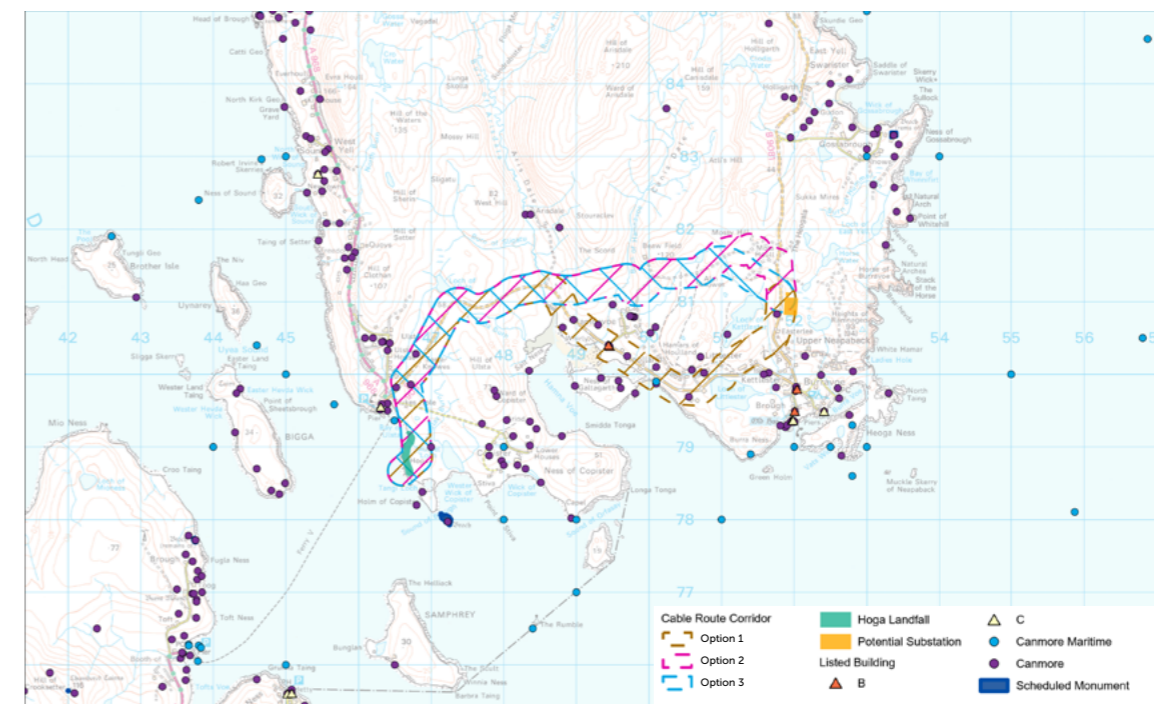


Route Option Constraints

Environmental



Cultural Heritage



Proposed least constrained underground cable route

In the assessment of underground cable route options between the Hoga transition joint bay and the Yell substation, a range of environmental, technical, and operational factors were considered. Following a comprehensive evaluation, Option 3 emerged as the most suitable alignment, offering an optimal balance between environmental sensitivity and engineering practicality.

Engineering Considerations

Option 3 demonstrates significant advantages from a construction and operational perspective. The route initially makes use of the B9081 road, before diverting onto the proposed Statkraft wind farm access road. This strategic alignment minimises the need for extensive works on the public road network, thereby reducing disruption to road users and avoiding major road crossings. The reduced interaction with live roads lowers health and safety risks and enhances the overall constructability of the project.

Furthermore, the alignment is notably shorter than alternative routes, which results in fewer cable joints along its length. This reduction in cable jointing lessens construction complexity and contributes to improved long-term reliability. The route also minimises interactions with existing utilities and offers increased separation from proposed wind farm infrastructure, thereby mitigating interface risks during both the construction and operational phases. Collectively, these technical attributes ensure that Option 3 delivers the lowest overall risk and fully meets the requirements for the Hoga to Yell substation underground cable connection.

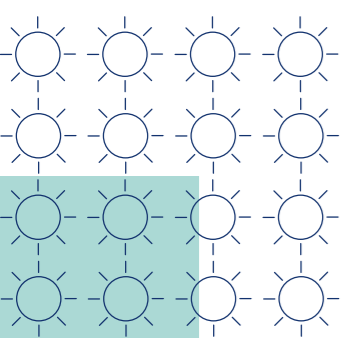
Environmental Considerations

From an environmental standpoint, Route Options 2 and 3 are preferred over route option 1 due to several key differences in landscape, visual, and cultural heritage effects. Both option 2 and 3 avoid overlap with any Core Paths, which are important for recreational access, and are assessed as having less pronounced visual impacts. In contrast, option 1 crosses a Core Path and is considered more visually intrusive.

Moreover, option 2 and option 3 avoid all listed buildings and Scheduled Monuments, intersecting only one non-designated heritage asset. This is a considerable improvement over option 1, which involves three listed buildings including the historically significant St Magnus Church and its cemetery, as well as a substantially greater number of non-designated heritage assets. By avoiding these sensitive heritage features, option 3 minimises potential impacts on the cultural landscape and reduces the likelihood of heritage-related constraints.

Proposed underground cable route map

The collective assessment of environmental, engineering, and operational factors clearly establishes Option 3 as the preferred route for the underground cable. Its pragmatic alignment reduces disruption, lowers health and safety risks, and simplifies construction, whilst also minimising environmental and heritage impacts. Consequently, Option 3 is the optimal choice for this project, offering an excellent balance between technical quality and environmental consideration.



Building a lasting legacy

Our community benefit funds

Following an extensive stakeholder consultation exercise in 2023, we launched our first community benefit fund in 2024, to fund a range of community projects across the north of Scotland and the Shetland islands. These funds are open to applications from not-for-profit, constituted groups and organisations. There are two types of funds available:

Local funds

In anticipation of the expected UK government's guidance on community benefit funding, we have launched four preliminary local funds connected to projects recently completed or currently under construction. These funds will vary to reflect the differing needs, wishes and priorities of each of the local communities.

Local Community Benefit Funds are intended for local communities close to our transmission infrastructure works. We will work with those communities to design a fund that can make a positive local impact. We will work with independent panels to make funding allocation decisions, and we will support local communities to ensure best use of the funding opportunities.

Regional funds

This fund is to be used to provide support for strategic projects in the region, and must meet one or more of the following themes:

People: Focusing on skills, training and employability;

Place: Emphasising the community and culture of the north of Scotland and the Shetland islands;

Alleviating fuel poverty: Looking at strategic ways to help people across the region.

Local impact in focus

In Shetland, community benefit funds are already being put to work. A total of **£338,625** was awarded through SSEN Transmission's new cable community fund linked to the first Shetland-Scottish mainland HVDC cable.

Shetland's allocation, being delivered via the local charity Win Furt is earmarked for community-driven infrastructure, such as footpaths and cycle routes in Tingwall, Whiteness and Weisdale, as identified through local consultation.

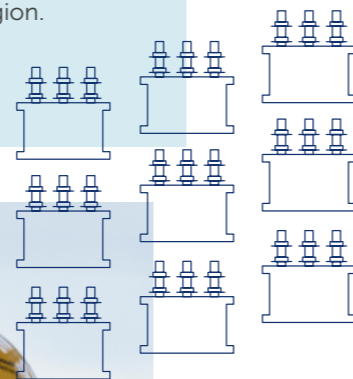
Indicative funding levels

UK government guidance sets out indicative levels of community benefit funding for transmission infrastructure. These figures provide a useful benchmark for the types of investment local communities should expect:

Overhead lines: £200,000 per km

Converter stations/substations: £530,000 each

Based on this guidance, the Shetland strategy projects are poised to deliver over **£2 million** in community benefit funding, helping to support tangible long-term improvements for local people in Shetland.



SSEN Transmission are committed to leaving a lasting, positive legacy within the communities we operate in. To us, this means going beyond the delivery of the infrastructure.

In Shetland, this includes supporting local initiatives through our Community Benefit funds, getting involved in volunteering and outreach efforts and working closely with local groups to understand where support is most needed.

Housing

Through our housing strategy we hope to accelerate the supply of affordable housing, because we are seeking to leave a positive legacy whilst housing our workers.

Our approach is multi-faceted, and includes looking at options to support permanent housing, the redevelopment of existing properties that require refurbishment, assessing use of underutilised, off season, hotel and rental accommodation, potential use of empty homes, potential use of existing short term lets who would wish to revert to long term rented accommodation, and temporary accommodation village options.

We have worked with the Council from the very start of our engagement, on a long list of accommodation options to ensure that this helps meet the aspirations of Shetland, and this work continues.

Economy

Through the first HVDC link we have invested tens of millions of pounds into Shetland's economy.

This included hundreds of jobs and local business opportunities. Going forward, we intend to work with our supply chain to further increase the number of local jobs and business opportunities on Shetland.

Skills

We will be taking a co-ordinated approach across all our supply chain to enable training and identify opportunities for young people and school leavers.

Our contractors' obligations will include how they can increase opportunities for local people either through training or jobs.

Our Supply Chain

At every stage of development, we carry out a competitive tender process to appoint contractors who align with our commitment to delivering positive local outcomes. The companies that we work with are expected to contribute meaningfully to the communities we serve, including here in Shetland.

Our works can bring a wide range of benefits to the local area such as employment opportunities, apprenticeships and training, as well as working with local schools and colleges to inspire the next generation.

We actively promote and encourage the use of local suppliers, services and materials to help ensure that the benefits of our projects are felt within Shetland's economy.



Next steps

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

The feedback period

Following our events, a consultation period will open until **21 August 2026**.

How to provide feedback

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 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 to know your thoughts on the routes under consideration. We'll be actively looking to mitigate the impacts of the project 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.



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.

How To Get In Touch



SSEN Transmission, Stewart Building, Lerwick, Shetland, ZE1 0LL



shetlandengagement@sse.com



@sentransmission



SENTTransmission

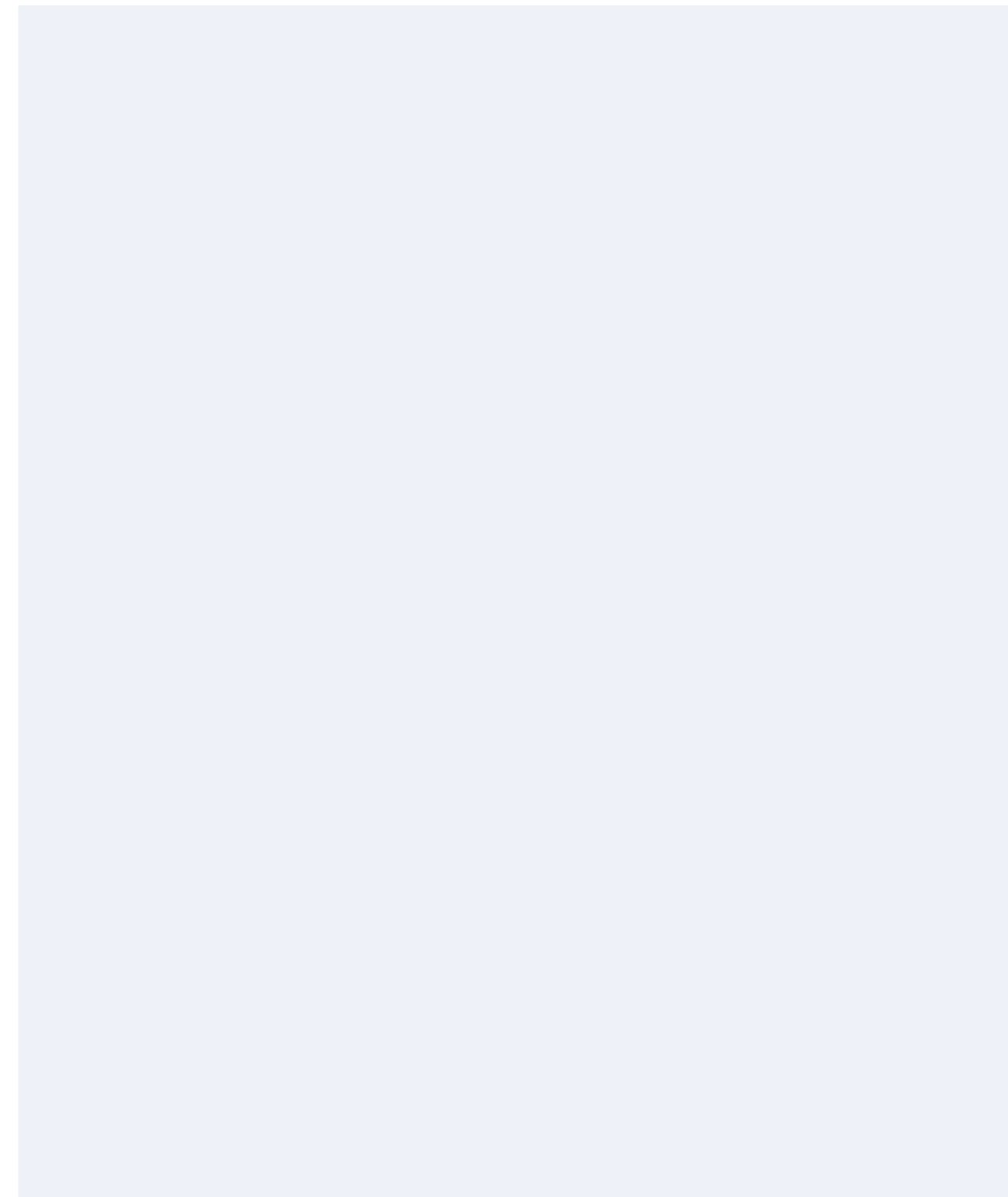
Additional information:



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-yell

Notes



Notes

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

Yes No Unsure

Comments:

Q2. Have we clearly explained the route selection process and the reasons for presenting the proposed route?

Yes No Unsure

Comments:

Q3. Are there any specific concerns you would like to raise about the landfall location or the proposed route options?

Yes No Unsure

Comments:



Q4. Is there anything you feel may not have been fully considered, or that you think has been misrepresented, in relation to the marine and cable routes presented for the Yell Connection Project? If so, please let us know below:

Yes No Unsure

Comments:

Q5. Do you have any other comments, questions or feedback you would like the project team to consider?

Yes No Unsure

Comments:



Full name: **Email:**

Telephone: **Address:**

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

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

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

Post: SSEN Transmission, Stewart Building, Lerwick, Shetland, ZE1 0LL

Email: shetlandengagement@sse.com

Online: ssen-transmission.co.uk/northern-shetland-yell

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

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

We intend to use Artificial Intelligence (AI) to assist our experienced teams in the analysis of your feedback, so we can categorise key points raised more quickly. You can learn more about how we're utilising AI at: ssen-transmission.co.uk/AIFAQ

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

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