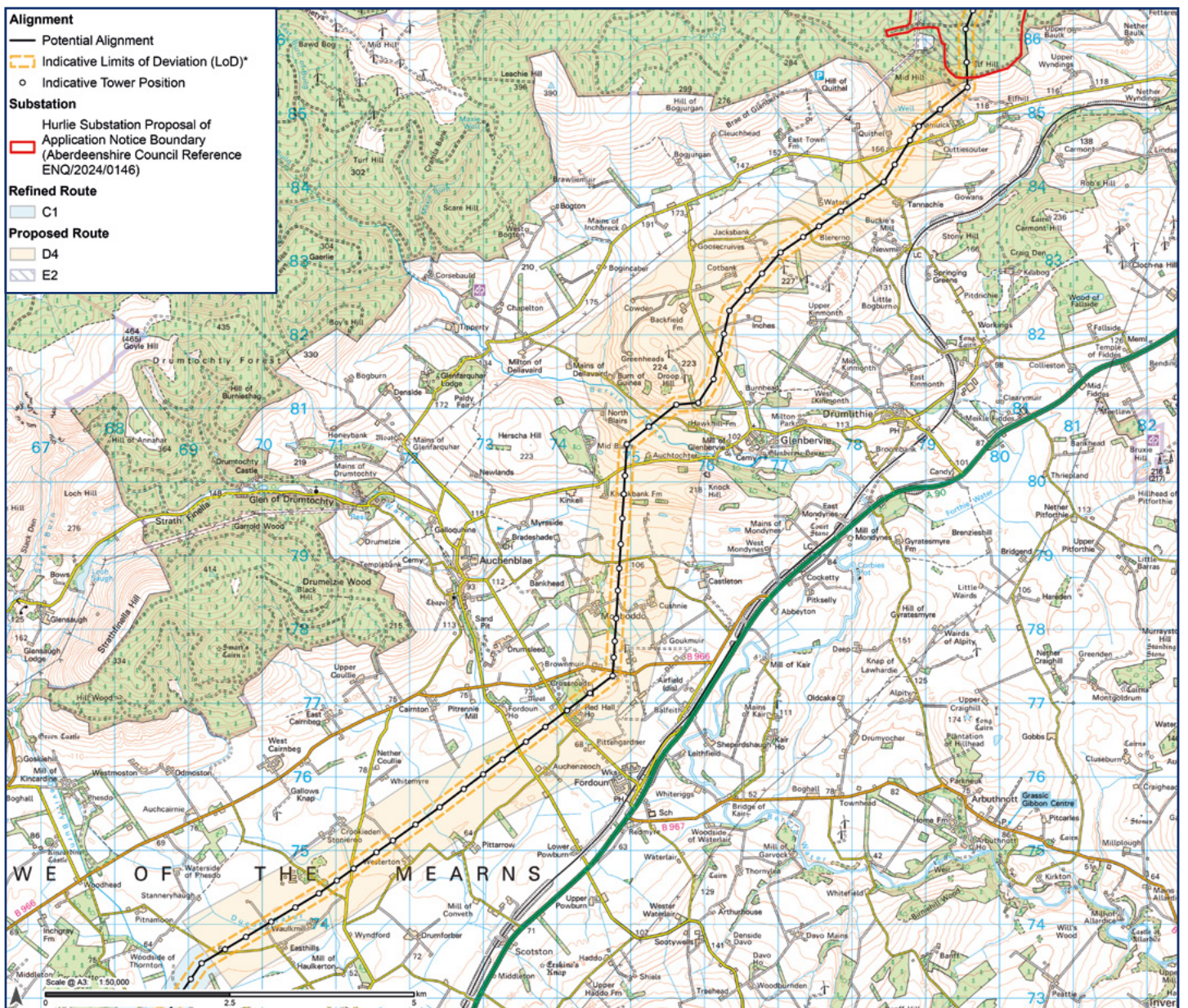


Section D – Laurencekirk to Hurlie substation



This leaflet summarises the information provided in the Kintore to Tealing Alignment Consultation Document, which can be found here: ssen-transmission.co.uk/TKUP.

Section D – Laurencekirk to Hurlie substation

Potential Alignment

The Potential Alignment in Section D (within Route D4) starts to the northwest of Laurencekirk, avoiding clusters of properties as it initially passes through gently undulating farmland. It crosses a number of minor roads in a generally northeastern direction, where it passes between the settlement of Fordoun to the southeast and the village of Auchenblae to the northwest. As the alignment moves further to the northeast, avoiding Auchenblae Conservation Area, it also increases distance from higher ground associated with the Braes of the Means Special Landscape Area (SLA).

The alignment navigates a pinch point of properties and Fordoun Aerodrome and avoids being within key views of a Listed Building at House of Redhall. The alignment then crosses the B966 public road close to the location of commercial sites on land formerly used for a military airfield.

It continues in a northern direction over more undulating topography past the settlement of Monboddoo, crossing the Bervie Water in a valley to the west of Glenbervie village, avoiding Glenbervie Garden and Designed Landscape (GDL). The alignment passes northwards over steeply rising ground following the lower southern and eastern slopes of Droop Hill to avoid complex hydrology and a site with planning permission for a windfarm. At Cotbank, the alignment then follows a northeastern direction through an undulating landscape with several wind turbines, then uphill across a varied and undulating upland landscape with occasional woodland shelterbelts. It then runs steeply uphill towards the site of the new proposed 400kV substation at Hurlie in Fetteresso Forest.

Alternative Alignment Options

Following the identification of route option D4 in the November 2023 Report on Consultation (RoC) (**Kintore to Tealing OHL RoC November 2023**), work began to identify an alignment and possible alternative alignments within route D4 (and route option D5). During the alignment development work, no alternative alignments were identified and a Potential Alignment was designed taking account of the varying technical, land use and environmental constraints throughout Section D. The alignment proposed in D4 offers a technically feasible option and avoids or limits interactions with environmental and community constraints.

