Knocknagael Substation Extension
Design & Access Statement

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Prepared for **Scottish and Southern Electricity Networks Transmission**

1. Introduction

1.1 This Design and Access Statement (DAS) (incorporating Sustainable Design Statement) has been prepared to support a planning application by Scottish Hydro Electric Transmission plc ("the Applicant"), operating and known as Scottish and Southern Electricity Networks Transmission ("SSEN Transmission") for Full Planning Permission under the Town and Country Planning (Scotland) Act 1997 (as amended) to construct and operate an extension to the existing Knocknagael Substation, located approximately 6 km south of Inverness, Scotland, hereafter referred to as the "Proposed Development". In this DAS, the terms 'Applicant' and 'SSEN Transmission' are used interchangeably unless the context requires otherwise.

1.2 The Proposed Development is required as a result of the Scottish and UK Government's Net Zero climate change targets which require significant increases in renewable generation, and thus greater capacity across the UK grid. As such, significant investment in new transmission network infrastructure to transport renewable energy and reinforce the network is required and is a priority. As part of this UK network reinforcement the Applicant is proposing to extend the existing Knocknagael Substation to enable the connection of the consented Loch na Cathrach (formerly known as Red John) 450 MW Pumped Storage (hydro) Scheme to the grid. The extension to the substation would enable the export of renewable electricity generation from the Pumped Hydro Storage Scheme to the National Grid Transmission network.

1.3 The Proposed Development is necessary to fulfil the statutory and licence obligations of the Applicant as the onshore transmission licence holder. These obligations relate to developing the electricity transmission network to provide adequate transmission capacity and to provide connections to customers who wish to connect to and use the transmission system to participate in the national wholesale electricity market.

1.4 The Applicant also has obligations to offer non-discriminatory terms for connection to the electricity transmission system and, as such, has a legal duty to provide connections for new electricity generators wishing to connect to the transmission network in its licence area under the terms of its statutory and licence obligations.

1.5 The Proposed Development is in line with the Applicant's commitment and licence obligation to facilitate the connection of renewables generators to the grid through an economical, efficient and coordinated approach to transmission reinforcement.

1.6 A DAS is required to support the submission of a major planning application as set out in the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. A DAS has a role in conveying design principles which have determined the design and layout of the development proposed, taking account of specific site and locational circumstances. The DAS has incorporated the requirements for consideration of Sustainable Design as required by the Highland-wide Local Development Plan (HwLDP) Policies 28 (Sustainable Design) and 29 (Design, Quality and Place-Making).

1.7 This DAS takes into account THC Supplementary Guidance (SG) on Sustainable Design, as some of the guidance entails topics that are relevant to the design of a development. Most

notably in 'Using resources efficiently' and 'Minimising the environmental impacts of construction' of the SG. However, given the nature of the Proposed Development as essential infrastructure designed to deliver connection for consented renewable energy transmission to address climate change and net zero, and driven in the main by technical requirements, most of the guidance is not considered applicable / relevant. The design of the substation extension is covered in this DAS in Section 4 and the consideration of site location, and siting is addressed below (Section 2) and also fully within the accompanying EA and Planning Statement.

2. The Site and Site Selection

Site Location and Description

2.1 The Proposed Development is located on land to the eastern and southern boundaries of the existing Knocknagael substation, approximately 6 km south of Inverness (National Grid Reference NH 65390 38966) (the Site). The Site covers an area of approximately 27 hectares (ha) and is on is on a relatively flat upland area with an average elevation of 184 m Above Ordnance Datum (AOD).

2.2 The Site itself is an existing operational substation within an area of scattered trees, scrub and grassland. The wider area surrounding the Site has a primarily agricultural and rural character with some scattered pockets of woodland and trees in all directions. The closest, significant watercourse to the Site is the Big Burn which runs in a southwest to northeast direction approximately 170 m to the east of the Site. The Proposed Development would remove parts of the existing electrical infrastructure of the operational substation to construct an extension in the southeast of the Site.

2.3 The Proposed Development is located approximately 300 m east of Essich Road. A minor road (U1096) travels south-east from Essich Roach providing access to the existing Knocknagael substation. It is anticipated that for construction of the Proposed Development existing access tracks would be used and upgraded where possible, however, a new temporary access track is also proposed to the south of the existing substation main entrance from the U1096 for use during construction.

Site Development History

2.4 The Proposed Development would form part of the established Knocknagael substation characterised by extensive electricity infrastructure. The original 275kV Knocknagael Substation was consented by THC in 2008 (ref: 08/00753/FULIN). Since construction, planning permission has not been sought for any further upgrades to the Knocknagael substation nor the associated equipment.

Site Selection

2.5 A Site Selection exercise was undertaken to support the required extension of the Knocknagael Substation. The Knocknagael Substation was initially selected for the extension due to the need for a grid connection for the consented Loch na Cathrach Pumped Storage Scheme.

2.6 The Site Selection process and assessment followed the Applicant's internal guidance on the siting of new substations. The objective of this guidance is:

"to facilitate the design, consenting and operation of new substations in a manner that is technical, feasible and financially viable which causing, on balance, the least disturbance during construction and operation to the environment and the people who live, work and use it for recreation."

2.7 The Site Selection process and assessment was also informed by SSEN Transmission's internal guidance on Biodiversity Net Gain.

2.8 Owing to the requirement for connection directly into the existing Knocknagael substation, the area of search used in the Site Selection process encompassed the land around the periphery of the substation Knocknagael substation. Five options for the extension of the substation were assessed:

- Option 1: land immediately to the west of the existing substation, within an area of open woodland, scrub and grassland to the east of Essich Road.
- Option 2: land to the north of the existing substation in an area of improved grassland.
- Option 3: land to the east of the existing substation, to the west of Big Burn.
- Option 4: land to the south of the existing substation, north of the U1096.
- Option 5: land to the west of the existing substation, to the east of Essich Road.

2.9 After initial consideration of the environmental, engineering and cost criteria, Options 1 and 3 were progressed to the Stage 2 Detailed Site Selection appraisal. From an environmental perspective Options 1 and 2 were preferred because they have a lower likelihood of surface water flooding and a lower potential for visual impacts to properties and the local road network. Options 1 and 3 were preferred from both an engineering and economic perspective. This is because there was an engineering requirement that the extension had a close connection to the existing busbar sets due to the proposed use of overhead Air Insulated Switchgear (AIS) equipment. Options 1 and 3 allow connection onto the existing substation electrical configuration in the most straightforward manner, and therefore from an economic perspective, in the most cost effective design. The extension into Options 1 and 3 would minimise the need for significant engineering works to the existing infrastructure.

2.10 As part of the Stage 2 Detailed Site Selection appraisal which was then undertaken, it was determined that the preferred solution was to extend the Knocknagael Substation into *both* Options 1 and 3 to meet SSEN's connection requirements. Through this Detailed Site Selection Appraisal four micro-options within each of the selected sites (Option 1 and Option 3) were considered.

2.11 Following this assessment and following a period of Stakeholder and Community Consultation, a micro-option was chosen for both the Option 1 and Option 3 sites on the basis that they were considered to provide an optimum balance of environmental, technical and economic factors. These micro-options were to be taken to the environmental appraisal stage.

2.12 Subsequently, during the design stage, it was requested that the connection be amended from firm to non-firm. This amendment meant there was no longer a requirement for a two-sided substation extension, and thus an extension to only one side of the substation (the Option 3 site) was progressed as the Proposed Development.

2.13 Option 3 was progressed rather than Option 1 because from an environmental perspective, it avoids tree felling and benefits from improved visual screening. From a technical perspective, Option 3 would require an overall earthworks cut, rather than fill activities, thus reducing potential import of material to construct the platform and reduce the need for existing underground cable (UGC) relocation.

Stakeholder Engagement and Pre-application Consultation

2.14 SSEN Transmission undertook consultation on the Proposed Development between April 2022 and July 2024, seeking engagement with statutory and non-statutory consultees, community councils, elected representatives, and landowners and occupiers. Public events were held in April 2022, December 2022, April 2024, and June 2024 and were attended by members of the SSEN Transmission project team and appointed consultants.

2.15 SSEN Transmission sought to gather feedback from the relevant stakeholders regarding the preferred Site as well as any other potential considerations. Formal Pre-Application was

undertaken with THC in January 2023 with a written response from the THC received on the 15th of February 2023, including responses from statutory consultees. Further ad-hoc consultation also took place with statutory and non-statutory parties throughout the development process, to inform specific topic areas.

2.16 The common themes of feedback from all the consultations were:

- Environmental (in particular Landscape and Visual, Forestry, Ecology, Hydrology and Hydrogeology, Cultural Heritage, and Traffic and Transport);
- Construction;
- Community Benefit; and
- Biodiversity Net Gain.

2.17 The feedback was considered throughout the design of the Proposed Development and informed the environmental assessments carried out to ensure no adverse impacts would occur as a result of the Proposed Development. Moreover, following consultation, it was concluded that the optimum traffic route to the Site would avoid Strathnairn and instead utilise the A8082 and Essich Road. The Applicant further acknowledged the benefit of community feedback and committed to continue to work with the community to understand local needs and identifying initiatives.

2.18 Further responses to the feedback can be found in the PAC report submitted as part of the planning application.

3. The Proposed Development

3.1 The Proposed Development comprises of an extension of the existing Knocknagael 275 kV External AIS double busbar to create a new 275 kV AIS bay to connect the proposed new electrical circuit from the consented Loch na Cathrach (formerly known as Red John) 275 kV Switching Station. The maximum height of the new 275 kV AIS bay would be approximately the same as the existing electrical equipment and would be up to a maximum height of 11.7 m. As the new 275 kV AIS bay would rely on open air components, there is limited requirements for buildings to be constructed as part of the Proposed Development.

3.2 The proposed Site layout can be seen in Figure 3.1 and the elements included as part of the Proposed Development are summarised below:

- Extension of the existing Knocknagael 275 kV External AIS double busbar to create new 275 kV AIS bay to connect the new circuit from the Loch na Cathrach 275 kV Switching Station. The maximum height of which would be approximately the same as existing electrical equipment at the substation and no higher than 11.7 m;
- Platform size of approximately 90 m x 110 m along with associated earthworks;
- Upgrade of existing access tracks and drainage, in addition to construction of new access tracks and drainage as required. The main access road within the substation and the temporary bellmouth from the public road will be tarmac, any other accesses to plant and apparatus will be stone surface;
- Existing 275 kV cable circuit re-route to allow sufficient room for the extension works;
- A new temporary construction entrance to the Proposed Development from the public road, located to the south of the existing substation main entrance. The temporary entrance and any temporary access tracks will be reinstated upon completion of construction of the Proposed Development;
- Temporary site compound and construction laydown areas;
- Landscaping and biodiversity enhancements; and

> Palisade perimeter fence of approximate maximum height of 2.4 m.

3.3 The developable areas at the Site are summarised as follows:

> The eastern portion of the Site comprises a proposed extension bay platform including:
  - an internal road;
  - an extension to the platform; and
  - the new cut embankment.
> The western portion of the Site, adjacent to the public road and the existing substation, comprises temporary structures including:
  - a temporary construction compound; and
  - a temporary access track to the proposed substation extension.
> The northeastern portion of the Site comprises drainage infrastructure including:
  - a single drainage detention basin; and
  - biodiversity enhancements.
> The southern portion of the Site comprises:
  - a permanent bund formed with the excess of cut from the bay platform extension.

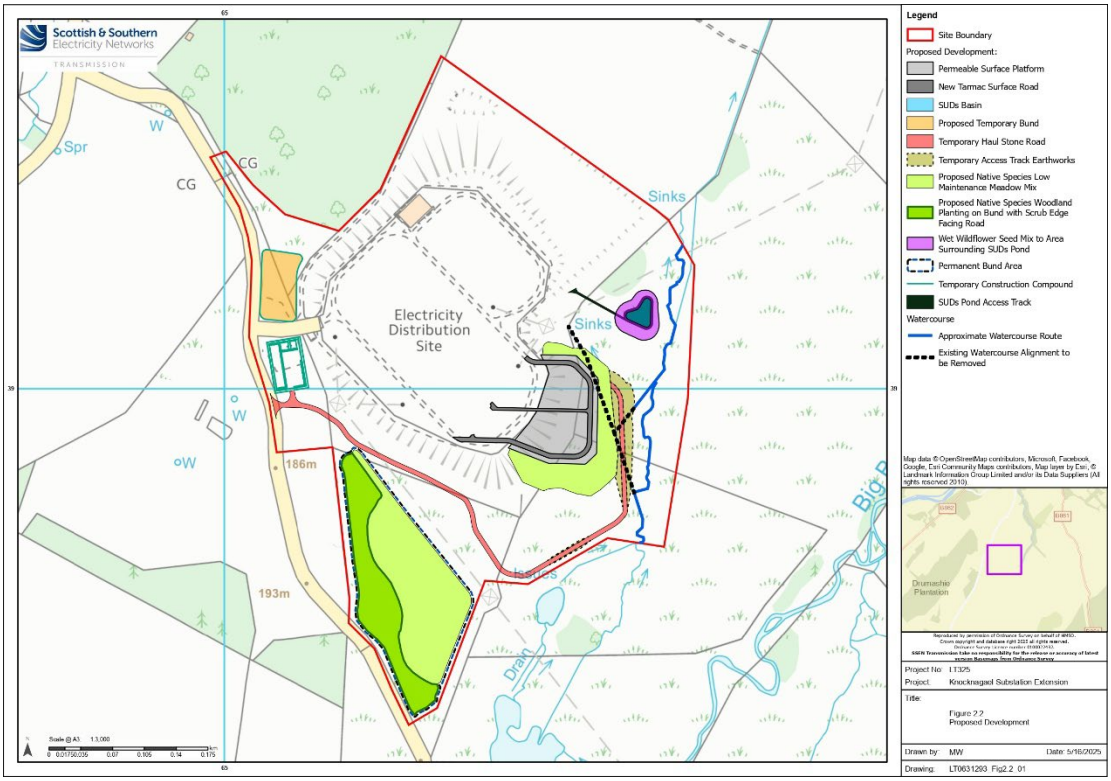
Enabling Works

3.4 Due to the Proposed Development consisting of an extension to an existing substation, the enabling works for construction only include works to improve access roads as well as the construction of a temporary Site compound. Details on the access to the Site can be found in Section 5 of this DAS. It is anticipated that the temporary Site compound would be located adjacent to the existing substation Site entrance and public road, however, this would be confirmed by the Principal Contractor (PC) once appointed.

3.5 The following ancillary development would be required as part of the Proposed Development to facilitate or enable construction and operation:

> Installation of temporary construction drainage and access tracks;
> Creation of a level platform through cut and fill earthworks;
> Construction of civil engineering infrastructure;
> Construction of permanent access roads and drainage;
> Installation of permanent site drainage (including Sustainable Urban Drainage Systems (SuDS));
> Installation of mechanical/electrical equipment;
> Removal of temporary works; and
> Landscape design and BNG implementation including restoration.

Figure 3.1: The Proposed Site Layout



4. Design

Key Design Principles and Objectives

4.1 Given the nature of the Proposed Development, the design principles of the substation extension are largely technically driven. In addition, design principles have been adopted to ensure the Proposed Development is sited and designed as sensitively as possible to the environment and the context in which it sits.

4.2 Legislation and standards drive the basic design with the functionality of each Substation / Switching Station required by SSEN Transmission and this is prescribed within the National Electricity Transmission Security and Quality of Supply Standard. The Applicant prepared a layout for the Substation determined by these system requirements.

4.3 The basic layout requirements of the Proposed Development dictate the amount of space required. In this case, the size required was then examined relative to the land available at the determined location and an optimal orientation of the main development components was determined, taking into consideration the following factors:

- Access and connectivity;
- Footprint requirements;
- Hazards;
- Environmental considerations;
- Natural heritage designations;
- Cultural heritage designations;
- People;
- Land use and topography;

- Screening opportunities; and,
- Planning regulations.

4.4 The optimal design and orientation of development components with the lowest risk of impacts on potential sensitive receptors was chosen. The layout and design of the Proposed Development has sought to minimise the potential permanent effects.

4.5 Key design principles and objectives followed in the design evolution of the Proposed Development included:

- Optimise the development 'footprint' within the Site to limit the area required for development, to minimise visual impact in the wider landscape and to utilise existing screening afforded by forestry and landform.
- Minimise the disturbance or displacement of protected species.
- Utilise existing access and minimise need for land take with regard to reducing potential disturbance on natural and human environment.
- Minimise traffic required during construction.
- Minimise the potential impact on nearby sensitive human receptors during construction and operation.
- Propose appropriate architectural form, colour and materials.
- Maximise available land for additional planting and mounding to improve screening and provide habitat and biodiversity enhancement.
- Take advantage of and minimise changes to the existing ground form and levels.
- Optimise existing operational Site to remove the need for a greenfield build, minimise disruption to existing network and connections, and associated human impact thereof via disturbance, new access tracks, construction traffic, and in turn avoid sensitive habitats.
- Alternative designs of substations may also be considered, e.g. 'enclosed', rather than 'open', where additional costs can be justified.

Sensitive Receptors

4.6 The layout and design of the Proposed Development has examined the potential impacts on sensitive receptors and features within the surrounding environment. This information has been embedded into the iterative design process to minimise the potential for permanent effects on the sensitive receptors. Potential sensitive receptors within the study area are those where physical or perceptual effects may result as a consequence of the Proposed Development. These receptors can be defined from the following measures:

- Physical Features: perceptible physical features (e.g. topographic features; woodland, hedgerows, residential dwellings) which could be lost or altered through the introduction of the Proposed Development.
- Landscape:
  - Landscape Character Types (LCTs) which display both physical and perceptual characteristics which could be affected by the Proposed Development.
  - Designated Landscape Areas: Areas of landscape which are principally designated for their scenic quality or rarity and considered of particularly increased value. Often defined by a number of key characteristics and/or special qualities informed by the underlying character of the landscape, consideration is given to how these may be

affected and how the designated area may be altered by the Proposed Development. There are no designated sites in or immediately surrounding the Site.

> Ecology:

- Direct and indirect effects during construction and operation on protected and notable species could occur as a result of loss or fragmentation of habitats, specifically on otter, water vole and fish and this could be via lighting, noise, pollution or visual and physical disturbance.
- There are no designated sites in or immediately surrounding the Site. The Loch Ashie Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI) is the closest designation at approximately 3.25 km to the south.
- Within the Site there are a few scattered trees, scrub and grassland of limited value. While throughout the iterative design process the Applicant has sought to avoid the need to remove trees and vegetation as much as practicable, the trees and vegetation within the Site would need to be felled and cleared in order to allow sufficient space for the components of the Proposed Development. It is considered that the planting of mixed native woodland for would sufficiently compensate for the removal of vegetation within the Site.

> Cultural Heritage

- The closest cultural heritage designation is a Scheduled Monument (Carn Glas, chambered cairns 815 m SE of Achvraid) which is located 460 m south of the Site. As per the landscape plan, native woodland planting on a screening bund has been proposed which would screen the Proposed Development from assets to the south.

> Noise:

- There are no identified significant effects during the construction and operational phases of the Proposed Development. THC confirmed that due to the Proposed Development not including any plant or equipment that could give rise to noise emission, a noise assessment is not required. However, baseline monitoring has been undertaken to demonstrate the current baseline levels at the nearest properties.

4.7 Overall, the key environmental constraints and considerations in the design of the Proposed Development were the impacts on ancient woodland, impacts on Groundwater Dependent Terrestrial Ecosystems (GWDTE), effects on cultural heritage assets, and on landscape character and visual impacts.

Design Consideration

4.8 The proposed landscape design, illustrated below in Figure 4.1, includes native woodland planting on the permanent bund, a drainage basin, and various new plantings such as native species meadows to the south and around the Proposed Development and wet wildflower seed mix around the attenuation basin to enhance visual screening and biodiversity. Existing vegetation would be retained as per Figure 4.1, which includes the woodland to the north and northwest of the Site.

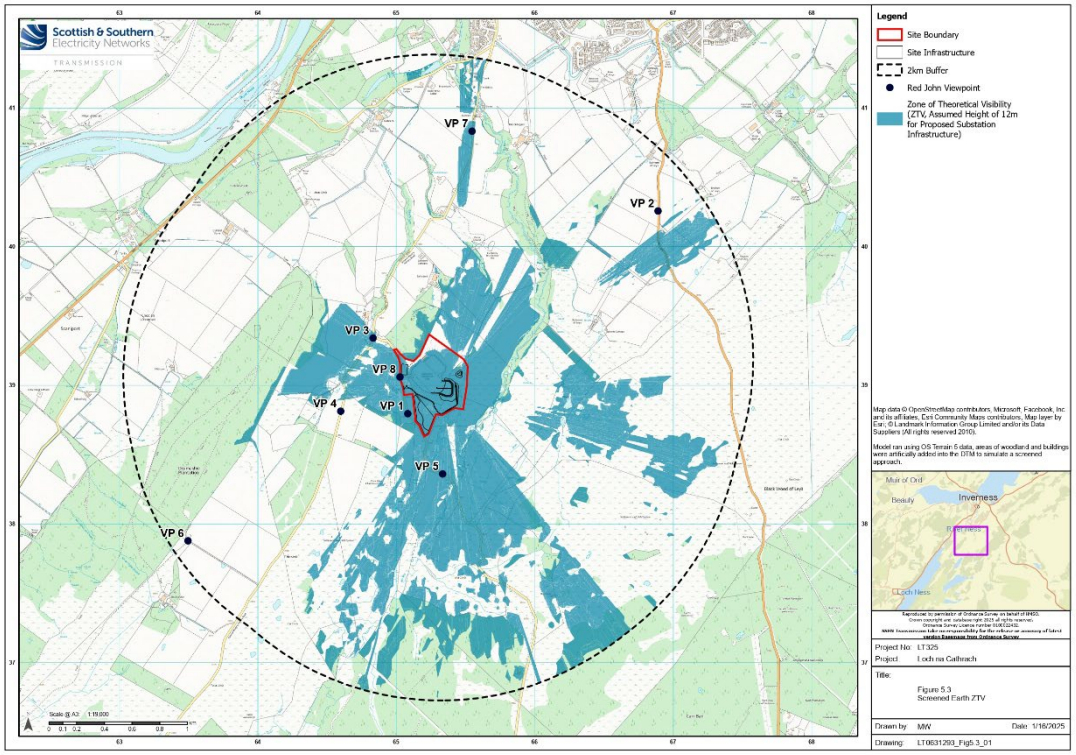
4.9 Figure 4.1 below identifies landscape mitigation measures that have been integrated into the design. As shown by Figure 4.1, no landscaping bunds or vegetation of significant height is proposed within 15 m from Overhead Lines (OHL) lines. This is to ensure that the minimum safety standards for clearances beneath OHL are maintained and to ensure that mature vegetation does not pose a safety risk (for example, were trees to fall).

Figure 4.1 Landscape and Biodiversity Mitigation Plan

4.10 The Proposed Development would be an extension of the existing Knocknagael substation and as such would not require facilities such as a Control Building to be constructed as these infrastructure components are already present. Instead, infrastructure includes, but is not limited, to a new 275 kV AIS bay. This component has been designed to be the same height as the existing electrical equipment and would not be higher than 11.7 m. This therefore enables the proposal to be screened effectively by the existing woodland and proposed

landscaping measures. Figure 4.2 below shows the Zone of Theoretical Visibility (ZTV) with screening in place, assuming a maximum height of electrical infrastructure of 12 m.

Figure 4.2 Screened Earth, ZTV



4.11 From an environmental perspective, the Site was chosen due to the avoidance of tree felling and improved visual screening. Furthermore, due to the topography of the area, the Site was also selected due to the avoidance of fill activities with the Site requiring cut activity which would reduce the potential import of material to construct the platform and further reduce the need for existing underground cable relocation.

4.12 There are two undesignated cultural heritage assets within the Site. The undesignated assets identified include a possible prehistoric hut circle (Canmore ID 365384) and a stone boundary marker (Canmore ID 370890). The potential impact on these undesignated cultural heritage assets has been considered through the design process for the Proposed Development and is assessed and reported in the EA. The design process aimed to avoid disturbance on cultural heritage assets as far as practicable.

4.13 The Substation Platform would be approximately 90 m x 110 m and was developed based on the design requirement. To accommodate the Proposed Development, infrastructure would be required to be removed from the existing substation and areas of scrub will also have to be removed. The land where the substation platform is proposed slopes from approximately 170 m AOD to 190 m AOD, with the level platform to be created by excavating into the slope. Excavated material, where applicable, would be used to form the platform where the land slopes away and to create a screening bund. The platform would be a flat area, formed of crushed stone that would accommodate the electrical and built infrastructure.

4.14 The Drainage Impact Assessment (DIA) undertaken as part of the Proposed Development, identified existing drainage infrastructure on Site and proposed further drainage requirements. These include a network of filter drains in combination with a permeable platform with an external detention (SuDS) basin outside the substation platform. It is understood that the existing and proposed drainage measures would be sufficient to reduce the discharge flows of the Proposed Development and provide mitigation against pollution.

The drainage arrangements for the Proposed Development are presented in the Environmental Appraisal and design drawings.

4.15 See drawings in the planning application for detail on floorplans, elevations and designs.

Building Design and Form

4.16 The Proposed Development comprises of an AIS substation which relies on open air components. As a result, there are no buildings proposed (such as a control building) as part of the Proposed Development.

4.17 The Proposed AIS substation plays a key part of the Applicant's commitment and responsibilities to the decarbonisation of the electricity network, as it offers a SF6 (Sulphur hexafluoride - insulating gas) free technological solution.

Temporary construction compound and welfare area

4.18 A temporary construction compound and welfare area is required as per the Health and Safety legislation and the CDM Regulations for welfare facilities on Site. The PC would be responsible for the design and construction of hardstanding areas to ensure they obtain sufficient load-bearing capacity. If deemed necessary, a geo-textile layer would also be included within the design to facilitate effective stone removal upon the compound's dismantling.

4.19 The PC would provide a plan showing the location of the compound area which would also be displayed in the Site office. This compound area would provide adequate space for the facilities listed below and parking for employees and visitors.

4.20 Facilities to be provided in the temporary Site compound would typically include the following:

- Site office, of portacabin type construction.
- First aid facilities.
- Employee parking.
- Potable water supply.
- Bunded fuel storage area.
- Water tanker.
- Contractor lock-up facility.
- Toilets.

4.21 These temporary facilities would be removed on completion of the construction phase and the areas would be reinstated to comply with the proposed Site layout plan and landscaping plan.

5. Access

5.1 A DAS is a single document combining the Design Statement which addresses the design of the development and an Access Statement which demonstrates observance of the equal opportunities' requirements. The Statement should explain and justify the accessibility of the proposals. Accessibility to major infrastructure is fundamentally different by virtue of health and safety and operational regulations, than to that of a public or commercial building. The following section provides an overview of how the Site has been designed to facilitate access for maintenance and operation only, and to ensure that the Site is secure from intruders. Thereafter a summary discussion on the design of Site access (externally and internally) follows to complete the design approach discussion and demonstrate that accessibility has been considered relative to specific infrastructure requirements.

5.2 The Proposed Development access is designed to be accessible to all. However, for safety reasons, once the substation is operational, only authorised personnel would be allowed to access the Site for maintenance and inspection purposes only. It is assumed this would be required at regular intervals (monthly) however this would be dependent on specific operational requirements. Maintenance on the bay is likely to be required annually in some form and this would require presence on Site for the duration of one week.

5.3 Once operational access to the Site would be limited to authorised persons only and access by members of the public would not be permitted. As required by regulation, the Site has been designed to ensure security from all unauthorised persons including the use of palisade fencing around the platform. The wider Site would continue to be surrounded by a post and wire perimeter fence and would be controlled at the Site entrance by gate access, to prevent unauthorised vehicle access across the Site. Further measures of installing sensor activated lighting would also continue to be carried out to ensure that the Site access is adequately lit when required.

5.4 The Proposed Development is located approximately 300 m east of Essich Road. The U1096 currently spurs off Essich Road to the east providing access to the existing Knocknagael substation. For the purposes of construction, existing access tracks would be used and upgraded where required, however, a new temporary access track would be used from the U1096 to the Proposed Development. The temporary track would be located to the south of the existing substation main entrance and would be constructed using a geotextile, with approximately 200 mm of crushed and compacted stone laid on top. The track would use cut and fill approaches, subject to ground conditions. Once the works are completed the temporary entrance and any temporary access tracks would be reinstated.

5.5 The main access during the operational phase would be via the existing access junction serving the existing Knocknagael substation off the U1096. A network of internal access tracks within the Site would provide access to the various elements of the Proposed Development from the Site entrance. The network of access tracks also connects the elements of the Proposed Development to one another. The access track layout has been designed to minimise areas of hardstanding and maximise available land for landscape planting. Permanent access tracks within the substation would be finished with a running surface of tarmac.

5.6 A Transport Statement has been prepared to accompany the Planning Application. The Statement assessed the traffic and transport impacts associated with the Proposed Development, and it concluded that construction traffic, consisting on average of 40 additional vehicles per day and a maximum peak number of 75, would not impact the existing traffic flows. The route assessed was from the A8082 and included the C1064 and U1096. The latter roads were further considered with regard to their restricted width. As such mitigation measures have been suggested, which include a vehicle hold-off area and additional passing places. Overall, it is considered the impact to be negligible.

5.7 All Abnormal Indivisible Loads (AILs) would be delivered to the Site with permits by the appropriate authorities and an abnormal load route assessment study would be undertaken to support the permit application. It is assumed that this study would be secured by an appropriately worded planning condition.

5.8 A Construction Traffic Management Plan (CTMP) would be prepared for submission prior to the commencement of construction, the requirement for which could be secured by an appropriately worded planning condition.

6. Conclusions

6.1 The Applicant has given careful consideration to the siting, design, layout and access of the Proposed Development to ensure it is designed sensitively within the existing infrastructure and the environment it is located in. The proposal seeks to deliver a functional development which avoids significant impacts on nearby receptors. The design has been progressed to fit

sustainably into the environment in which it sits whilst satisfying technical requirements and functionality. The Proposed Development seeks to deliver sustainable development via facilitating net zero targets and increased transmission of renewable energy.

6.2 A new temporary track would be located to the south of the existing substation main entrance, with further proposed improvements to the permanent substation internal access roads where required. The temporary access track would be reinstated once works are completed. No public access is currently or would be authorised and the design, and proposed fencing reflects that requirement, such that the Site is designed to be secure from public access. This is in accordance with the Electricity Safety, Quality and Continuity Regulations 2002 (as amended).