

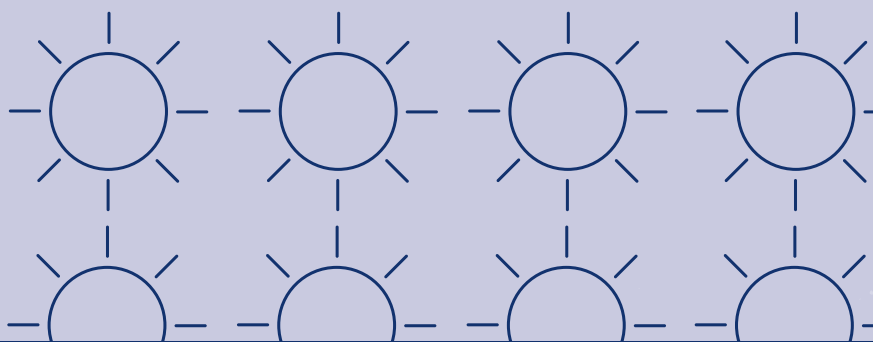
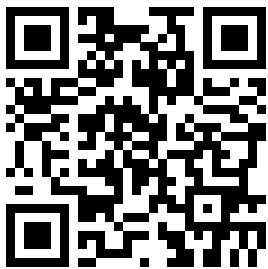
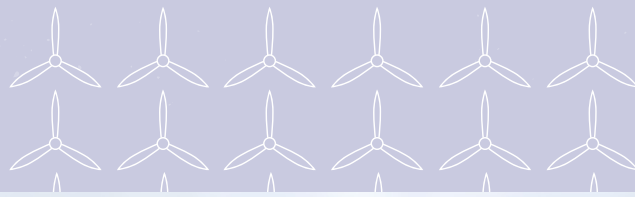
STANNERGATE - PRE-APPLICATION CONSULTATION REPORT

APPENDIX I – SSEN PRE-APPLICATION CONSULTATION EVENT 2 BANNERS


Stannergate 132kV Substation and Network Rail Feeder Station

Pre-Application Feedback Event

August 2024



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Project overview

The city of Dundee has high ambitions to decarbonise, aligning its greenhouse emissions reduction targets with the Scottish Government's target of meeting net zero by 2045.

Decarbonisation initiatives include investment in charging infrastructure for electric vehicles, electrification of railway, hydrogen buses and fleet, and district heating. There are three key projects which are proposed within the Stannergate site, with all the details on the proposals for each below.

Dudhope Grid Supply Point (GSP) replacement

Dudhope currently has two 132/33kV transformers with a capacity of 60MVA each.

Both transformers were installed in 1967 and are reaching the end of their capacity. These will be upgraded to two 132/33kV transformers at Stannergate with a capacity of 120MVA each.

The existing equipment at Dudhope does not meet current standards. Stannergate substation will accommodate the upgrade and installation of these new assets. Replacement of these assets is required in RIIO-T3, Ofgem's next price control period, and the existing site is not acceptable for the current design standards or space requirements.

132kV Network Rail feeder station

The Network Rail feeder station will provide a connection to the transmission electricity network and support the electrification of the rail network in Scotland.

The feeder station equipment will include two 132/25kV rail transformers with a capacity of 25MVA for Network Rail and all associated ancillary plant, which will also be developed within the new 132kV Stannergate substation site.

Stannergate 132kV GIS substation

To facilitate Network Rail's connection requirement and replace the existing assets at Dudhope GSP, the following equipment will be installed at the Stannergate 132kV GIS substation:

- An overall site to be developed of approximately 5.25 hectares to accommodate all required equipment
- 132kV indoor GIS substation building housing the 132kV double busbar configuration
- Two 132/25kV 25MVA rail transformers housed in buildings
- Two 132/33kV 120MVA grid transformers housed in buildings
- 33kV distribution building.
- 132kV underground cable to connect Stannergate substation to the existing 132kV transmission network in Dundee.

Work done by others:

- Underground cable connection between Network Rail Feeder Station and the rail (route tbc)
- Underground cable connection between 33kV Building and Dudhope (route tbc).



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Project timeline



2022

- Project need and scope confirmed



2023

- Site selection for substation started
- Environmental and engineering surveys
- Substation detailed design commences- October 2023



2024

- Substation site selection concluded – March 2024
- Environmental impact assessment scoping – March 2024
- Pre-Application Consultation – first consultation – May 2024
- Environmental and engineering assessment continues
- **Pre-Application Consultation – second consultation – August 2024**
- Environmental Impact Assessment – April- July 2024
- Planning application submitted – September 2024



2025

- Receive consents decisions – May 2025
- Agree discharge of conditions if planning consent granted
- Proposed substation construction start – October 2025



2026

- Construction works ongoing



2027

- Energisation of substation – October 2027



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Feedback

Following submission of the Proposal of Application Notice (PAN) in April 2024, the first of two pre-application consultation events were held at the Apex City Quay Hotel on 16 May 2024. There was a total of 10 attendees.

During the 6-week feedback period, which closed on 27 June 2024 we did not receive any formal feedback form submissions. We did receive several comments from event attendees and written responses from statutory consultees.

We have organised the feedback around a number of key themes. Those, and our responses, are set out below. In addition, in the following pages, we present updates to the substation design, and explain how those have changed in response to feedback. We also present new information to explain how the construction and development of the substation would likely be progressed.

Event feedback	Response
<p>Proximity to the Eden Project</p> <p>Attendees noted the proximity of the proposed Stannergate site to the new Dundee Eden Project which will be located east of Melville Lane.</p> <p>Concerns were raised around whether this would cause any disruption to the Eden Project.</p>	<p>We have held pre-application discussions with Dundee City Council who are the Planning Authority for both this project and the Eden Project, the latter of which we understand is now consented. As part of our non-statutory engagement, we emailed the Eden Project a copy of our Pre-application Notice to make them aware of our plans.</p> <p>The two projects are not situated directly adjacent to each other, there is a barrier of businesses between the two sites with the Stannergate site situated west of Market Street. Therefore, we do not predict any adverse impacts on the operation of the Eden Project because of our plans. However, we will seek to continue to engage with them as and when required and mitigate against any potential impact. Traffic will also be carefully managed, see below.</p>
<p>Construction traffic</p> <p>Concerns about the level of construction traffic given the proximity to the A92.</p>	<p>It is anticipated that a Construction Traffic Management Plan (CTMP) will be required as part of the development, setting out a clear methodology for how construction traffic will be managed. This will address such issues as construction traffic routing, temporary traffic management requirements and measures for the environmental control of vehicles and transported materials, such as wheel washing and dust suppression. Specific consideration will also be given to the transportation of any Abnormal Indivisible Loads (AILs) and a route assessment will be included to demonstrate how AILs will be transported to the site. The CTMP will require to be agreed with Transport Scotland, Dundee City Council and Police Scotland prior to works starting on site. See statutory consultee feedback section.</p>
<p>Substation site name</p> <p>Some attendees noted the Stannergate name was potentially misleading as residents generally associate the Stannergate area as being further east.</p>	<p>We acknowledge the feedback received that the Stannergate name may not accurately reflect the actual site location, however after careful consideration, the decision has been taken not to change this for both technical and safety reasons. Each of our projects is required to apply to the Electricity System Operator (ESO) to obtain a code in advance, which can be a time-consuming process. Moreover, a unique and easily identifiable site reference is critical when dealing with emergency situations that may affect the network and careful consideration has been given in this instance to achieve this. Any change in name at this late stage would need to be agreed by both the ESO and the Transmission control room which could ultimately delay the project programme.</p>



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Feedback

Event feedback	Response
<p>Site location</p> <p>Concern raised over why we have chosen this site and not an alternative.</p>	<p>There were several considerations and criteria restraints which included distance, size, and Dundee City Council area development plans which safeguard sites across the city for different purposes. Alternative site options were therefore limited. A summary of the site selection process undertaken is set out in “How we’ve selected the substation site” section.</p> <p>The site comprises the vacant former abattoir site on Broughty Ferry Road and the derelict former Nynas fuel storage facility that fronts onto East Dock Street. Our proposals offer the opportunity to redevelop the site in a manner that will make a positive contribution fitting to the character and amenity of the local area. Dundee Port continues to be recognised as one of the Scottish Government’s Low Carbon/Renewables Enterprise Areas with the aim of encouraging businesses in this sector to set up and grow in Scotland. Our proposed site, directly north of the port, is in line with this area designation as the reinforcement of the electricity transmission grid will ensure progress towards achieving net zero and a decarbonised economy.</p>
<p>Visual impact and landscaping</p> <p>Questions around how the site will be screened to reduce visual impact.</p> <p>Comments were also made in relation to how to substation would look, with requests for it to be vibrant. Ideas were shared that a local artist could be commissioned to paint a mural which links the site to its history.</p>	<p>The proposals will be supported by a landscape strategy plan for the site, which will aim to maximise landscape mitigation where possible, to minimise the potential visual impact of the proposed development. Where appropriate, this will include new or enhanced boundary planting.</p> <p>We recognise the potential visual impact our projects can have, and we work to make sure our designs minimise these impacts as far as possible. However, we need to ensure that the site is designed to meet all operational and health and safety requirements, in line with current regulations and guidelines.</p> <p>Where possible, we will consider any alternative designs and the potential inclusion of a public art which Dundee City Council encourages as part of all new major developments.</p>

Statutory Consultee Feedback	Response
<p>Transport Scotland</p> <p>In summary Transport Scotland’s requirements would be:</p> <ul style="list-style-type: none">• A Transport Statement, detailing traffic generation by volume, type and distribution for the proposals, during both construction and operation.• Design details for the proposed site access points confirming compliance with DMRB requirements including visibility splays.• A Stage 1 Road Safety Audit covering these access proposals.• Construction Traffic Management Plan (CTMP). Assessment of any abnormal loads and the likely routes for the proposals.	<p>AECOM consultants have been appointed to undertake a Transport Assessment which will assess levels of likely trip generation, distribution and type of vehicles during both the construction and operational phase. This will be undertaken in accordance with Transport Scotland’s ‘Transport Assessment Guidance’ and the scope discussed and agreed with both Transport Scotland and Dundee City Council in advance of submission.</p> <p>The Transport Assessment will also consider how the site will be accessed both during construction and operational phases including swept path analysis of all proposed access points to demonstrate that traffic entering and exiting the site will not impact on or block traffic on the trunk road or interfere with the necessary visibility splays.</p> <p>Transport Scotland’s comments in relation to the proposed secondary access area are noted and consideration to be given to moving the access westwards away from the bend and forming a left in/left only access junction.</p> <p>The design proposals for both site accesses will be accompanied by a Stage 1 Road Safety Audit, undertaken in accordance with DMRB GG119, along with a Designers Response. We will seek approval from Transport Scotland for both the brief and audit team prior to the audit being undertaken.</p> <p>As discussed above it is expected that any future planning permission will be subject to a condition requiring the preparation and approval of a CTMP for the site.</p> <p>Transport Scotland’s comments regarding drainage, boundary fencing, landscaping and any external site lighting are noted and will be considered in the final design.</p>



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Feedback

Event feedback	Response
<p>Dundee City Council Greenspace Officer</p> <p>A full ecological assessment should be carried out on site, to inform a landscape plan showing how positive gains for biodiversity will be incorporated in line with the requirements of National Planning Framework 4.</p>	<p>The requirement for a full ecological assessment is noted and will be provided as part of the Environmental Assessment (EA) being prepared to support the planning application.</p> <p>The EA will provide the basis for a landscape strategy plan for the site, which will be designed to satisfy the requirements of NPF4 in relation to biodiversity enhancement and meet SSEN Transmission's own Biodiversity Net Gain requirements, which target a minimum 10% net gain on all projects.</p>
<p>Dundee City Council Environmental Health</p> <p>Recommend a condition be attached to any consent stipulating that the received noise from the electrical substation(s) shall not exceed NR30 as measured 1m external to the facade of residential property. A Construction Environmental Management Plan will be required.</p>	<p>A Noise Impact Assessment is being carried out for the proposed development and will be submitted in support of the planning application. This assessment will establish the existing baseline noise levels at the closest Noise Sensitive Receptors and, where required, will identify mitigation measures required to meet the necessary levels identified through consultation with the Council.</p> <p>It is anticipated that a Construction Environmental Management Plan (CTMP) will be required as a condition of any development that will provide details of any mitigation to be implemented to minimise impacts to nearby residents. This shall also provide clarification of construction hours, location of site compounds and laydown areas, any dust suppression measures, lighting impacts and detail any operations which may generate vibration or significant noise impacts.</p>
<p>Dundee City Council Outdoor Access Officer</p> <p>The site incorporates the partial length of Roodyards Road, an unclassified adopted road which runs from Broughty Ferry Road down to East Dock Street.</p>	<p>It is considered that Roodyards Road no longer represents a viable vehicle or pedestrian through route and that in its current state the road is not a safe or desirable access route and represents a health and safety risk.</p> <p>The proposals would seek to close this road, removing it as an adopted highway to allow for the redevelopment of the site. SSEN Transmission are engaging with the Council's Highways Department and Outdoor Access Officer regarding these proposals.</p>
<p>Dundee City Council Surface Water Drainage and Flooding</p> <p>The proposed development would require to demonstrate that the proposals could be satisfactorily drained in a sustainable manner, and that the development would not either be at risk of flooding or increase the flood risk at surrounding property. Full details of a proposed on-site sustainable drainage solution would require to be provided with any application, including drainage statement, detailed drainage proposals and associated calculations.</p>	<p>Drainage Impact and Flood Risk Assessments will be undertaken and submitted in support of the application. These assessments will demonstrate that the proposals can be satisfactorily drained in a sustainable manner, and that the development will not be at risk of flooding or increase the flood risk at any surrounding property.</p> <p>Full details of a proposed onsite sustainable drainage solution will also be provided with the application, including drainage statement, detailed drainage proposals and associated calculations.</p>



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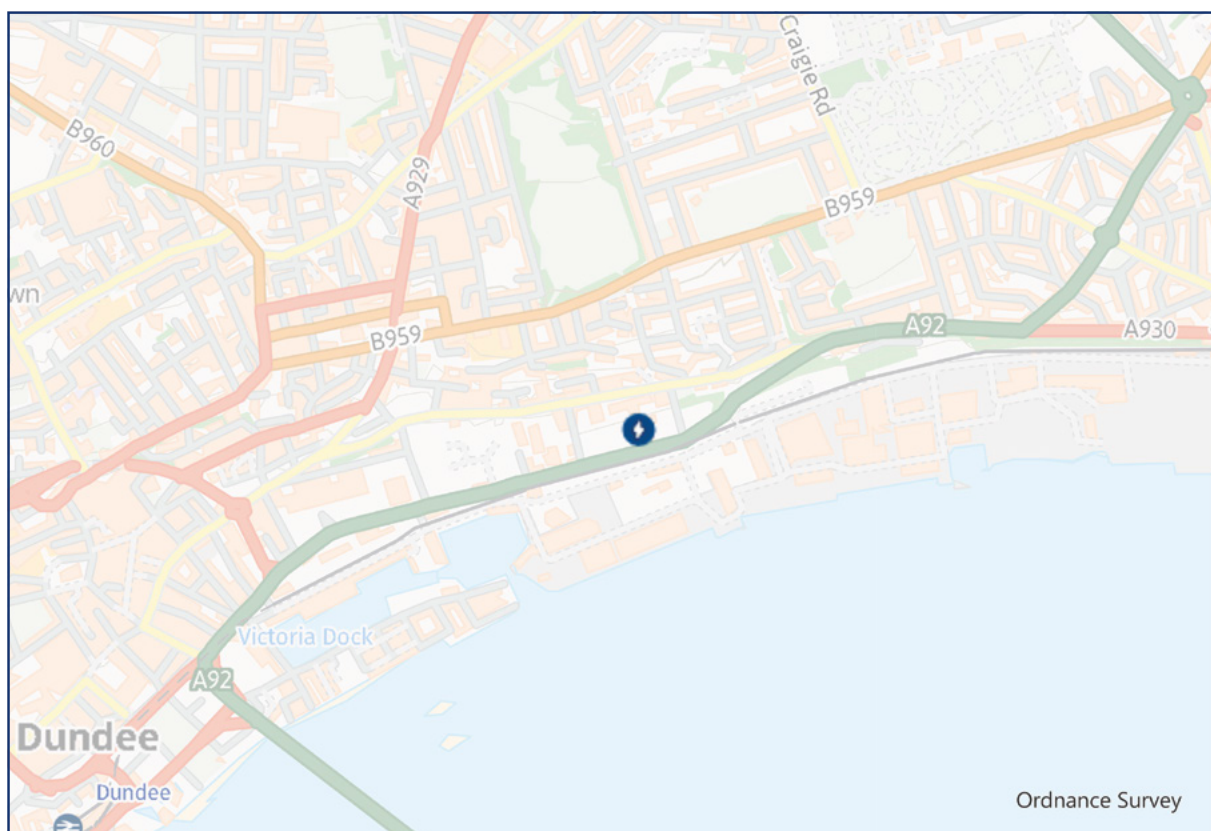


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How we've selected the substation site

Our proposed site

The proposed site is located to the east of the town centre within the Stannergate/Harbour area of the city. The site is bounded by East Dock Street to the south, Market Street to the west and Broughty Ferry Road to the north. The site comprises the vacant former abattoir site on Broughty Ferry Road and the derelict former Nynnas fuel storage facility that fronts onto East Dock Street.



Why this site?

- The site meets the technical requirements of both elements of the development.
- There are fewer residential properties or other sensitive receptors such as cultural heritage assets in close proximity to the site.
- The site currently comprises vacant and derelict former industrial land and the proposals offer the opportunity to redevelop the site in a manner that will make a positive contribution to the character and amenity of the local area.



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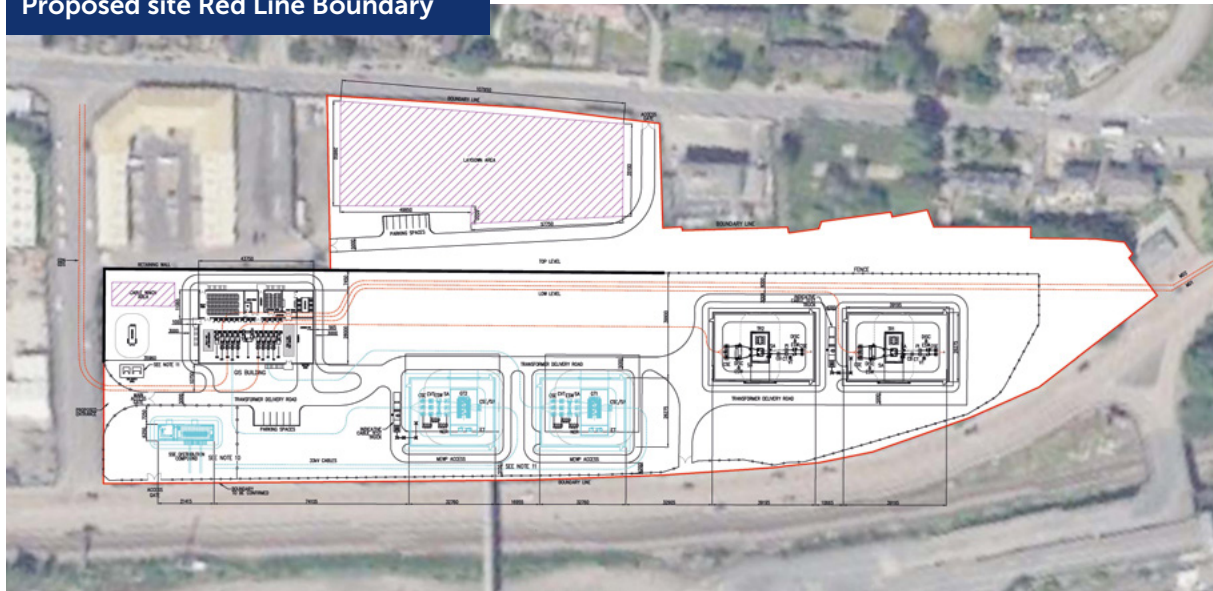
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Proposed substation layout

Proposed site Red Line Boundary



Key

	Laydown area for construction		Proposed cable routes
	Grid transformers		Access point
	Rail transformers		

The substation footprint has been positioned to avoid direct impacts on the existing retaining wall within the site, whilst taking advantage of the split in site levels. This approach will maximise the opportunity for natural screening and accommodate the need to manage surface water run-off, ensuring that all elements of the proposed development are contained within a single site.

The substation comprises of six separate buildings or structures that range in height and design depending upon their function. Full details of the design of the buildings will finalised prior to application submission, however it is anticipated that they will be metal-clad structures ranging in height from 15m to 18m.

We are proposing a new permanent access off Market Street with secondary access onto East Dock Street Road. A Transport Assessment will be undertaken to demonstrate that traffic entering and exiting the site would not impact on or block traffic on East Dock Street or interfere with the necessary visibility splays at the junction with Market Street.

A security fence will be erected around the perimeter of the substation and where possible existing perimeter walls will be retained.

A lighting strategy will be prepared and will adopt the following broad principles; lighting will be kept to the minimum to ensure safe operations and security; individual light clusters will be low level, narrow beam, and directed downwards to minimize glare and light spill; different lighting configurations and designs will be adopted for different parts of the site and will be appropriate for use.

The following associated works will also be required to provide a connection into the network:-

- A new 132kV underground cable (UCG) will be installed in Market Street, Broughty Ferry Road, Lily Bank Road, Robertson Street and Greendykes Road to connect to the existing 132kV network on Arbroath Road.
- Additional UCG works to connect to additional Network Rail equipment to be located close to Dundee Railway Station.

These UGC works do not form part of this planning application and will be delivered under our statutory undertaker permitted development rights.

Have your say

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

The feedback period

We intend to submit our planning application in late summer 2024. Our formal feedback period will close on 5 September 2024; however, we will welcome final comments from members of the public, statutory consultees and other key stakeholders regarding our proposals until we submit our planning application.

What we're seeking views on

During our last public consultation event in May 2024, we wanted to know your thoughts on our project plans, where you thought we could make improvements, and any changes and refinements we'd made.

We are now asking for any final comments or feedback ahead of submitting our planning application for the Stannergate 132kV substation and Network Rail feeder station project.

We'll be actively looking to mitigate the impacts of the site 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.

How to provide feedback

Submit your comments and feedback by emailing or writing to your Community Liaison Manager.

Any comments made to us as the Applicant are not representations to Dundee City Council as the planning authority.

There will be opportunity to make formal representations to the planning authority following the submission of the planning application.

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.

Community Liaison Manager

Martha Smart

Community Liaison Manager

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Additional information

The best way to keep up to date is to sign up to project updates via the project webpage:
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You can also follow us on social media



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