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**INDIAN QUEENS BATTERY ENERGY
STORAGE SYSTEM (BESS)**

**LAND AT INDIAN QUEENS POWER
STATION, DOMELICK HILL (B3279), ST
DENNIS, ST AUSTELL, CORNWALL, PL26
8BY**

**PLANNING, DESIGN AND ACCESS
STATEMENT**

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| Revision | Description | Originated | Checked | Reviewed | Authorised | Date |
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EXECUTIVE SUMMARY

Renewable Connections Developments Limited and Pivot Power Limited are seeking planning permission from Cornwall Council for the construction and operation of a Battery Energy Storage System ('BESS') on land at the existing Indian Queens Power Station ('the Proposed Development').

The primary purpose of this Planning, Design and Access Statement is to set out the planning case for the Proposed Development, including with reference to local and national planning policy. This statement should be read in conjunction with the other documents that comprise the planning application submission, including the numerous environmental and technical reports that have been produced.

The principle of battery storage is supported by local and national policy, largely due to its key role in supporting a highly renewable electricity system which is required in order to meet the UK Government's legally binding target of net-zero carbon emissions by 2050.

The Proposed Development complies with relevant planning policy and there are significant benefits associated with it. The environmental and technical reports that form part of the planning application submission demonstrate that there would be no unacceptable environmental impacts.

These factors, combined with the imperative for increased applicability of renewable energy sources that is created by battery systems, to ensure a sufficiently low carbon energy mix, mean that the planning balance (and, in particular, when considered in the context of the tests under Section 38(6) Planning and Compulsory Purchase Act 2004) is weighted significantly in favour of the Proposed Development.

1.0 INTRODUCTION

Overview

- 1.1 This Planning, Design and Access Statement ('PDAS') has been prepared in support of an application for full planning permission submitted to Cornwall Council (the 'Council') under the provisions of the Town and Country Planning Act 1990 (as amended) on behalf of Renewable Connections Developments Limited and Pivot Power Limited (the 'Applicant').
- 1.2 The Proposed Development comprises the construction and operation of a Battery Energy Storage System ('BESS') on land at the existing Indian Queens Power Station. The batteries would take electricity from the National Grid Electricity Transmission when demand is low or supply is high, and feed it back on to the grid when supply is low or demand is high. The batteries would have a total capacity of up to 100 megawatts ('MW').
- 1.3 The proposed site (the 'Site') covers an area of approximately 3.5 hectares ('ha'). The Site is currently covered by grassland and an access track which serves the existing Indian Queens Power Station and substation.
- 1.4 The UK Government has committed to meeting a legally binding target of net-zero carbon emissions by 2050 and the Council has declared a climate emergency. This requires major investment in proven technologies, such as renewable energy and battery storage, which is supported by planning policy at local and national level. Battery storage proposals, such as the Proposed Development, help to support the development of renewable energy, which is intermittent by its nature, taking energy from the grid at times of higher supply/lower demand and feeding it back at times of lower supply/higher demand.
- 1.5 Planning permission is being sought to operate for 40 years, at which point it would be decommissioned and the land returned to its previous state.

The Applicant

- 1.6 Renewable Connections Developments Ltd ('Renewable Connections') are one of the most experienced renewable energy teams in the UK having developed over 1GW of solar projects globally since 2010. Renewable Connections work in partnership with European Energy, one of the largest renewable energy investors in Europe.
- 1.7 Pivot Power Limited are part of EDF Renewables UK, one of the country's leading renewable energy operators and developers. EDF Renewables UK has nearly 600 MW in construction and 1 GW in operation, including 34 onshore wind farms, 2 offshore wind farms and one of the largest battery

storage units in Europe. There is almost 4 GW in development across wind, solar and battery storage projects.

Environmental Impact Assessment

1.8 Due to the modest size of the Proposed Development, the lack of sensitive receptors in close proximity to the Site and the non-polluting nature of the Proposed Development, amongst other things, it is considered that the Proposed Development does not comprise Environmental Impact Assessment development.

Planning Application Submission

1.9 The application submission consists of the following documents:

- Application Cover Letter;
- Application Form and Certificates;
- Community Infrastructure Levy ('CIL') form;
- Planning, Design and Access Statement (this document);
- Plans (the full list of plans is itemised at Appendix A of this report);
- Ecological Assessment;
- Landscape and Biodiversity Strategy/Plan;
- Biodiversity Net Gain Assessment;
- Tree Survey;
- Transport Assessment;
- Flood Risk Assessment; and
- Cultural Heritage Assessment.

1.10 The planning application has been submitted electronically via the Planning Portal and the requisite application fee has been paid to the Council.

The Purpose and Structure of this Document

1.11 The primary purpose of this PDAS is to demonstrate how the design of the Proposed Development is a suitable response to the Site and its setting, and to demonstrate that it can be adequately accessed. Furthermore, how the Applicant has taken account of relevant planning policy and the extent to which the Proposed Development is compliant with the Statutory Development Plan.

1.12 In doing so, this PDAS draws upon and cross-refers, where relevant, to the other documents that form part of the planning application submission.

1.13 The PDAS has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Article 9 requires that all applications for major development, such as the Proposed Development, are accompanied by a ‘design and access statement’ that should:

- explain the design principles and concepts that have been applied to the development;
- demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- explain how any specific issues which might affect access to the development have been addressed.

1.14 The above details are primarily set out in Section 4 of this document.

Structure

1.15 The remainder of this document is structured as follows:

Table 1.1: Structure

| Section | Title | Overview |
|------------------|-------------------------------|--|
| Section 2 | The Site and Surrounding Area | Describes the Site and its key features, the planning history of relevance that relates to it, any local planning designations and allocations that apply, and the Applicant’s site selection process. |
| Section 3 | The Proposed Development | Provides an overview of the Proposed Development, including use, amount, layout, appearance and access. |
| Section 4 | Design and Access | Outlines the approach taken to, and details of, the design of the Proposed Development and its access. |
| Section 5 | Planning Policy Context | Sets out the legislative and policy framework for the determination of the planning application. |

| Section | Title | Overview |
|------------------|--|--|
| Section 2 | The Site and Surrounding Area | Describes the Site and its key features, the planning history of relevance that relates to it, any local planning designations and allocations that apply, and the Applicant's site selection process. |
| Section 6 | Assessment of the Proposed Development | Provides an assessment of the Proposed Development against relevant policy at national and local level. |
| Section 7 | Summary and Conclusions | Sets out the conclusions of this PDAS in terms of the overall acceptability of the Proposed Development. |

2.0 THE SITE AND SURROUNDING AREA

- 2.1 This section describes the location and key features of the Site and surrounding area, identifies any relevant planning and environmental designations.

Location, Description and Use

- 2.2 The Site comprises approximately 3.5 ha of grassland and access track located north of Domelick Hill (B3279), from which it benefits from access, and south east of the River Fal. The Site partially wraps around the existing Indian Queens Power Station and Indian Queens substation. The Site is delineated in red on the submitted Site Location Plan (Drawing Reference: RC-06).
- 2.3 The Site is located approximately 1.2 km to the south east of the village of Indian Queens and approximately 1.3 km to the north west of the village of St Dennis. It is located entirely within the administrative area of the unitary authority of Cornwall Council.
- 2.4 Energy infrastructure is already dominant in the Site's immediate surrounding area with a power station and substation being wrapped around by the Site and overhead pylons crossing nearby. The Site, power station and substation are surrounded around on all sides by dense woodland which dominates the wider area and forms part of the Goss Moor National Nature Reserve.
- 2.5 The closest residential properties are considered to be located within the farmsteads located approximately 400 m west of the Site, 400 m south east of the Site and 550 m and 600 m east of the Site. There is an industrial Site occupied by DSW Demolition South West Limited located approximately 250 m south east of the Site.
- 2.6 According to Cornwall Council's Interactive Public Right of Way ('PRoW') Map, no PRoWs cross or run adjacent to the Site, with the closest Public Footpath located approximately 160 m east of the Site Access and running south away from the Site. However, the Goss Moor Multi-Use Trail, a Promoted Route for walking, horse-riding, cycling and exploring the Goss Moor National Nature Reserve, passes through the Site to its south, running along part of the access track.

Planning and Environmental Designations

- 2.7 A review of the Council’s Local Plan Policies Map and the Government’s MAGIC Mapping software has confirmed that the Site itself is not covered by any environmental or heritage designations. However, the forest which surrounds the Site forms part of the Goss Moor National Nature Reserve, the Mid Cornwall Moors Site of Special Scientific Interest and the Breney Common and Goss & Tregoss Moors Special Area of Conservation. The relationship between the Site and these designations is shown below in Figure 2.1. There are no Heritage Assets located in the surrounding area.
- 2.8 As shown in Figure 2.2 below, the Site is located entirely within Flood Zone 1, defined by the Environment Agency as an area with a low probability of flooding. However, as the Site size is in excess of 1 ha, a Flood Risk Assessment has been submitted as part of this application.

Figure 2.1: MAGIC Map Extract – Environmental and Heritage Designations

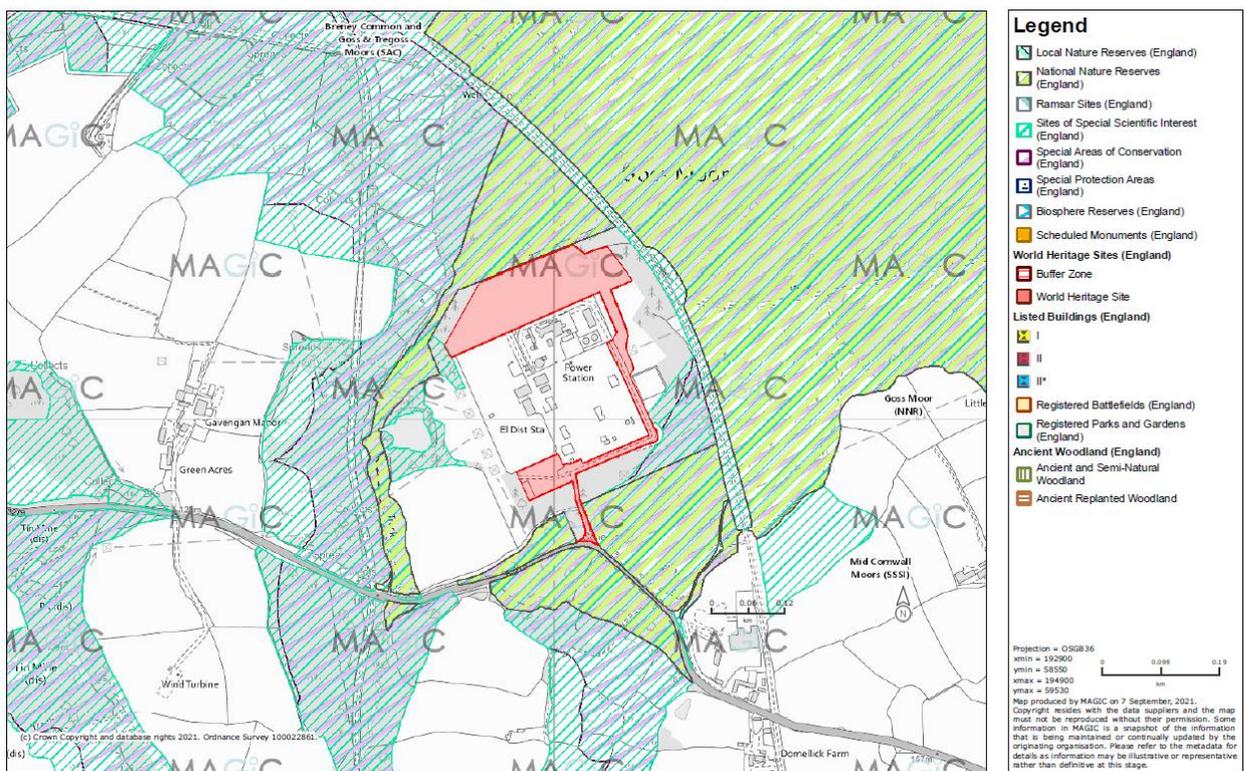
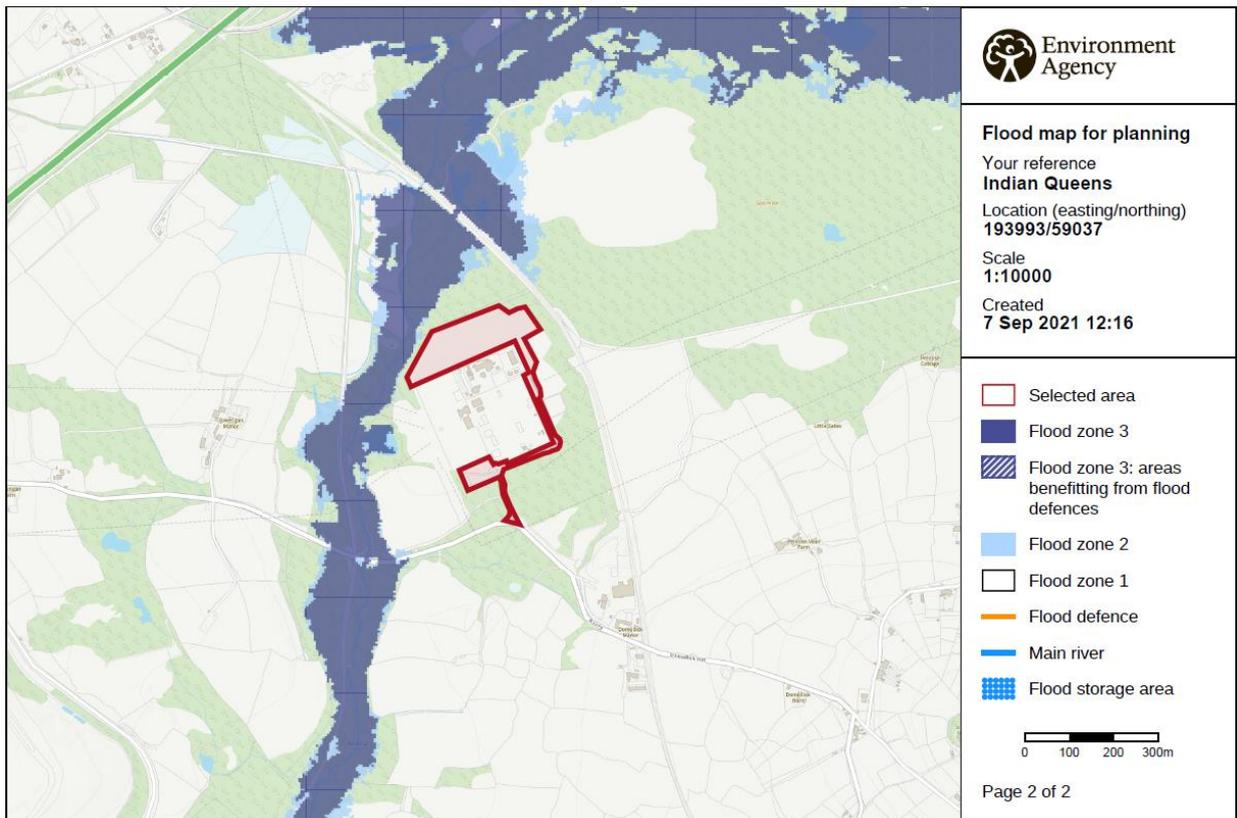


Figure 2.2: Flood Risk Map for Planning



Planning History

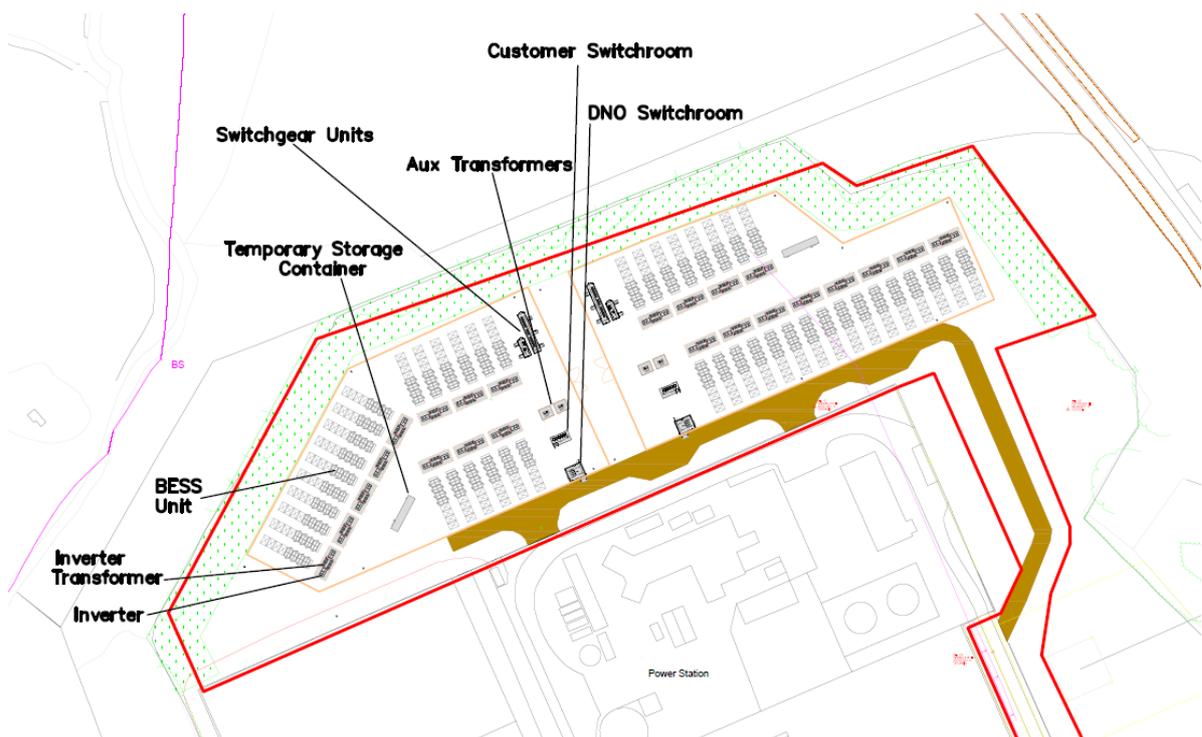
- 2.9 As mentioned above, the Site partially wraps around the Indian Queens Power Station and Indian Queens substation. Indian Queens Power Station is an OCGT (Open-Cycle Gas Turbine) power station with an output capacity of 140 MW providing voltage support to the UK electricity market as part of an ancillary services contract with National Grid. Aerial imagery shows that a power station has been present in this location since at least 2001.
- 2.10 Planning application ref. PA21/04342 was approved by the Council on 04 August 2021 for the Proposed installation of a “black start” facility within the Site of Indian Queens Power Station, using the same access as the Proposed Development.
- 2.11 According to Cornwall Council’s Planning Register Map Search the Site does not otherwise have any relevant, recent planning history.

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The Proposed Development is for the construction and operation of a battery energy storage system (BESS) with a total import capacity of 100MW.
- 3.2 The design of the BESS is essentially split into two separate 50MW battery sites each comprising approximately half of the total site area. As well as the BESS, comprised of 46 containerised battery units set out in uniform rows (the specific model will not be known until post-consent), the Site would contain ancillary equipment including electrical transformer units, switchgear units, fencing, access tracks and CCTV cameras.
- 3.3 The Site also contains storage facilities for spare batteries as well as a Customer Switchroom and Distribution Network Operator (DNO) Switchroom. The location of this equipment is shown below in Figure 3.1.

Figure 3.1: Labelled Site Layout

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- 3.4 The Proposed Development would also include a planting buffer of approximately 15m on all boundaries apart from the south where it is bordered by the existing substation.
- 3.5 All site access (construction and operational) would be via an existing, purpose-built access track that connects to the existing National Grid substation track and on to Domellick Hill (B3279) which connects onto the Strategic Road Network via the A30 and A39.

4.0 DESIGN AND ACCESS

4.1 This section sets out the approach that the Applicant has taken to the design and access of the Proposed Development.

Design Principles

4.2 The main design principles adopted by the Applicant are set out below:

- Design Principle 1: position the main components to minimise environmental impact;
- Design Principle 2: seek opportunities for the management and enhancement of biodiversity;
- Design Principle 3: provide a functional design that makes the best use of the location and provides for efficient storage of electricity without restricting access to and use of the neighbouring power station and substation;
- Design Principle 4: seek to assimilate the Proposed Development into the local landscape as far as possible;
- Design Principle 5: ensure safe and efficient access to the public highway; and
- Design Principle 6: ensure the approach to design is inclusive.

4.3 These principles are referenced where applicable in the remainder of this section.

Design Approach

4.4 The approach taken to the design of the Proposed Development has been informed by the context within which it would be situated, in addition to the opportunities and constraints presented by the Site.

4.5 The immediate context within which the Site sits is dominated by energy related infrastructure such as the Indian Queens Power Station, Indian Queens Substation and overhead lines and pylons. However, the wider context is dominated by thick, designated woodland. Planting on the boundary of the Site and siting infrastructure have contributed to ensuring the Proposed Development is sympathetic to its surroundings (in accordance with Design Principles 1 and 4) whilst being practical in terms of technical and engineering considerations and not restricting access to and use of the neighbouring power station and substation (in accordance with Design Principles 3 and 5). Furthermore, the planting and offsite contributions have ensured the Proposed Development would result in a biodiversity net gain (in accordance with Design Principles 2).

4.6 The infrastructure related to the Proposed Development is functional in appearance and of a type that is not considered to be harmful during operation, furthermore, it has been situated in such a way to avoid negatively impacting upon any environmentally sensitive areas while ecological enhancements have been put in place to ensure a biodiversity net gain. The approach that has been taken to the design of the Proposed Development is considered appropriate given its context and purpose – to take energy from the Grid, store it until an appropriate time and feed it back on to the Grid.

Design Evolution

4.7 The design process for the Proposed Development has been an iterative one. A number of options have been considered for the design and layout of the Proposed Development.

4.8 The main changes to the Proposed Development, in terms of its design, include the following:

- Due to the potential for on-site biodiversity enhancements being severely constrained the Applicant has sought off-site improvements to meet the necessary biodiversity net gain;
- The layout of the battery units themselves went through numerous iterations in an effort to maximise the storage capacity of the Proposed Development whilst ensuring that sufficient space was maintained for other equipment and ecology buffering. Similarly, the layout of the access track and cable routing went through numerous iterations to maximise on-site capacity.

Access

4.9 The Proposed Development would utilise the existing site access for the National Grid's Indian Queens Substation onto the B3279. Visibility is good in both directions with 2.4m by 150m visibility to the right of the existing access and 2.4m by 130m visibility to the left. Full visibility splays are included at Appendix B of the Transport Statement.

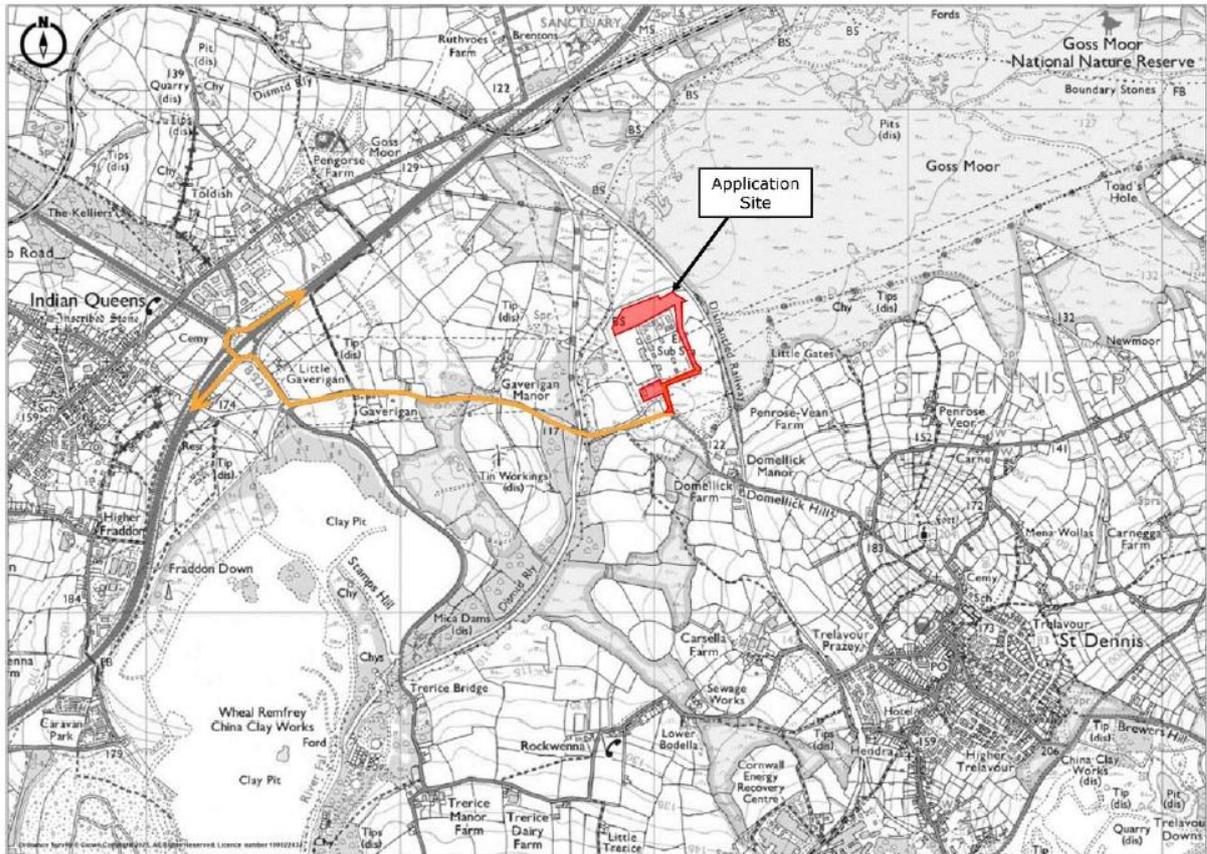
4.10 As this access is currently used for vehicles travelling to the National Grid Site, it is anticipated that the access is able to accommodate the type of vehicle expected to serve the Proposed Development (in accordance with Design Principle 5). It is notable that the roads are considered to be appropriate for cycling and the Site is in close proximity to bus stops for the number 21 bus between St Austell and Newquay (in accordance with Design Principle 6).

4.11 Additionally, an area of hardstanding is currently provided for vehicles to manoeuvre in to enable all vehicles, including articulated lorries, to enter and leave in forward gears. The provision of an area of hardstanding within the Application Site for vehicles to manoeuvre in and over which they

would drive prior to accessing the public highway reduces the risk of mud being trafficked onto the public highway and the ensuing nuisance this can cause.

4.12 It is proposed that all HGV construction traffic would route to the Site via the A30 and the B3279 as illustrated on Figure 4.1 below. This is the shortest route from the Site to the Strategic Highway Network which comprises the A30 in the vicinity of the Site.

Figure 4.1: Application Site Location and Construction Access Route



5.0 PLANNING POLICY CONTEXT

5.1 This section provides a brief overview of the relevant planning policy and guidance at local and national level. The design of the Proposed Development has been influenced by these policies and the proposals are assessed against them in Section 8 of this report.

5.2 The planning application will be determined in accordance with section 70(2) of the Town and Country Planning Act 1990 (as amended), which states that in dealing with applications, local planning authorities shall have regard to the provisions of the statutory development plan and to other material considerations.

Statutory Development Plan

5.3 The Statutory Development Plan for the area comprises the Cornwall Local Plan (adopted 2016). The Site is also located within the China Clay Community Network Area ('CNA'). Saved Policies of the Restormel Local Plan (2011) also form part of the Statutory Development Plan for the area, however, none of the saved policies are considered to be of relevance.

5.4 The following policies from the Local Plan are considered to be of most relevance:

- Policy 1 – Presumption in Favour of Sustainable Development;
- Policy 2 – Spatial Strategy;
- Policy 12 – Design;
- Policy 14 – Renewable and Low Carbon Energy;
- Policy 16 – Health and Wellbeing;
- Policy 21 – Best Use of Land and Existing Building;
- Policy 23 – Natural Environment;
- Policy 24 – Historic Environment;
- Policy 25 – Green Infrastructure;
- Policy 26 – Flood Risk Management and Coastal Change; and
- Policy 27 – Transport and Accessibility.

5.5 The following objectives of the Local Plan Community Network Area Sections are considered of most relevance:

- PP9 St Austell and Mevagissey; China Clay; St Bazey, Fowey and Lostwithiel Community Network Areas – Objective CC4 The Environment.

Other Material Considerations

Other Local Policy

- 5.6 Local Policy including the Renewable Energy Advice Document (2016), Planning for Biodiversity Guide (2018), the Draft Chief Planner’s Advice Note: Biodiversity Net Gain (2020) and the draft Climate Emergency Development Plan Document (‘DPD’) (2021) have also been considered.
- 5.7 The role of the Renewable Energy Advice Document is to support the Local Plan (which at the time was still a draft) in providing a comprehensive planning framework to enable renewable energy sources to be exploited in a sustainable and appropriate manner by balancing such proposals with the conservation of the natural environment.
- 5.8 The Planning for Biodiversity Guide sets out the approach taken by Cornwall Council for achieving a gain for nature within development sites. It does this by encouraging more biodiversity, green and blue space within development sites. These include parks, ponds and corridors of open green space along rivers and hedges.
- 5.9 The draft Chief Planning Officer’s Advice Note on Biodiversity Net Gain is a note issued by the Chief Planning Officer to guide greater consistency in making planning decisions relating to biodiversity net gain.
- 5.10 The draft Climate Emergency DPD completed a 6-week public consultation on 16 April 2021 and is intended to be read alongside the Local Plan in the hope of securing better prospects and taking advantage of higher rewards for jobs in the ever-growing economy, and help the Council to provide better quality housing and infrastructure for residents, giving children a Cornwall in which to live, work and thrive.
- 5.11 The following draft policies of the Climate Emergency DPD are considered to be of relevance to the Proposed Development:
- Policy C1 – Climate Change Principles;
 - Policy G1 – Green Infrastructure Design and Maintenance;
 - Policy G2 – Biodiversity Net Gain;
 - Policy T1 – Sustainable Transport;
 - Policy RE1 – Renewable and Low Carbon Energy;

- Policy CC3 – Reduction of Flood Risk; and
- Policy CC4 – Sustainable Drainage System Design.

National Planning Policy

5.12 The National Planning Policy Framework ('NPPF') was adopted in March 2012 and was most recently updated in July 2021. It sets out the Government's planning policies for England and how these are to be applied. The policies contained within the NPPF are expanded upon and supported by National Planning Practice Guidance ('NPPG'), which was first published in March 2014 and has been periodically updated since.

5.13 NPPG considered most relevant to the Proposed Development includes:

- Climate Change 15 March 2019;
- Historic Environment;
- Natural Environment;
- Open Space, sports and recreation facilities, public rights of way and local green space;
- Renewable and low carbon energy; and
- Strategic environmental assessment and sustainability appraisal.

5.14 The National Policy Statements ('NPSs') make up the planning policy framework for examining and determining Nationally Significant Infrastructure Projects ('NSIPs'). As the Proposed Development is not a NSIP, the NPSs are not directly relevant; however, they do form material considerations in the determination of the planning application. The Overarching NPS for Energy ('EN-1') is considered to be of most relevance.

5.15 In September 2021 the Department for Business, Energy and Industrial Strategy released updated drafts of the Energy NPSs on which they were consulting until 29 November 2021. The draft NPS of most relevance is considered to be the Draft Overarching Energy NPS (EN-1).

Other

5.16 In June 2019 the Government raised the UK's ambition on tackling climate change by legislating for a net-zero greenhouse gas emissions target for the whole economy by 2050. Decarbonising the power sector is integral to achieving this goal and requires major investment in proven technologies, such as battery storage, which are supported by planning policy at local and national level.

5.17 The National Infrastructure Commission ('NIC'), official advisor to the Government on infrastructure, believe that battery storage is key to low cost highly renewable systems.

5.18 In addition, whilst not planning policy documents, the following also form material considerations:

- National Infrastructure Commission – Net Zero: Opportunities for the Power Section (2020);
- National Infrastructure Commission – Net Zero: Commission Recommendations and the Net Zero Target (2020);
- International Renewable Energy Agency – Battery Storage for Renewables: Market Status and Technology Outlook (2015).

6.0 ASSESSMENT OF THE PROPOSED DEVELOPMENT

6.1 This section demonstrates how the Proposed Development has been influenced by and is compliant with the relevant planning policy, making reference to the other technical reports submitted alongside the planning application. The key assessment topics are considered to be as follows:

- Principle of Development;
- Scale, Appearance and Design;
- Land-Use and Development in the Countryside;
- Landscape and Visual Impact
- Cultural Heritage;
- Flood Risk;
- Biodiversity;
- Traffic and Transport; and
- Amenity and Impact on Local Community.

Principle of Development

Policy Summary

6.2 The NPPF sets out its support for renewable energy development in Chapter 14 (Meeting the challenge of climate change, flooding and coastal change). Paragraph 152 states that:

“The planning system should support the transition to a low carbon future. It should help to ... support renewable and low carbon energy and associated infrastructure.”

6.3 Paragraph 158 goes on to state:

“When determining planning applications for renewable and low carbon development, local planning authorities should not require applicants to demonstrate the overall need for renewable or low carbon energy and [should] approve the application if its applications are (or can be made acceptable).”

6.4 The Overarching National Policy Statement for Energy (EN-1) states that *“there are a number of other technologies which can be used to compensate for the intermittency of renewable generation, such as electricity storage”*. It goes on to state that *“electrical energy storage allows energy production to be decoupled from its supply, and provides a contribution to meeting peak demand”*.

- 6.5 The Draft Overarching National Policy Statement for Energy (EN-1) features more specific information on the role of storage and states that it *“has a key role to play in achieving net zero and providing flexibility to the energy system, so that high volumes of low carbon power, heat and transport can be integrated”*.
- 6.6 It goes on to state that:
- “Storage is needed to reduce the costs of the electricity system and increase reliability by storing surplus electricity in times of low demand to provide electricity when demand is higher. Storage can provide various services, locally and at the national level. These include maximising the usable output from intermittent low carbon generation (e.g. solar and wind), reducing the total amount of generation capacity needed on the system; providing a range of balancing services to the NETSO and Distribution Network Operators (DNOs) to help operate the system; and reducing constraints on the networks, helping to defer or avoid the need for costly network upgrades as demand increases.”*
- 6.7 Policy 1 (Presumption in favour of sustainable development) of the Local Plan states that *“when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and set out by the policies of this Local Plan.”*
- 6.8 Policy 2 (Spatial strategy) of the Local Plan states that *“proposals should assist the creation of resilient and defensive communities by delivering renewable and low carbon energies, increasing energy efficiency and minimising resource consumption through a range of renewable and low carbon technologies”*.
- 6.9 Policy 14 (Renewable and Low Carbon Energy) seeks to support proposals which increase use and production of renewable and low carbon energy generation and states that support will be given to renewable and low carbon energy development that facilitates renewable and low carbon energy innovation.
- 6.10 Draft policy RE1 (Renewable and Low Carbon Energy) of the draft Climate Emergency DPD states that proposals for renewable energy *“will be supported where they:*
- a. they contribute to meeting Cornwall’s target of 100% renewable electricity supply by 2030;*
 - and*
 - b. they balance the wider environmental, social and economic benefits of renewable electricity, heat and/or fuel production and distribution; and*

- c. *It will not result in significant adverse impacts on the local environment that cannot be satisfactorily mitigated, including cumulative landscape and visual impacts, and the special qualities of all nationally important landscapes, and the significance of heritage assets including their settings, including the outstanding universal value of Cornwall and West Devon Mining Landscape World Heritage Site and the character of wider historic townscapes, landscapes and seascapes, which must be conserved or enhanced; and*
- d. *The use allows for the continuation of the site for some form of agricultural activity proportionate to the scale of the proposal and provides for 10% biodiversity net gain; and*
- e. *It provides for a community benefit in terms of profit sharing or proportion of community ownership and delivers local social and community benefits. Commercial led energy schemes with a capacity over 5MW shall provide an option to communities to own at least 5% of the scheme; and*
- f. *There are appropriate plans and a mechanism in place for the removal of the technology on cessation of generation, and restoration of the site to its original use or an acceptable alternative use;*
- g. *Opportunities for co-location of energy producers with energy users, in particular heat will be supported.”*

6.11 Draft Policy RE1 goes on to state that *“there is a presumption in favour of energy storage where it meets one or more of the following:*

- a. *it is co-located with an existing or proposed renewable energy development;*
- b. *it can be shown that it alleviates grid constraints;*
- c. *it allows further renewable developments to be deployed.”*

6.12 Furthermore, the Renewable Energy Advice document states that energy storage can be used to encourage cheaper and more secure energy supply to meet the needs of local communities.

Assessment

6.13 While the Proposed Development does not generate renewable energy itself, it facilitates such generation by creating much needed flexibility and applicability and is a vital part of a low carbon energy system. This is critical for the transition to a low carbon future, as outlined in local and national draft policy. Renewable energy sources such as wind and solar power are naturally intermittent. The Proposed Development is capable of taking energy from the grid when energy

supply is higher than use, such as on a particularly sunny or windy day, and feed it back onto the grid when there is more demand and/or less supply. Both local and national policy contains support for renewable and low carbon energy as well as infrastructure which supports its use, such as the Proposed Development. It is also considered to contribute to alleviating grid constraints by increasing the capacity of stored energy available to the grid.

- 6.14 Furthermore, Draft Policy RE1 of the Climate Change DPD contains explicit support for energy storage where it fits one or more of a number of criteria. The Proposed Development allows further renewable developments to be deployed, thus fulfilling one of the criteria, by compensating for their intermittency.
- 6.15 It is therefore considered that the principle of the Proposed Development complies with the relevant planning policy. The remainder of this section demonstrates that there are no unacceptable impacts associated with the Proposed Development and that the planning balance weighs in favour of it.

Scale, Appearance and Design

Policy Summary

- 6.16 Policy 2 (Spatial Strategy) of the Local Plan states that *“Development should be of an appropriate scale, mass and design that recognises and respects landscape character of both designated and un-designated landscapes.”*
- 6.17 Policy 12 (Design) of the Local Plan states that *“development should demonstrate a design process that has clearly considered the existing context, and how the development contributes to the social, economic and environmental elements of sustainability through fundamental design principles.”* These principles include character, layout, movement, engagement process and adaptability, inclusiveness, resilience and diversity. With regards to character, proposals must be of an appropriate scale, density, layout, height and mass with a clear understanding and response to its landscape, seascape and townscape setting.
- 6.18 Draft Policy RE1 (Renewable and Low Carbon Energy) of the draft Climate Change DPD states renewable and low carbon energy-generating and distribution networks will be supported where it will not result in significant adverse impacts on the local environment that cannot be satisfactorily mitigated including cumulative landscape and visual impacts and the character of wider historic townscapes, landscapes and seascapes.

Assessment

- 6.19 The design of the Proposed Development is covered in section 4 of this report. The Proposed Development has been designed so as to practically fulfil its purpose of storing electricity. It has also been designed to avoid adverse impacts by ensuring sensitive siting and layout which is compatible within its location, together with improving the quality of the area by introducing landscape and biodiversity enhancements.
- 6.20 Where necessary, specific mitigation measures have been proposed to reduce anticipated impacts to an acceptable level. For these reasons, the Proposed Development is considered to be acceptable and complies with planning policy in terms of scale, appearance and design.

Land-Use and Development in the Countryside

Policy Summary

- 6.21 Policy 22 (Development within the Countryside) of the LPP states that *“Land beyond the Green Belt and the physical edge of settlements is identified as countryside and will be conserved and enhanced for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources, and to ensure it may be enjoyed by all.”*

Assessment

- 6.22 Although located in the countryside, the Site is located within a cluster of energy related development surrounded by dense woodland. The Proposed Development is modest in comparison to the surrounding development and does not impact upon the intrinsic character and beauty of the countryside, nor its diversity of landscapes, heritage and wildlife, the wealth of its natural resources nor its ability to be enjoyed by all.
- 6.23 For these reasons, the Proposed Development is considered to be acceptable and in compliance with planning policy in terms of land-use and development in the countryside.

Landscape and Visual Impact

Policy Summary

- 6.24 Policy 2 (Spatial Strategy) of the Local Plan states that proposals should consider the impact on and protect, conserve and enhance landscape assets of Cornwall in recognition of their international, national and local status. It goes on to seek to create landscape assets that are resilient and sensitively accommodating investment and growth in Cornwall’s unique landscapes.
- 6.25 Policy 23 (Natural environment) of the Local Plan states that *“development must take into account and respect the sensitivity and capacity of the landscape asset, considering cumulative impact and the wish to maintain dark skies and tranquillity in areas that are relatively undisturbed, using*

guidance from the Cornwall Landscape Character Assessment and supported by the descriptions of Areas of Great Landscape Value.”

6.26 Draft Policy RE1 (Renewable and Low Carbon Energy) of the draft Climate Change DPD states renewable and low carbon energy-generating and distribution networks will be supported where it will not result in significant adverse impacts on the local environment that cannot be satisfactorily mitigated including cumulative landscape and visual impacts and the character of wider historic townscapes, landscapes and seascapes.

Assessment

6.27 The Site is not located within any international or nationally designated landscapes. The Site is, however, located within the Mid Cornwall Moors Landscape Character Area. The area is described as *“an open plateau which comprises the remnants of the poorly drained wildland/moorland of Goss Moor at its heart and Red Moor and Breney Common to the east. These combine with areas of rough grazing with pastoral farmland on the surrounding slopes.”* The description also makes reference to the lower land being *“well wooded”*. The Landscape Character Study describes the wildland landscape character as *“diluted by pylons”* but does not consider such development as one of the main pressures.

6.28 The site is located within a cluster of energy related development, comprising a power station, substation and pylons. However, this cluster is surrounded by thick woodland and views of the cluster are intermittent, limited and distant, besides the taller infrastructure relating to the power station and pylons. The Site is considered to be of low sensitivity compared to the wider Landscape Character Area. The infrastructure related to the Proposed Development is significantly smaller than the existing infrastructure and it is therefore unlikely to impact the limited sensitive receptors nearby. The landscape is therefore considered to have the capacity to accommodate the Proposed Development.

6.29 It is therefore considered that the Proposed Development complies with relevant planning policy relating to landscape and visual impact.

Cultural Heritage

Policy Summary

6.30 Policy 2 (Spatial Strategy) of the Local Plan states that proposals should consider the impact on and protect, conserve and enhance cultural assets of Cornwall in recognition of their international, national and local status.

- 6.31 Policy 24 (Historic environment) of the Local Plan states that *“Development proposals will be permitted where they would sustain the cultural distinctiveness and significance of Cornwall’s historic rural, urban and coastal environment by protecting, conserving and where appropriate enhancing the significance of designated and non-designated assets and their settings.”*
- 6.32 Policy 24 then goes on to list what development proposals will be expected to do, such as conserve and, where appropriate, enhance the design, character and appearance of conservation areas, and states that all development proposals should be informed by proportionate historic environment assessments and evaluations.
- 6.33 Furthermore, Policy 24 states that any harm to designated and non-designated heritage assets must be justified, with harm weighed against substantial public benefits of a proposal.
- 6.34 Draft Policy RE1 (Renewable and Low Carbon Energy) of the draft Climate Emergency DPD states renewable and low carbon energy-generating and distribution networks will be supported where it will not result in significant adverse impacts on the significance of heritage assets and their settings.
- 6.35 Draft policy C1 (Climate Change Principles) of the draft Climate Emergency DPD states that development should *“conserve and enhance our natural and historic environment and cultural heritage and increase built and natural environment distinctiveness through locally distinctive, high quality and sustainable design and multi-functional green infrastructure provision”*.
- 6.36 Objective CC4 (The Environment) of PP7 of the Local Community Network Area Sections is to *“conserve heritage assets, including mining heritage”*.

Assessment

- 6.37 The Cultural Heritage Assessment (CHA) that forms part of the planning application submission covers the matter of cultural heritage, including above-ground built heritage and archaeology.
- 6.38 The Site is considered to have the following potential:
- A Medium potential for prehistoric and Romano-British remains, given the proximity and frequency of remains from the Bronze Age onwards recorded in the surrounding area.
 - A Low potential for medieval remains to be encountered, given that the Site is likely to have been situated at the edge of the medieval land holding of Ennis Veor, partly within Goss Moor.
 - A Low potential for post-medieval remains, given that the Site appears to have been located partly within unenclosed land at the margins of Goss Moor throughout the post-medieval period at the edge of the landholding of Ennis Veor (although the presence of previously unrecorded remains associated with tin streaming should not be discounted).

- A Medium potential for paleoenvironmental remains contained within peat deposits that may survive at the edges of Goss Moor beneath modern made ground (potential would be dependent on previous disturbance).

6.39 A group of designated heritage assets were observed to have potential intervisibility with the Site, these comprise the Grade II* Listed Church of St Dennis, and associated monuments in the churchyard, which include: the Scheduled medieval standing cross; a Grade II Listed font; and several Grade II Listed headstones. The church is located approximately 1.3km southeast of the Site.

6.40 The Church of St Dennis occupies a very prominent position, built on the site of an Iron Age hillfort, to the southeast of the Site. The churchyard is contained within a circular boundary wall that follows the outline of the fort and contains several further designated monuments. Dense vegetation surrounding the church, however, prevents views of the surrounding landscape from within the churchyard. Site visits indicate that the Site would be perceptible in views from the edge of the churchyard. However, the Proposed Development would only be perceptible as a small element of the larger Indian Queens Power Station in such views; as such, it is not anticipated to materially alter the setting of the church or any of the surrounding designated heritage assets. Consequently, the Site is anticipated to cause less than substantial harm to its setting in terms of the NPPF.

6.41 Since the Proposed Development is anticipated to cause less than substantial harm to the settings of nearby heritage assets, no further mitigation for settings impacts beyond that inherent in the design is considered necessary. The need for any such mitigation would, however, be a matter for the local planning authority.

6.42 It is therefore considered that the Proposed Development complies with relevant planning policy relating to cultural heritage and archaeology.

Flood Risk

Policy Summary

6.43 Policy 2 (Spatial Strategy) of the Local Plan states that *“proposals should assist the creation of resilient and cohesive communities by [...] ensuring that build and environmental assets can adapt to and be resilient to climate change”*.

6.44 Policy 26 (Flood risk management and coastal change) of the Local Plan states that *“development should take account of and be consistent with any adopted strategic local flood and coastal management strategies”*.

- 6.45 Policy 26 goes on to state that development should be sited, designed, of a type and where necessary relocated in a manner that:
- a. increases flood resilience of the area;
 - b. minimises, or reduces and where possible, eliminates flood risk on site and in the area;
 - c. enables or replicates natural ground and surface water flows through SUDS, utilising green infrastructure where possible;
 - d. is safeguarding of land which is identified to be functional flood storage;
 - e. where applicable, supports community-led local solutions to managing flood risk and coastal change; and
 - f. does not create avoidable future liability for maintenance for public bodies and communities.

6.46 Draft policy CC3 (Reduction of Flood Risk) states that *“development proposals shall be designed to reduce flood risk to the application site and its surroundings”* and draft policy CC4 (Sustainable Drainage System Design) states *“Sustainable Drainage Systems (SuDS) proposals shall Prioritise the use of above non-buried Sustainable Drainage Systems (SuDS), including retrofit SuDS and where feasible within existing town centres, commercial and retail areas, and redevelopment projects and shall be designed to achieve”* set criteria.

Assessment

- 6.47 According to the Environment Agency’s Flood Map for Planning the Site is located within Flood Zone 1, meaning there is low probability of flooding from tidal and fluvial sources. The risk of flooding from pluvial sources, sewers, groundwater and artificial sources has been assessed and all have been found to be low.
- 6.48 Surface water runoff from the Site would be discharged to the River Fal to the northwest of the Site. Surface water flows would be restricted to the greenfield rate (Qbar) which has been calculated to be 10.0 l/s.
- 6.49 In order to restrict runoff to the greenfield rate, it is proposed that attenuation features in the form of a detention basin and swale would be provided. It is anticipated that rainfall would discharge overland directly to the surface of the swale wherever possible, however shallow channel drains (filter strips) may need to be incorporated in certain areas.

- 6.50 Appropriate treatment would be incorporated into the surface water drainage system to ensure that the quality of water discharged is acceptable. This would be achieved through the incorporation of a treatment train of Sustainable Drainage Systems including a swale, filter strips where appropriate and a detention basin.
- 6.51 The proposed drainage network and SuDS would be privately managed and maintained for the lifetime of the Proposed Development, ensuring that they remain fit for purpose and function appropriately. The management company/operator would be appointed post-planning.
- 6.52 It is considered that the Proposed Development would not be at a high risk of flooding and would not increase the risk of flooding elsewhere, while managing surface water runoff in a sustainable manner, in line with local and national planning policy.

Biodiversity

Policy Summary

- 6.53 Policy 2 (Spatial Strategy) of the Local Plan states that proposals should consider the impact on and protect, conserve and enhance biodiversity and geodiversity assets of Cornwall in recognition of their international, national and local status. It goes on to seek to create biodiversity and geodiversity assets that are resilient and sensitively accommodating investment and growth in Cornwall's unique wealth of biodiversity and geodiversity.
- 6.54 Policy 23 (Natural Environment) of the Local Plan states that:
- “Development should conserve, protect and where possible enhance biodiversity and geodiversity interests and soils commensurate with their status and giving appropriate weight to their importance.*
- All development must ensure that the importance of habitats and designated sites are taken into account and consider opportunities for the creation of a local and county-wide biodiversity network of wildlife corridors which link County Wildlife Sites and other areas of biodiversity importance, helping to deliver the actions set out in the Cornwall Biodiversity Action Plan.”*
- 6.55 Policy 23 goes on to offer specific policy related to European Sites, National Sites, Local Sites, Priority Species and Habitats, and Ancient Woodland and Veteran Trees.
- 6.56 Policy 24 (Green Infrastructure) of the Local Plan seeks to contribute to an enhanced connection and functional network of habitat by, amongst other things, retaining and enhancing important environmental infrastructure, providing appropriate buffers to natural spaces and providing clear arrangements for the long-term maintenance and management of green infrastructure assets.

- 6.57 Draft policy RE1 (Renewable and Low Carbon Energy) of the draft Climate Emergency DPD states that proposals for renewable and low carbon energy-generating and distribution networks will be supported where they provide 10% biodiversity net gain.
- 6.58 Draft policy C1 (Climate Change Principles) of the draft Climate Emergency DPD states that development should *“conserve and enhance our natural and historic environment and cultural heritage and increase built and natural environment distinctiveness through locally distinctive, high quality and sustainable design and multi-functional green infrastructure provision”*.
- 6.59 Draft policy G1 (Green Infrastructure Design and Maintenance) of the draft Climate Emergency DPD states that green infrastructure should be central to the design of schemes and all developments should be planned around the protection and enhancement of nature. It goes on to list some principles of green infrastructure design including enhancing natural connections and incorporating sustainable drainage.
- 6.60 Draft policy G2 (Biodiversity Net Gain) of the draft Climate Emergency DPD states that *“all major development types must achieve a minimum of 10% Biodiversity Net Gain”*.
- 6.61 Objective CC4 (The Environment) of PP7 of the Local Community Network Area Sections includes the conservation of nature conservation sites and enhancement of the local community.

Assessment

- 6.62 The proposal development has sought to minimise the land take necessary in order to reduce any potential impacts on biodiversity. The site itself is surrounded by high value designations including the Goss Moor SSSI and Tregoss Moors Special Area of Conservation, however, the proposal does not extend into or impact upon these designations.
- 6.63 The Tree Survey included as part of this application has helped inform the design and layout of the proposed site and the Arboricultural Method Statement sets out measures to minimise any potential impacts on trees which are recommended to be secured by way of condition. The report concludes that the impacts of the proposed development are low and do not conflict with local or national policy.
- 6.64 The BNG Report included within this application sets out the full calculation and assessment of the impact on biodiversity on site, by percentage and units. The land on which the site is located comprises modified grassland, as shown on Plan D78.21a 01, and site area comprises 11.68 habitat units, as defined by the DeFRA metric for calculating biodiversity impact. The proposed development includes a landscaping scheme, as set out on Plan D78.21a 02, designed to best

enhance the biodiversity value of the available land. The proposed works, however, result in an on-site biodiversity net loss of 13.99%, the equivalent of 1.63 units.

- 6.65 The applicant is leasing the land for the proposed development but the amount of land available is severely restricted and it is not possible to lease or acquire further land at the power station to deliver any additional biodiversity units. In accordance with the hierarchy set out in the Planning for Biodiversity (1018) SPD and in line with the recommendations within the BNG Report, the applicant has sought to ensure that a biodiversity net gain of 10% is delivered by seeking off-site opportunities through the Cornwall Wildlife Trust. The applicant has engaged with the CWT and has an agreement in principle to purchase the necessary 1.63 habitat units, at a cost equating to £24,000 per unit, in order to deliver the policy compliance. It is proposed that, if approved, Cornwall Council attach a condition to the planning permission requiring the commitment of a binding agreement to deliver the units prior to completion of development.
- 6.66 This delivery of the improved landscaping where possible on site and the commitment in principle to purchasing the required habitat units demonstrates compliance with both the local and national policies set out in paras 5.54 to 6.62, above.

Traffic and Transport

Policy Summary

- 6.67 Policy 27 (Transport and accessibility) of the Local Plan states that “all developments should provide safe and suitable site access to the site for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated”.
- 6.68 Policy 27 goes on to list criteria which major developments must fulfil to ensure a resilient and reliable transport system for people, goods and services. These include being consistent with the contributing to the delivery of Cornwall’s Local Transport Plan and being accompanied by an effective travel plan.
- 6.69 Draft policy T1 (Sustainable Transport) of the draft Climate Emergency Development Plan Document states that “*new development should be designed and located in order to minimise the need to travel and support a modal hierarchy which prioritises walking, then cycling, then public transport, then car clubs, electric vehicles and lastly private fossil-fuelled vehicles.*”

Assessment

- 6.70 HGV construction traffic would route to the Application Site via the A30 and the B3279. This is the shortest route from the Application Site to the Strategic Highway Network which comprises the A30 in the vicinity of the Application Site.

- 6.71 During the operational phase of the Proposed Development, there would be a minimal increase in traffic volumes with operational traffic (one van) expected to access the Application Site on two occasions per month at the most.
- 6.72 The construction phase of the Proposed Development would lead to a temporary increase in traffic on the roads mentioned above. This would be for a temporary 16-week period. On average during this 16-week period, it is expected that the Proposed Development would lead to an increase in traffic movements of 36 two-way vehicle movements per day. Changes of this magnitude would have a de minimis impact on highway capacity.
- 6.73 The anticipated increase in HGV traffic of six movements daily can be mitigated through construction management, including ensuring these trips occur outside of typical peak traffic hours.
- 6.74 There are no residual traffic impacts identified.
- 6.75 In conclusion, the Proposed Development provides an opportunity to provide new, non-carbon energy generating facilities at a location which can be safely accessed by construction and operational vehicles and at which the temporary traffic impacts during construction would be de minimus. Traffic management measures can be put in place to reduce or avoid potential impacts arising from road traffic during the temporary 16-week construction period.
- 6.76 It is therefore considered the Proposed Development would not have an adverse impact on the local highway network and would provide safe access/egress in line with local and national planning policy.

Amenity and Impact on Local Community

Policy Summary

- 6.77 Policy 14 (Renewable and low carbon energy) of the Local Plan says that for solar development, noise, glint and glare must be mitigated adequately.
- 6.78 Policy 16 (Health and wellbeing) of the Local Plan states *that “to improve the health and wellbeing of Cornwall’s communities, residents, workers and visitors, development should protect, and alleviate risk to, people and the environment from unsafe, unhealthy and polluted environments by avoiding or mitigating against harmful impacts and health risks such as air and noise pollution and water and land contamination and potential hazards afforded from future climate change impacts”*.

Assessment

- 6.79 The nature of the Proposed Development is such that it is not likely to cause any form of pollution during its operational stage. This is because there are no significant noise sources, traffic would be

very low and the Proposed Development would not be lit at night. The Proposed Development includes no plans to divert or close any PRowS.

- 6.80 There would be some temporary noise during the construction phase, which is anticipated to last approximately 16-24 weeks. This would include the following activities: vehicle movements along access tracks and haulage routes associated with the delivery and removal of construction materials; equipment delivery; site and ground preparation activities; erection of panels using construction machinery; and material hauling. The construction activities may increase noise levels within the vicinity of the Site however any related noise during construction would be intermittent, localised and temporary in nature. Further the operational noise levels associated with the proposal would be below the existing output and not impact on any residential receptors, the closest of which is approximately 400m away.
- 6.81 The Proposed Development would not result in any emissions to air during its operation other than those from vehicles associated with periodic maintenance/inspection visits to the Site. Emissions associated with the construction phase would relate to construction vehicles and it is considered would not be of a level to cause harm to the environment or residential amenity.
- 6.82 In light of the above, the Proposed Development is considered to be acceptable in terms of its impact upon residential amenity and accords with relevant planning policy.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 The Proposed Development comprises the construction and operation of a Battery Energy Storage System on land at the existing Indian Queens Power Station.
- 7.2 The principle of battery storage is supported by local and national policy, largely due to its key role in supporting a highly renewable electricity system which is required in order to meet the UK Government's legally binding target of net-zero carbon emissions by 2050.
- 7.3 It has been demonstrated that the Proposed Development complies with planning policy and there are significant benefits associated with it. The environmental and technical reports that form part of the planning application submission demonstrate that there would be no unacceptable environmental impacts.
- 7.4 These factors, when combined with the significant need for renewable energy, mean that the planning balance (and, in particular, when considered in the context of the tests under Section 38(6) Planning and Compulsory Purchase Act 2004) is weighted significantly in favour of the Proposed Development.
- 7.5 The Applicant therefore respectfully requests that planning permission is granted for the Proposed Development.

APPENDIX A: LIST OF PLANS OF DOCUMENTS

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|---|---------------|
| IQ BESS 33kV Switchgear Elevations 1of2 | RC-02 1/2 |
| IQ BESS 33kV Switchgear Elevations 1of2 | RC02 2/2 |
| IQ BESS Access Gate Elevation | RNC007-SD-05 |
| IQ BESS Access Track | RNC007-SD-06 |
| IQ BESS AUX Transformer Elevations | RC-03 |
| IQ BESS Battery Storage Layout | RC-05 |
| IQ BESS Battery Storage Layout Labelled | RC-01 |
| IQ BESS Customer Substation Floor Plan | RNC007-SD-09 |
| IQ BESS Customer Substation | RNC007-SD-03 |
| IQ BESS DNO Substation Floor Plan | RNC007-SD-08 |
| IQ BESS DNO Substation | RNC007-SD-02 |
| IQ BESS Location Plan | RC-07 |
| IQ BESS Security fencing and CCTV | RNC007-SD-04 |
| IQ BESS Site Plan | RC-06 |
| IQ BESS Wartsila Quantum Cross Section | RC-04 |
| IQ BESS Phase 1 Habitat Plan | D78.21 01 |
| IQ BESS BNG Baseline Habitats | D78.21a 01 |
| IQ BESS BNG Post Development Habitats | D78.21a 02 |
| IQ BESS Designated Sites Extents Plan | D78.21a 02a |
| IQ BESS Designated Sites Plan | D78.21 02b |
| IQ BESS Landscaping Proposals Rev A | D78.21 01A |
| IQ BESS Tree Protection Plan | EV-3947-1-TPP |
| IQ BESS Tree Constraints Plan | EV-TCP-3947-1 |