Agenda Item	**6.1**
Report No	**PLS-72-24**

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 10 December 2024

Report Title: 23/03113/FUL: Whirlwind Energy Storage Ltd and Caulternich Farm

Land 410m SW of Platchaig House, Kilmorack, Beauly

Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Construction and operation of an energy storage facility with capacity of up to 49.9MW, comprising up to 36 energy storage modules, control building, electrical equipment, access, landscaping, fencing.

Ward: 12 – Aird and Loch Ness

Development category: Major development

Reason referred to Committee: Major development.

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

Recommendation

Members are asked to agree the recommendation to **GRANT** the application as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

1.1 The proposal is for a battery storage facility comprising:

- 36 battery storage units each unit measuring 7.3m x 1.6m x 2.8m high;
- control room building10m x 10m x 2.8m high, with a sedum roof;
- office building and storage unit, both measuring 12.2m x 2.4m x 2.9m high, sitting on blocks 0.4m high, making their total height above ground level 3.3m. They will both have a flat sedum roof. Wall materials are not specified, but visualisations suggest that they are finished in green metal cladding;
- gabion retaining walls to all sides of the compound;
- bunding between the gabion walls and field;
- 3m high acoustic fencing between the gabion retaining wall and the equipment;
- perimeter landscaping;
- permeable hardstanding;
- four CCTV masts, each mounted on a 3m high pole; and
- two underground water tanks, one to provide a fire fighting water supply, and one for contaminated water.

1.2 The battery units will be arranged in pairs, with each pair connected to a 'skid'. The skid is a metal frame onto which equipment is mounted. A twin skid hosts two sets of equipment consisting of four battery units at each end and two small transformers and inverters at the centre. A single skid is just one set with two battery units at just one end. The proposal is for 6 single skids (12 battery units), and 6 double skids (24 battery units), making a total of 36 battery units. The proposal will provide a maximum import and export of 49.99MW of electricity. The battery units will all be of steel construction and include fire detection and suppression systems.

1.3 There will also be a site office and a site storage unit, both measuring 2.4m x 12.2m x 2.9m high. They will be mounted on 0.4m high blocks, giving an overall height of 3.3m. They will be based on shipping containers and have the appearance of flat roofed modular units. The colours and finishes of the battery units, skids, inverters and transformers, and site office and storage unit can be covered by condition. It is, however, indicated that a recessive grey or green colour will be used.

1.4 The electrical control building will be 10m x 10m, x 2.85m high. It will be finished in harling, with a flat sedum roof.

1.5 The applicant has set out that motion sensor lighting will be provided at the entrances to the various buildings and storage units. This will be designed to be downward facing to minimise light-spill.

1.6 CCTV cameras, each mounted on a 3m high pole, are to be positioned at the corners of the site.

1.7 The development will be connected to the existing Wester Balblair substation, just over 1km from the site, by buried cables. No new overhead lines are proposed. The routing of the connection between the site and the existing substation has not yet been determined.

1.8 A new access will be formed off the public road, including a service layby. 3 parking spaces will be provided within the compound, along with sufficient space for vehicles to turn. There will be a further emergency access in the west boundary fence / bund via the field.

1.9 All hardstanding will be porous in nature to facilitate site drainage. The existing culverted watercourse will be diverted into an open channel between the compound and the public road.

1.10 The proposed development will be used to store excess electricity from the national grid and then release the energy in periods of high demand.

1.11 Pre-Application Consultation: The applicant undertook online public consultation using the 'Zoom' application on 18th February 2021 between 2pm and 7pm, and also held an on line question and answer session on 30th June 2021, between 5pm and 7pm in relation to the previous application on this site (21/03353/FUL). The public were also able to contact the agent by telephone or by email. There was no requirement to repeat this process in relation to the current application. The applicant did not seek formal pre-application advice with the Planning Authority in relation to either the previous application 21/03353/FUL or the current proposal.

1.12 Supporting Information: construction and environmental management plan; noise assessment; planning statement; visualisations; ecology appraisal, biodiversity net gain report; drainage response; indicative constraints plan; and pre-application consultation report (2021).

1.13 Variations: firefighting /contaminated water tanks added; culvert diversion into open channel; landscaping plan; and emergency access point formed via the field to the west of the site.

2. SITE DESCRIPTION

2.1 The site comprises part of an agricultural field (improved pasture) located off the minor public road running from Kilmorack towards Broallan, and currently forms part of Caulternich Farm. The surrounding area is also improved pasture consisting of several large open fields, which are crossed by an overhead line. The site extends to 1.1 ha (2.8 acres) and is on a sloping hillside.

2.2 Access to the site is off the Kilmorack to Broallan public road (U1506). There are no core paths in the vicinity.

2.3 There are no natural or cultural heritage designations covering the site, but the wider area does have interests recorded in the Highland Historic Environment Record.

2.4 The site is not covered by any international, national, regional or local landscape designations. It lies within the Open Farmed Slopes Landscape Character Type (LCT 346) in the Landscape Character Assessment produced by NatureScot.

3. PLANNING HISTORY

3.1	17.12.2020	20/04849/PAN – Proposed energy storage facility to accommodate up to 50 battery storage units housed within containers along with ancillary structures.	Closed
3.2	30.08.2022	21/03353/FUL – Construction and operation of an energy storage facility with capacity of up to 49.9MW comprising up to 36 energy storage modules, control building, electrical equipment, access, landscaping, fencing.	Planning Permission Refused

4. PUBLIC PARTICIPATION

4.1 Advertised: Schedule 3 development and unknown neighbour

Date Advertised: 14.07.2023

Representation deadline: 28.07.2023

Timeous representations: 42 (1 support, 41 object)

Late representations: 3 (1 support, 2 object)

4.2 Considerations raised are summarised as follows:

Principle of Development:

- Uncertain of the need for battery storage;
- Storage facility is too small to be of any practical use;

Site Selection:

- No locational requirement;
- Inappropriate to have industrial development in an agricultural setting and should be on an industrial site / would be more appropriately located within Balblair Quarry;
- Loss of agricultural land;
- Loss of croftland;

Visual Impact:

- Siting and design are detrimental to the area / visual amenity;

Access:

- Construction and operational traffic impacts, with design and condition of local roads unsuitable to support this development with roads not being gritted in winter;
- Adverse recreational access impact for walkers, cyclists and horse riders using local roads;

Health and Safety:

- Noise impacts; assessment based on assumptions since exact equipment to be installed has not been finalised;

- Fire risk - need for sufficient firefighting water supply; resultant air pollution / toxic gasses released; lack of separation to nearby trees; no prescriptive Scottish Fire and Rescue Service management plan; or sufficient operational monitoring;

Environment:

- Adverse impact on habitats / ecology;
- Potential ornithological disturbance - osprey nest close to the site and there are red kites, peregrine falcon, and bats in the area;
- Cumulative impact of substations, pylons, and battery storage facility;
- Adverse impacts on trees;
- Light pollution;
- Scarcity of lithium, cobalt and other minerals and environmentally damaging to mine;
- Pollution risk for local watercourses; protected habitats and species downstream of Beauly;

Other

- Adverse tourism impact;
- Additional infrastructure required to connect the site to the grid;
- Lack of end of life site restoration details; and
- Perceived inadequate public consultation.

Non-material Considerations

- Devaluation of local property
- No community benefit being offered
- Within Hinterland where development should be restricted;
- Should provide written evidence from other landowners to demonstrate that alternative sites are not available.

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam.

5. CONSULTATIONS

5.1 **Kilmorack Community Council** does not object to the application but refer to the reasons for refusal of the previous application. It did however object to the previous application on a wide range of matters including: design of the facility being too small to balance network demand; lack of land ownership control of cable route connection; poor site selection; landscape and visual impact; noise impact and natural heritage impact.

5.2 **Contaminated Land** do not object to the application and have no concerns.

5.3 **Development Plans Team** do not object to the application. "The updated site selection justification still implies that the selection has been driven by landownership issues rather than technical or environmental constraint considerations. It is accepted that the controlled energy market does not encourage substation owners/operatives to take forward energy storage facilities within

substation boundaries (or their wider ownership) and so some separation will be inevitable. However, closer sites may be available and haven't been evidenced as unavailable or subject to insurmountable technical or environmental constraints. Scottish Government's 2013 planning advice on Energy Storage suggests that the optimum sites are as close as possible to the source of renewable energy generation and / or on existing or former industrial land. Instead, this is proposing to introduce an industrial use into an area of open farmed countryside some distance from any energy source, major user or substation. The principle of battery storage facilities cannot be disputed under NPF4 but the site specifics can. Policy 11e) sets out criteria for assessing these site specifics. These require assessment of each impact and whether it is localised and can be mitigated. The resubmitted proposal makes a reasonable attempt to mitigate adverse noise, light, landscape, visual, flood risk, and restoration (including soils) issues. The proposal must achieve net biodiversity gain. Any electrical fire and ground/water contamination issues should be mitigated with polluted water interceptor and treatment systems."

5.4 **Ecology Officer** does not object to the application. The Biodiversity Net Gain calculator is satisfactory with the matrix having been correctly completed and demonstrates that the proposal has met the requirements of NPF4. A condition is requested for a Habitat Management Plan with a monitoring and maintenance plan for a minimum of 30 years.

5.5 **Environmental Health** do not object to the application. The acoustic fence has been reduced to 3m and the 6 x 2.5m barriers have been removed. In the interest of visual amenity, and to address the reason for the previous refusal, the proposal now uses the existing topography along with additional earthworks to lower the site into the hillside. This will sink the batteries and reduce the overall site's elevation. The applicant has reviewed the noise assessment and confirmed that these changes will not result in any increase to the predicted noise levels, and sinking the battery is likely to reduce predicted operational noise levels. Conditions are requested to require: the submission of a construction noise and dust mitigation schemes; and to limit operational noise levels with the submission of an operational noise mitigation scheme and compliance monitoring.

5.6 **Flood Risk Management Team** initially objected on the grounds of flood risk to the public road, a lack of flood risk information and insufficient space to maintain the culverted watercourse following its proposed diversions. This objection was removed following the receipt of additional information.

5.7 **Historic Environment Team** do not object to the application. The site lies within an area of archaeological potential and request a condition for a written scheme of investigation.

5.8 **Transport Planning Team** does not object to the application. It objected to any proposals which intensified vehicular usage of the existing A831 / U1506 road junction. Therefore, construction access and ongoing operational access arrangements will be from Wester Balblair via the U1480 Altyre Road and the UJ1492 Craigscorrie Road to avoid the A831/U1506 junction.The U1480 Altyre Road and U1492 Craigscorrie Road are single track with limited formal passing places. The passing places are generally not of sufficient size for large commercial vehicles to use safely. A condition is therefore required to achieve improvement

works to be agreed and implemented prior to any works commencing on the site. A condition is also required for a Construction Traffic Management Plan with provision of a 'wear and tear' agreement to be established. A condition is also required for the finalised design details for the new access off the U1506 Caulternich public road to ensure that it is suitable to be used by general traffic as a passing place. An informative is also requested since a permit to work on or immediately adjacent to the local public road networks will be required.

5.9 **Scottish Environmental Protection Agency** does not object to the application. It welcomes the proposal to de-culvert the watercourse which provides an improvement on the existing condition and give opportunity to provide increased biodiversity. They recommend that the de-culverting benefits are maximised by including natural features and appropriate habitats. A condition to require more information about the design principles of the open watercourse and further channel design development is guided by an experienced fluvial geomorphologist. With some modifications, the proposed watercourse engineering is likely to be acceptable. Any works to the watercourse will require a Simple Licence under the Controlled Activities Regulations (CAR). This must be supported by morphologically justified detailed design drawings.

5.10 **Scottish Fire and Rescue Service** does not object to the application and refer to its standing advice. It has not carried out any form of risk analysis for individual BESS sites and encourage early engagement between developers and the local fire rescue service. It expects that a comprehensive risk management process will be undertaken by operators to identify hazards and risks specific to the facility and develop implement, maintain and review risk control. From this process a robust Emergency Response Plan should be developed.

6. DEVELOPMENT PLAN POLICY

6.1 The following policies are relevant to the assessment of the application

National Planning Framework 4 (NPF4) 2023

6.2 NPF4 comprises three parts:

- Part 1 – sets out an overarching spatial strategy for Scotland in the future and includes six spatial principles (just transition / conserving and recycling assets / local living / compact urban growth / rebalanced development / rural revitalisation. Part 1 sets out that there are eighteen national developments to support the spatial strategy and regional spatial priorities, which includes single large scale projects and networks of smaller proposals that are collectively nationally significant.
- Part 2 – sets out policies for the development and use of land that are to be applied in the preparation of local development plans; local place plans; masterplans and briefs; and for determining the range of planning consents. This part of the document should be taken as a whole in that all relevant policies should be applied to each application.
- Part 3 – provides a series of annexes that provide the rationale for the strategies and policies of NPF4. The annexes outline how the document should be used

and set out how the Scottish Government will implement the strategies and policies contained in the document.

6.3 The following NPF4 policies are pertinent:

1 – Tackling the climate and nature crises
2 – Climate mitigation and adaptation
3 – Biodiversity
5 – Soils
11 – Energy
22 – Flood risk and water management
23 – Health and safety
25 – Community wealth building
29 – Rural development

Highland Wide Local Development Plan 2012

6.4 28 - Sustainable Design
36 - Development in the Wider Countryside
41 - Business
58- Protected Species
61 – Landscape
64 – Flood Risk
65 - Waste Water Treatment
66 - Surface Water Drainage
67 - Renewable Energy Developments
69 – Electricity Transmission Infrastructure
72 – Pollution

Inner Moray Firth Local Development Plan 2 2024

6.5 Policy 1 - Low and zero carbon development
Policy 2 - Nature protection, restoration and enhancement
No site specific policies apply.

Highland Council Supplementary Planning Guidance

6.6 Biodiversity Enhancement Planning Guidance (May 2024)
Developer Contributions (Mar 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Highland's Statutorily Protected Species (Mar 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 Draft Energy and Just Transition Plan (2023)
Scottish Energy Strategy (2017)
2020 Routemap for Renewable Energy (2011)
Energy Efficient Scotland Route Map, Scottish Government (2018)
PAN1/2021 – Planning and Noise (2011)
Health and Safety Guidance for Grid Scale Electrical Energy Storage Systems' (UK Government, Mar 2024)

7.2 **OTHER GUIDANCE**

National Fire Chiefs Council's guidance - Guidance on Grid Scale Battery Energy
Storage System planning (Nov 2022) ('the NFCC guidance') and a related draft revision July 2024.

8. PLANNING APPRAISAL

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

Determining Issues

8.2 The key considerations in this case are:

a) compliance with the development plan and other planning policy
b) energy benefits
c) socio-economic impacts
d) siting, design and visual impact
e) traffic and transport
f) natural, built and cultural heritage
g) noise
h) water and drainage
i) health and safety
j) impact on infrastructure and services and proposed mitigation (developer contributions)
k) decommissioning and reinstatement
l) any other material considerations
m) non-material considerations

Development Plan / Other Planning Policy

8.3 The Development Plan comprises NPF4, the adopted Highland-wide Local Development Plan (HwLDP), Inner Moray Firth Local Development Plan 2 (IMFLDP2) and all statutorily adopted supplementary guidance. There are no site specific policies affecting this application site within the IMFLDP2. As the development will store and release energy, the principal HwLDP policy on which the application needs to be determined is Policy 67 – Renewable Energy.

8.4 Policy 67 sets out that renewable energy development should be well related to the source of the primary renewable resource needed for operation, the contribution of the proposed development in meeting renewable energy targets and positive/negative effects on the local and national economy as well as all other

relevant policies of the Development Plan and other relevant guidance. In that context the Council will support proposals where it is satisfied they are located, sited and designed such as they will not be significantly detrimental overall, individually or cumulatively with other developments having regard to 11 specified criteria. The 11 specified criteria are as follows:

- natural bult and cultural heritage interests
- species and habitats
- visual impact and impact on the landscape character of the surrounding area
- amenity at sensitive locations, including residential properties, work places and recognised visitor sites
- the safety and amenity of any regularly occupied buildings and the grounds that they occupy, having regard to visual intrusion, and noise generation
- ground water and surface water
- the safe use of airport, defence or emergency service operations
- other communications installations
- the amenity of users of any Core Path or other established public access for walking, cycling or horse riding
- tourism and recreation interests
- land and water based traffic and transport interests

8.5 In relation to the need to be well related to the source of the primary renewable resource, the applicant stated at the point of the application's submission that this is the only one of two such opportunities which have been identified and secured north of the Great Glen for this scale of energy storage project. However, the justification relating to the selection of this site is in respect of land within the applicant's ownership, and a sequential assessment of potentially available alternative locations has not been followed. The application site is around 1km from Beauly substation, and the potential to utilise alternative sites with a lesser landscape and visual impact closer to the substation has not been explored. The site appears to have been selected because it is available, rather than because it is appropriate or represents the best location for the facility.

8.6 The concept of Sustainable Design (HwLDP Policy 28) is to achieve the right development in the right place; it is not to allow development at any cost. Site and proposal specific impacts need to be considered against the relevant policies, e.g. landscape (HwLDP Policy 61), visual (HwLDP Policy 28 and 29), and noise (HwLDP Policy 72). These are discussed further in the sections below. If the Council is satisfied that the proposal is not significantly detrimental overall then the application will accord with the Development Plan.

8.7 HwLDP Policy 41 directs business and industrial developments to the areas allocated for these purposes. Where the proposal is on non-allocated land, the land requirement should be from an emerging industry with uncertain size and locational characteristic requirements, and the developer should demonstrate that their proposals cannot reasonably be accommodated on existing allocated industrial and business sites. Proposals will still need to comply with other policy requirements.

8.8 Although not a business or industrial development, this proposal is industrial in appearance, and this proposal relates to an emerging industry with uncertain size and locational characteristic requirements. The requirement to be located close to

the generating source (i.e. on a wind farm) or within a 2km radius of a sub-station rules out its location within an existing allocated business / industrial site.

8.9 The Scottish Energy Strategy: The future of energy in Scotland was published in December 2017 by the Scottish Government. The document does not offer a distinct policy change but puts renewable energy at the centre of Scotland's energy mix.

8.10 In late 2019 the Scottish Government's targets for reduction in greenhouse gases were amended by The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019. This sets targets to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045 at the latest, with interim targets for reductions of at least 56% by 2020, 75% by 2030, 90% by 2040.

8.11 At the high level, NPF4 considers that Strategic Renewable Electricity Generation and Transmission Infrastructure will assist in the delivery of the Spatial Strategy and Spatial Priorities for the north of Scotland, and, that Highland can continue to make a strong contribution toward meeting Scotland's ambition for net zero. Alongside these ambitions, the strategy for Highland aims to protect environmental assets as well as to stimulate investment in natural and engineered solutions to address climate change (NPF4 page 26).

8.12 Since its adoption, NPF4 Policies 1, 2, and 3 now apply to all development proposals Scotland-wide, which means that significant weight must be given to the global climate and nature crises when considering all development proposals, as required by NPF4 Policy 1. To that end, development proposals must be sited and designed to minimise lifecycle greenhouse gas emissions as far as is practicably possible in accordance with NPF4 Policy 2, while proposals for major developments must conserve, restore, and enhance biodiversity, including nature networks, so they are in a demonstrably better state than without intervention, as required by NPF4 Policy 3 b).

8.13 NPF4 Policy 5 for Soils seeks to protect carbon-rich soils, and restore peatlands, and minimise disturbance to soils from development. does not comprise peatland and is mapped as containing Category 3.2 soils, which is not classed as prime agricultural land. As such, site selection accords with NPF4 Policy 5.

8.14 NPF4 Policy 23 Health and Safety is also relevant to the assessment as it seeks to protect people and places from environmental harm, mitigate risks arising from safety hazards, and encourage, promote, and facilitate development that improves health and wellbeing. Furthermore, NPF4 Policy 25 for Community Wealth Building sets out at Part a) that development proposals should contribute to local or regional community wealth building strategies and be consistent with local economic priorities.

8.15 While the above proposals are salient to the proposal's assessment, the principal policy for assessing energy developments is NPF4 Policy 11 Energy. This policy sets out the Development Plan's in-principle support for all forms of renewable, low-carbon, and zero emission technologies, and specifically includes BESS facilities. Policy 11 requires that project design and mitigation will demonstrate how the following impacts are addressed:

i. Impacts on communities and individual dwellings, including residential amenity, visual impact, noise;
ii. Significant landscape and visual impacts. Where impacts are localised and/or appropriate design mitigation has been applied they will generally be considered acceptable;
iii. Public access, including impact on walking and cycling routes and scenic routes;
iv. Impacts on aviation and defence interests;
v. Impacts on telecommunications and broadcasting installations;
vi. Impacts on road traffic and adjacent trunk roads, including during construction;
vii. Impacts on historic environment;
viii. Effects on hydrology, the water environment and flood risk;
ix. Biodiversity including impacts on birds;
x. Impacts on trees, woods and forests;
xi. Proposals for the decommissioning of developments, including ancillary infrastructure, and site restoration;
xii. The quality of site restoration plans, including the measures in place to safeguard or guarantee availability of finances to effectively implement those plans; and
xiii. Cumulative impacts.

Significant weight will be placed on the contribution of the proposals to renewable energy generations targets and on greenhouse gas emissions reduction targets.

8.16 While not directly relevant to the proposal, the Onshore Wind Energy Policy Statement (OWEPS) recognises that balance is required and that no one technology can allow Scotland to reach its net zero targets. As such, the document sets out the Scottish Government's support for the co-location of BESS facilities with onshore wind to help balance electricity demand and supply and add resilience to the energy system while acknowledging that on-site battery storage not only reduces pressures from the grid, but enables more locally focussed energy provision while reducing costs to consumers.

8.17 In a similar vein, the Draft Energy Strategy and Just Transition Plan acknowledges that BESS can increase flexibility to our electricity system and provide wider benefits for consumers and society. The draft sets out that by September 2021, Scotland had approximately 864MW of installed electricity storage capacity with 2.2GW of battery storage approved through the planning system, but that Scotland requires to increase its storage capacity significantly. Since that publication, the published Quarter 2 2024 Energy Statistics for Scotland show that there is currently an estimated 12 BESS facilities under construction across Scotland, which will increase battery storage capacity by 1.4GW and that there is a total of 18.6GW of BESS projects in the pipeline, that is schemes that are in planning, awaiting construction or undergoing construction, of which this application is only one.

8.18 The draft energy strategy, along with the OWEPS and the policies set out within NPF4 confirm the Scottish Government's commitment to renewable energy and associated enabling transmission infrastructure as being crucial to addressing the climate crisis.

8.19 While there is clear in principle support for renewable energy proposals that contribute to reaching net zero, of which BESS technology is one, this is not unqualified. It needs to be demonstrated that the impact on factors such as community amenity, biodiversity, landscape and visual matters, heritage, and infrastructure, to name but a few, are addressed and/or adequately and appropriately mitigated and as such, several policy considerations will apply. The extent to which the proposal's energy, economic and other benefits outweigh, or otherwise, other policy considerations are assessed in the following sections, which set out that the proposal is generally in conformity with the provisions of the development plan.

Energy Benefits

8.20 The development will collect energy from the grid and then discharge that energy, later, to provide electricity or other grid services when needed. Depending on the mix of electricity in the grid at the time of the collection of energy, the battery storage facility may or may not be storing and then releasing renewable energy. However, the benefit of such facilities means that when generators such as wind farms are producing excess electricity beyond the capacity of the grid, the battery storage facility can allow generation from wind farms and other renewable sources to continue for a longer period. It therefore will contribute towards renewable energy generation targets and on greenhouse gas emissions reduction targets, as required by NPF4. The applicant has confirmed that depending on the method of calculation, a 49.9MW/100 megawatts hours (MWh) battery would result in a saving of circa 2,160 to 3,370 tonnes of carbon dioxide equivalent in its first year of operation. This is equivalent to offsetting the carbon impacts from the annual electricity use of 2,430 to 3,370 average homes (excluding heating).

Socio-Economic Impacts

8.21 Energy storage facilities are an emergent technology and are expected to be a significant component of national energy infrastructure in the coming years and are therefore expected to support jobs and economic development. The Council is in the process of working with public, private, and community partners to develop its priorities through the Highland Outcome Improvement Plan, while the production of a Community Wealth Building Strategy is also currently under way. The ongoing Local Place Plans initiative will likely identify other local opportunities too. The Council's position on Community Benefits has recently been updated with the approval of a new 'Social Values Charter for Renewables Investment' (June 2024). The charter sets out The Council's expectations from developers wishing to invest in renewables related projects in the Highland area and what the Highland partnership will do to support and enable this contribution, namely:

- embed an approach to community wealth building into Highland;
- maximise economic benefits from our natural environment and resources;
- engage and involve relevant stakeholders to understand how we can continually improve our impact; and,
- unlock economic opportunities for the area.

8.22 The applicant has welcomed the opportunity to respond to the Social Values Charter and has offered to make a community benefit financial contributions. Such financial contribution commitments are not however material planning considerations; they have instead been brought to the attention of the responsible officers.

8.23 The supporting statement does not detail an expected capital spend for the construction of the facility, however, based on estimates for other similar projects this is anticipated to be in the region of £30 million. Whilst exact construction job numbers have also not been confirmed, the project would result in direct and indirect employment. While the applicant advises that following construction the site would only be accessed for maintenance purposes and would be operated remotely from an undisclosed location, a condition is proposed to secure a Local Employment Scheme to maximise socio-economic benefits for construction contractors as well as specialists for site landscaping / habitat management.

Siting, Design and Visual Impact

8.24 HwLDP Policy 61 requires developments to be designed to reflect the landscape characteristics and special qualities identified in the Landscape Character Assessment for the area in which they are proposed. This shall include consideration of the appropriate scale, form and pattern of the proposal.

8.25 The site lies within the Open Farmed Slopes Landscape Character Type (LCT 346) in the Landscape Character Assessment produced by NatureScot. These are characterised by 'openness and consistent sloping gradient, with few trees, woodlands or plantations. Field boundaries are often fences, with some marked by unmanaged lines of gorse or gappy lines of small trees. Occasional patches of forest plantation and broad leaved woodland are located at the upper margins or around some large farms.

8.26 The proposed development is of a utilitarian design. The proposal is to utilise bespoke battery storage units laid out in a grid. The hard standing will be a permeable material.

8.27 The proposal includes digging the site into the hillside, with bunding also being used to further screen the site. A gabion style retaining wall will run around the perimeter of the compound, with bunding on the field side of the wall to contour the field up around the site perimeter to help provide further screening. A 3m high acoustic fence will run around the perimeter of the site inside the compound between the gabion wall and the battery storage units.

8.28 The topsoil removed during excavation works will be reused as peripheral bunding associated with the proposed landscaping. It will be contoured to help reflect a natural profile which integrates into the surrounding undulating fields, and not to look overly engineered. Species rich grass land will be utilised for the base of the north and south bunds, along with the corner between the battery storage units and the office/store buildings. Native trees and shrubs will be planted along the road edge on the east boundary of the site, alongside the proposed culvert and on the

north east face of the bund. The proposed landscaping will help increase biodiversity.

8.29 A ‘hedgerow’ is also proposed to be planted alongside the road edge immediately to the north of the site, and also to the south. This will include gorse and small trees, to reflect the more vegetated field boundaries found within the vicinity of the site. This will help break up views from the public road when approaching the site from both directions, whilst maintaining the open farmed slopes which characterises this landscape setting.

8.30 The ‘open grassland’ characteristic of the landscape character type 346 will therefore be reflected in the proposed landscaping, with trees only alongside the road edge adjacent to the site, and ‘hedging’ along the road edges when approaching the site.

8.31 The section of the site immediately adjacent to the public road (east site boundary) will be planted with species rich grassland, along with native trees and shrubs to provide some screening. However, the culvert runs along this section between the road and the 3m high gabion wall, and the site access is also taken off this section of road, resulting in the 3m high gabion wall being visible.

8.32 The field boundaries in the vicinity of the site are primarily open post and wire style fences, and not stone walls. Furthermore, the height at 3m is considerably in excess of that which is usual for a boundary wall. The access gates off the public road will also be 3m high and of solid construction. It is appreciated that this height and style of wall is required to help screen the development, and also to help mitigate noise. The proposed landscaping will help soften the 3m wall and gate, but this will continue to appear incongruous for this open farmed slopes setting, and will remain prominent and visually intrusive from this stretch of the public road immediately alongside the site.

8.33 The public road is winding in nature, and the views of the wall will therefore be limited to the stretch of road alongside the site. It will be hidden from public view from further afield by the bunding and the road alignment.

8.34 The battery units are of functional design. While the electrical control building is not an attractive building, the design is considered acceptable given its limited scale, use and context. The finish of the battery units, skids and the buildings can be secured by condition.

8.35 The use of downward facing motion sensor lighting provided at the entrances to the various buildings and storage units is welcomed as it means the visual impact of the development will not stretch into hours of darkness. Motion sensor lighting could, however, be set off by local wildlife, but this will be limited in view of the enclosure of the compound within a 3m high fence which will limit its accessibility by wildlife.

8.36 It is not considered that the 3m high slender poles on which CCTV security cameras will be mounted will lead to a significantly adverse visual impact. These will also be hidden from outwith the site by the 3m high boundary fence and gabion wall, and the proposed bunding.

8.37 The site is located on the eastern edge of an area of large and open pasture fields between Kilmorack and Broallan, enclosed by post and wire fencing and crossed by an existing overhead powerline. There are no existing hedgerows or woodland associated with these fields. The wooded valley of the River Beauly lies to the south. To the north and west of the site the field sizes decrease and the proportion of woodland in the landscape increases as the elevation of the land rises. The landscape is less open to the north and west, and nearby residential areas including the townships of Broallan and Torgormack are largely set in and screened by woodland. These areas lie in a different landscape area classification of farmed and forested slopes.

8.38 There is an existing area of native woodland along the eastern edge of the adjacent minor road which accesses the site. This will effectively screen the site from the east. There is also a low ridge to the north which again will help screen the site.

8.39 Properties along the A831 to the south, where it runs along the northern bank of the River Beauly, and which includes a group of five listed buildings in Kilmorack, would be similarly screened by a combination of topography and existing vegetation.

8.40 Visualisations have been submitted. These demonstrate that the main visual impact is from the minor public road which runs past the site. Although the area to the east of the road is a wooded hillside, the area to the west of the road, including the application site, is open expansive fields on a visually exposed hillside, with no immediate screening.

8.41 Planting has been limited and instead the battery storage units will be dug down into the site, with bunding to the perimeter, in an attempt to reflect the existing open exposed fields, and tree-less and hedge-less setting, whilst hiding the proposal.

8.42 The visualisations show that the proposal will be visible across the large and open areas of pasture enclosed with post and wire fencing, but, at this distance, the visual impact would be minimal. The screening bunds will be finished in grass causing them to blend into the surrounding fields and give the illusion of a low ridge within the existing field. Glimpses of the upper sections of the energy storage units will be available above the bunds from some locations but given the distances and the nature of the bunds, the visual impact will be minimal. The internal operational components will be largely concealed from view.

8.43 Objectors have expressed concerns that the surrounding landscape does not have sufficient capacity to absorb a development of this scale in an acceptable manner. They consider that location on an open expansive hillside lacking in existing screening and the scale and utilitarian appearance of the development do not result in a good visual fit.

8.44 NPF4 Policy 11 requires proposals to be assessed in relation to significant landscape and visual impacts. Where impacts are localised and/or appropriate design mitigation has been applied they will generally be considered to be acceptable. The visual impact from the stretch of road which adjoins the site will be significant due to the incongruous 3m high boundary wall, but very localised since they will only relate to this short stretch of road. From further afield, the visual impact

will be minor in nature, and the proposed mitigation is acceptable. On balance, therefore, the proposal meets this policy requirement.

8.45 Concerns have also been expressed that the cumulative visual impact of this proposal, in the wider setting of the existing power station, dam, quarry, large substation, and pylons is not acceptable. The surrounding existing development, however, is not in the same visual envelope as this site. Whereas they are largely visible from the nearby A831, this site will be largely hidden in views when travelling along the A831. This proposal is not assessed as adding to the cumulative visual impact of these existing developments.

8.46 Objectors also point to the potential availability of the existing quarry close to the substation highlighting that this may be a more appropriate site for this proposal, in that the development will be largely hidden from public view and will be closer to the substation. The owners of the quarry, Lovat Highland Estates Ltd, have also indicated a willingness to site a BESS development adjacent to the quarry. The applicants point out that dust, vibration, ground conditions and hydrology will limit the potential for the quarry to be used for the sensitive electrical equipment associated with a BESS. Furthermore, the quarry is continuing to expand, potentially reducing the availability of sites for a BESS. The quarry is however coming to the end of its operational life and an application for a BESS on land to the SW of Balbair Quarry by Lovat Estates has been received (24/01548/FUL). This is currently pending consideration, and whilst utilising brownfield land may be generally preferable from a land use perspective, each proposal must be assessed on its own site-specific merits and more than one BESS may indeed connect to a substation.

8.47 Policy 28 requires, amongst other factors, that the development displays sensitive siting and high quality design and integrates into the character of the surrounding area. Similarly, Policy 29 requires that new development makes a positive contribution to the visual quality of the place in which it is located. The units will be sited within an open field on a rural hillside within an area characterised by open farmland and scattered rural housing, with the potential for significant visual impacts. The applicant has attempted to screen the development whilst respecting the character of the area. The visualisations demonstrate that this is achieved except when viewed from the local public road when directly alongside the site.

8.48 The supporting statement says that the grid connection offer consists of an underground connection. There would be no requirement for any additional above ground pylons, poles or cabling.

8.49 The proposal's landscape and visual impacts, as well as the siting and design of the facility is assessed as being in overall conformity with HwLDP Policies 28, 29, and 67.

Traffic and Transport

8.50 The applicant anticipates that construction works will take 6 months, with the peak of construction traffic in months 4 and 5, when the battery containers, transformers, and other pre-fabricated units are being delivered to the site. At these peaks, it is anticipated that 4 HGV loads per day will be accessing the site. It is anticipated a

further 4 non-HGV movements per day will occur during this time for construction workers. Transport Planning have advised that a Construction Traffic Management Plan should be in secured by condition as well as a wear and tear agreement under S96 of the Roads (Scotland) Act 1984.

8.51 The various components of the scheme are modular in nature and will be delivered in a prefabricated format to be installed by crane. These will use standard articulated HGV's. Other vehicle movements will include the delivery of aggregate, building materials, electrical equipment, fuel and drinking water, fencing and landscaping materials. The larger items would be delivered on flat-bed trucks. There would also be construction workers travelling to and from the site. The scheme has been designed so the 'cut and fill' elements of the levelling and bunding works utilise all of the excavated materials on site, with no requirement to import or export materials to create the bunding and site levels.

8.52 Deliveries of normal plant and materials will take place between 07:00 and 19:00hrs Monday – Friday, and between 07:00 and 13:00hrs on Saturdays between April and September. From October – March, these deliveries will take place over a reduced period between 07:30 to 17:00hrs Monday – Friday, and between 07:30 and 13:00hrs on Saturdays. No work or deliveries will be carried out on Sundays or public holidays.

8.53 During operation of the development, typical traffic to the site will be by light van or car one or two times a week. In recognition of the substandard visibility at the junction with the A831 at Kilmorack, it is proposed that operational traffic will utilise the same route as that proposed for construction traffic.

8.54 Construction traffic will utilise a route from the A831 in Wester Balblair via Craigscorrie. This is better able to accommodate HGV deliveries. A condition will be required to prevent any construction or ongoing operational access to or from this development via the U1506 Caulternich Road down to the junction with the A831.

8.55 The rural road network from which the site will be accessed includes single track roads, with steep gradients, tight bends, and limited and small passing places, and can be subject to icy conditions in winter. It is also used for recreational purposes by walkers, runners, cyclists, horse riders, as well as access for local residents of all ages. Transport Planning has accordingly requested additional information to enable the full and proper assessment of the capacity of the existing roads, in particular in relation to construction traffic.

8.56 This route is single track with limited formal passing places, with the passing places that do exist being generally of insufficient size for large commercial vehicles to use. Improvements will be needed to safely accommodate the proposed construction and ongoing operational access needs. A review of the location and form of existing formal passing places along the route, including their intervisibility, together with a review of the existing surfaced carriageway widths and conditions should be carried out, and this used alongside details about the anticipated access needs to determine the form and scope of improvements required. The suggested requirements for local road widening to physically accommodate turning manoeuvres by construction and delivery vehicles will need to be included in the

package of improvements being sought. A condition is recommended to achieve this.

8.57 It is agreed that the existing roads are in poor condition, and that this could be further damaged by construction traffic. Accordingly, any permission granted should include a condition requiring a formal Wear and Tear Agreement before any construction related traffic starts to use the construction access route. This would usually include a financial bond in case damage is incurred which the developer fails to adequately rectify.

8.58 A Construction Traffic Management Plan is required to again help control the timing and routes of construction traffic, and thus support the safe and effective interactions on the roads between construction traffic and other general road users and minimise the impact on the amenity and safety of local residents. This can be secured by condition.

8.59 The access junction into the site from the public road is satisfactory and should permit the access to operate as a passing place by other general traffic when not being used to access the development. A condition is recommended to require a passing place sign to be erected adjacent to the access in a location that is visible to traffic approaching the access in both directions.

8.60 Traffic speed surveys on the A831 approaching the junction with the Caulternich Road (U1506) suggest that vehicles typically approach at a speed of just under 42mph. This suggests clear visibility distances from the junction in that direction should be at least 120m. This is not achievable. The applicant suggests that no construction or ongoing operational access to the development is taken via that junction, instead using the U1480 Altyre Road and the U1492 Craigscorrie Road.

8.61 It is considered that the measures requested by Transport Planning are sufficient to mitigate concerns expressed regarding the standard of the road network, and the adequacy of the road to accommodate both construction and operational traffic in a safe manner.

Natural, Built and Cultural Heritage

8.62 The application site is within a field which is currently used for grazing livestock. The site has been subject of an Ecological Appraisal, comprising a background data survey, Phase 1 Habitat Survey, NVC Survey with assessments, and walkover surveys for Protected Species. This included bats, birds and bird nesting potential. It is not considered that there is significant ecological value within the site owing to it being improved / modified grassland fields. No protected species were recorded within the site. However, this habitat presents potential for the site to be utilised by birds, badger, and brown hare to varying degrees. Some objectors have highlighted that red kites and osprey nest near the site, and that there is peregrine falcon in the area. The Ecology Appraisal also identified signs of pine martin, red squirrel and badger within the woodland east of the site, with two potential single outlier badger setts identified. No potential bat roots were recorded. Owing to the potential for disturbance, conditions are required with the appointment of an ecologist to undertake a further pre-development commencement walkover survey ahead of any ground clearance.

8.63 The proposal includes the planting of species rich grassland, along with some trees / shrubs around the perimeter of the site, to provide screening. These would also improve the ecological value of the area, by providing a habitat for wildlife, and will help with de-carbonisation. Furthermore, the opening up and diversion of the culvert will result in an open watercourse running between the boundary fence and the public road, which will again provide opportunity to enhance biodiversity. A condition is requested by SEPA to ensure that the environmental benefits associated with these works are maximised and a sustainable design developed.

8.64 The Council's Ecology Officer has been consulted. She is satisfied with the ecology appraisal and that the biodiversity net gain requirements (NPF4 Policy 3) have been met. A condition is required to obtain a Habitat Management Plan with a monitoring and maintenance plan for a minimum of 30 years.

8.65 To ensure adequate consideration is given to the environment during the construction of the development, it is considered that a construction environment management document approach should be delivered on the site. This can be secured by condition.

8.66 There are no natural or cultural heritage designations covering the site, but the wider area does have interests recorded in the Highland Historic Environment Record. Accordingly, the Council's Archaeology Officer requests a condition to require a written scheme of investigation to be carried out. There is also a group of five listed buildings in Kilmorack along the A831 to the south of the site, but these would be screened by a combination of topography and existing vegetation and thus their setting would not be impacted by the proposal.

Noise

8.67 In relation to construction noise, developers and contractors must comply with reasonable operational practices with regard to construction noise so as not to cause nuisance in any case, as required by Section 60 of the Control of Pollution Act 1974, which is regulated by Environmental Health. Working hours on the construction site would usually be restricted to be 07.00 – 19.00 Monday to Friday, 08.00 – 13.00 on Saturday with no Sunday of Bank Holiday working. Construction activities that do not generate impacts beyond the site boundary are permissible outwith these hours.

8.68 The battery storage units will be fitted with air conditioning units and the operation of the facility will create noise. Accordingly, acoustic fencing is proposed around the perimeter of the site. The applicant has also agreed to install low noise emission fans. The number of battery storage units has also been limited to 36 in order to reduce the noise which will be generated by the proposal.

8.69 Environmental Health is now content that this proposal is acceptable in terms of noise generation, subject to conditions being included on any planning permission. These should specify: a maximum rating level of 27dB (including applicable acoustic penalties) when measured and/or calculated at the curtilage of any noise sensitive property; the submission of a Noise Mitigation Scheme to ensure that the noise emissions do not exceed the prescribed limits; and compliance monitoring at the applicant's expense. If the noise level exceeds the prescribed limit, a scheme

of mitigation shall be prepared and implemented to ensure that noise does not exceed the specified levels.

Water and Drainage

8.70 The hardstanding within the majority of the site upon which the energy storage modules would be sited would consist of aggregate sourced from local quarries. It will be permeable to maximise the ability of the site to drain through direct percolation.

8.71 Calculations have been provided to demonstrate that sufficient attenuation capacity is available to limit the surface water runoff to pre-development rates. At detailed design stage, it will need to be demonstrated that surface water discharge from the site will be limited to pre-development greenfield rates for a range of storms up to and including the 1 in 200 year plus climate change return period event. A condition will be required to this effect.

8.72 The site will be served by filter drains and standard catch pits connected into an existing field drain which passes beneath the site. This issues at a point 200m due south of the site, where it becomes a minor watercourse/drain before discharging into the River Beauly.

8.73 There will be no connection to the public water or sewage network. A chemical toilet will be installed into the control building, and water will be transported on to the site during standard maintenance visits.

8.74 SEPA has no objection to the proposal, but request a condition to ensure that the opening up of the culverted water course which runs under the site would form an environmental mitigation / enhancement measure.

8.75 A drainage assessment has been submitted, which looks at water flows and potential for flooding. Due to the topographical difference between the site and the Broallan Road, there is limited potential for the proposed embankment to culvert flows onto the public road. Furthermore, a flow relief culvert is proposed through the landscaping embankment to prevent surface water flows onto the highway. The proposed bunds around the site will provide a barrier to surface water runoff into the site and provide betterment from the baseline scenario. The maintenance procedures for drainage features can be covered by condition.

8.76 Flood Risk Management Team is satisfied that, given these proposals, the flood risk to the site will be low, and accordingly has removed its initial holding objection.

8.77 The applicant will also be required to undertake an assessment of private water supplies (PWS) to ascertain if the site has any potential connectivity with any PWS source, with this together with any further mitigation measures to form part of the Construction Environmental Management Plan.

Health and Safety

8.78 NPF4 Policy 23, Health and Safety, seeks to ensure that people and places are protected from environmental harm and that risks arising from safety hazards are mitigated. The impact of noise generating activities is discussed above.

8.79 While raised within representations, fire safety, in itself, is not a material planning consideration. It is not for the Council to regulate safety in this regard. The Planning Authority does have a locus where facilities involve hazardous substances (at the required level) or are within the vicinity of a major accident hazard sites in which case consultation is required with the Health and Safety Executive, which is the regulator. Battery energy storage systems do not fall within the scope of this legislation. They are however covered by Health and Safety at Work legislation and the batteries themselves are subject to other controls. The Scottish Fire and Rescue Service is not currently a consultee to the planning process. However, it has on occasion provided the Council with advice, generally pointing to the guidance produced by the National Fire Chiefs Council. The main focus from a land use perspective is to ensure that risks to the environment are considered and mitigated.

8.80 The applicant has provided information in support of the application. This indicates that fire suppression systems will be installed in each battery unit container, which use inert gas which is non-toxic. The use of separate containers will mean that any fire in one container would be contained. The battery units will be sufficiently spaced to prevent any fire from spreading into neighbouring containers.

8.81 The site will be monitored by a 24/7 SCADA (Supervisory Control and Data Acquisition) system. This consist of hardware and software and is used for controlling, gathering data, monitoring and analysing the equipment and incorporates numerous alarms, including intruder, heat and smoke. If an alarm is flagged on the system, a remote operator will assess the implications of the alarm and activate a protocol of commands. The system can also remotely close down the installation, disconnecting the power connection to minimise the risk of any fire hazard developing.

8.82 The proposals have been revised to include a fire-fighting water tank and a contaminated water tank. The Flood Risk Management Team do not foresee any interference with the flood risk sources / mechanisms and raise no objection to this. The Scottish Fire and Rescue Service expect that a comprehensive risk management process will be undertaken by the operators to identify hazards and risks specific to the facility and develop, implement, maintain and review risk controls. From this process a robust Emergency Response Plan should be developed. A condition can be used to require the submission of a fire risk management plan and an emergency respond plan to be provided. Although not a material consideration, this will help provide a level of control.

8.83 A list of requirements include the provision of firefighting facilities (water tanks, pumps, booster systems, fire hydrants, fire hose reels, etc), and suitable environmental protection measures including systems for containing and managing water runoff. The proposal has been modified to include firefighting facilities in the

form of a water storage tank, and also a contaminated water storage tank of a capacity to match the water storage tank to prevent water run-off contaminating adjacent land and watercourses. Each tank would accommodate 500,000 litres which exceeds the volume required by the National Fire Chief's Council's guidance. There are no fire hydrants in the area around the site or mains water supply. The applicant will therefore be required to investigate alternative sources of supply to serve the site, with this to be detailed within their fire risk management plan.

8.84 It is understood that the application is speculative and as such a condition is suggested to secure sight of the final design details of site drainage including containment and disposal measures prior to any development commencing on site. This will help minimise the risk of contaminated water entering the environment in the unlikely event of a fire.

8.85 Concern has been expressed that in the event of a fire that this may spread to adjacent woodland. The existing woodland is however on the opposite side of the road to the site. The road will act as a fire break in the event of a fire. The Fire Chief Council's recommended minimum 10m standoff between the proposed BESS units and any nearby woodland would be achieved, with proposed tree planting also requiring to respecting this setback with all vegetation within this standoff to be maintained, which forms part of the proposed site landscaping condition.

Impact on Infrastructure and Services

8.86 No cumulative transport contributions have been identified to date, and the site is not in a Development Brief area. Given the proposal type and its lack of public prominence it would be inappropriate to seek a developer contribution for public art. The provision and maintenance of additional planting with amenity and habitat value is an appropriate contribution to green infrastructure.

Decommissioning and Reinstatement

8.87 It is understood that BESS facilities have a limited operational lifetime, generally within the region of 50 years. While there is no suggestion to limit the lifetime of this development by condition, it is appropriate as well as required under NPF4 Policy 11 e) and HwLDP Policy 67 to condition an outline Decommissioning and Reinstatement Plan (DRP) prior to the commencement of development. The DRP shall inform measures to safeguard and guarantee finances, prior to the commencement of development, to effectively implement the DRP in the event the operator or owner is no longer solvent, which should also be secure by condition. The strategy and financial safeguard would also require to be reviewed at regular intervals.

8.88 If the decision is made to decommission the development, all batteries, components, transformers, substation and associated buildings and infrastructure will be required to be removed from the site. The hardstanding areas constructed during development of the battery storage facility would require to be reinstated to the approximate pre-development condition, unless otherwise agreed with the landowner and/or Highland Council. The material used to construct the hardstanding would be taken up, removed to areas identified in the site restoration scheme, backfilled with suitable material and covered with topsoil/reseeded.

8.89 The applicant will be required to submit a Decommissioning and Restoration Plan (DRP). The DRP would be submitted to and approved in writing by The Highland Council in consultation with SEPA prior to commencement of development with a review being undertaken no later than 6 months prior to the final decommissioning of the development. An appropriate financial guarantee will also be required to secure these works. The detailed DRP would be implemented within 6 months of the final decommissioning of the development unless otherwise agreed in writing with the Planning Authority. This can be covered by condition.

Other Material Considerations

8.90 There are no other material considerations.

Non-Material Considerations

8.91 The issue of any impact on property value is not a material planning consideration.

8.92 The merits of lithium and its production methods and safe disposal are not material planning considerations.

8.93 The use of the site for a battery storage facility will remove it from active agricultural production. This loss of agricultural land is not significant in the context of the wider agricultural unit. Whilst the production of food locally is to be applauded, this is not a material planning consideration.

Matters to be secured by Legal Agreement

8.94 None

9. CONCLUSION

9.1 The proposed development has the potential to play a role in addressing supply and demand peaks and troughs within the electricity transmission network by virtue of storing excess energy produced by generating stations, including from renewable sources. In that way, the proposal is considered to contribute to national climate change and carbon net-zero targets. It is a technology that has strong support within National Planning Framework 4 Policy 11 Energy. It is considered that the proposed development is acceptable and will not be significantly detrimental overall. Although industrial in appearance, effort has been made to site the facility at a lower level with much it the infrastructure and permitter acoustic fencing being surrounding raised landform. As such, landscape and visual impacts are within acceptable limits.

9.2 It is considered that the proposal complies with HwLDP Policy 67 and NPF4 Policy 11 in that its benefits outweigh potential harm caused by the development of the site, and it will not be significantly detrimental overall.

9.3 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. IMPLICATIONS

10.1 Resource: Not applicable

10.2 Legal: Not applicable

10.3 Community (Equality, Poverty and Rural): Not applicable

10.4 Climate Change/Carbon Clever: the proposal has potential to contribute to climate change and carbon net-zero targets

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision n **issued**

Subject to the above actions, it is recommended to **GRANT** the application subject to the following conditions and reasons:

1. **Commencement of Development**

   The development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

   Reason: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. **Decommissioning, Restoration and Aftercare Strategy**

   No development shall commence unless and until a Decommissioning, Restoration, and Aftercare Strategy has been submitted to, and approved in writing by, the Planning Authority. The strategy shall outline measures for the decommissioning of the development along with the restoration and aftercare of the site, and shall include proposals for the removal of individual components of the development as well as the development as a whole as well as the treatment of ground surfaces, and, the management and timing of the works and environmental management provisions which shall include, but not be limited to, the following:

   a) site waste management plan (dealing with all aspects of waste produced during the decommissioning, restoration and aftercare phases);

   b) details of measures to be taken to prevent loose or deleterious material being deposited on the local road network, including wheel cleaning and lorry sheeting facilities, and measures to clean the site

entrances and the adjacent local road network;

c) a pollution prevention and control method statement, including arrangements for the storage and management of oil and fuel on the site;

d) details of measures for soil storage and management;

e) a surface water and groundwater management and treatment plan, including details of the separation of clean and dirty water drains, and location of settlement lagoons for silt laden water;

f) temporary site illumination;

g) management and timing of the works; and

h) a traffic management plan to address any traffic impact issues during the decommissioning period.

Reason: To ensure the decommissioning and removal of the development, along with the site's restoration in an appropriate and environmentally responsible manner in the interests of safety, amenity, and environmental protection.

3. **Decommissioning, Restoration and Aftercare Plan**

In the event that the development is no longer operational for a period of 2 years, or the operator, leaseholder and / or landlord advises that the development is no longer going to be operated, whichever is earliest, a detailed decommissioning, restoration and aftercare plan, based upon the principles of the approved decommissioning, restoration and aftercare strategy, shall be submitted for the written approval of the Planning Authority in consultation with SEPA. The detailed decommissioning, restoration and aftercare plan shall provide updated and detailed proposals, in accordance with relevant guidance at that time, for the removal of the Development, the treatment of ground surfaces, the management and timing of the works and environment management provisions which shall include (but is not limited to):

a) site waste management plan (dealing with all aspects of waste produced during the decommissioning, restoration and aftercare phases);

b) details of measures to be taken to prevent loose or deleterious material being deposited on the local road network, including wheel cleaning and lorry sheeting facilities, and measures to clean the site entrances and the adjacent local road network;

c) a pollution prevention and control method statement, including arrangements for the storage and management of oil and fuel on the site;

d) details of measures for soil storage and management;

e) a surface water and groundwater management and treatment plan, including details of the separation of clean and dirty water drains, and location of settlement lagoons for silt laden water;

f) temporary site illumination;

g) management and timing of the works;

h) a traffic management plan to address any traffic impact issues during the decommissioning period.

(4) The Development shall be decommissioned, the site restored and aftercare undertaken in accordance with the approved plan.

Reason: To ensure that should the development no longer be required an appropriate mechanism is in place for decommissioning of the development.

4. **Financial Restoration Guarantee**

No development shall commence until:

(1) Full details of a guarantee, bond or other financial provision to be put in place to cover all of the decommissioning and site restoration measures outlined in the Decommissioning and Restoration Plan approved under Condition 3 of this permission have been submitted to, and approved in writing by, the Planning Authority. For the avoidance of doubt the bond must be able to be called upon by The Highland Council and be enforceable against the operator and landowner and/ or leaseholder; and

(2) Confirmation in writing by a suitably qualified independent professional that the amount of financial provision proposed under part (1) above is sufficient to meet the full estimated costs of all decommissioning, dismantling, removal, disposal / recycling, site restoration, remediation and incidental work, as well as associated professional costs, has been submitted to, and approved in writing by, the Planning Authority; and

(3) Documentary evidence that the guarantee, bond or other financial provision approved under parts (1) and (2) above is in place has been submitted to, and confirmation in writing that the financial provision is satisfactory has been issued by, the Planning Authority.

(4) Thereafter, the Operator, and Leaseholder and/or Landowner, shall:

a) Ensure that the guarantee, bond or other financial provision is maintained throughout the duration of this permission; and

b) Pay for the guarantee, bond or other financial provision to be subject to a review five years after the commencement of development and every five years thereafter until such time as the development is decommissioned and the site restored.

(5) Each review shall be:

a) conducted by a suitably qualified independent professional; and

b) published within three months of each five year period ending, with a copy submitted upon its publication to both the landowner(s) and the Planning Authority; and

c) approved in writing by the Planning Authority without amendment or, as the case may be, approved in writing by the Planning Authority

following amendment to their reasonable satisfaction.

Where a review approved under part (c) above recommends that the amount of the guarantee, bond or other financial provision should be altered (be that an increase or decrease) or the framework governing the bond or other financial provision requires to be amended, the Operator, and Leaseholder and/or Landowner shall do so within one month of receiving that written approval, or another timescale as may be agreed in writing by the Planning Authority, and in accordance with the recommendations contained therein.

Reason: To ensure that there are sufficient funds to secure the implementation of the Decommissioning, Restoration, and Aftercare Plan at the time of the development's decommissioning.

5. **Battery Removal**

In the event that any battery installed and commissioned fails to store electricity and release it to the public network when required on a commercial basis for a continuous period of 6 months, then unless otherwise agreed in writing with the Planning Authority, such battery will be deemed to have ceased to be required. If deemed to have ceased to be required, the battery, battery storage container and its ancillary equipment will be dismantled and removed from the site, with the battery being recycled, by the applicant within the following 3 month period, and the ground reinstated to the specification and satisfaction of the Planning Authority.

Reason: To ensure that any redundant battery is removed from site, in the interests of safety, amenity and environmental protection.

6. **Decommissioning**

In the event of the Development, not storing electricity on a commercial basis to the grid network for a continuous period of 12 months from 50% or more batteries installed and commissioned from time to time, the Company must immediately notify the Planning Authority in writing of that situation and shall, if the Planning Authority direct decommission the development and reinstate the site to the specification and satisfaction of the Planning Authority, in accordance with the Decommissioning, Restoration and aftercare Plan as approved under Condition 2 of this permission. The Planning Authority shall have due regard to the circumstances surrounding the failure to store electricity.

Reason: To ensure the decommissioning and removal of the development in an appropriate and environmentally acceptable manner and the restoration of the site. In the interests of safety, amenity and environmental protection.

7. **Details of Development**

(1) No development shall commence unless and until full details of the proposed battery storage containers (and ancillary infrastructure) hereby

permitted, have been submitted to and approved in writing by the Planning Authority. These details shall include:

a) the make, model, design, power rating, sound power level and dimensions of the battery storage containers (and ancillary infrastructure) to be installed, and
b) the external colour and/or finish of the battery storage containers (and ancillary infrastructure) and the control building, site office and store buildings to be used which shall have a non-reflective, semi-matte finish.

(2) No element of the development shall have any text, sign or logo displayed on any external surface of the battery storage container, save those required by law under other legislation.

(3) Thereafter, the battery storage containers and buildings shall be installed and operated in accordance with these approved details and, with reference to part (b) above, the battery storage containers (and ancillary infrastructure) and the buildings shall all be maintained in the approved colour, free from rust, staining or discolouration until such time as the development is decommissioned.

(4) All cables between the battery storage containers, buildings and any point of connection to the public network shall be installed and kept underground.

Reason: To ensure the Planning Authority is aware of the development details and to protect the visual amenity of the area.

8. **Drainage**

No development shall commence until details of the final drainage design have been submitted to, and received the approval in writing of, the Planning Authority. For the avoidance of doubt, this will include measures for the testing of a spent fire suppressant water and its containment and disposal, as well as calculations to demonstrate that surface water discharge from the site will be limited to pre-development greenfield rates for a range of storms up to and including the 1 in 200 year plus climate change return period event. The development shall be constructed in accordance with the approved details and thereafter maintained in perpetuity.

Reason: To guard against contaminated water entering the environment, and in order to ensure the site is adequately drained

9. **External Lighting**

No development shall commence until full details of any external lighting to be used within the site and/or along its boundaries and/or access have been submitted to, and approved in writing by, the Planning Authority. Such details shall include full details of the location, type, angle of direction and wattage of each light which shall be so positioned and angled to prevent any direct illumination, glare or light spillage outwith the site boundary. Thereafter only the approved details shall be implemented.

Reason: In the interests of visual amenity, to prevent permanent lighting and minimise light pollution and to ensure the development does not have an adverse impact on residents and nocturnal animals.

10. **Landscaping**

No development shall commence until details of a scheme of landscaping works have been submitted to, and approved in writing by, the Planning Authority. Details of the scheme shall include:

i. All earthworks and existing and finished ground levels in relation to an identified fixed datum point;

ii. A plan showing existing landscaping features and vegetation to be retained;

iii. The location and design, including materials, of any existing or proposed walls, fences and gates;

iv. All soft landscaping and planting works, including plans and schedules showing the location, species and size of each individual tree and/or shrub and planting densities, with all vegetation to maintain a 10m setback from the proposed BESS units; and

v. A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works, including maintaining a 10m unvegetated setback from all BESS units for the operational lifetime of the development.

Landscaping works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of development, unless otherwise stated in the approved scheme.

Any trees or plants which within a period of five years from the completion of the development die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species.

Reason: In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

11. **Archaeological Watching Brief**

No development or work (including site clearance) shall commence until proposals for an archaeological watching brief to be carried out during site clearance and excavation works, have been submitted to, and approved in writing by, the Planning Authority. Thereafter, the watching brief shall be implemented as approved.

Reason: In order to protect the archaeological and historic interests of the site.

12. **Access Design**

Prior to the commencement of development, the finalised design details for the new access off the U1506 Caulternich public road shall be submitted to and approved in writing by the Planning Authority. For the avoidance of doubt, this shall be designed to be suitable to be used by general traffic as a passing place, and appropriate signage shall be installed to indicate its function as a passing place.

Reason: In the interests of road safety and amenity.

13. **Access Upgrade**

No other development shall commence until the site access has been upgraded in accordance with The Highland Council's Access to Single Houses and Small Housing Developments guidelines, with the junction formed to comply drawing ref. SBD2.

Reason: To ensure that an adequate level of access is timeously provided for the development; in the interests of road safety and amenity.

14. **Access Route**

All construction and operational traffic associated with the Battery Storage facility hereby approved shall be routed from Wester Balblair via the U1480 Altyre Road and the UJ1492 Craigscorrie Road.

Reason: In the interests of road safety and amenity.

15. **Construction Noise and Dust Mitigation Scheme**

Prior to the commencement of development, a construction noise and a dust mitigation scheme shall be submitted to and approved in writing by the Planning Authority. Thereafter, all construction works shall be undertaken wholly in accordance with the details thereby approved.

Reason: In the interests of amenity.

16. **Operational Noise Mitigation Scheme**

Prior to the commencement of development, an operational noise mitigation scheme to include details of ongoing monitoring of noise shall be submitted to and approved in writing by the Planning Authority. These should specify

i. a maximum Rating level of 27dB (including applicable acoustic penalties) when measured and/or calculated at the curtilage of any noise sensitive property;
ii. the submission of a Noise Mitigation Scheme to ensure that the noise emissions do not exceed the prescribed limits; and
iii. compliance monitoring

all to be undertaken at the applicant’s expense. If the noise level exceeds the prescribed limit, a scheme of mitigation shall be prepared and implemented to ensure that noise does not exceed the specified levels.

Reason: In the interests of amenity.

17. **Record Keeping**

The Operator shall, at all times after the first commissioning of the development, record information regarding the details of power stored, inclusive of dates and times of any failures, and retain the information in perpetuity. The information shall be made available to the Planning Authority within one month of any request by them.

Reason: to ensure that the development delivers on carbon saving commitments.

18. **Construction Environment Management Document**

No development shall commence until a Construction Environment Management Document (CEMD) has been submitted to and approved in writing by the Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved CEMD, subject to any variations approved in writing by the Planning Authority. The CEMD shall include:

a) details of the phasing of construction works;
b) details of the formation of temporary construction compounds, access tracks and any areas of hardstanding;
c) details of any temporary site compound including temporary structures/buildings, fencing, parking and storage provision to be used in connection with the construction of the development;
d) details of the maintenance of visibility splays on the entrance to the site;
e) details of the method of construction and erection of the structures;
f) details of dust management;
g) details of pollution control: protection of the water environment, bunding of fuel storage areas, surface water drainage, sewage disposal and discharge of foul drainage;
h) an assessment of private water supplies (PWS) to ascertain if the site has any potential connectivity with any PWS source, along with details of proposed mitigation measures should any potential connectivity be identified.
i) details of temporary site illumination during the construction period;
j) details of timing of works;
k) details of surface treatments and the construction of all hard surfaces and access tracks between each element of the proposed development This shall include details of the tracks in a dark, non-reflective finish with details of the chemical properties of any and all imported stone provided;
l) details of routeing of onsite cabling;

m) details of emergency procedures and pollution response plans;
n) siting and details of wheel washing facilities;
o) cleaning of site entrances, site tracks and the adjacent public highway and the sheeting of all HGVs taking spoil or construction materials to/from the site to prevent spillage or deposit of any materials on the highway;
p) details and implementation and a timetable for post construction restoration/reinstatement of the temporary working areas, and the construction compound;
q) details of working practices for protecting nearby residential dwellings, including general measures to control noise and vibration arising from on-site activities, to be adopted as set out in British Standard 5228 Part 1: 2009;
r) details of the location of tree protection fencing;
s) a Species Protection Plan; and
t) details of areas on the site designated for the storage, loading, off-loading, parking and manoeuvring of heavy duty plant, equipment and vehicles.

Reason: To ensure a satisfactory level of environmental protection and to minimise disturbance to local residents during the construction process.

19. **Traffic Management Plan**

No development shall commence unless and until a Traffic Management Plan ("TMP") has been submitted to and approved in writing by the Planning Authority. The approved TMP shall be carried out as approved in accordance with the timetable specified within the approved TMP. The TMP shall include proposals for:

a) the routing of construction traffic from Wester Balblair via the U1480 Altyre Road and the UJ1492 Craigscorrie Road
b) a scheme for the improvement of passing places along the access route, to include implementation before any works commence on site;
c) scheduling and timing of movements;
d) the management of junctions to and crossings of the public highway and other public rights of way;
e) any identified works to accommodate abnormal loads (including the number and timing of deliveries and the length, width and axle configuration of all extraordinary traffic accessing the site) along the delivery route including any temporary warning signs;
f) temporary removal and replacement of highway infrastructure/street furniture;
g) details of all signage and lining arrangements to be put in place and the reinstatement of any signs, verges or other items displaced by construction traffic;
h) banksman/escort details;
i) a procedure for monitoring road conditions and applying remedial measures where required as well as reinstatement measures;
j) a timetable for implementation of the measures detailed in the TMP;

k) the provision of a wear and tear agreement under Section 96 of the Roads (Scotland) Act 1984;
l) Provisions for emergency vehicle access; and
m) Identification of a nominated person to whom any road safety issues can be referred.

Reason: In the interests of road safety and to ensure that abnormal loads access the site in a safe manner.

20. **Fire Risk Management and Emergency Response Procedures**

Prior to the first commissioning of the development hereby approved the following documents shall be submitted to, and approved in writing by, the Planning Authority in consultation with the Scottish Fire and Rescue Service:

i. a complete and fully implementable Fire Risk Management Plan; and,
ii. a complete and fully implementable Fire Emergency Response Plan.

The developer shall thereafter undertake any review and amendment to both documents as may be required from time to time, in consultation with the relevant agencies.

Reason: In order to provide the Planning Authority sight of onsite management practices and procedures as they relate to fire risk management and fire emergency response, and to ensure the ongoing currency of both plans in the interests of human health, safety, amenity, and environmental protection.

21. **Firefighting Water Supply**

No development shall commence until full details of the water supply to serve the development for the suppression of fire have been submitted to, and approved in writing by, the Planning Authority. These details shall demonstrate:

a) confirmation from Scottish Water that sufficient capacity is reserved at its water treatment plant to serve the development; or
b) that the development can be sufficiently served by a private water supply through an appraisal specifying the means by which a water supply shall be provided and thereafter maintained to the development.

This appraisal, which shall be carried out by an appropriately qualified person(s), shall demonstrate that the sufficiency of any other supply in the vicinity of the development, or any other person utilising the same source or supply, will not be compromised by the proposed development. The development itself shall not be occupied until the supply has been installed in accordance with the approved specification.

Reason: To ensure that an adequate water supply can be provided to meet the requirements of the proposed development and, where relevant, without compromising the interests of other users of the same or nearby private water supplies.

22. **Habitat Management Plan**

Prior to the commencement of development, a Habitat Management Plan shall be submitted to and approved in writing by the Planning Authority, to include a monitoring and maintenance plan for a minimum of 30 years.

Reason: In the interests of biodiversity gain.

23. **Watercourse Design**

Prior to the commencement of development, a detailed design for the open section of watercourse, to include information about the design principles and channel design development, to be guided by an experienced fluvial geomorphologist, shall be submitted to and approved in writing by the Planning Authority, in consultation with SEPA. This shall include measures for habitat enhancement, be appropriately sized for the flow conditions, and detail the tin-is to up- and downstream culverted sections. The open watercourse shall thereafter be constructed in accordance with the details thereby approved.

Reason: In the interests of biodiversity gain, and to help reduce flood risk, in the interests of public health and environmental protection.

24. **Species Protection**

No development or Site Enabling Works shall commence until pre-construction ecological surveys are undertaken, which shall be undertaken at the appropriate time of year and no more than 3 months prior to works commencing on site, and a report of the survey has been submitted to, and approved in writing by, the Planning Authority. The surveys shall cover the application site including an appropriate buffer from its boundary and the HMP areas with the report including mitigation measures.

Reason: In the interest of protecting ecology, protected species including but not limited to badger, pine martin, red squirrel, brown hare, nesting birds, and their habitats.

25. **Socio-Economic Benefit**

Prior to the Commencement of Development, a Local Employment Scheme for the construction of the development shall be submitted to and agreed in writing by the Planning Authority.The Scheme shall include the following:

a) details of how the initial staff/employment opportunities at the development will be advertised and how liaison with the Council and other local bodies will take place in relation to maximising the access of the local workforce to information about employment opportunities;

b) details of how sustainable training opportunities will be provided for those recruited to fulfil staff/employment requirements including the provision of apprenticeships or an agreed alternative;

c) a procedure setting out criteria for employment, and for matching of candidates to the vacancies;

d) measures to be taken to offer and provide college and/or work placement opportunities at the development to students within the locality;

e) details of the promotion of the Local Employment Scheme and liaison with contractors engaged in the construction of the development to ensure that they also apply the Local Employment Scheme so far as practicable having due regard to the need and availability for specialist skills and trades and the programme for constructing the development;

f) a procedure for monitoring the Local Employment Scheme and reporting the results of such monitoring to the Council; and

g) a timetable for the implementation of the Local Employment Scheme.

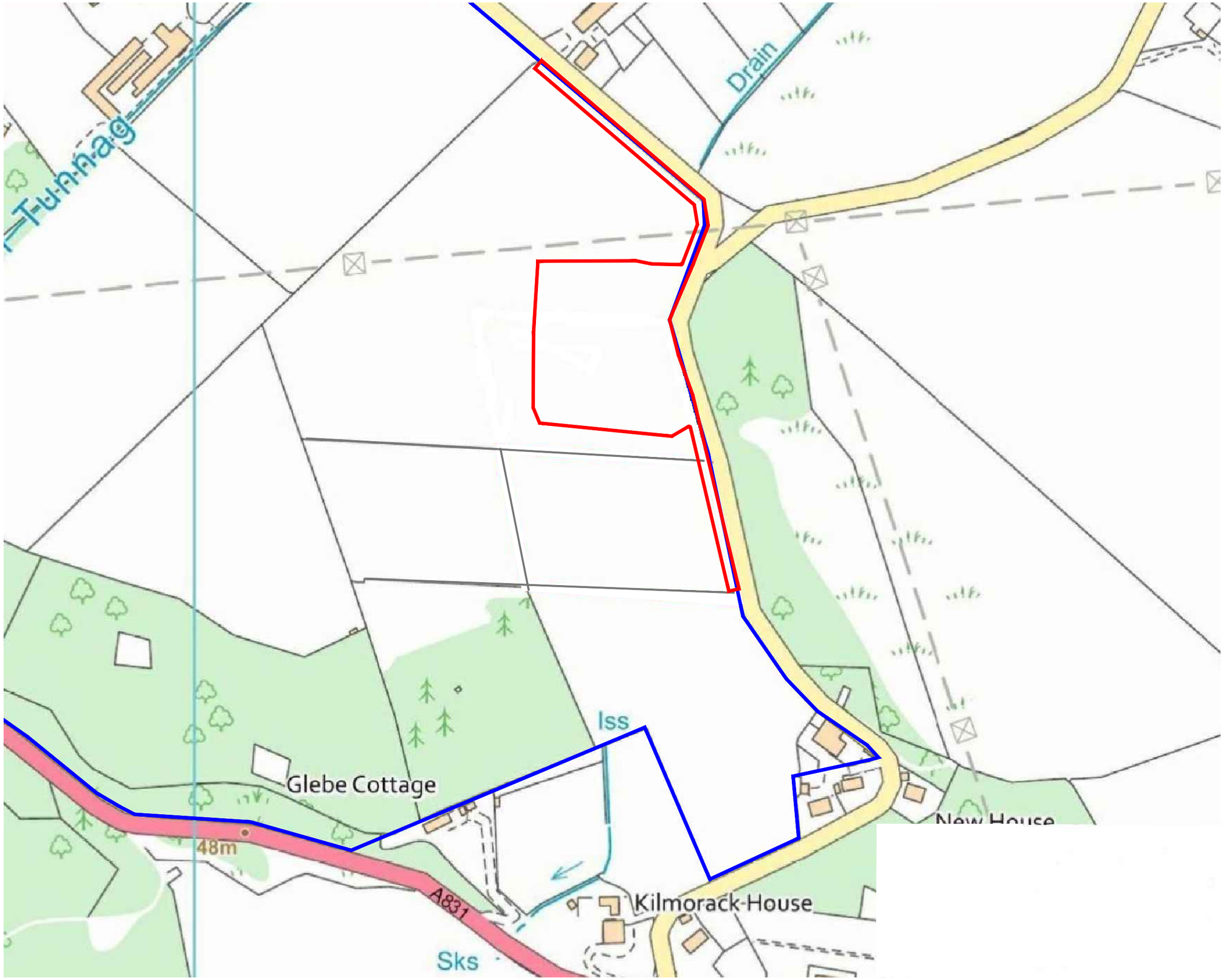
Thereafter, the development shall be implemented in accordance with the approved scheme.

Reason: In order to ensure compliance with NPF4 Policy 11c) and to maximise the local socio-economic benefits of the development to the wider community. To make provision for publicity and details relating to any local employment opportunities.

REASON FOR DECISION

All relevant matters have been taken into account when appraising this application. It is considered that, subject to the conditions suggested below, the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

Signature:	David Mudie
Designation:	Area Planning Manager – South
Author:	Susan Hadfield
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - EW/05/T01 REV A. Location Plan
	Plan 2 - EW/05/T03 REV D Proposed Site Layout
	Plan 3 - EW/05/T04 REV F Drainage Layout
	Plan 4 - EW/05/T14 REV C Landscaping
	Plan 5 - EW/05/T13 Site Sections
	Plan 6 - EW/05/T05 REV C Levels and Acoustic Fencing
	Plan 7 - EW/05/T06 Elevations
	Plan 8 - EW/05/T07 Floor Plan / Elevations Storage Unit and Office
	Plan 9 - EW/05/T09 Rev D Swept Path Analysis



N

KEY

Red Line Boundary

Land Ownership Boundary

0 20 40 80 160

Metres

Rev 'A' 24/10/2024
Red Line Boundary amended.

Client
The Energy Workshop Ltd.
The Media Centre
7 Northumberland Street
Huddersfield
HD1 1RL

Project
Caulternich Farm
Energy Storage Project

Title
Location Plan

Scales: Plan 1:2500 Sheet Size A3

Date: January 2022

Drawing No: EW / 05 / T01A

Rev 'A' 07/02/2022
Number of Battery Packs reduced from 54 to 50

Rev 'B' 23/03/2022
Number of Battery Packs reduced from 50 to 42

Rev 'C' 01/04/2022
Number of Battery Packs reduced from 42 to 36

Rev 'D' 18/04/2023
Compound size reduced, levels lowered by 2m
Bund added to the north.

Client
The Energy Workshop Ltd.
The Media Centre
7 Northumberland Street
Huddersfield
HD1 1RL

Project
Caulternich Farm
Energy Storage Project

Title
General Arrangement
Using Twin Skids

Scales: 1:500 Sheet Size A3

Date: January 2022

Drawing No: EW / 05 / T03D

MH1

MH2

25.0m

Underground Fire Fighting Water Supply

10.0m

Store

Office

Parking

10.0m

Control Room

10.0m

Torgormack

2.4m

8.2m

2.0m

6.0m

2.0m

2.0m

40m

Emergency Access

Underground Contaminated Water Tank

10.0m

25.0m

MH5

MH4

A001

B001

C001

D001

KEY

- 100mm Porous Land Drainage Pipe taken to outfall at MH4
- MH5 — Contaminated Water Diverter Valve
- 79.30 — Proposed Spot Level
- A001 — Long Section and Annotation
- 3m High Acoustic Fencing — See detail on EW / 05 / T05
- Assumed Line of Existing Culvert to be abandoned
- Assumed Line of Existing Culvert to remain
- Culvert Diversion
- Gabion Retaining Walls

Rev 'A' 07/02/2022
Number of Battery Packs reduced from 54 to 50

Rev 'B' 23/03/2022
Number of Battery Packs reduced from 50 to 42

Rev 'C' 01/04/2022
Number of Battery Packs reduced from 42 to 36

Rev 'D' 24/04/2023
Extra Sections, Gabions and Bund Added

Rev 'E' 16/10/2023
Drain diversion take into an open ditch along side of Torgormack Road.

Rev 'F' 16/05/2024
Fire fighting water tanks added.

0 1 2 3 4 5 10 20
Metres

Client
The Energy Workshop Ltd.
The Media Centre
7 Northumberland Street
Huddersfield
HD1 1RL

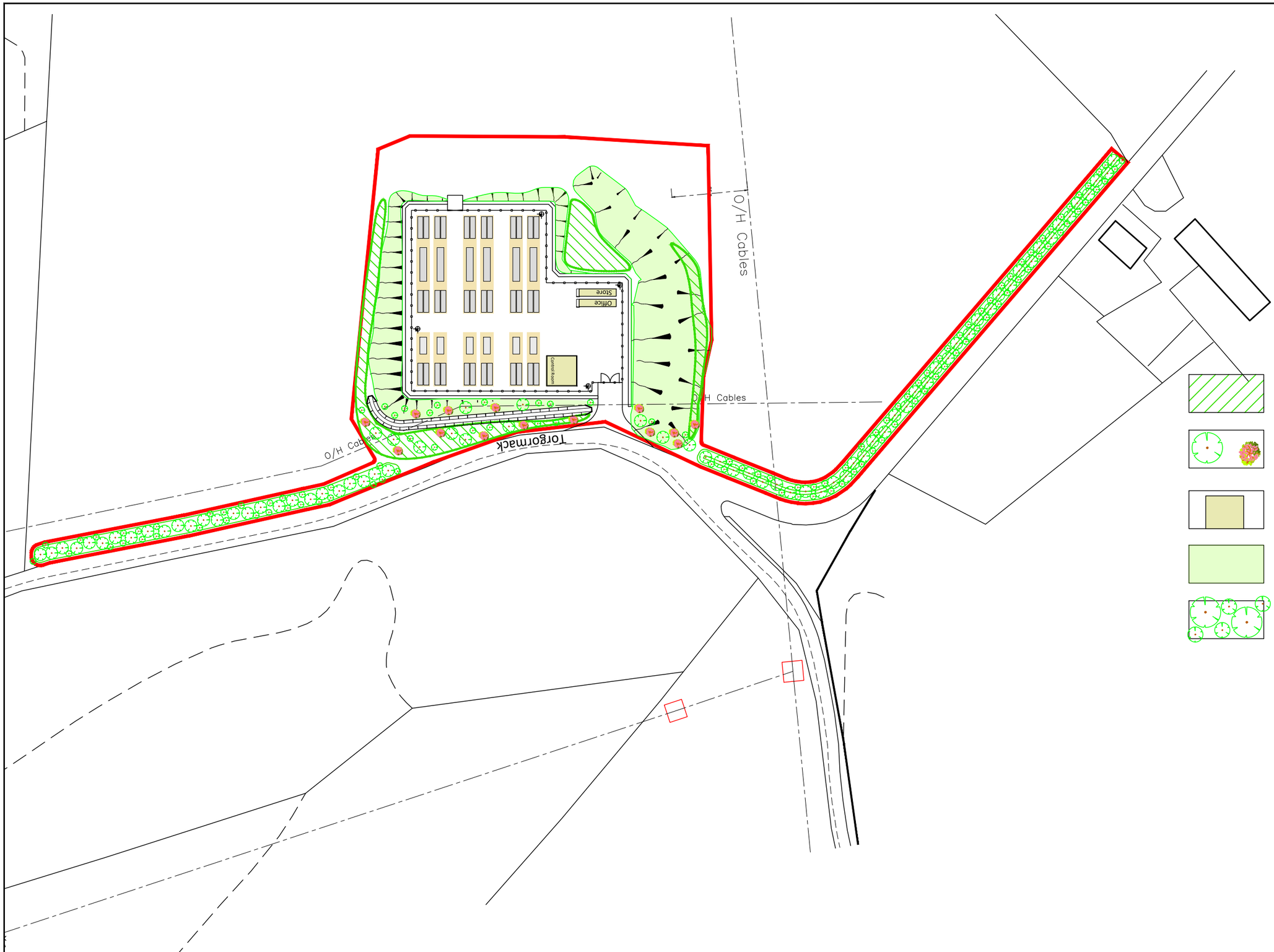
Project
Caulternich Farm
Energy Storage Project

Title
Dimensions, Fire Requirements and Drainage Arrangements

Scales: Plan 1:500 Sheet Size A3

Date: January 2022

Drawing No: EW / 05 / T04F



KEY

Species Rich Grass Land

Native trees and shrubs

Office / Store & Control Room Buildings with Sedum Roofs

Soft Landscaping

Unmanaged gorse and irregular rows of native trees

0 10 20 40 80

Metres

Rev 'A' 16/10/2023
Drain diversion taken into a ditch along side of Torgormack Road

Rev 'B' 15/11/2023
Boundary Fence on East side moved onto the top of the retaining wall.

Rev 'C' 24/10/2024
Hedge screening added to road side.

Client
The Energy Workshop Ltd.
32 Park Cross Street
Leeds
LS1 2QH

Project
Caulternich Farm
Energy Storage Project

Title
Landscaping Details

Scales: 1:1250 Sheet Size A3

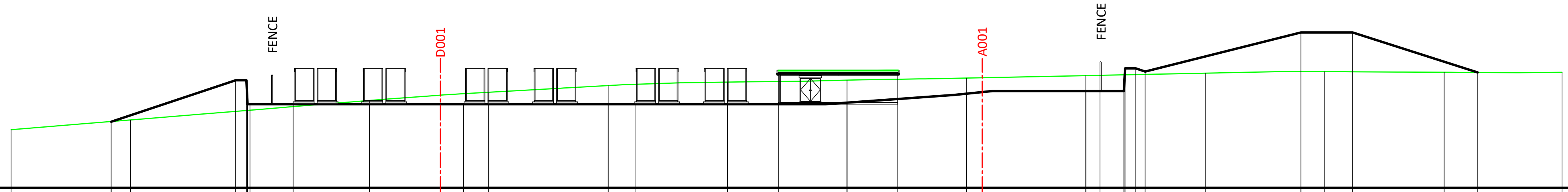
Date: June 2023

Drawing No: EW / 05 / T14C

C001

Horiz. 1:500
Vert. 1:500

70.00

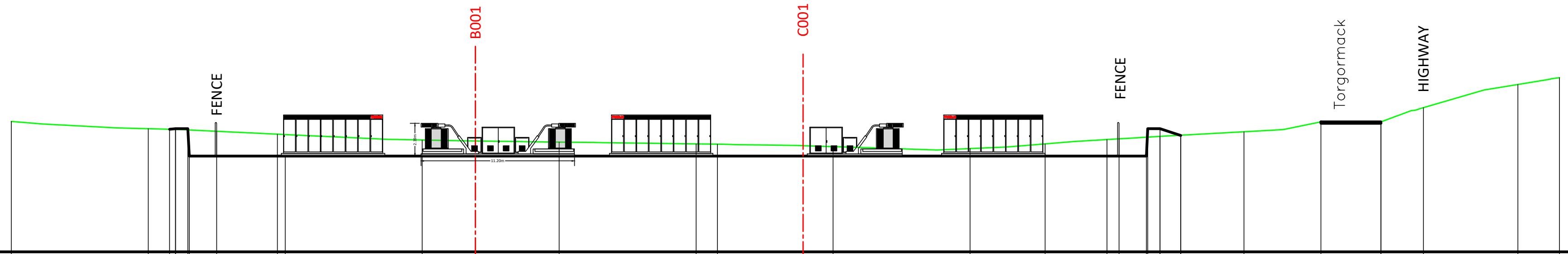


Offset	Exist. Level	Prop. Level
0.000	74.869	
8.387		75.527
10.000	75.684	
18.807		79.000
19.807	76.499	79.000
20.000		77.000
23.628		
30.000	77.313	77.000
35.951		
37.882		
40.000	77.998	77.000
50.000	78.558	77.000
52.254		
60.000	78.846	77.000
64.254		
70.000	79.014	77.130
74.254		
80.000	79.189	77.877
81.325		
90.000	79.390	78.102
91.185		
93.185		78.102
94.175		80.000
94.965		79.737
100.000	79.598	
108.002		83.000
110.000	79.720	
112.340		83.000
120.000	79.667	
121.781		79.982
129.865	79.668	

D001

Horiz. 1:500
Vert. 1:500

70.00



Offset	Exist. Level	Prop. Level
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10.000	78.994	
11.549	78.940	78.950
11.991		
12.891		79.000
12.991	78.809	77.000
18.421	78.598	
20.000	78.570	
30.000	78.167	
33.880	78.098	
40.000	78.018	
50.000	77.883	
51.550	77.862	
57.805	77.754	
60.000	77.687	
70.000	77.542	
75.478	77.886	
80.000	78.199	
80.875	78.251	
82.875		77.000
83.875	78.432	79.000
83.875		
85.389	78.516	
85.389		78.496
90.000	78.772	
95.624	79.089	
100.000	79.783	
103.103	80.526	
110.000	82.222	
113.042	82.723	

Client
The Energy Workshop Ltd.
The Media Centre
7 Northumberland Street
Huddersfield
HD1 1RL

Project
Caulternich Farm
Energy Storage Project

Title
Sections C001 & D001

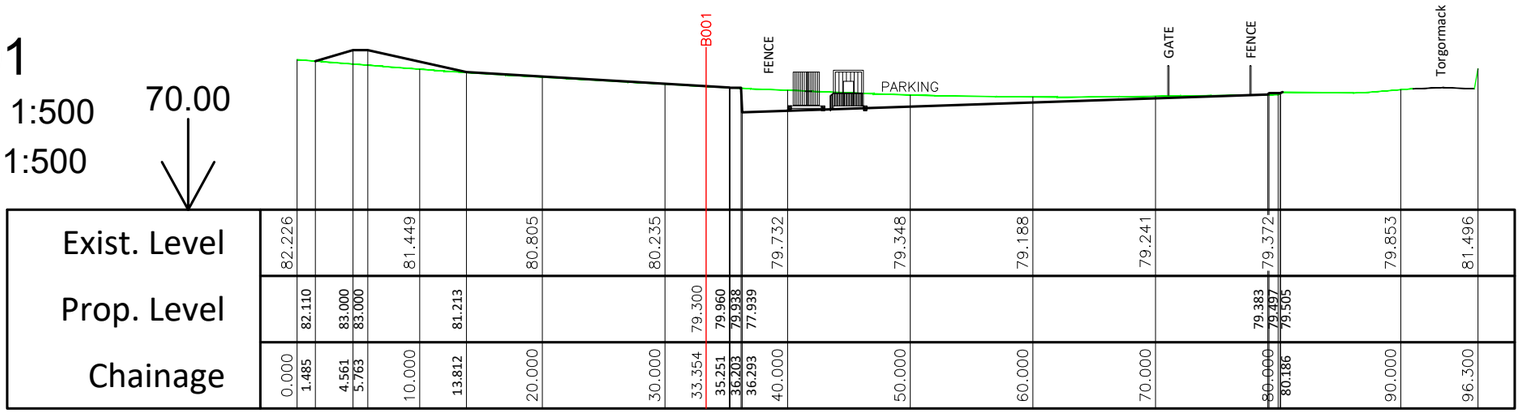
Scales: As Noted
Sheet Size A3

Date: April 2023

Drawing No: EW / 05 / T13

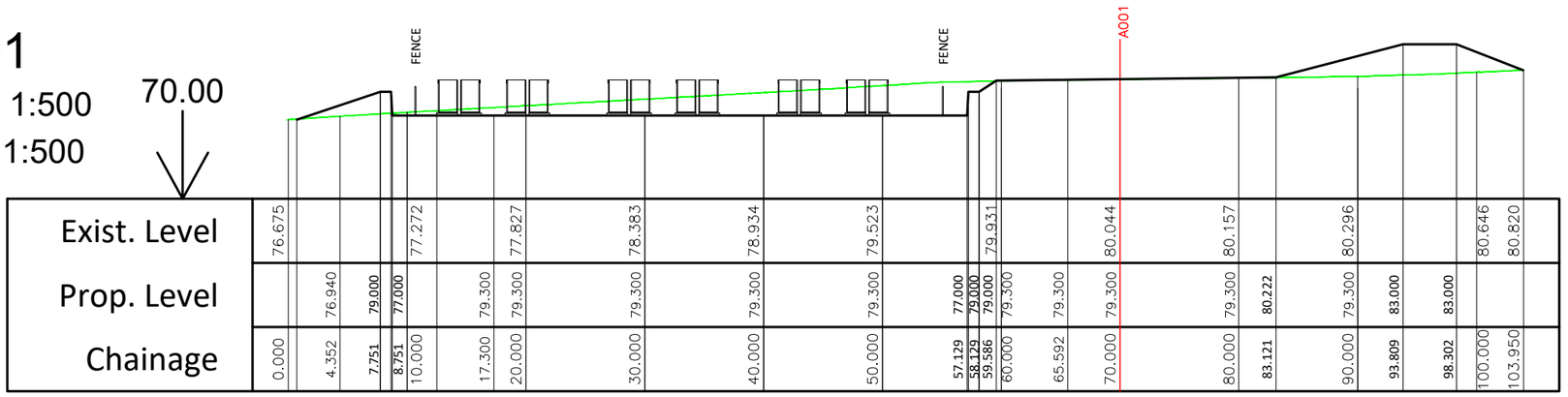
A001

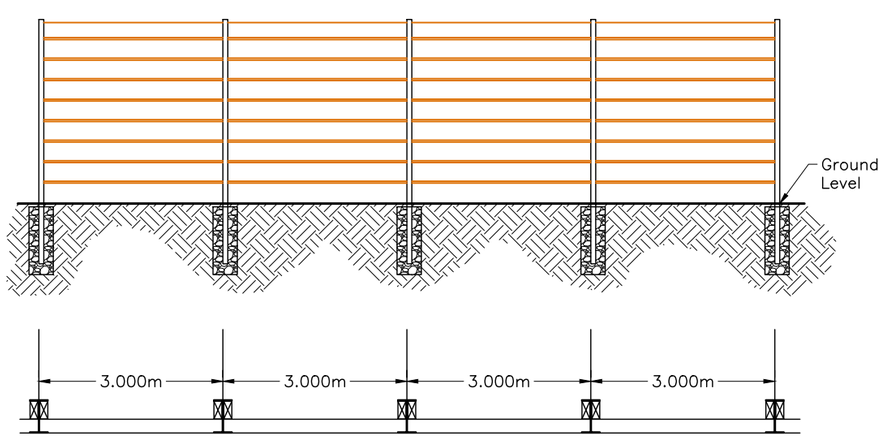
Horiz. 1:500
Vert. 1:500

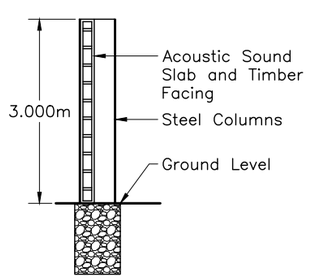


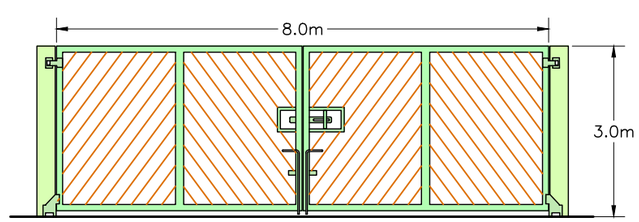
B001

Horiz. 1:500
Vert. 1:500

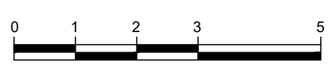








GATE DETAILS



Acoustic Fence Details

Rev 'A' 07/02/2022
Number of Battery Packs reduced from 54 to 50

Rev 'B' 24/04/2023
Battery platform level dropped by 2m with Gabion retaining walls and bund to the North West.

Rev 'C' 28/06/2023
Gate Details Added

Client
The Energy Workshop Ltd.
The Media Centre
7 Northumberland Street
Huddersfield
HD1 1RL

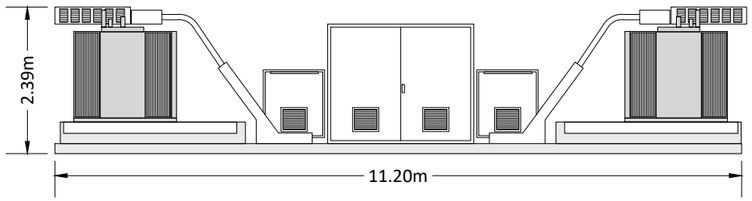
Project
Caulternich Farm
Energy Storage Project

Title
Sections A001 & B001 and Acoustic Fence Detail

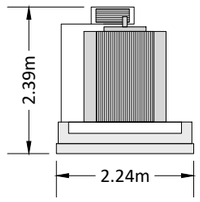
Scales: 1:500 & 1:100
Sheet Size A3

Date: January 2022

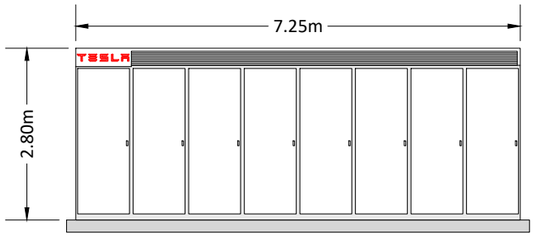
Drawing No: EW / 05 / T05C



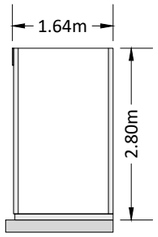
TWIN SKID FRONT ELEVATION



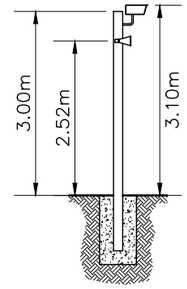
TWIN SKID END ELEVATION



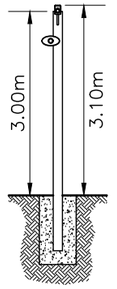
BATTERY UNIT FRONT ELEVATION



BATTERY UNIT END ELEVATION



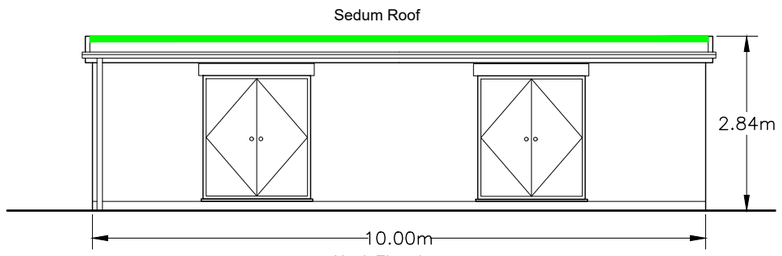
Side Elevation



Front Elevation

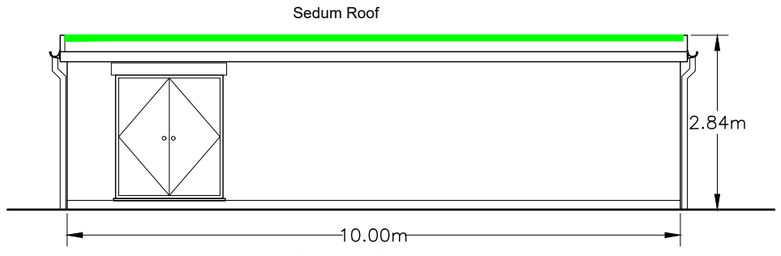
CCTV MAST

Roof Plan

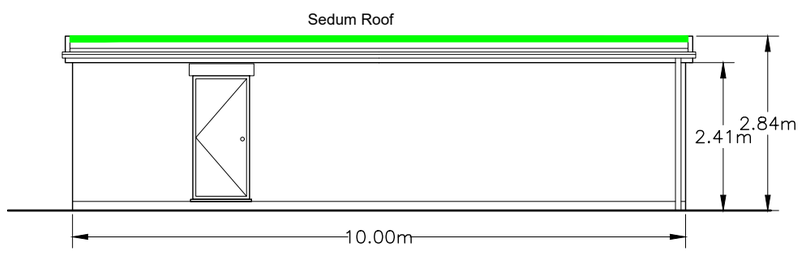


North Elevation

Metres



East / West Elevation



South Elevation

Client
The Energy Workshop Ltd.
The Media Centre
7 Northumberland Street
Huddersfield
HD1 1RL

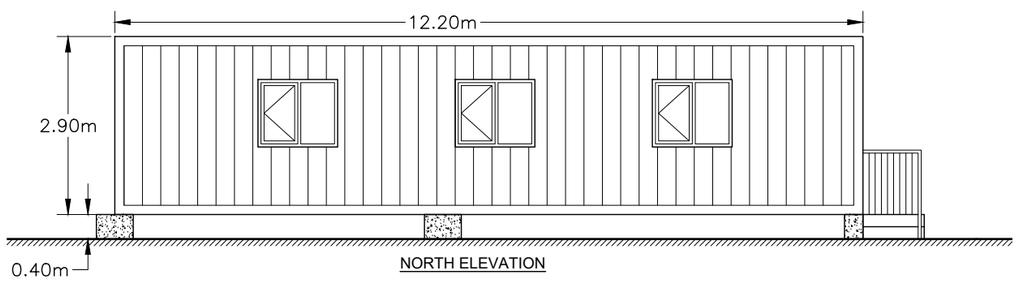
Project
Caulternich Farm
Energy Storage Project

Title
Battery Storage Unit, CCTV
Mast and Control Room Details

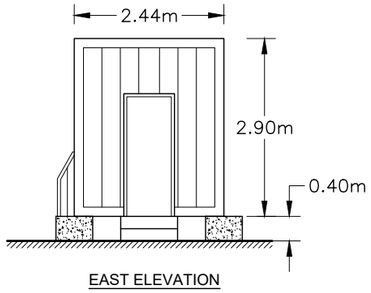
Scales: Plan 1:100
Sheet Size A3

Date: January 2022

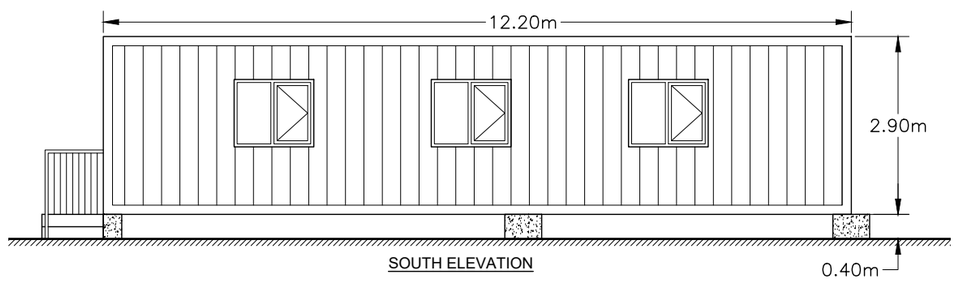
Drawing No: EW / 05 / T06



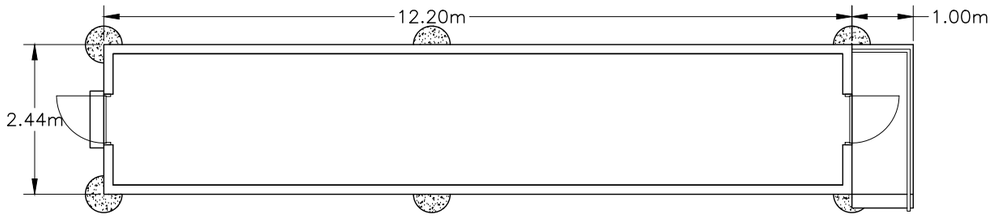
NORTH ELEVATION



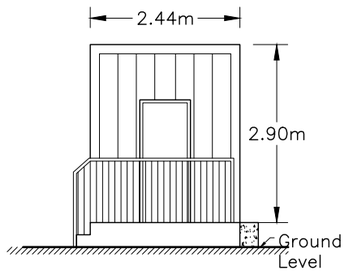
EAST ELEVATION



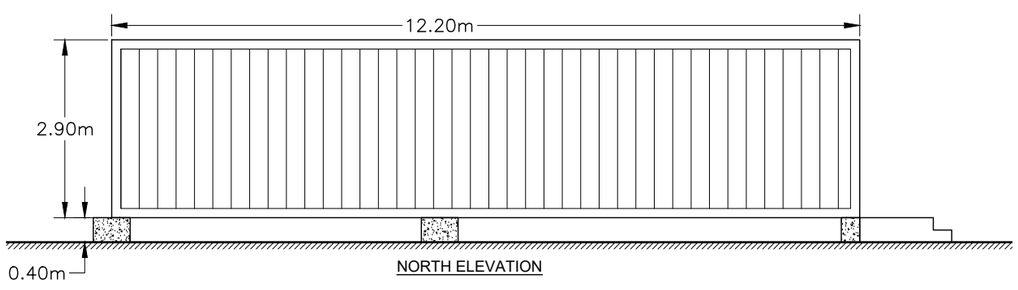
SOUTH ELEVATION



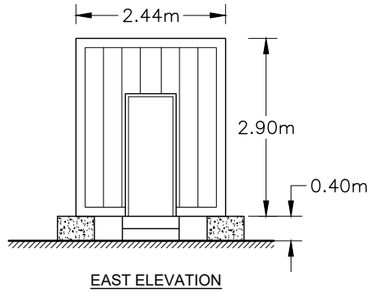
PLAN



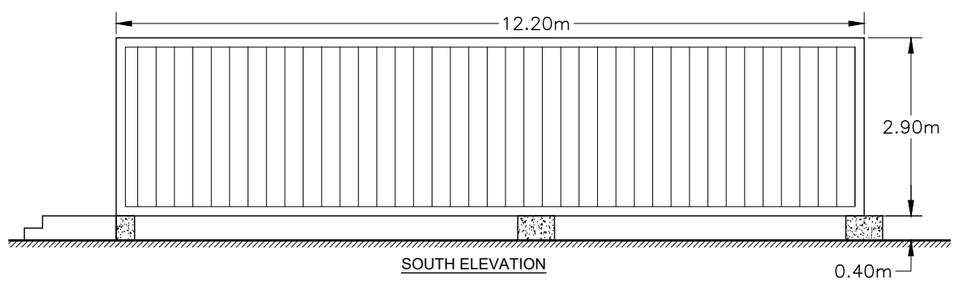
WEST ELEVATION



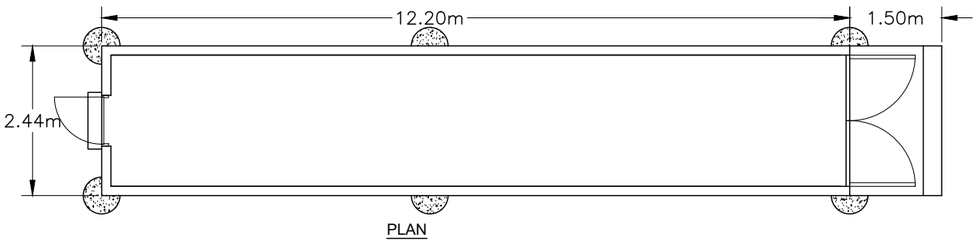
NORTH ELEVATION



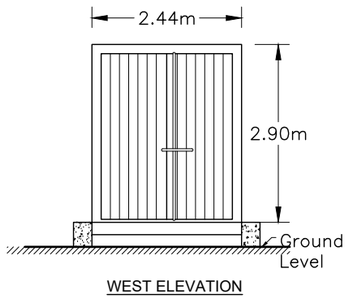
EAST ELEVATION



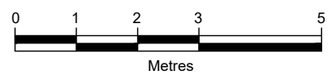
SOUTH ELEVATION



PLAN



WEST ELEVATION



Client
The Energy Workshop Ltd.
The Media Centre
7 Northumberland Street
Huddersfield
HD1 1RL

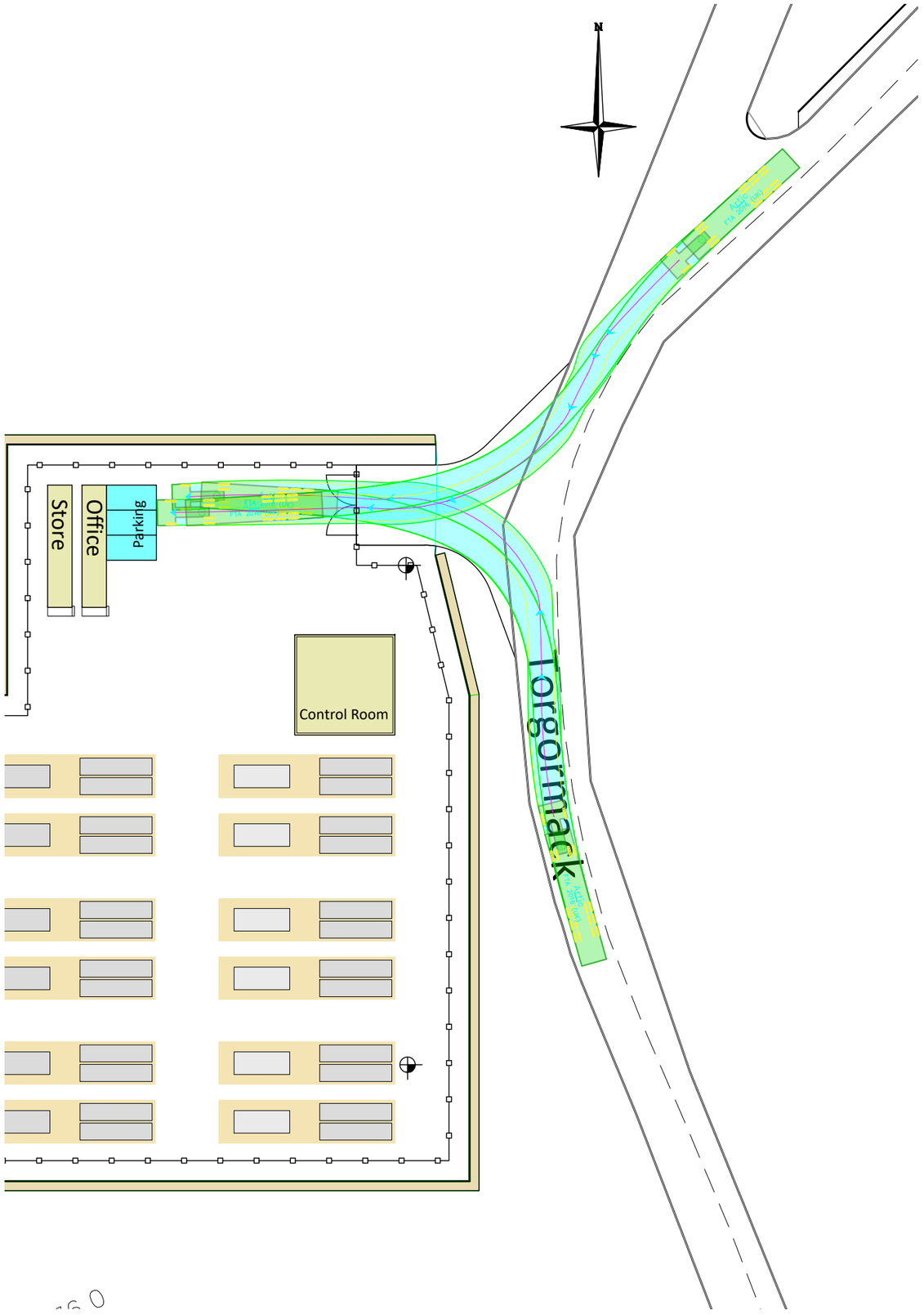
Project
Caulternich Farm
Energy Storage Project

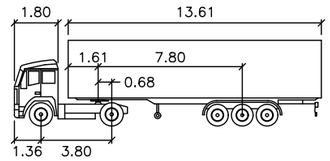
Title
Storage Unit and Office Plan and Elevations

Scales: Plan 1:100
Sheet Size A3

Date: January 2022

Drawing No: EW / 05 / T07





Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

Articulated Vehicle In Bound.

Articulated Vehicle Out Bound.

Rev 'A' 07/02/2022
Number of Battery Packs reduced from 54 to 50

Rev 'B' 23/03/2022
Number of Battery Packs reduced from 50 to 42

Rev 'C' 01/04/2022
Number of Battery Packs reduced from 42 to 36

Rev 'D' 24/04/2023
Compound size reduced and levels modified.

Client
The Energy Workshop Ltd.
The Media Centre
7 Northumberland Street
Huddersfield
HD1 1RL

Project
Caulternich Farm
Energy Storage Project

Title
Track Runs for Articulated Vehicle.
In and Out in Both Directions

Scales: 1:500 Sheet Size A3

Date: January 2022

Drawing No: EW / 05 / T09D