Agenda Item	6.8
Report No	PLN/034/25

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: Wednesday 23rd April 2025

Report Title: 24/02621/S36: Mey Energy Storage Limited

Land 700m east of Woodlands, Mey

Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Installation of a battery energy storage system and associated infrastructure with a generating capacity of up 300mw.

Ward: 03 – Wick and Caithness

Development category: National Development (Section 36 Application)

Reason referred to Committee: Section 36 Application

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 **RAISE NO OBJECTION** to the application as set out in section 11 of the report

1. PROPOSED DEVELOPMENT

1.1 The Highland Council has been consulted by the Scottish Government's Energy Consents Unit (ECU) on an application made under Section 36 of the Electricity Act 1989 (as amended) for the installation of a battery energy storage system and associated infrastructure with a generating capacity of up 300MW.

1.2 The Proposed Development comprises containerised battery units with a total export storage capacity of up to 300MW, and ancillary infrastructure, consisting of:

- Approximately 288 containerised battery units with a total export storage capacity of up to 300MW with associated inverters, switchgear units, closed loop cooling units, control units and associated electrical infrastructure mounted on concrete piers;
- Approximately 36 Power Conditioning Units (PCUs);
- A 132 kV transformer either housed in a building or fenced;
- A building of around 2.5m height to house a Low voltage board;
- BESS substation;
- Welfare facilities;
- Temporary construction compound;
- Water tanks;
- SuDS infrastructure including attenuation pond;
- Perimeter fencing;
- Spares and Communications container;
- CCTV;
- Site access junction and parking area; and
- Landscape and screening planting and ecological enhancement features

1.3 The proposed BESS will collect and store energy from the electricity network and release energy to the network during times of peak demand. It is proposed to connect the BESS to the nearby previously consented Gills Bay 132kV Switching Station to be located approximately 150m to the west of the proposal. The proposed battery technology for the development is anticipated to be Lithium-ion (Li-ion).

1.4 Due to the installed capacity, this proposal falls under the provisions of the Electricity Act 1989 and is classed as National Development by National Planning Framework 4 (NPF4).

1.5 Whilst public consultation for Section 36 applications is not mandatory, the applicant committed to a proportionate programme of pre-application community consultation and took account of feedback received through that process in finalising the proposed development. In the first instance in September 2023, the applicant provided a summary of the proposed development to representatives of Dunnet and Canisbay Community Council, as well as local ward Councillors. The initial engagement sought views on the proposed development. A response on behalf of the community council was received on 27 September 2023, highlighting the need for the applicant to consider:

- Visual screening;
- Impacts on construction traffic;

- Light pollution;
- Noise pollution;
- Local wildlife, including ground nesting birds and mammals.

1.6 The applicant made use of the Council's Pre-Application Advice Service for Major Developments in May 2023 (23/00635/PREMAJ), which concluded that based on the submitted information it is likely that the Planning Authority would be in a position to support the proposed development, subject to matters set out in the pre-application advice pack being satisfactorily addressed. Consequently, the development will be assessed for impacts on landscape character and visual amenity, impacts on the amenity of the local community and the residential amenity of nearby properties, as well as on historic assets, natural heritage, woodland, and health and safety. In addition, the Council would require further information to understand the capacity of the proposal and its benefits to the electricity network. The potential impacts were advised to be understood and carefully assessed, for example any pollution risks and particular requirements for decommissioning.

1.7 The application is accompanied by a Supporting Environmental Information Report (SEIR). A formal EIA Screening Opinion was requested from the Energy Consents Unit (ECU), acting on behalf of Scottish Ministers, in June 2023. A Screening Opinion was received from the ECU on 11th December 2023 and confirmed that the application would not require to be accompanied by an Environmental Impact Assessment (EIA). Although a full EIA has not been undertaken, it is recognised that assessment of potential environmental impacts, and identification of appropriate measures to mitigate such impacts. The SEIR contains chapters covering: an introduction to the proposed development; requirement for an EIA; site description; details of the proposed development; consultation; planning policy; landscape and visual; ecology and biodiversity; cultural heritage and archaeology; flood risk and drainage; noise; transport and access; peat; summary of mitigation and enhancement. The application is also accompanied by a Planning Statement, Design and Access Statement, Outline Battery Storage Safety Management Plan, Fire Water Management Plan and a Biodiversity Metric.

2. SITE DESCRIPTION

2.1 The application site is situated in Caithness approximately 0.7 km southeast of the village of Mey. The site covers an area of 10.66 hectares (ha) and is considered to be relatively flat agricultural land. The site comprises two arable agricultural fields, noted to be of low quality, with an existing field drain running east to west through part of the site. The wider landscape immediately surrounding the site comprises relatively open, rolling farmland, with localised parcels of woodland and forestry, closest of which is located immediately to the west of the proposal. The wider area also comprises a network of minor roads and serve as a means of access to the scattered hamlets and isolated dwellings dispersed throughout. There are approximately 26 residential properties identified within a 1 km of the site, the closest of which are located at Phillips Mains Farm, in the ownership of the site landowner, approximately 280m south of the site boundary. Fields are of moderate-to-large size, regularly shaped, and bound by a mix of low stone walls, hedgerows and post-and-wire fencing, as is the application site currently. The site itself is open, with no distinct features or elements of landscape value. Landscape elements are limited to the low-

level field boundaries extending around the northern and eastern perimeter (comprising stone wall, and post-and-wire fence respectively). The site is visually screened from the west, south and east by a combination of landform and forestry plantation.

2.2 The site and surrounding landscape are also influenced by coniferous plantation which is currently maintained and will be harvested and/or removed through silvicultural activities (not associated with the Proposed Development). Consented application 21/05536/FUL for the construction and operation of the Gills Bay 132 kilovolt (kV) switching station and associated infrastructure, to be located approximately 150m west of the proposal, will include the harvesting of a section of plantation, and replanting with bio-diverse native woodland.

2.3 Whilst the landscape is predominantly rural in character, the local environment is also influenced by existing infrastructure. This includes the small-scale community wind turbine at Mey (330m to the northwest), as well as the commercial scale wind turbines at Lochend Wind Farm (3.3km to the southwest of the Site).

Environmental Designations and Habitats

2.4 The site does not form part of any statutory or non-statutory designated sites for nature conservation. The following designations are within 5km of the site:

- Phillips Mains Mire Site of Special Scientific Interest (SSSI) approximately 1.48km from the site to the southeast, protected for its nationally important blanket bog habitat.

- Caithness Lochs Special Protection Area (SPA) approximately 2.1km to the northwest, protected for its Greenland white-fronted geese, whooper swan and greylag geese.

- Loch of Mey Site of Special Scientific Interest (SSSI) approximately 2.2km to the northwest of the proposed development. This site is protected for its nationally important grassland habitat surrounding the loch, as well as the populations of breeding birds and wintering Greenland white-fronted goose.

- North Caithness Cliffs Special Protection Area (SPA) approximately 3.2km northeast of the application site, designated for supporting very large populations of breeding seabirds such as fulmar, kittiwake, guillemot and peregrine.

- Caithness and Sutherlands Peatlands Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar Site approximately 3.6km to the southeast of the site. Designated for its upland blanket bog habitat, clear-water lochs and various bird species including dunlin, common scoter and golden eagle.

- Stroupster Peatlands Site of Special Scientific Interest (SSSI) approximately located 3.6km to the southeast of the proposal. Designated for its upland blanket bog habitat and Oligotrophic Lochs.

- Loch Heilen Site of Special Scientific Interest (SSSI) situated 4.8km to the southwest. Designated for its mesotrophic loch, Greenland white-fronted goose, greylag goose and whooper swan.

2.5 The surrounding area also contains presence of Ancient Woodland, with all 3 identified areas located to the north of the application site, the closest of which is 440m from the site boundary and extends across an area of 7.35 ha.

2.6 Field surveys were carried out both within and surrounding the site for protected species or otherwise notable species, including but not limited to bats, badgers, otter, water vole, and breeding birds. No invasive non-native species were found in the area, with no evidence of badgers, otter, water vole, red squirrel, and no suitable bast roost features located within the site and surrounding 50m buffer. No presence of bats was also confirmed however suitable foraging and commuting habitat was noted to be present, as was the case for Pine Marten. No active breeding birds' nests were found, although suitable nesting habitat is present within the site, as was the case for wintering birds where the site and surrounding area is identified to provide suitable foraging and roosting habitat. Regarding amphibian and reptile species, there are no recent records (i.e. within the last 10 years) of reptiles or amphibians, within 2 km of the site.

2.7 In terms of habitat, the site and 100m surrounding buffer consist of arable (winter stubble), modified grassland, other neutral grassland, other acid grassland, degraded blanket bog, woodland (other coniferous woodland), scrub and drainage ditches. Surface habitats classified as modified grassland and scrub found within the south-western field of the site are underlain by peat deposits. No peatland soils are found within the larger northern field which is dominated by glacial clays. Overall, the majority of the site comprises habitats of limited ecological value including arable farmland, modified grassland and are species poor and are not protected or priority habitats in Scotland. A peat-probing survey in January 2025 identified areas of peat greater than 1m depth in the south-western part of the site, with the scheme design amended to avoid all areas of peat.

Landscape Designations, Wild Land and Landscape Character

2.8 The Proposed Development would be located in the Farmed Lowland Plains Landscape Character Type (LCT), adjacent to an area of existing forestry. The site is not located within any protected landscape designation. The Castle of Mey Gardens and Designed Landscape (GDL) is located 1.2 km to the north of the site and represents the only landscape-related designation within the surrounding buffer. The Castle of Mey GDL comprises parkland, woodland, in addition to formal and walled gardens around the castle.

Built Heritage

2.9 There are no statutory designations within the site boundary. The proposed development would be situated in an area containing few archaeological sites or areas of historical interest. Nine non-designated heritage assets have been identified within the site within the Site, generally comprising post-medieval agricultural remains such as boundary walls, flagstone dyke, ditches and rig. A further 18 non-designated assets have been identified within a surrounding 1km Study Area

comprising assets such as post-medieval and modern farmsteads with associated agricultural remains. Designated assets within 2 km of the Site include a Scheduled coastal battery, the Category A Listed Castle of Mey and associated Garden and Designed Landscape and Category B Listed gate lodge. No World Heritage Sites, Inventory Battlefields or Conservation Areas have been identified within 2 km of the Site.

3. PLANNING HISTORY

3.1	15.11.2023	23/03060/SCRE : Battery Energy Storage System (BESS)	Screening Application EIA Not Required
3.2	25.03.2020	20/01258/SCRE : Request for EIA Screening Opinion - Development of data centre	Screening Application EIA Required
3.3	27.01.2016	15/03392/FUL : Formation of development platform and erection of 132/33kV Gas Insulated Switchgear (GIS) substation and associated development consisting of transformer buildings, site access, SUDS and foul drainage infrastructure, temporary compounds, security fencing and landscaping	Permission Granted
3.4	22.06.2012	12/02137/SCRE : Construct a new 132kV/33kV substation and associated infrastructure.	Screening Application EIA not required

4. PUBLIC PARTICIPATION

4.1 Advertised: Section 36 Application

Date Advertised:

- The Edinburgh Gazette 12 July 2024,
- The Herald 15 July 2024,
- The Caithness Courier 10 & 17July 2024.

Representation Deadline: 23 August 2024

Representations received by the Highland Council:	14	Objections
	0	Support
Representations received by the Energy Consents Unit:	12	Objections
	0	Support

4.2 Material considerations raised are summarised as follows:

- Risk of fire and explosion.
- Pollution risk
- Impact on wildlife, protected species and biodiversity.

- Impact on environment
- Lack of screening to the west with deforestation of woodland area to take place.
- Potential for adverse effects on site area following decommission.
- Landscape and Visual impact.
- Noise and Light Pollution.
- Impact on local residents and emergency services.
- Adverse impact on historical sites and places of interest, such as Castle of Mey.
- Negative impact on tourism
- Impact on agriculture and loss of prime agricultural land.
- Lack of mitigation, declaration and assessment of potential hazards.
- Impact on local road network, NC500 route and national cycle route.
- Cumulative impact.
- Effect on private water supplies.
- Loss of valuable land which includes sequestering peat.
- Not in accordance with Caithness and Sutherland Local Development Plan
- Application cannot lawfully be a S36 application in that it stores electricity rather than generates it.
- Lack of compliance with the 2017 Environmental Impact Assessment Regulations due to not including the grid connection as part of the application, although it is part of the overall scheme.
- Impacts of construction and construction traffic.
- Lack of appropriate guidance and input from appropriate regulators such as SFRS, and need for a more comprehensive fire risk assessment to be submitted.
- The proposal fails to fully comply with NPF4 policies 1, 3, 4, 11, 14, 18, 25, and 29.
- Industrialisation of Caithness by proliferation of renewable energy development.

4.3 Non-Material considerations raised:

- Lack of need.
- None of the safety or environmental impacts have been assessed or put to consultation prior to an application being submitted.
- Personal stress.
- Lack of community benefit.
- No evidence of a co-ordinated planning approach.
- No evidence of Scottish Fire and Rescue Service technical equipment and personnel available to deal with a serious event.
- Lack of compensation agreement in the event of an emergency.
- Devaluation of surrounding properties.
- Impact on nearby private road and financial burden of those carrying out maintenance.
- Distances between the proposal and surroundings, as noted in the application is inaccurate.
- Distance to local hospital and time it takes for emergency personnel to get to the site in case of emergency.
- Phone signal and internet next to non-existent.

- Battery storage is mistakenly promoted as green energy.
- Need for multi-project elements such as accommodation camps to be included in cumulative assessments.
- Inadequate LVIA.

4.4 All letters of representation received by the Council are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam. Those representations received by the Scottish Government's Energy Consents Unit can be accessed via www.energyconsents.scot It should be noted that some representations have been submitted to both The Highland Council and Energy Consents Unit.

5. CONSULTATIONS

Consultations undertaken by the Highland Council

5.1 **Historic Environment Team – Conservation:** Advised that the proposed site would not appear to directly affect any listed buildings, conservation areas, or the setting of either. Therefore, HET have stated that they do not have any comments to make on this proposal.

5.2 **Development Plans**: Does not object to the application. Advises on the policy context and conformity with the Development Plan, as well as on community benefits and community wealth building.

5.3 **Environmental Health:** No objection, advised that there remains potential for adverse impact on amenity of neighbouring residents, and therefore recommended the attachment of conditions.

5.4 **Transport Planning:** Provided two responses in context of the proposed development. Initially, requesting further information regarding emergency access arrangements, abnormal indivisible loads, the access junction with the public road, and the cumulative impact on the public road network.

Following the submission of additional details, Transport Planning concluded that given the existing surrounding public roads to the site are not capable of withstanding HGVs associated with developments like the one that is proposed, conditions are recommended to ensure road improvements to the surrounding public road network. In addition, conditions are recommended regarding full details of the proposed site access to be provided prior to the commencement of works, as well as provision of construction traffic management plan and full details of abnormal indivisible loads. Transport Planning also advise the applicant to establish a community liaison group with representatives of the local communities directly affected by the associated works to the proposed development, with liaison with the council also to take place during the decommissioning phase.

5.5 **Forestry:** Provided two consultation responses, neither objecting to the proposal.

Initially advised that the proposed development does not appear to impact on existing trees or woodland. In terms of visual impact, initially raised concerns over the small-scale and limited detail on the proposed screen planting alongside the public road,

whilst also advising that the existing forest block to the northwest will be felled once it reaches economic maturity, which can affect visual screening.

Within the second response, advised that the amended landscaping proposals detail increased area of native tree and shrub planting in order to address concerns over future screening. Advised that whilst the revised Landscape Plan is an improvement, the narrow sections of tree planting will provide limited screening and most likely suffer from wind exposure. As such, would recommend that the tree planted areas are increased in size. It was also advised that the narrow strip of trees along the western boundary is located outside the perimeter fence and will therefore be exposed to deer damage, with all tree planting required to be contained within the perimeter fence.

5.6 **Contaminated Land Team:** Advised that following a check of existing records, there are no historical potential sources of contamination within the development area, therefore no comment to be made on the application.

5.7 **Flood Risk Management Team:** Provided two consultation responses, both raising no objection to the development subject to condition. Following review, FRM state that they are content that the flood risk to the site is low and have no objection on the grounds of flood risk. It is noted that drainage ditches serving the development site, and the wider area are present within the application boundary, and advised the function of these drainage feature will need to be retained. In terms of drainage, FRM advise that the site will be drained through SUDS with discharge limited to the pre-development greenfield rate for all storms up to and including a 1 in 200 year plus climate change event. As such, FRM advise of contentment with the proposed drainage strategy and have no objection. However, FRM do advise that at detailed design stage the more up to date FEH Rainfall Model should be used and request a condition that the final surface water drainage design is submitted for review, in accordance with the submitted drainage strategy.

5.8 **Access Officer:** No comment to make on recreational access.

5.9 **Ecology:** Provided an initial internal response requesting for further information regarding biodiversity net gain calculations, details for the maintenance of the existing drainage ditch, and clarification on the proposed created habitats.

Following submission of the requested information, provided a formal consultation response which raised no objection subject to conditions.

5.10 **Community Wealth Building:** Logged application and advised they will be in touch with developer/applicant regarding the Highland Social Value Charter.

Consultations Undertaken by The Scottish Government's Energy Consents Unit

5.11 **Dunnet and Canisbay Community Council: Object** to the proposed development. Advised that the reasons for the objection were as follows:

Screening **–** Stated that the application site is very large site and located on agricultural land within an area of natural beauty where tourism is important to the economy and where local residents enjoy the views of open countryside. Raised

concerns that it would seem difficult if not impossible to impose upon these fields acres of large industrial units without taking several years for it to become naturally screened. Large portacabin and container type buildings, chain link fencing and associated infrastructure are considered by the community council as totally out of keeping of the surrounding area, which lies next to the NC500 and the high tourist traffic areas of John O'Groats and the Castle of Mey.

Road Access **–** Advised that given the local concerns of the state of the roads, and recent work by Highland Council to repair the roads, the community council are concerned that a construction of this type will considerably add to the damage. Stated that the roads are not suitable for heavy and sustained use by large scale construction traffic, with concerns also regarding the significant disruption this may cause to local traffic.

Potential Light Pollution **–** Question the need to have the proposed development lit and have serious concerns about the leakage of light upwards or the glow that this can cause in what is a dark sky county. Stated that the attraction of the dark skies draws astronomers and Aurora watchers from all over the country, and development of this scale has the potential to cause significant nighttime light pollution. Stated that certainly in the construction phase, the community council feel there might be very considerable unscreened light pollution.

Potential Noise Pollution **–** State that during the construction phase there is likely to be considerable noise pollution, and are yet to be convinced of the noiseless nature of the continuing operation of the site.

Other Issues **–** The community council have advised that they are aware that earlier considerations for this site included a secure data storage facility, which would have provided local jobs. Instead, the community council state that instead the imposition of a large industrial landscape upon a fragile community is occurring which is already struggling with lack of opportunity, declining populations and crumbling infrastructure.

5.12 **Historic Environment Scotland:** No objection. Advised of contentment content that the proposed development would not have an adverse impact on the Category A-listed Castle of Mey and its associated Inventory Garden and designed landscape. HES state that the proposed scale of the development and the surroundings means there would be very limited visibility towards the proposed development from these assets.

5.13 **SEPA:** No Objection. Advised that while peat and carbon rich soils were raised as a concern within SEPA's previous response (24/00186/PREMJ) of 28 May 2024, the current submission states that "no peat was found" and that "due to the conditions onsite (i.e. stubble field and modified grassland) a peat depth survey and full NVC survey have not been completed as the heavily modified nature of the habitats indicative poor condition (as peatland or mire habitat) would typically indicate that it is of a questionable quality in terms peatland and of very little ecological value in its current state but also beyond any reasonable consideration for enhancement or restoration."

SEPA note that peat soils surround the site, and it is likely that this area was once peatland prior to agricultural enhancements. Highlight that Policy 5 of the National Planning Framework 4 includes development proposals on carbon rich soils, which

this proposal would likely fall under. Therefore, SEPA advise the applicant to adopt the good practice mitigation outlined in their standing advice on "Development on peat", which will also be relevant to carbon rich soil. In addition, SEPA state that they would welcome the determining authority to pursue proposals to enhance biodiversity and provide compensation for impacts to carbon rich soils (both historical and proposed).

5.14 **NatureScot:** Advised that there are natural heritage interests of international importance adjacent to the site, but these should not be adversely affected by the proposal.

Stated that the proposal lies approximately 2.1km from the Caithness Lochs Special Protection Area (SPA) protected for its Greenland white-fronted geese, whooper swan and greylag geese. The development lies in proximity to rough grazing and improved pastures which are used by geese and swans on which to forage.

As such, NatureScot note that the site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the 'Habitats Regulations') apply or, for reserved matters, The Conservation of Habitats and Species Regulations 2017. Consequently, Scottish Government is required to consider the effect of the proposal on the SPA before it can be consented.

NatureScot's advice is that the proposal is likely to have a significant effect on wildfowl linked to the aforementioned SPA. NatureScot conclude that the proposal will not adversely affect the integrity of the site. The appraisal carried out considered the following:

<u>Greenland white-fronted geese (GWF)</u>

• Roost disturbance – The development is far enough away from the nearest component night roost site to cause any disturbance there, with Loch of Mey being approximately 2.1km distance.

• Foraging displacement - Based on available information, the development footprint is not known as a core foraging area for these geese, and no records appear to be available indicating this species forages within the footprint of the development site. Therefore, displacement effects should not occur.

• Foraging disturbance - During construction, when disturbance effects could occur, the existing conifer plantation will provide visual and audible cloaking of the works area. This plantation lies in between the works location and traditionally used foraging pastures. The northern 'visible' side of the development, where a new vehicle access will be created, lies far enough away from core goose feeding areas (to the immediate north-west), that regular disturbance of foraging areas are unlikely to occur. In addition, vehicles and deliveries will arrive to the site during construction via the East Lodge Road (from the A836), minimizing vehicle disturbance potential to GWF foraging zones which lie to the west of the development site.

<u>Whooper swan and greylag geese</u>

• Roost disturbance – The development is far enough away from the nearest component night roost site to cause any disturbance there, with Loch of Mey being approximately 2.1km distance.

• Foraging displacement and disturbance – Based on available information, the development footprint has been used previously by greylag geese, but not by

whooper swan. Greylag geese have a wide range of foraging fields from which to choose from (Mey BESS, HRA, Fig 4 & 5), where forage availability is large and thus resilient to change (e.g. crop rotations, changes in foraging field use, as well as localised development). Therefore, displacement effects from the development are likely to be minimal and thus low impact for greylag. Whooper swans may experience some short-term disturbance during construction should they choose to forage close-by (i.e. <600m distance). However, once constructed, wildfowl are likely to become accustomed to this static development and may start to forage within neighbouring fields. Thus, populations should remain viable components of this SPA, in context to this development.

Also stated that the development lies approximately 1.4km from Phillips Mains Mire Site of Special Scientific Interest (SSSI), protected for its blanket bog habitat. NatureScot advise that there are natural heritage interests of national importance in the general area of the development, but these will not be affected by the proposal. The blanket bog habitat within this SSSI lies on elevated higher ground, much further away from this development proposal, therefore it is unlikely to be affected (e.g. through any hydrological connection).

5.15 **Health & Safety Executive:** Advised that any health and safety issues will be dealt with under health and safety law, with the site boundary not found within any explosive safeguarding zones or any HSE consultation zones. HSE advised that they also have an interest in proposals that would have hazardous substances present at or above threshold quantities. However, concluded that this proposal does not appear to be of this type, and therefore, have no further comments.

5.16 **SSEN:** No objection. Advised that SSEN do not currently have an operational asset within the immediate vicinity of the proposed development, however, do plan on delivering a new 132kV substation near to the proposed development site having secured detailed planning permission under application 21/05536/FUL from Highland Council in July 2022, which is touched upon in the applicant's Design & Access Statement. Advised that currently SSEN hope the substation will be constructed and connected into the grid sometime in 2029, but this timescale is subject to change.

5.17 **Highlands and Islands Airports Ltd:** No objection.

5.18 **RSPB:** Advised RSPB will not be responding to the consultation.

5.19 **Transport Scotland:** No objection. Advised that Transport Scotland are satisfied with the submitted Transport Statement, and have no objection to the proposed BESS, in terms of environmental impacts on the trunk road network. However, Transport Scotland have requested confirmation that no abnormal load deliveries are required.

5.20 **Office Nuclear Regulator:** No comment, does not lie within a consultation zone around a GB nuclear site.

5.21 **Scotia Gas Networks:** SGN advise that they do not have any High Pressure assets within the vicinity of the site and as such have no comment/objection.

5.22 **NATS:** No safeguarding objection to the proposal.

5.23 **Defence Infrastructure Organisation:** Advised that the proposed development falls outside of MOD safeguarded areas and does not affect other defence interests, therefore, no objection to the development proposed.

5.24 **BT:** Advised that the project indicated should not cause interference to BT's current and presently planned radio network.

5.25 **Scottish Water:** No objection.

5.26 **Joint Radio Company:** Advised that the proposal is cleared - subject to 50m Micrositing - with respect to radio link infrastructure operated by the local energy networks.

JRC does not foresee any potential problems based on known interference scenarios and the data provided. However, if any details change, it will be necessary to re-evaluate the proposal.

6. DEVELOPMENT PLAN POLICY

6.1 Appendix 2 of this report provides details of the documents that comprise the adopted Development Plan, including details of pertinent planning policies as well as adopted supplementary guidance, and other material policy considerations which are relevant to the assessment of the application.

7. PLANNING APPRAISAL

7.1 This application has been submitted to the Scottish Government under Section 36 of the Electricity Act 1989 (as amended). Should Ministers approve the development, it will receive deemed planning permission under Section 57(2) of the Town and Country Planning (Scotland) Act 1997 (as amended). Although not a planning application, the Council processes S36 applications in a similar manner given that planning permission may be deemed to be granted.

7.2 Schedule 9 of The Electricity Act 1989 contains considerations in relation to the impact of proposals on amenity and fisheries. These considerations mean the developer is required to:

- have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings, and objects of architectural, historic or archaeological interest; and

- reasonably mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects.

7.3 It should be noted that for applications under the Electricity Act 1989 that the Development Plan is just one of a number of considerations, and therefore Section 25 of the Town and Country Planning (Scotland) Act 1997 which requires planning applications to be determined in accordance with the Development Plan, unless

material considerations indicate otherwise, is not engaged. That said, the application is still required 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.

Planning Considerations

7.4 The key considerations in this case are:

a) Compliance with the Development Plan and Other Planning Policy;
b) Energy and Carbon Saving;
c) Socio-Economic Impacts;
d) Siting, Design, Landscape and Visual Impacts;
e) Natural Heritage;
f) Habitats;
g) Trees, Protected Species and Biodiversity;
h) Built and Cultural Heritage;
i) Amenity;
j) Health and Safety;
k) Traffic and Transport;
l) Flood Risk and Drainage;
m) Public Access;
n) Decommissioning and Reinstatement; and,
o) Any Other Material Considerations

Development plan/other planning policy

7.5 The Development Plan comprises National Planning Framework 4 (NPF4), the adopted Highland-wide Local Development Plan (HwLDP), the Caithness and Sutherland Local Development Plan (CaSPlan), and all statutorily adopted supplementary guidance.

7.6 Appendix 3 of this report provides an assessment of compliance with the Development Plan / Other Planning Policy.

7.7 In summary, the Development Plan, which now includes NPF4, must be considered in the round. 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 and Carbon Saving

7.8 The proposal would be interconnected to the grid's transmission / distribution network and not co-located with an electrical generating station. The development will, however, collect energy from the grid when the supply outstrips demand. Such facilities make a commercial return by buying electricity from the grid when rates are cheaper and selling it back to the grid when rates are more expensive. However, the development will also provide electricity or other grid services when needed. Depending on the mix of electricity at the time of collection, the BESS facility may or may not be storing and then releasing renewable energy. That said all electricity generation in the region comes from renewable sources and therefore this the proposal is considered to 'regenerate' renewable energy.

7.9 The benefit of BESS is that it stores excess energy being generated by renewable generating stations such as wind farms when the grid has reached full capacity, much of which would otherwise be lost. BESS, therefore, allows renewable generating stations to operate for longer periods and provides flexibility to the grid to respond to peaks and troughs in energy demand. As a result, the technology is considered to support government policy that seeks to end a reliance on backup electricity generation from fossil fuel reliant generators and allow the full benefits of renewables, which is where the development's intrinsic carbon saving benefits are to be realised.

Socio-Economic Impacts

7.10 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.

7.11 The submission includes a note on Community Wealth Building, and the applicant's position with regard to the councils Social Values Charter (SVC), which is noted to have been adopted several months after submission of the S36 application. The application notes in review of the SVC and previous correspondence provided by the Chief Planner, that community benefit cannot be considered a material planning consideration, and attempts to the contrary would be inconsistent with the Proposed Development's national development status within NPF4, and its associated

contribution towards securing net zero objectives. Notwithstanding, on a voluntary basis and subject to the efficient securing of consents and subsequent milestones, the applicant has declared commitment to exploring opportunities with the Council, local communities and businesses, with a view to contributing towards the retention of wealth within the Highlands. Such efforts could include input to STEM activities, offering fair employment and apprenticeship opportunities, and utilisation of local contractors as part of the supply chain. While the proposal is expected to be consistent with the socio-economic and community wealth building requirements of NPF4, limited weight can be applied to these considerations in this instance given the lack of information submitted in that regard. Community Benefit is not considered a material planning consideration, and therefore the Planning Authority have limited ability to compel developers to sign up to the provisions of the Charter. As such, community benefit can only be secured by means of a voluntary arrangement between the Council and the Developer, and the Council's Community Wealth Building Team are aware of the proposal and will conduct their own discussions with the developer directly. A condition should be attached to secure details of a local employment scheme, in order to ensure compliance with NPF4 Policy 11c) and to maximise the local socio-economic benefits of the development to the wider community.

Siting, Design, Landscape and Visual Impacts

7.12 The application site is located upon relatively flat agricultural ground which is mapped as class 6.3 – land capable of use as rough grazings with low quality plants, as per the Scotland's National scale land capability for agriculture map. As such, the application site is not considered to be Prime Agricultural land in accordance with Policy 5 of the NPF4.

7.13 The site has been deemed the most suitable to accommodate the proposal following an area appraisal carried out by the applicant. The site is noted to be of an approximate distance of 150m from the proposed Gills Bay switching station, granted planning consent in July 2022. The switching station permission is yet to be enacted on site however it is worth noting that the planning consent does not expire until July 2027. The location of the site close to the switching station is considered an important factor in site selection as the proposal is dependent on access to the National Grid. It would connect to the switching station via a cable connection and, therefore, close proximity to the switching station is an advantage, giving the scheme economic viability as a further distance from any substation would result in electricity loss during transportation in addition to excessive connection costs and increased environmental impact. With regards to the landholding at Phillip Mains, which the proposed development seeks consent to site upon, the wider landholding extends to land that slopes upwards to the south. These more southern parts of the landholding are stated to have been discounted from consideration due to concerns about the potential visibility of the BESS development and probable engineering constraints in terms of creating flat development platforms in an area of sloping topography. Therefore, further reasoning for selecting the chosen site, to the northern end of the Phillip Mains landholding is due to the flatter land constraints, with existing natural visual screening offered by the plantation forestry immediately to the west.

7.14 The proposal when initially submitted portrayed a development layout on the south-western field within the site. Following a peat depth and outline condition survey, the

application notes that the chosen site is predominantly covered by grassland and soft rush with no peatland vegetation recorded. No peatland soils are present within the larger north-eastern field, which is dominated by glacial clays, however, the south-western field comprises peat ranging in depth from 0.5m to 3m increasing to the south-west of the field and adjacent to the conifer plantation. Therefore, further site selection is considered to be determined by the ecological constraints of the surrounding land as demonstrated by the peat survey carried out. The site selection also considered the context of the local landform, with the landscape rising to the east towards the summit of the Hill of Rigifa, with a perceived high degree of visual containment to the west, south and east, further supported by areas of expansive forestry to the west, south and southeast. By being located in such close proximity to the proposed switching station, the chosen site will further help to avoid the spread of infrastructure across wider parts of the landscape, thus reducing and containing the potential adverse effects on landscape character and visual amenity. Other reasons for the chosen site selection regards the fact that there are no residential properties within the site boundary, and few residential properties within close proximity, with the nearest properties situated at Phillips Mains Farm located 280m to the south.

7.15 Also, the site is not found within any landscape designations, and there are no National Scenic Areas or National Parks in the vicinity. There are also no statutory designated heritage assets within or in close proximity of the application site, with no perceived impacts on any heritage assets by the proposed scheme chosen siting. The majority of the site comprises habitats of limited ecological value and there are no statutory ecological designations present on site. The closest ecological designation is Phillips Mains Mire Site of Special Scientific Interest (SSSI), located to the southeast, designated for its nationally important blanket bog, which is advised by NatureScot as not to be affected by the proposals. As such, the submitted area appraisal and chosen site selection is considered justified.

7.16 The landscape to which the proposal is found within comprises relatively open, rolling farmland, with localised parcels of woodland and forestry. Fields are of moderate-to-large size, regularly shaped, and bound by a mix of low stone walls, hedgerows and post-and-wire fencing. At a local level, the landscape is delineated by parcels of forestry, occasional shelterbelts, and various watercourses that meander through the undulating landform. In combination with the expansive areas of forestry to the west, south and southeast, it is noted that there is a visual containment of the site established on most sides. However, it is worth noting that the closest area of coniferous plantation, immediately to the west of the site which provides current screening, is currently maintained and will be harvested, with removal through silvicultural activities to take place in the future. This area of woodland is outwith the control of the applicant, and is noted to be required to be partially felled to facilitate the Gills Bay Switching Station consent. As such, given the level of screening presently afforded to the site from the adjacent woodland this is recognised as a key landscape and visual consideration within the planning assessments.

7.17 The proposed development is noted to have been specifically designed to allow the BESS to integrate into the surrounding landscape. With the exception of isolated CCTV security columns (to be a height of 4.5m), the tallest element of proposed built form would be 3.0m in height, which would be set back behind the 2.4 m high

perimeter fencing. The proposed battery units are noted to be a height of 2.9m. Surrounding tree cover and landform would limit potential visibility from wider areas, with perimeter fencing to be painted with a recessive colour to soften the appearance of the proposed scheme and screen potential views of infrastructure within central parts of the site. The BESS Substation, Comms Building, and Welfare Facilities would also be finished in the same recessive colour. The inverter building and battery storage container units, and all associated finishes, including the proposed fencing, can be agreed with the applicant prior to installation. The finalised colour, finish and materials proposed can be secured by condition.

7.18 The application states that to mitigate against landscape and visual impacts, land clearance and occupation will be limited to necessary areas only to minimise the geographic spread of the infrastructure and limit the potential impact on the local landscape fabric, which is welcomed. Furthermore, the proposed landscaping incorporates the creation of native hedgerow and woodland edge tree planting around peripheral parts of the site. The proposed hedgerow extends from the northwest corner of the site at the roadway frontage, extending along the northern, eastern and southern site boundaries. Woodland edge planting is detailed across the northern, eastern and western boundaries to further increase the site screening. The landscaping will comprise mixed native species to provide visual containment and screening of the proposed built form (including the perimeter fencing) and create a soft, green frontage to the development. The hedgerow is detailed to be maintained at a height of 3.0m, set slightly above the height of perimeter fencing proposed. Additional site landscaping includes the provision of species-rich wildflower meadow introduced around peripheral parts of the site, aiding the visual appearance of the proposal.

7.19 The submitted LVIA entails the provision of a Zone of Theoretical Visibility. The ZTV details the geographical extent of potential visibility would be continuous within the immediate 500m to 1km of site surroundings, extending outwards towards the north and west in a fragmented manner. Potential long-distance views would be experienced from areas of higher ground at East Mey and Barrock, as well as lower-lying coastal areas at Scarfskerry. It is considered that the limited height of the proposal, combined with the visually containing influence of surrounding forestry and landform, means that landscape effects would be localised. The key effects would be focused within the immediate 500m of the Site, with notable effects across localised parts of the Farmed Lowland Plains LCT in closest proximity to the Proposed Development. However, this would account for a small part of the wider landscape character, and on the whole the landscape effects are deemed to be extremely limited. Any impact will further reduce over time through the establishment and growth of mitigation planting around sections of the perimeter of the site, which would largely contain potential views of the BESS from surrounding areas.

7.20 The cross-section plans show that the proposed development may be slightly visible from the C1033 public road however, as planting matures this will significantly reduce overtime. Landscape and visual effects are noted as extremely limited and visualised by the applicants, being limited to the build footprint and immediate surroundings, with limited effects on the wider landscape character. It is considered by the Planning Authority that the battery storage enclosures are relatively low in height, with the installed units and surrounding fencing external colour to be determined at detailed

design stage, with the chosen colour to be in relation to the local landscape to further help the proposal blend in. The proposed landscaping, predominantly the hedgerow and native tree planting, as well as the infrastructure being setback from the public road, will all help to further mitigate visual impact and help create a visual enclosure for the proposed development. The proposed landscaping will additionally allow the development to blend into its surroundings, improving integration into the existing landscape and preventing the site becoming an accustomed feature which draws attention from passers-by. It is therefore considered, that given the limited vertical scale of the proposed battery storage infrastructure, in the short term this will be predominantly screened by the proposed fencing however in the long-term following maturity of the proposed landscaping, any adverse effects would be significantly reduced. It is worth noting that the relatively flat, low-lying nature of the site and location adjacent to forestry, will both help to prevent the development becoming visually dominant across the wider area. In more open views, the muted recessive colours of the proposed infrastructure would blend in with the surrounding landscape.

7.21 It is considered that there would not be any distinct and notable effects on views from main settlements in proximity to the site, with impact on views only being experienced by residents within isolated dwellings at Nos. 2-3 Phillips Mains (280m to the south of the site) and at East Lodge (400m to the northeast). As advised above, it is considered that any visual impact on views from surrounding properties would steadily reduce in accordance with the establishment of proposed hedgerow and woodland edge planting along the site boundary. As such, by Year 10, the effects are considered to not be notable. In addition, given the low-lying nature of the site and low in height context of the BESS development, with appropriate separation distance from surrounding receptors, there is not considered to be a significant visual impact. Any other views from surrounding dwellings are noted to be screened by existing landform and vegetation, with slight visual effects on cyclists along the National Cycle Route, which runs past the northern boundary. This would account for a short section of the route which will reduce when planting matures, with the proposal fully screened from all other parts of the route, hence the effects on the route as a whole would not be notable. Overall, the total extent of the landscape and visual effects of the proposal would be comparatively localised and limited in nature, primarily restricted to the construction phase and initial operation of the development, but increasingly mitigated as planting matures.

7.22 As noted above, adjacent to the site lies extensive plantation forestry which currently serves to screen the proposal from certain views, particularly those from the west. Through consent of application 21/05536/FUL for the construction and operation of the Gills Bay 132 kilovolt (kV) switching station, a tract of this forest is to be felled and re-planted with native woodland. This is focused upon a localised area of forestry on the northern side of the development, and would not affect the surrounding tracts of forestry to the east and west. However, it is assumed that these remaining tracts will be harvested at some point in the future, as distinguished by the councils Forestry Officer, through their intended silvicultural use. It is not known if these areas will be replanted for future harvesting, or planted with a native broad-leaved woodland. As such, it is considered that although there remains the potential for loss of existing screening, as planting matures within the proposed scheme, in addition to the low in height stature of the proposal, the landscape and visual impact as a result of the

existing woodland will not be notable long term, with appropriate screening mitigation incorporated as part of the application.

7.23 Whilst the site and surroundings are predominantly rural in character, the local environment is also influenced by infrastructure, both existing and proposed. As such, the level of cumulative landscape and visual impact requires to be assessed. The proposed development will augment the presence of the existing Mey Community Wind Turbine and the consented Gills Bay 132kV Switching Station within the local landscape. The net effect would be to slightly extend the influence of this infrastructure in a west to east direction, in the context of existing forestry. In addition, the consented Hollandmey Renewable Energy Development , regarding the erection of a 10-turbine wind farm predominantly to the southwest of the proposal, would further increase the combined effects on the Farmed Lowland Plains LCT and adjoining landscape. The future harvesting of plantation forestry, whilst not part of the application, will also result in additional cumulative impact of infrastructure, by opening views to previously screened areas of the landscape. Nevertheless, any cumulative impact caused by the proposed BESS development would reduce overtime as planting matures within the site, and by consented woodland planting associated with the Switching Station towards the west. Given the low in height nature of the proposal, the development would not meaningfully contribute to notable cumulative effects on the landscape and surrounding visual amenity, as it will not stick out within its chosen location from wider viewpoints, whilst the impact on closer views will significantly reduce overtime. The comparative localised nature of the views of the development means the cumulative impact will be lessened and therefore is not considered to be significant in this context.

Natural Heritage

7.24 The application site is not located within any designated sites for ecological interests, with the closest designations consisting of Phillips Mains Mire Site of Special Scientific Interest (SSSI) approximately 1.48km from the site to the southeast and the Caithness Lochs Special Protection Area (SPA) approximately 2.1km to the northwest. NatureScot were consulted on the application and stated that, there are natural heritage interests of international importance adjacent to the site, but these should not be adversely affected by the proposal. With regards to the Caithness Lochs SPA, NatureScot's advise that the designation, protected for its Greenland white-fronted geese, whooper swan and greylag geese, is in proximity to the proposal given the development lies in the vicinity to rough grazing and improved pastures which are used by geese and swans on which to forage. As such, NatureScot note that the site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the 'Habitats Regulations') apply or, for reserved matters, The Conservation of Habitats and Species Regulations 2017. Consequently, Scottish Government is required to consider the effect of the proposal on the SPA before it can be consented.

7.25 NatureScot have carried out an appraisal on the potential effects on the protected features of the SPA, stating that with regards to Greenland white-fronted geese (GWF), the development is far enough away from the nearest component night roost site to cause any disturbance there, with Loch of Mey being approximately 2.1km distance. Furthermore, based on available information, it has been advised that the footprint of the proposal is not known to be an identified core foraging area for the

protected geese, with no records available indicating this species forages within the footprint of the application site. Therefore, displacement effects are not advised to occur. In addition, NatureScot have advised that during construction, when disturbance effects could occur, the existing conifer plantation will provide visual and audible cloaking of the works area. This plantation lies in between the works location and traditionally used foraging pastures. The northern visible side of the development, where a new vehicle access will be created, lies far enough away from core goose feeding areas, that regular disturbance of foraging areas are unlikely to occur. In addition, vehicles and deliveries will arrive to the site during construction via the East Lodge Road (from the A836), minimizing vehicle disturbance potential to GWF foraging zones which lie to the west of the development site.

7.26 Regarding the Whooper swan and greylag geese features of the SPA, the development is also identified to be located far enough away from the nearest component night roost site to cause any disturbance. The development footprint is noted to have been previously used by greylag geese, but not by whooper swan. Greylag geese have a wide range of foraging fields from which to choose from, where forage availability is large and thus resilient to change (e.g. crop rotations, changes in foraging field use, as well as localised development). Therefore, NatureScot advise displacement effects from the development are likely to be minimal and thus low impact for greylag. Whooper swans may experience some short-term disturbance during construction should they choose to forage close-by. However, once constructed, NatureScot state that wildfowl are likely to become accustomed to this static development and may start to forage within neighbouring fields. Thus, populations should remain viable components of this SPA, in context to this development.

7.27 With regards to Phillips Mains Mire Site of Special Scientific Interest (SSSI), protected for its blanket bog habitat. NatureScot advise that there are natural heritage interests of national importance in the general area of the development, but these will not be affected by the proposal. The blanket bog habitat within this SSSI lies on elevated higher ground, much further away from the proposal, and therefore it is unlikely to be affected, including through any hydrological connection. Overall, in terms of ecological designations, it is considered that there is limited risk to any protected features by the proposed development, and to further reduce this risk, a Construction Environmental Management Plan (CEMP) for the scheme will be secured by condition.

Habitats

7.28 The application site and surrounding 100m buffer area consist of a variety of habitats: arable (winter stubble), modified grassland, other neutral grassland, other acid grassland, degraded blanket bog, woodland (other coniferous woodland), scrub and drainage ditches. In addition, surface habitats classified as modified grassland and scrub within the south-western field of the site are advised to be underlain by peat deposits. Peat probing results confirmed peat depths between 0.5 and 3m within this area, and no peatland soils within the larger northern field which is dominated by glacial clays. As such, the majority of the site is advised to comprise habitats of limited ecological value including arable farmland, modified grassland and are species poor and are not protected or Priority Habitats in Scotland. In consultation with the councils Ecology Team, it is welcomed that this proposal will avoid

construction on peatland habitat, and that the existing grassland to the southwest will be retained due to the presence of deep peat there also.

Trees, Protected Species and Biodiversity

7.29 Regarding woodland and tree impact caused by the proposed development, there is a noted area of Sitka (Picea sitchensis) plantation woodland bordering the site to the west, with areas of ancient woodland located in the distance of the site, closest of which is found to be 440m to the north of the proposal. In consultation with the councils Forestry Officer, it has been advised that the proposed development does not appear to impact on existing trees or woodland. A condition will be attached secure tree protection measures to prevent adverse impact on the nearby woodland during the construction phase. The application notes existing trees in the surrounding area would be protected via temporary tree protection fencing in accordance with BS 5837:2012 Clause 6.2. The fencing would be erected prior to commencement of construction works and there would be no works, vehicular over-run, or storage of materials within the extents of the tree protection fencing area, which is welcomed. As advised, within the second response from the councils Forestry Officer, the provision of an amended Landscaping Plan will be secured by condition to detail increased areas of native tree planting, and with all tree planting contained within the perimeter fencing.

7.30 With regards to protected species, field surveys were carried out both within and surrounding the site for protected species or otherwise notable species, including but not limited to bats, badgers, otter, water vole, and breeding birds. No evidence of protected species was recorded. In consultation, with the councils Ecology Team, preconstruction surveys are planned before start of works which will be secured by condition, the site is considered to offer a low to moderate quality foraging and commuting resource for bats (along the coniferous plantation edge to the west and the ditches). A preliminary roost assessment was carried out and no roosts were identified within site and around a 50m buffer zone, with bat sensitive lightning to be adopted within the development which is welcomed. Breeding bird surveys recorded the presence of curlew, dunlin, snipe, yellowhammer, meadow pipit, and skylark. Site clearance works are noted to be timed to avoid the nesting bird season (April to August inclusive), with any clearance within these months to require a nesting bird survey, conducted by a suitable experienced ecologist.

7.31 Regarding biodiversity, the councils Ecology Team have confirmed that the proposals accord with NPF4 Policy 3. The application includes a completed Defra metric, which proposes an increase of 70.22% in area-based habitats through the creation of a good condition grassland, SUDS, and planting of a mix of broadleaf woodland and scrub. The proposal also includes the creation of species rich hedgerows, all of which have been clearly mapped in a detailed landscape plan. A list of species is also provided. In addition, the application includes a comprehensive outline Habitat and Management Plan, with the provision of additional enhancement measures (bird and bat boxes, barn owl box, pine marten box, and other habitat boxes for invertebrates) encouraged. It is advised that conditions should be attached to secure the provision of a finalised Habitat Management Plan is submitted for approval prior to the commencement of development.

Built and Cultural Heritage

7.32 As already mentioned, the site is not situated within any built heritage designation and there are no scheduled monuments or listed buildings within the boundary of the proposed development. EIAR chapter 9 Cultural Heritage and Archaeology, assesses the potential for cultural heritage receptors, both within the site and in the wider area, to experience direct and/or indirect impacts as a result of the proposed development. All assessments and walkover surveys carried out to date identify the site to contain a total of 9 non-designated heritage assets, generally comprising post-medieval agricultural remains such as boundary walls, flagstone dyke, ditches and rig and furrow cultivation. A further 18 non-designated assets have been identified within a surrounding 1km area of the site, comprising assets such as post-medieval and modern farmsteads with associated agricultural remains. Designated assets within 2 km of the Site include a Scheduled coastal battery, the Category A Listed Castle of Mey and associated Garden and Designed Landscape and Category B Listed gate lodge. No World Heritage Sites, Inventory Battlefields or Conservation Areas have been identified within 2 km of the Site.

7.33 The provided assessments detail that there is likely a low potential for archaeological remains of early historic, medieval and modern date, a low potential for remains of prehistoric date, and a high potential for archaeological remains of post-medieval date. Post-medieval remains would likely relate to agricultural practices and would likely be of negligible to low importance. Therefore, the proposal has the potential to have a high direct adverse impact on any archaeological remains surviving at a sub-surface level, and as such, it is advised a programme of archaeological works in advance of development will be required to investigate the sub-surface deposits on the site, which will be secured by condition. Regarding the designated assets identified to be within 2km of the site, the provided assessments conclude that the battery storage development would result in neutral impacts on the setting of the designated assets and no further mitigation measures for setting impacts are considered necessary. This is noted as being predominantly due to the screening effect of the aforementioned Garden and Designed Landscape's woodland and hedges, along with a belt of woodland along the A836 that intervenes between the site and the designed landscape. In addition, the landscape topography screens view of the proposal to the Scheduled battery and vice versa. The mitigation proposed within the application in the form of landscaping, and the installation of a hedgerow along the site's western and northeastern periphery, will further aid screening and no further mitigation regarding setting impacts is considered necessary, as agreed by the Planning Authority.

7.34 In consultation with the councils Historic Environment Team – Conservation, no objection to the proposals were raised, and it was advised that the application site would not appear to directly affect any listed buildings, conservation areas, or the setting of either. Furthermore, in the consultation with the ECU, Historic Environment Scotland, also raised no objection to the development, advising that the proposed development would not have an adverse impact on the Category A-listed Castle of Mey and its associated Inventory Garden and designed landscape. HES also stated that the proposed scale of the development and the surroundings means there would be very limited visibility towards the proposal from protected heritage assets, and

therefore it is considered that in terms of impact on Built and Cultural Heritage, the application can be considered acceptable.

Amenity

7.35 There are likely to be some adverse impacts caused by construction traffic and disruption, particularly during the anticipated construction phase when construction materials are being delivered to site and during works to connect the site to the forthcoming substation.

7.36 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 or Bank Holiday working, all of which is detailed in the application. Construction activities that do not generate impacts beyond the site boundary are permissible outwith these hours.

7.37 The BESS facility employs inverters, switchgear, transformers and batteries, with the battery storage containers also fitted with air cooling units. As such, the operation of the facility will create a degree of noise with potential to impact residential amenity. The closest residential properties are denoted as a cluster of 3 properties (No. 1, 2 and 3 Phillips Mains) approximately 280m to the south. Nevertheless, residential property East Lodge is located 400m to the northeast of the BESS, with Mey Hall Cottage located 460m to the west and West Lodge situated 500m to the west. As such, the applicant has provided a Noise Impact Assessment.

7.38 Environmental Health have reviewed the submitted noise assessment which concludes that noise predictions for the operational BESS have been determined to meet the adopted criteria, and noise impacts have been determined to be not significant. Therefore, Environmental Health following review have requested the attachment of conditions to ensure the development proceeds in accordance with the approved Noise Impact Assessment and the mitigation measures detailed, as well as ensuring that the rating level of noise arising from the use of plant, machinery or equipment installed or operated in association with this development as determined in accordance with BS4142 Methods for Rating and Assessing Industrial and Commercial Sound shall not exceed 30dB(A) at the curtilage of any noise sensitive receptor. In addition, prior to the operational phase, if there are any changes to the proposed equipment or mitigation measures which could result in an increased noise level, a revised noise impact assessment will be required. A condition will also be attached for mandatory compliance monitoring to ensure noise levels once the scheme is operational are kept within the acceptable limits. Overall, it is considered with appropriate separation distance between the proposal and surrounding properties, and the advised conditions, noise sensitive dwellings shall not be subject to disturbance as a result of the development.

7.39 In terms of the construction phase, this is anticipated to last for 9-month time period. A condition should be attached, as advised by Environmental Health, to ensure of the provision of a construction noise mitigation scheme which demonstrates how the applicant/contractor will ensure the best practicable measures are implemented in

order to reduce the impact of construction noise. Moreover, the applicant will require to submit a scheme of mitigation for construction dust, which is secured by condition as part of a Construction Environmental Management Plan. A condition is also attached regarding the provision of lighting in the application site to ensure any installed lighting scheme is appropriate to the development's location, in the interests of visual amenity.

Health and Safety

7.40 The submission includes an Outline Battery Storage Safety Management Plan in regard to the proposed development. The document describes the measures included within the application to minimise the risk of fire, along with the specific design specifications of the BESS facility and the procedures to address fire containment and firefighting. The proposed BESS facility contains numerous components such as a Battery Management System (BMS) which is responsible for the correct operation and safe functioning of the battery, maintaining the batteries to remain with the required operational voltage, current and temperature range, in addition to providing the State of Charge and State of Health of each battery. The BESS will also be accompanied by numerous safety mechanisms to minimise potential risk of thermal runaway, fire or scheme failures. A monitoring and control system is noted to be responsible for the safe operation of the BESS and prevent fire or other hazardous events. The BESS units will be fitted with active cooling technology as well as temperature sensors, smoke and fire detection sensors, in addition to automatic fire suppression systems. The Alarm and Emergency System, will allow for manual or automatic system shutdowns under critical failure or hazard, thus minimising the risk to personnel and equipment. The inclusion of these systems which if it detects critical issues, such as overheating, overvoltage, or fire, can result in immediate shut down. It is worth noting, an alarm system is also incorporated to deliver immediate alerts to operators and emergency responders when a failure or dangerous condition is detected. In terms of security, the BESS will also include a CCTV system and perimeter fencing to reduce the risk of fire sabotage and vandalism.

7.41 The location of the facility ensures that there are no buildings within 30m of the site boundary, nearest of which is found 280m to the south at Phillip Mains Farm. In addition, the battery storage enclosure will be setback from the perimeter fencing, and the land immediately surrounding this is allocated to earthworks, and as such, with all appropriate technologies and management systems required to comply with separate legislation, it is considered there is sufficient mitigation incorporated to further offset any future fire risk receptors.

7.42 Following a review of the submitted Outline Battery Safety Management Plan, clarification was sought on how polluted fire water would be captured through the site's drainage system, tested and disposed of, to ensure it will not enter the water environment and will be disposed of in an environmentally responsible manner. As such, a Firewater management Plan was submitted. It has been detailed that the compound will consist of an engineered base beneath a Type 3 stone capping layer which will be suitably compacted and made impermeable. Firewater runoff will follow surface water drainage routes via subsurface perforated pipework and perimeter filter drains and will convey firewater runoff into the attenuation basin. An enhanced network of herringbone drainage has been proposed within the design, with

development surfaces suitably graded to promote the capture of flow and ensure no firewater runoff is lost to the surrounding area. In addition, the proposed attenuation basin will be lined to prevent any uncontrolled discharge of potentially contaminated runoff. The Hydrobrake chamber at the attenuation basin outlet is to be fitted with a remotely operated penstock valve and appropriately signposted as the Firewater Isolation Valve. As the attenuation basin shall be lined, the piped outlet is the only viable pathway for contaminated firewater to enter the water environment, with the location and testing of the Firewater Isolation Valve to be duly incorporated into the site Operation and Maintenance and Incident Response Plans. In the event of a fire, the Fire Isolation Valve will be remotely closed as part of the wider site emergency response procedures to a fire being detected. The resulting stored water would then be tested and disposed of off-site, and the applicant is noted to be signing into an agreement with a local emergency waste disposal service who can provide a sealed mobile tanker to the site in a timely manner. Allowing means to remove contaminated runoff quickly in the event there is also additional rainfall volume to accommodate, or the firefighting volume exceeds the minimum volume available of 2,951m3. It is noted that the attenuation basin has capacity to store a 1-day rainfall event during the 1 in 30-year scenario whilst also being able to store approximately 14 hours of firewater runoff. Although the supporting information suggests the aforementioned approach as a possible solution, given the capture and disposing of firewater is a key planning matter in order to prevent a future environmental pollution event, a condition is attached to secure full details prior to commencement of development.

7.43 Fully implementable Fire Management and Emergency Response Plans should be ready prior to the delivery of battery equipment to the site, which should be secured by condition. With these plans and procedures in place, the applicant has demonstrated that the proposal's significantly adverse impact on human health, safety, and the environment in the highly unlikely event of a battery fire have been duly considered and mitigated against. As such, the proposal complies with NPF4 Policy 23 for Health and Safety. It should be noted however that both plans will be working documents that will require updating from time to time in accordance with best practice and to take account of equipment and conditions on site. The regulation of fire safety, health, and other safety and environmental matters are not, however, matters for the planning service to regulate. Consequently, the ongoing currency of these documents will be the responsibility of the operator in consultation with the relevant agencies including the Scottish Fire and Rescue Service without the involvement of the Planning Authority.

7.44 With regards to Emergency Access, the fenced BESS compound has a wide access route allowing the fire service to access the site during an incident, with appropriate space for emergency vehicle turning and an appropriate passing space provided for fire appliance via the alternative roues. In addition, two site access points have been proposed to ensure that fire services would have an alternative option for approaching the site if the combination of wind direction and smoke made one direction particularly onerous. In terms, of water supply availability for firefighting, a review of local water supply plans indicates that the local water mains network would not be suitable to provide the fire fighting flow rates required as stipulated by NFCC guidance. As such, it is proposed to provide the initial fire fighting volume within the site through the provision of water tanks within the site boundary. This storage provision shall be sized to provide the required initial 2 hour water supply for

firefighting purposes as per NFCC guidance. The tank volume has been sized to allow for the supply of 1,900 litres per minute for 2 hours, this equals 31 litres per second. The water storage tank shall be fitted with a distribution system to provide hydrant access across the site to ensure firefighting services and readily access the water supply at various location across the site.

7.45 Given the fire risks associated with lithium battery facilities, the Scottish Fire and Rescue Services (SRFS) has indicated that it will not be responding to individual planning applications. At this present time, there is no formalised guidance available from SFRS on BESS site developments. In the absence of a national approach no regional office comment can be provided, however, general advice from NFCC has been passed on to help inform the Planning Authority's consideration of the application. This guidance suggests that consideration be given to the prevailing winds and emergency access, containment of contaminated water run-off from potential firefighting operations, and details to demonstrate the sources of water supplies for this development in the event of fire. This information would be required to be set out within a fire safety plan which can be secured via condition. This proposal is considered to be in general accordance with the NFCC guidance. A condition is suggested to secure details of the final layout of the proposal, which will be required to reflect best practice in that regard.

Traffic and Transport

7.46 Access to the Proposed Development is to be made via a new site access junction on the adjacent minor road (C1033) situated along the northern boundary, with the junction formed to provide both construction and operational access. The proposed junction will achieve a visibility splay of 4.5m x 160m in either direction. To ensure safe access and egress at the junction, it is proposed to widen the C1033 to 6m in either side of the junction, with the widening to occur within the limits of road adoption. The access junction will allow articulated HGV traffic to pass safely. The junction will be constructed to adoptable standards and will feature a metalled surface, extending into the site by 20m to ensure that site debris cannot be transported on the public road. No gates will be provided within 20m of the junction give way line to ensure that HGV traffic does not ever block back onto the public road. Immediately prior to entrance of the compound accommodating the BESS infrastructure, the access track splits to the northeast and southwest, allowing access to the compound from both sides of the site in the event of emergency, in line with the NFFC guidance. The councils Transport Planning Team have reviewed the proposed access arrangements, and stated that presently the application drawings detail insufficient information regarding the proposed access junction, with a condition to be secured to ensure final design details are submitted for the approval of Transport Planning prior to the commencement of development. In addition to ensuring the proposed access complies with council guidance, the applicant will be required to submit a swept path analysis, using the largest vehicle that will access the site, entering and egressing from both directions, to fully understand the extent of road widening required on the C1033.

7.47 There will be a higher level of traffic during construction along the local road network, with the construction phase noted to last for an approximate 9-month period, with the Gills Bay Substation and Hollandmey Renewable Energy Development likely to also be constructed concurrently with this proposed development. Construction will

involve taking construction machinery to site, delivery of aggregate for the site track, delivery of site components including the battery containers and other equipment and materials, a mixture of light commercial and HGV loads. The councils Transport Planning Team advise that the majority of roads in the surrounding area, especially the single-track roads, are essentially farm tracks that have been repeatedly surfaced over a period of time. They are not designed roads and are only capable of safely transporting the current levels of traffic, not the repeated loadings of additional HGVs associated with large scale energy schemes. In addition, many of the roads are built on peat which further increases their vulnerability to damage from any significant increase in traffic, especially HGV traffic. The unverified and limited information from the Transport Statement confirms that this development will lead to a significant increase in HGV traffic estimated to be above 30% on the U1633 and 29% on the C1033, and as such, the Transport Planning Team are extremely concerned that these roads are not structurally capable of transporting this level of additional HGV traffic without road improvements. The applicant has demonstrated commitment to entering a Section 96 Agreement to repair roads before any works commence on site, however it is advised that this will be required to be secured via condition rather than a Section 96 agreement. Therefore, as advised by Transport Planning a number of road improvements identified are to be secured by condition.

7.48 A revised Construction Traffic Management Plan (CTMP) is also to be conditioned to ensure that construction and ongoing operational access is effectively managed and controlled. Although the provided Transport Statement and Construction Traffic Management Plan states that battery, transformer and invertor units will not be classified as abnormal loads, a condition is also attached to ensure that should any abnormal loads be identified by a revised CTMP, an Abnormal Indivisible Loads Plan (AILP) must be provided. Ongoing maintenance of the site will be required throughout the lifespan of the proposed development, which is noted to have potential to give rise to transport issues which will require further consultation with interested parties. A condition is therefore to be included requiring notification and approval of the planning authority in consultation with the respective parties, for any significant HGV or abnormal load movements required during this period. The applicant shall also be made aware of the council's advice to establish a community liaison group with representatives of the local communities directly affected by the works. During the construction phase of the development the applicant is advised to meet at regular intervals with this group to review the impact of the works and agree measures to address any issues that arise. Transport Planning and Transport Scotland have no objections subject to conditions.

Flood Risk and Drainage

7.49 The submitted Flood Risk and Drainage Impact Assessment Report in support of the application notes that the application site is not at risk of pluvial, fluvial or coastal flooding. As such, the councils Flood Team who have reviewed the proposed site and proposals in regard to flood risk, state that that the flood risk to the site is low and as such, have no objection to the application on the grounds of flood risk. The applicant is required to be made aware that the function of the present drainage ditches serving the site and the wider area, located within the application boundary, will need to be retained. In terms of surface water drainage, it is proposed within the application for the proposed development to be drained via a herringbone drainage

system conveying flows to a SuDS attenuation basin. The development area and site tracks will be constructed with semi-permeable materials to allow rainwater to infiltrate into the underlying makeup where it will be intercepted by the perforated pipework. It is noted that the formation surface of development area will be suitably compacted to be made impermeable and thus all runoff is to be captured via the proposed drainage system. The attenuation basin will provide suitable treatment and attenuation prior to discharge to the adjacent minor drain at the northeast corner of the site. The councils Flood Team in review of the proposed drainage arrangements advised that the site will be drained through SUDS with discharge limited to the pre-development greenfield rate for all storms up to and including a 1 in 200 year plus climate change event. This is based on a revised drained area of 2.82Ha. The Flood Team are content with the proposed drainage strategy and have no objection to the application, advising that a condition for the final surface water drainage design to be submitted for review is attached to any consent granted.

Public Access

7.50 As an isolated site in a rural location, there is no pedestrian and cycle infrastructure present within or in the vicinity of the site. The nature of the development means that it is highly unlikely that any walking and cycling trips will be generated. Therefore, given there is no designated core paths or public access roads through the site, it is considered that the proposal will not adversely affect public access. The councils Access Officer who was consulted on the proposal, stated that there was no comment to make regarding recreational access in the context of the proposal. Representations received raised concerns about the impact of the proposal on the route of National Cycle Network, which the proposed access will be taken from. Given this public road is outwith the application site boundary, it is not considered that the proposed scheme will adversely impact on the cycle network, however any impact on the public road network shall be addressed and mitigated against within the Construction Traffic Management Plan which is conditioned.

Decommissioning and Reinstatement

7.51 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 on site. 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. Although a DRP has been submitted in support of the application, given prior to installation at detailed design phase the proposed arrangements may alter, the condition is still attached to ensure the council are provided with the finalised details.

Other material considerations

7.52 Regarding the point raised within the representations received that the application lacks compliance with the 2017 Environmental Impact Assessment Regulations due to not including the grid connection as part of the application, although it is part of

the overall scheme. In response, the application is complaint with the relevant standards, the application has been appropriately validated, and the grid connection process will be covered within a future application or by a statutory undertaker where permitted development rights may apply.

8. **Matters to be secured by Legal Agreement / Upfront Payment**

8.1 In order to mitigate the impact of the development on infrastructure and services the following matters require to be secured prior to planning permission being issued:

a) 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. Following the submission of additional information and amendments made to the proposal, including securing: further landscape mitigation, appropriate access arrangements, and fire risk mitigation it is considered that the proposed development is acceptable and will not be significantly detrimental overall. Although industrial in appearance, the proposal would be well sited, set back from the roadside and residential properties. In time it would also be relatively well screened, with the landscape and visual impact of the development being suitably mitigated.

10. IMPLICATIONS

10.1 Resource: There are significant staffing and financial resource implications if the application is to be subject to a Public Local Inquiry.

10.2 Legal: If an objection is raised to the proposal, the application may be subject to a Public Local Inquiry.

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

10.4 Climate Change/Carbon Clever: The proposal has the ability to make a meaningful contribution toward the production of renewable energy.

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before consultation response issued to Scottish Ministers: N

11.1 It is recommended to **RAISE NO OBJECTION** to the application subject to:

A. The Committee granting delegated authority to the Area Planning Manager - North to agree the finished condition wording, with any substantive

amendments to be subject to prior consultation with the Chair of the North Planning Applications Committee; and

B. The following conditions and reasons.

Conditions and Reasons to be attached to any Section 36 consent which may be approved

1. **Notification of Date of First Commissioning**

Written confirmation of the Date of First Commissioning and the Date of Final Commissioning shall be provided to the Planning Authority and the Scottish Ministers no later than one calendar month after those dates.

Reason: To allow the Planning Authority and Scottish Ministers to calculate the date of expiry of the consent.

2. **Commencement of Development**

(1) The Commencement of development shall be no later than 5 years from the date on which this consent is granted, or in substitution, such other period as the Scottish Ministers may hereafter direct in writing.

(2) Written confirmation of the intended date of Commencement of development shall be provided to the Planning Authority and the Scottish Ministers no later than one calendar month before that date.

Reason: To ensure that the consent is implemented within a reasonable period and to allow the Planning Authority and the Scottish Ministers to monitor compliance with obligations attached to this consent and deemed planning permission as appropriate

3. **Non-assignation**

(1) This consent shall not be assigned without the prior written authorisation of the Scottish Ministers. The Scottish Ministers may authorise the assignation, with or without conditions.
(2) The Company shall notify the Planning Authority and the Scottish Ministers in writing of the name of the assignee, principal named contact and contact details within fourteen days of the consent being assigned.

Reason: To safeguard the obligations of the consent if transferred to another company.

4. **Serious Incident Reporting**

In the event of any breach of health and safety or environmental obligations relating to the Development during the period of this consent, the Company will provide written notification of the nature and timing of the incident to the Planning Authority and the Scottish Ministers, including confirmation of remedial measures taken and/or to be taken to rectify the breach, within 24 hours of the incident occurring.

Reason: To keep the Scottish Ministers informed of any such incidents which may be in the public interest.

Conditions to be attached to any deemed Planning Permission

5. **Commencement of Development**

(1) The development must be begun not later than the expiration of 5 years beginning with the date of this permission.

(2) Written confirmation of the intended date of Commencement of development shall be provided to the Planning Authority and the Scottish Ministers no later than one calendar month before that date.

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

6. **Accordance with Provisions of the Application**

(1) Permission is hereby granted for the erection and operation of a Battery Energy Storage System (BESS) facility, with the following elements approved under this permission:

- Up to 288 battery storage cabinets;
- Up to 36 Power Conditioning units;
- A 132 kV transformer (either housed or fenced);
- Power converters, switching and electrical gear;
- Substation;
- Control building housing Low voltage board;
- Spare and communication container;
- Fencing;
- Landscaping and biodiversity enhancement;
- Area of hardstanding;
- Parking for maintenance vehicles;
- Welfare units
- Temporary construction compound
- Access track and junction with private access track;
- Water tank and pumphouse;
- SuDS.

(2) Prior to the final commissioning of the development hereby approved, all elements of the development that relate to Part (1) above, and as approved in writing by the Planning Authority under Condition 7 below, along with site drainage and flood mitigation infrastructure, site security

measures, and fire safety measures including the means of containment of fire suppressant materials shall be constructed and installed in full, made available for use, and thereafter maintained for this use for the lifetime of the development.

(3) In the event of the Development not storing and supplying 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 shall immediately notify the Planning Authority in writing of that situation and shall, if the Planning Authority direct in writing, decommission the development and reinstate the site to the specification and satisfaction of the Planning Authority in accordance with an approved Decommissioning, Restoration, and Aftercare Plan, which shall be based on the principles of the Decommissioning, Restoration, and Aftercare Strategy approved under Condition 8 of this permission and updated according with the relevant guidance and best practice at the time. The Planning Authority shall have due regard to the circumstances surrounding the failure to store electricity.

At the time of the development's decommissioning, the development shall be decommissioned, the site restored, and aftercare undertaken in accordance with the approved Decommissioning, Restoration, and Aftercare Plan.

Reason: In order to clarify the terms of the planning permission and ensure the development proceeds as approved. To secure the decommissioning and removal of the development in an appropriate and environmentally responsible manner along with the restoration of the site in the interests of safety, amenity, and environmental protection.

7. **Final Layout, Design and Specifications**

(1) No development shall commence unless and until full siting and design details of the development including all proposed battery cabinets, buildings, 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 of the batteries, the dimensions of the battery storage cabinets and ancillary infrastructure, control building, storage and office facilities to be installed, and show separation distances between battery storage units which shall comply with the prevailing fire safety legislation and best practice guidelines at the time of installation; and,
   b. the external colour and/or finish of the storage containers, buildings, and ancillary infrastructure on site, which shall have a dark-neutral, non-reflective, semi-matte finish.

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

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

All cables between the storage containers, buildings, and ancillary infrastructure 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. **Decommissioning, Restoration and, Aftercare**

(1) 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.

9. **Financial 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 8 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.

10. **Drainage**

No development shall commence until details of the final surface water drainage design have been submitted to, and approved in writing by, the Planning Authority, in consultation with the Flood Risk Management Team, which shall include measures for the testing of a spent fire suppressant water and where necessary its containment and disposal, as well as calculations to demonstrate that all storm events up to the 1 in 200 year plus climate change storm event shall be managed from within the application site boundary. For the avoidance of doubt the submitted details shall also include the provision of a Drainage Impact Assessment. Thereafter, the development shall be constructed in accordance with the approved details, which shall be made available for use prior to the development's first occupation and maintained in perpetuity.

Reason: In order to ensure the site is adequately drained in accordance with the principles of Sustainable Urban Drainage Systems.

11. **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.

12. **Habitat Management Plan**

(1) No Development shall commence unless and until a Habitat Management Plan (HMP) has been submitted to, and approved in writing by, the Planning Authority, in consultation with the councils Ecology Team. The HMP shall set out the proposed habitat management of the site during the period of construction, operation, and decommissioning, restoration and aftercare, including full details of biodiversity enhancement measures.
(2) The HMP shall provide for the maintenance, monitoring, and reporting of the habitat within the HMP area.
(3) The HMP shall include provision for regular monitoring and review to be undertaken against the HMP objectives and measures for securing amendments or additions to the HMP in the event that the HMP objectives are not being met.
(4) Unless and until otherwise agreed in advance in writing with the Planning Authority, the approved HMP (as amended from time to time with written approval of the Planning Authority) shall be implemented within 12 months of following ground works commencing on site and shall remain in place

for a minimum of 30 years.

(5) GIS shapefiles of HMP areas shall be supplied with the HMP to the Planning Authority prior to the commencement of works.

Reason: To detail how all mitigation, compensation and enhancement measures of biodiversity for the site will be delivered.

13. **Species Protection**

(1) 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 where any impact, or potential impact, on protected species including but not limited to otter or their habitat has been identified.

(2) In the event that works are intended to be carried out within the main bird breeding season, March through August inclusive, surveys for ground nesting birds shall be undertaken no more than 24 hours prior to any works commencing on site including site clearance works.

(3) Development and work shall progress in accordance with any mitigation measures contained within the approved report of survey and the timescales contain therein.

Reason: In the interest of protecting ecology, protected species including nesting birds, and their habitats.

14. **Construction Environment Management Plan (CEMP)**

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, but is not limited to:

a) details of the phasing of construction works;
b) details of any temporary site construction compound including temporary structures/buildings, fencing, parking and storage provision to be used in connection with the construction of the development;
c) details and implementation and a timetable for post construction restoration/reinstatement of the temporary working areas, and the construction compound;
d) details of the method of construction and erection of the structures and any underbuilding/platforms;
e) details of pollution control: protection of the water environment,

bunding of fuel storage areas, surface water drainage, sewage disposal and discharge of foul drainage;

f) details of temporary site illumination during the construction period;
g) details of timing of works;
h) 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;
i) details of routeing of onsite cabling;
j) details of emergency procedures and pollution response plans;
k) siting and details of wheel washing facilities;
l) 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;
m) 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;
n) details of the location of tree protection fencing to be erected between the development site and the trees to the west;
o) a Species Protection Plan;
p) details of areas on the site designated for the storage, loading, off-loading, parking and manoeuvring of heavy duty plant, equipment and vehicles; and,
q) details of how the best practicable measures will be implemented to reduce the impact of construction noise at noise sensitive locations.

Reason: To ensure that construction works are undertaken in accordance with applicable standards in the interests of environmental protection, amenity, and safety.

15 **Ecological Clerk of Works**

No development shall commence until the terms of appointment of a suitably qualified, experienced, and independent Ecological Clerk of Works (“ECoW”) by the applicant, have been submitted to, and approved in writing by, the Planning Authority.

The terms of appointment shall:

(a) impose a duty to monitor compliance with the ecological and hydrological commitments provided in Schedule of Mitigation, the Construction and Environmental Management Plan, the Habitat Management Plan, and any species protection plans;

(b) require the ECoW to report to the nominated construction project manager any incidences of non-compliance with the ECoW works at the earliest practical opportunity;

(c) require the ECoW to submit a quarterly report to the Planning Authority summarising works undertaken on site; and

(d) require the ECoW to report to the Planning Authority any incidences of non-compliance with the ECoW works at the earliest practical opportunity, and no later than 5 working days following the incidence of non-compliance.

The ECoW shall thereafter be appointed on the terms approved throughout the period from pre-construction works, Commencement of Development to completion of construction works.

Reason: To secure effective monitoring of and compliance with the environmental mitigation and management measures associated with the Development during the construction phase.

16. **Construction Traffic Management Plan (CTMP)**

(1) No development shall commence on site until a finalised Construction Traffic Management Plan has been submitted to, and approved in writing by, The Council in consultation with Police Scotland and Transport Scotland. The construction traffic management plan shall include:

a) Identification of the routes to site for general construction traffic and details of the number and type of vehicle movements anticipated on these routes during the construction period;

b) Identification of sources for materials, as well as full details of the volume of materials that need to be imported into the site to form access tracks, hardstanding's and foundations, the load size of material deliveries, the number of HGVs for the importation and exportation of materials, and the number of HGVs for the delivery for associated infrastructure.

c) Details of the number of staff journeys for each stage of construction, and full details of the width and length of access tracks, platforms and foundations and their proposed type of construction.

d) Scheduling and timing of movements, including information on the key milestones throughout the construction period, avoiding local school peak travel times, and any large public event taking place in the local area which would be unduly affected or disrupted by construction vehicles using the public road network;

e) Traffic management measures on the routes to site for construction traffic including details of traffic management proposals to prevent HGVs meeting on the private access to the site or at its junction with the public road. In addition, measures such as temporary speed limits, suitable temporary signage, road markings and the use of speed activated signs and banksman/escort details should be considered. During the delivery period of construction materials any additional

signing or temporary traffic control measures deemed necessary due to the size or length of any loads being delivered or removed must be undertaken by a recognised Quality Assured traffic management consultant, to be approved by the Local Roads Authority before delivery commences;

f) Measures to mitigate the impact of general construction traffic on the routes to site following detailed assessment of the relevant roads;

g) A risk assessment for transportation during daylight hours and hours of darkness.

h) A procedure for condition surveys of the site access and construction traffic routes along with the regular monitoring of road conditions and the implementation of any remedial works required during the construction period;

i) Measures to ensure that all affected public roads are kept free of mud and debris arising from the development;

j) Provisions for emergency vehicle access;

k) A timetable for implementation of the measures detailed in the CTMP; and

l) Identification of a nominated person to whom any road safety issues can be referred and measures for keeping the Community Council informed and dealing with queries and any complaints regarding construction traffic.

(2) In the event that Abnormal Indivisible Loads (AIL) are required, prior to the delivery of any AIL to the site, the CTMP shall be updated to include the proposed route for any AIL on the public road network along with any accommodation measures required, including the removal of street furniture, junction widening, and traffic management measures.

Thereafter the approved CTMP shall be implemented in full prior to development commencing and remain in place until the development is complete.

Reason: To minimise interference with the safety and free flow of the traffic on the public road network, to ensure the safety of pedestrians and cyclists using the public road network and adjacent facilities, and to be consistent with current guidance and best practice.

17. **Abnormal Loads**

Prior to commencement of deliveries to site, should any abnormal loads be identified, an Abnormal Indivisible Loads Plan shall be submitted to, and approved in writing by the Planning Authority, in consultation with The Roads Authority. For the avoidance of doubt the submitted plan shall include:

a) A detailed assessment of structures along the routes to be carried out in consultation with and the satisfaction of the Council's Structures Section.

b) Full details of all road improvements and mitigation measures needed to facilitate abnormal load movements and general construction traffic shall be agreed with the Council. The said measures shall be fully implemented to the satisfaction of the Council. Such measures may include: modifications to bridges and culverts, carriageway widening and/or edge strengthening, road safety improvements and traffic management.

c) A contingency plan prepared by the abnormal load haulier. The plan shall be adopted only after consultation and agreement with the Police and the respective Roads Authorities. It shall include measures to deal with any haulage incidents that may result in public roads becoming temporarily closed or restricted.

d) A detailed protocol for the delivery of abnormal loads/vehicles, prepared in consultation and agreement with interested parties. The protocol shall identify any requirement for convoy working and/or escorting of vehicles and include arrangements to provide advance notice of demountable signs or similar approved, shall be established when required, to alert road users and local residents of expected abnormal load movements. All such movements on Council maintained roads shall take place outwith peak times on the network including school travel times and shall avoid local community events.

e) A detailed delivery programme for abnormal load movements which shall be made available to Highland Council and community representatives.

Thereafter, the approved details shall be adhered to in full.

Reason: To ensure that the transportation of abnormal loads will not have any detrimental effect on the trunk road and local road networks.

18. **Cumulative Impact of Construction Traffic**

No development shall commence, until full detailed designs for the public road improvements along with timescales for delivery, have been submitted to, and approved in writing by, the Planning Authority, in consultation with Transport Planning. The public road improvements shall include:

a) A scheme to improve existing or provide new passing places on the C1033 and U1633 from its junction with the A836 to the site access and on any single-track roads serving bulk suppliers to enable two-way construction traffic. Passing places should be designed as per the guidance set out in the Council document 'Roads and Transport Guidelines for New Developments' with regards to their spacing and geometry.

b) An engineering assessment of the carriageway strength of the proposed HGV construction traffic routes and their ability to support the significant increase in loading where the HGV traffic flows will increase

above 10% on the C1033 and U1633 from the A836 to the site access and on any single-track roads serving bulk suppliers. Detailed designs will be required to provide full width strengthening and any necessary reshaping of the carriageway identified in the assessment.

c) Proposals for widening the C1033 and U1603 from its junction with the A836 to the entrance to the site and on any single-track road serving bulk suppliers, to a minimum width of 3.5 metres on single track sections and to 6.0 metres on double track sections. The works should also identify places required for verge strengthening.

All of the above road improvements must also consider the provision of road markings and signage as per the Traffic Signs Regulations and General Directions.

Thereafter, the approved details shall be implemented in full.

Reason: To ensure of the integrity of the public road and in the interests of road safety.

19. **Access**

No development shall commence until full details including fully dimensioned and annotated plans of the site access junction with the C1033 public road have been submitted to, and approved in writing by, the Planning Authority, in consultation with Transport Planning.

A swept path analysis using the largest vehicle that will access the site, entering and egressing from both directions will be required to be submitted to fully understand the extent of road widening required on the C1033.

Thereafter, the approved site access arrangements shall be fully implemented on site prior to any other development commencing on site and maintained for this use in perpetuity.

Reason: To ensure that an adequate level of access is timeously provided for the development; in the interests of road safety and in order to comply with applicable standards.

20. **Landscaping**

No development, site excavation or groundwork shall commence until an updated Landscaping Plan which details the increased width of the proposed native tree planting, all to be contained within the perimeter fencing, has been submitted to, and approved in writing, by the Planning Authority.

Thereafter, a suitably qualified Landscape Consultant shall be appointed by the developer prior to commencement of works, and their appointment and remit shall first be approved in writing by the Planning Authority.

All landscaping works approved under the Landscape Masterplan shall be undertaken under the supervision of the landscape consultant who shall be

employed at the developer's expense. The Landscape Consultant shall be appointed as a minimum for the period from the commencement of the development until the completion of the approved landscaping work and their remit shall include:

(a) Ensuring that the approved Landscape Masterplan is implemented to the agreed standard; and

(b) The preparation of Certificates of Compliance for each stage of work involved in the development, which shall be submitted to the Planning Authority upon completion of the stage to which they relate. Prior to the commencement of development, site excavation or groundwork commencing, details of each stage of work (including a general description of the type and extent of work to be carried out within that stage) shall be submitted to, and approved in writing by the Planning Authority.

All other tree/shrub planting and landscape works shall be completed to the satisfaction of the Planning Authority prior to first commissioning of the energy storage facility.

Reason: To secure the successful implementation and future maintenance of the approved Landscape Plan.

21. **Operational Maintenance**

For the avoidance of doubt, throughout the lifespan of the development hereby approved, prior to the delivery of any significant HGV or abnormal load movements required, full details shall be submitted to, and approved in writing by, Planning Authority, in consultation with Transport Planning and Transport Scotland, in addition to any community representatives as required. Thereafter, the approved details shall be implemented in full.

Reason: To ensure that the transportation of abnormal loads will not have any detrimental effect on the trunk road and local road networks.

22. **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.

23. **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,

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.

24. **Construction Noise**

Prior to construction commencing, the applicant shall submit, for the written approval of the planning authority, a construction noise mitigation scheme which demonstrates how the applicant/contractor will ensure the best practicable measures are implemented in order to reduce the impact of construction noise. The assessment should include but is not limited to the following:

1. A description of the most significant noise sources in terms of equipment; processes or phases of construction.

2. The proposed operating hours and the estimated duration of the works for each phase.

3. A detailed plan showing the location of noise sources, noise sensitive premises and any survey measurement locations if required).

4. A description of noise mitigation methods that will be put in place including any proposals for community liaison. The best practice found in BS5228 Code

of practice for noise and vibration control on construction and open sites should be followed. Any divergence requires to be justified.

Thereafter the development shall progress in accordance with the approved Noise Mitigation Scheme and all approved mitigation measures shall be in place prior to construction commencing or as otherwise may be agreed in writing by the Planning Authority.

Reason: In order to safeguard the amenity of neighbouring properties and occupants.

25. **Record Keeping**

The Operator shall, at all times after the first commissioning of the development, record information regarding the details of power stored and generated, 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 end of life decommissioning of the site.

26. **Archaeology**

No development or work (including site clearance) shall commence until a programme of work for the survey, evaluation, preservation and recording of any archaeological and historic features affected by the proposed development/work, including a timetable for investigation, has been submitted to, and approved in writing by, the Planning Authority. The approved programme shall be implemented in accordance with the agreed timetable for investigation.

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

27. **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.

28. **Dust Mitigation**

No development shall commence on site until a scheme for protecting properties adjacent to the development site from construction-related dust has been submitted to, and approved in writing by, the Planning Authority. The approved scheme shall be implemented before any development commences and be maintained until development is complete.

Reason: In order to safeguard the amenity of neighbouring properties and occupants.

29. **Operational Noise**

The Rating Level of noise arising from the use of plant, machinery or equipment installed or operated in association with this development as determined in accordance with BS4142 Methods for Rating and Assessing Industrial and Commercial Sound shall not exceed 30dB(A) at the curtilage of any noise sensitive receptor.

Reason: In order to safeguard the amenity of neighbouring properties and occupants.

30. **Changes to Noise**

Prior to the development becoming operational, if there are any changes to the proposed equipment or mitigation measures which could result in an increased noise level, a revised noise impact assessment shall be submitted

to and approved in writing by the Planning Authority. Thereafter the development shall proceed in accordance with the revised assessment.

Reason: In order to safeguard the amenity of neighbouring properties and occupants.

31. **Compliance with Noise Mitigation**

The development shall proceed in accordance with the approved Noise Impact Assessment. Mitigation measures identified in the assessment shall be in place prior to the commencement of operation and thereafter maintained in perpetuity.

Reason: In order to ensure that the use of the premises remains compatible with the character of the surrounding area, and that no activities or processes take place which may be detrimental to its amenities.

32. **Site Security**

No development shall commence until full details of site security measures, have been submitted to, and approved in writing by, the Planning Authority. Thereafter, the approved details shall be implemented in full prior to the energisation date and remain in place until the development is complete.

Reason: In the interests of amenity.

33. **Compliance Monitoring**

Within 21 days from receipt of a written request of the Planning Authority, following a complaint to it alleging noise disturbance at a noise sensitive location, the site operator shall, at its expense, employ an independent consultant to assess the level of noise in terms of compliance with consented noise limits.

The site operator shall submit the report of the independent consultant's assessment for the approval of the Planning Authority within 2 months of receiving the written request.

If the noise level exceeds the prescribed noise limits, the assessment report shall include a scheme of mitigation to be enacted, including timescales for implementation, to ensure compliance with consented noise limits.

Details of the proposed compliance monitoring must be agreed in writing beforehand with the Council's Environmental Health Service.

Reason: In order to safeguard the amenity of neighbouring properties and occupants.

34. **Mandatory Compliance Monitoring**

Within 21 days from receipt of the development becoming fully operational the site operator shall, at its expense, employ an independent consultant to assess the level of noise in terms of compliance with consented noise limits.

The site operator shall submit the report of the independent consultant's assessment for the approval of the Planning Authority within 2 months of the development becoming fully operational. If the noise level exceeds the prescribed noise limits, the assessment report shall include a scheme of mitigation to be enacted, including timescales for implementation, to ensure compliance with consented noise limits. Details of the proposed compliance monitoring must be agreed in writing beforehand with the Council's Environmental Health Service.

Reason: In order to safeguard the amenity of neighbouring properties and occupants.

Signature:

Designation: Area Planning Manager – North

Author: Liam Burnside

Background Papers: Documents referred to in report and in case file.

Relevant Plans:

Plan 1 - 000001 Location Plan

Plan 2 - 000003 REV 13 Proposed Site Layout Plan

Plan 3 - 000004 Section Plan – Section A-A

Plan 4 - 000005 Section Plan – B-B

Plan 5 - 000006 REV 03 Floor/Elevation Plan – BESS Unit

Plan 6 - 000007 REV 02 Elevations - CCTV

Plan 7 - 000008 REV 02 Floor/Elevation Plan – COMMS and Spares Unit

Plan 8 - 000009 REV 02 Elevations – Fencing Details

Plan 9 - 000010 REV 03 Floor/Elevation Plan – PCS Unit

Plan 10 - 000011 REV 02 Floor/Elevation Plan – Substation Layout

Plan 11 - 000012 Rev 02 Floor/Elevation Plan LV DB AUX Transformer

Plan 12 - 000013 REV 01 General Plan – Water Tank

Plan 13 - 000014 REV 02 Floor/Elevation Plan – Welfare Building

Plan 14 - L01 REV C Landscaping Plan

Appendix 2: Development Plan and Other Material Policy Considerations

DEVELOPMENT PLAN

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

National Planning Framework 4 (2023) (NPF4)

Policy 1 - Tackling the Climate and Nature Crises
Policy 2 - Climate Mitigation and Adaptation
Policy 3 - Biodiversity
Policy 4 - Natural Places
Policy 5 - Soils
Policy 6 - Forestry, Woodland and Trees
Policy 7 - Historic Assets and Places
Policy 11 - Energy
Policy 14 - Design Quality and Place
Policy 20 - Blue and Green Infrastructure
Policy 22 - Flood Risk and Water Management
Policy 23 - Health and Safety
Policy 25 - Community Wealth Building

Highland Wide Local Development Plan 2012 (HwLDP)

28 - Sustainable Design
29 - Design Quality and Place-making
30 - Physical Constraints
31 - Developer Contributions
36 - Development in the Wider Countryside
51 - Trees and Development
55 - Peat and Soils
56 - Travel
57 - Natural, Built and Cultural Heritage
58 - Protected Species
59 - Other important Species
60 - Other Importance Habitats
61 - Landscape
64 - Flood Risk
65 - Waste Water Treatment
66 - Surface Water Drainage
67 - Renewable Energy Developments
69 - Electricity Transmission Infrastructure
72 - Pollution

Caithness and Sutherland Local Development Plan (2018) (CaSPlan)

No specific policies apply.

Highland Council Supplementary Planning Policy Guidance

Biodiversity Enhancement Planning Guidance (May 2024)
Construction Environmental Management Process for Large Scale Projects (Aug 2010)
Developer Contributions (Mar 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Highland's Statutorily Protected Species (Mar 2013)
Highland Renewable Energy Strategy and Planning Guidelines (May 2006) Managing Waste in New Developments (Mar 2013)
Physical Constraints (Mar 2013)
Public Art Strategy (Mar 2013)
Sustainable Design Guide (Jan 2013)
Trees, Woodlands and Development (Jan 2013)

OTHER MATERIAL POLICY CONSIDERATIONS

Scottish and UK Government Planning Policy and Other Guidance

Control of Woodland Removal (2009)

Onshore Wind Policy Statement (Dec 2022)

Scottish Energy Strategy (2017)

Draft Energy Strategy and Just Transition Plan (2023)

2020 Routemap for Renewable Energy (Jun 2011)

Energy Efficient Scotland Route Map (May 2018)

PAN 1/2021 – Planning and Noise (Mar 2011)

PAN 68 – Design Statements (Aug 2003)

Health and Safety Guidance for Grid Scale Electrical Energy Storage Systems' (UK Government, Mar 2024)

Grid Scale Battery Energy Storage System Planning – Guidance for Fire and Rescue Service (2023)

Appendix 3 - Compliance with the Development Plan / Other Planning Policy National Policy

National Planning Framework 4

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).

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).

NPF4 Policy 4 compliments the above policies by setting out the developer and officer requirements for ensuring that protected species are given adequate consideration prior to an application's determination. NPF4 Policy 5 for Soils seeks to protect carbon-rich soils, and restore peatlands, and minimise disturbance to soils from development. To that end, the application requires to demonstrate that the mitigation hierarchy has been followed in siting the facility. In other words, that the proposal has sought to avoid carbon-rich soils and peat, and/or prime agricultural land in the first instance, and then minimise disturbance where this is unavoidable, and to include adequate mitigation, compensation, and enhancement measures for any disturbance. Similarly, NPF4 Policy 6 for Forestry, woodland and trees aims to protect and expand forests, woodland and tree coverage including individual trees of high biodiversity value, or identified for protection in the Forestry and Woodland Strategy. The proposal will not impact woodland however.

NPF4 Policy 20 for Blue and Green Infrastructure supports facilities that design protect and enhance blue and green infrastructure and their networks by making climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management integral to design. In this instance drainage within the proposal site will require to be managed through a sustainable urban drainage systems (SUDS), which should seek to minimise the area of impermeable surfaces pursuant to Policy 22 for Flood risk and water management. Policy 23 for 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.

While the above policies are salient to the proposal's assessment, the principal policy for assessing energy developments is NPF4 Policy 11 for Energy. The policy sets out the Development Plan's in-principle support for all forms of renewable, low-carbon, and zero

emission technologies, including BESS facilities. Part c) of the policy qualifies this position by stating that energy proposals should only be supported where they maximise net economic impact including local and community socio-economic benefits such as employment, associated business, and supply chain opportunities. The policy goes on to state at part e) that while significant weight will be placed on the contribution of the proposal to renewable energy generation targets and on reduction of greenhouse gas emissions targets, the development's impacts, including cumulative impacts, must be suitably addressed and mitigated against. These considerations are not a policy test and relate to matters of: impacts on communities and individual dwellings in relation to amenity; landscape and visual impacts; public access; aviation and defence interests; telecommunications; traffic; historic environment; ecology and biodiversity (including birds); impacts on trees; and decommissioning and site restoration.

Highland-wide Local Development Plan (HwLDP)

The principal policy for assessing renewable energy developments within the Local Development Plan is HwLDP Policy 67, which sets out that renewable energy development should be well related to the source of the primary renewable resource needed for its operation. However, for BESS technology, the source is considered to be the national grid rather than wind or watercourses given that the energy is already generated; with the purpose of the BESS being to provide support for a balanced grid. The policy requires an assessment of the proposal's contribution in meeting renewable energy targets as well as its positive and negative effects on the local and national economy, and, its compliance with all other relevant policies of the Development Plan. The policy is supportive of renewable energy developments that are located, sited, and designed such that they will not be significantly detrimental overall, either individually or cumulatively with other similar developments, having regard to the 11 specified criteria. Such an approach is considered consistent with the concept of HwLDP Policy 28 Sustainable Design along with the concept of achieving the right development in the right place and not to allow development at any cost.

Caithness and Sutherland Local Development Plan (CaSPlan) (2018)

There are no site specific or wider policies within CaSPlan which are relevant to the proposed development.

Onshore Wind Energy Supplementary Guidance (OWESG)

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-locating 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

Draft Energy Strategy and Just Transition Plan (2023)

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.

329,000

330,000

973,000

972,000

N

36

41

42

43

47

45

40

45

50

54

East Lodge

09

70

75

58

48

49

Philips Mains

45

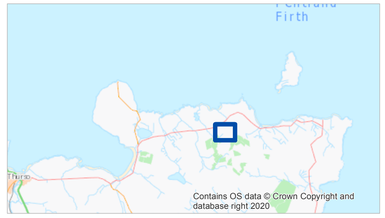
West Lodge

Hill

Sheenfold

KEY

Site Boundary



Coordinate System: British National Grid
Projection: Transverse Mercator

0 0.05 0.1 0.15 0.2 0.25 Kilometres

1:2,500

ITPENERGISED

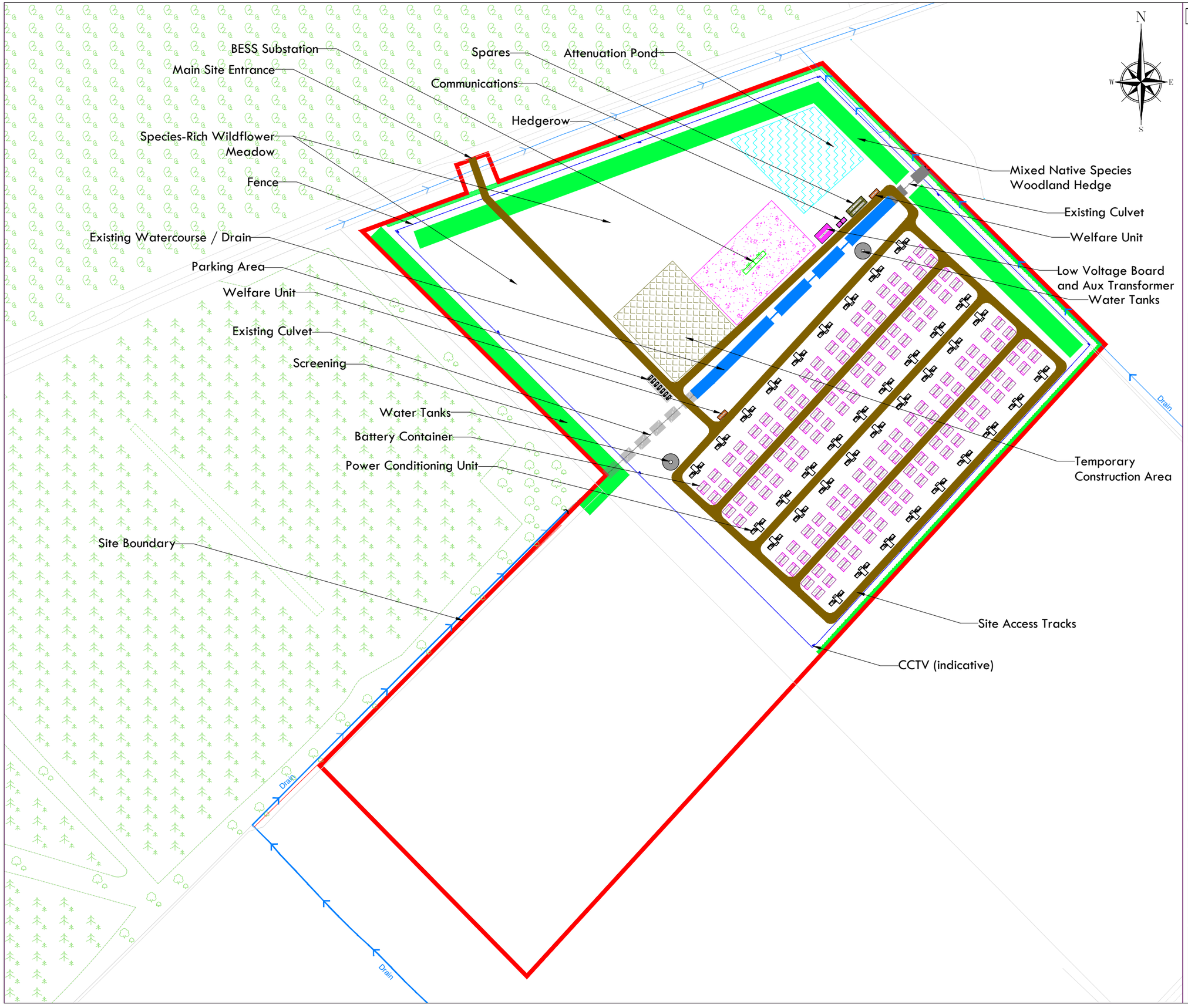
Mey BESS
SEI Report

Planning Drawing 1
Site Location

Date:	Lead:	Review:	Version:
31/10/2023	YD	GS	0.1

Project Number: XXXX

Document Path: F:\GIS\Clients\S\Simec Atlantis\6156 - Phillips Mains BESS\03 MXD\Planning Drawings\6

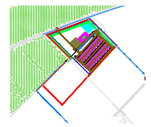


NOTES

DO NOT SCALE. Use annotated measurements only

SITE STATS

Development Area	10.65 Ha
BESS System Size	300 MW
BESS Storage Size	1353 MWH
Total No. of PCU Units	72
Total No. of Battery	288
Discharge Hrs	4



LEGEND

13	24/02/25	Layout Note Revised
12	30/01/25	Layout Revised
11	28/01/25	Boundary and layout arrangement revised
10	08/01/25	Fence line updated
09	28/10/23	Layout Revised
08	23/10/23	Layout Revised
07	28/09/23	Layout Revised
06	12/06/23	Layout Revised
05	06/06/23	Layout Revised
04	30/05/23	Layout Revised
03	19/05/23	Layout note updated
02	18/05/23	Layout revised, hedgerow screening added
01	18/05/23	Initial issue
Issue	Date	Comments

Drawn AA Approve DF Date 24/02/2025

Drawing Status

Planning

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

BESS Site Layout

Issue : 13

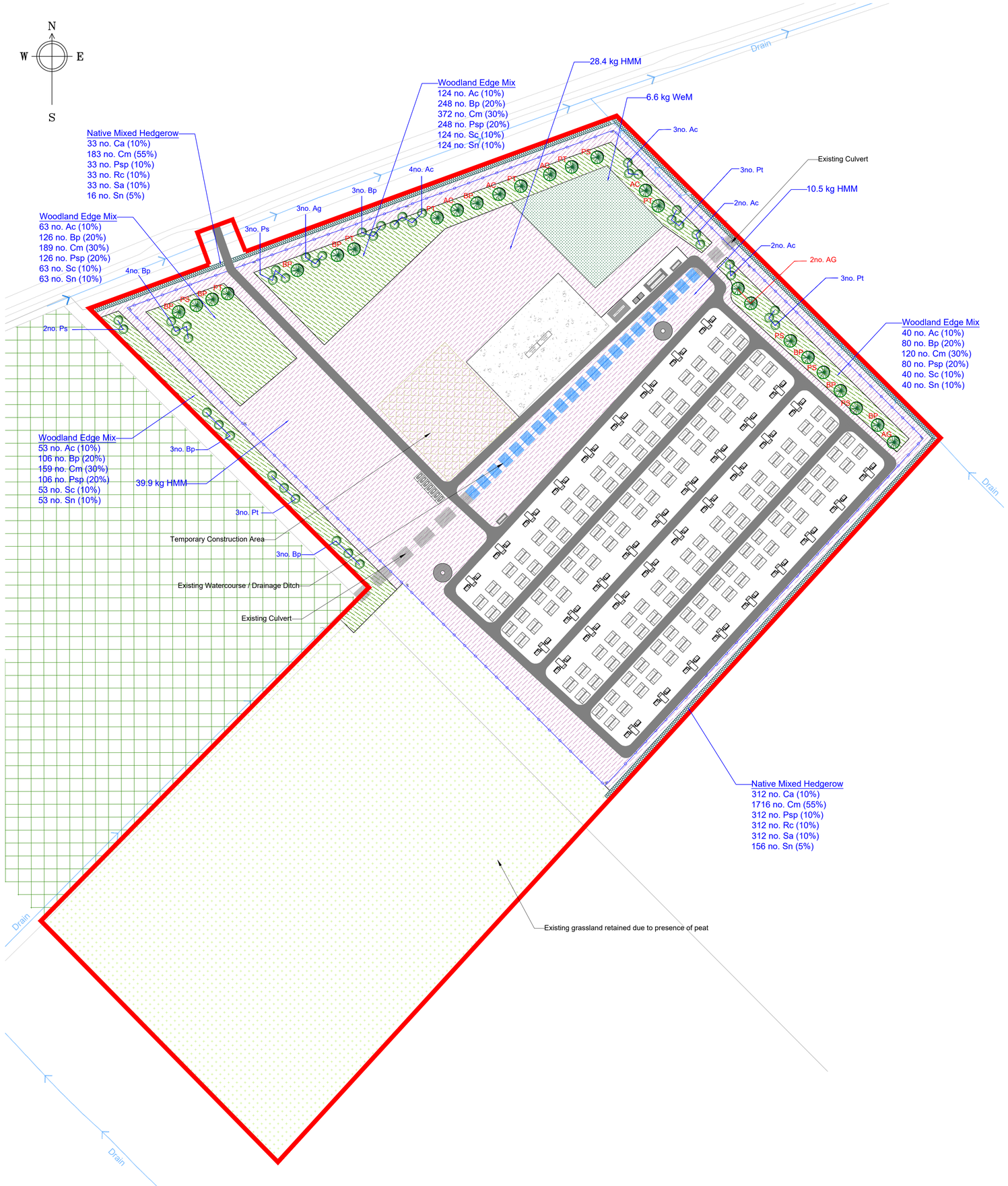
Scale 1:2000 @A3

Simec Atlantis Energy

SIMEC ATLANTIS ENERGY

Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

ITPENERGISED PART OF SLR



Legend

- Site Boundary
- Existing Forestry
- Existing Grassland (Retained)
- Existing Culvert (Retained)
- Existing Watercourse / Drainage Ditch (Retained)
- Proposed Fence
- Proposed Native Tree (Select Standard)
- Proposed Native Tree (Feather)
- Proposed Native Woodland Edge Mix
- Proposed Native Mixed Hedgerow
- Proposed Species-rich Wildflower Meadow
- Proposed Wet Wildflower Mix (SUDS area)

Native Trees (Select Standard)

No.	Code	Species	Form	Height (cm)	Grown	Breaks
4	AC	Acer campestre	Select Standard	300-350	RB	3
3	AG	Alnus glutinosa	Select Standard	300-350	RB	3
8	BP	Betula pendula	Select Standard	300-350	RB	3
5	PS	Pinus sylvestris	Select Standard	300-350	RB	3
6	PT	Populus tremula	Select Standard	300-350	RB	3

Native Trees (Feathers)

No.	Code	Species	Form	Height (cm)	Grown	Breaks
11	Ac	Acer campestre	Feather	150-175	2x: BR	3
3	Ag	Alnus glutinosa	Feather	150-175	2x: BR	3
13	Bp	Betula pendula	Feather	150-175	2x: BR	3
5	Ps	Pinus sylvestris	Feather	150-175	2x: BR	3
9	Pt	Populus tremula	Feather	150-175	2x: BR	3

Native Woodland Edge Mix (planted in groups of 3-7no. same species)

No.	Code	% mix	Species	Form	Height (cm)	Grown	Spacing
280	Ac	10	Acer campestre	Transplant	60-80	1+1: BR	0.3/m2
560	Bp	20	Betula pendula	Transplant	60-80	1+1: BR	0.3/m2
840	Cm	30	Crataegus monogyna	Transplant	60-80	1+1: BR	0.3/m2
560	Psp	20	Prunus spinosa	Transplant	60-80	1+1: BR	0.3/m2
280	Sc	10	Salix caprea	Transplant	60-80	1+1: BR	0.3/m2
280	Sn	10	Sambucus nigra	Transplant	60-80	1+1: BR	0.3/m2

Native Mixed Hedgerow (planted in double staggered row, 5no per m, in groups of 3-7no same species)

No.	Code	% mix	Species	Form	Height (cm)	Grown	Pot size
345	Ca	10	Corylus avellana	Transplant	60-80	1+1: BR	N/A
1899	Cm	55	Crataegus monogyna	Transplant	60-80	1+1: BR	N/A
345	Psp	10	Prunus spinosa	Transplant	60-80	1+1: BR	N/A
345	Rc	10	Rosa canina	Transplant	60-80	1+1: BR	N/A
345	Sa	10	Sorbus aucuparia	Transplant	60-80	1+1: BR	N/A
172	Sn	5	Sambucus nigra	Transplant	60-80	1+1: BR	N/A

Native Wildflower Meadow

Weight	Seed Mix	Description	Sowing rate
78.8 kg	HMM	Hedgerow Meadow Mix (SCM4) by Scotia Seeds	3.0g / m2

	A	B	C	D
1	**Wet Wildflower Mix**			
2	**Weight**	**Seed Mix**	**Description**	**Sowing rate**
3	6.6 kg	WeM	Wet Meadow Mix (SCM2) by Scotia Seeds	3.0g / m²

Notes: Planting Approach

1. Topsoil: Where necessary, topsoil shall be a minimum of 400mm deep over new planting areas and graded to fall (excluding wildflower areas). Imported topsoil must be BS 3882:2015 compliant and existing topsoil must be cultivated in accordance with BS 3882:2015 outside Root Protection Areas (RPAs) of existing trees. No cultivation should take place in wet / waterlogged conditions and within the RPAs of existing trees.

2. Native Trees (Select Standards and Feathers): trees to be planted in individual pits - Select Standards at 850x850x450mm, Feathers at 450x450x450mm, or dimensions of roots, whichever is greater. Each tree to be supported by 1no. stake and bio-degradeable tie, and protected via rabbit guard. All native trees shall be of local provenance.

3. Native Woodland Edge Mix: Bare root shrubs to be planted at rate of 0.3no. plants per m^2 (i.e. 1.8m centres). Planting areas cultivated to 150mm depth, in pits 150 x 150 x 150mm. Each plant to be supported by 1no. cane, and protected via rabbit guard. All plants shall be of local provenance.

4. Native Mixed Hedgerow: Hedges to comprise a double staggered row of plants 400mm apart within each row, overall 5no. plants per linear metre. Species mixed throughout the hedge line in random groups of 3/7. 500mm wide trench excavated to take plants and topsoil cultivated to 450mm depth. All plants shall be of local provenance.

5. Mulch: All tree and hedge planting areas to be covered using coarse bark mulch 50-75mm depth.

6. Native Wildflower Meadow & Wet Wildflower Mix: prior to sowing, the ground shall be cultivated to depth of 50mm, reducing upper soil to fine tilth.

7. Planting Seasons / Phasing: Planting to be undertaken in accordance with planting season (Nov - March for bare root plants). Wildflower Meadow to be sown upon completion of the works at first available season (Spring sowing from March to May, or Autumn sowing from Mid-August to late September).

Notes: Future Management

Management shall be undertaken in a manner which maintains the mix of plant species and prevents any one species from dominating. Weed control shall ensure any pernicious weeds are removed, allowing specified species to develop free of unnecessary competition.

Trees shall be periodically inspected to ensure they remain in a healthy and attractive condition. Pruning of trees shall be carried out in accordance with BS 3998; 1989. Maintenance works will observe bird nesting seasons (months of March to July inclusive) with management works to trees undertaken outwith this period. Replacement of any plants that are found to be dead or dying shall be undertaken on an annual basis up to the end of the fifth year following planting. This shall be undertaken at the first planting season with a like-for-like replacement.

All types of litter, debris and rubbish that has become trapped in tree branches shall be removed on a periodic basis.

Rev.C	25/02/18	Include drainage ditches and culverts. and landscape areas, avoiding peat.
Rev.B	25/02/12	Update Project Number, update BESS layout and landscape areas, avoiding peat.
Rev.A	25/01/09	Increased planting to western boundary, update project name.

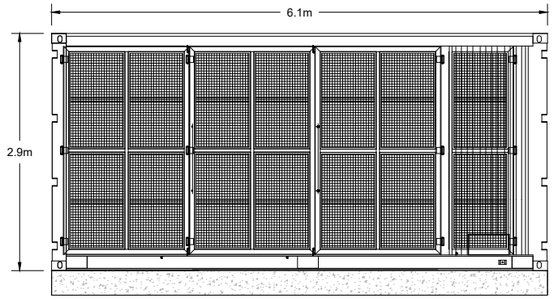
TGP LANDSCAPE ARCHITECTS
Suite 1.01, 142 St. Vincent Street , Glasgow, G2 5LA Tel: 0141 429 2999
info@tgp.uk.com/www.tgp.uk.com
Also in Edinburgh & Newcastle

Project	Mey BESS
Title	Landscape Plan LVA Figure 5

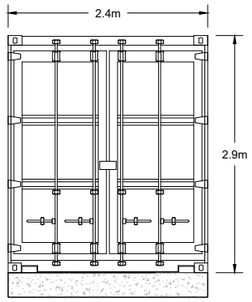
Date	Scale	Drawn	Checked
01/11/23	1: 1000 @ A1	RPD	NH

Job	Suitability	No.	Issue	Revision
2243	-	L01	-	C

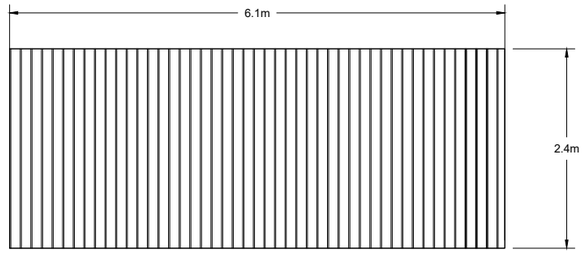
LI WORKSTAGE: 0/1 ☐ 2 ☐ 3 ☒ 4 ☐ 5 ☐ 6 ☐



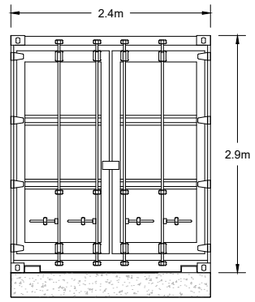
Rear View



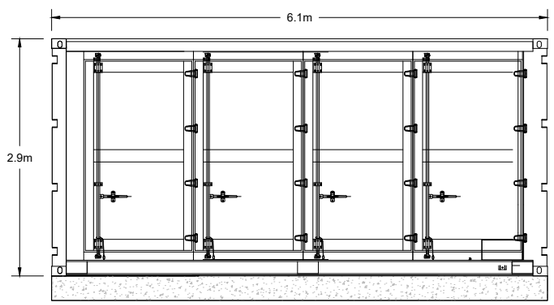
Side View



Plan View



Side View



Front View

NOTES

DO NOT SCALE. Use annotated measurements only

Issue	Date	Comments
03	24/02/25	Layout note revised
02	07/02/25	Layout revised - updated equipment
01	25/10/23	Initial issue

Drawn AA Approve DF Date 24/02/2025

Drawing Status

PLANNING

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

Typical BESS Container

Issue : 03

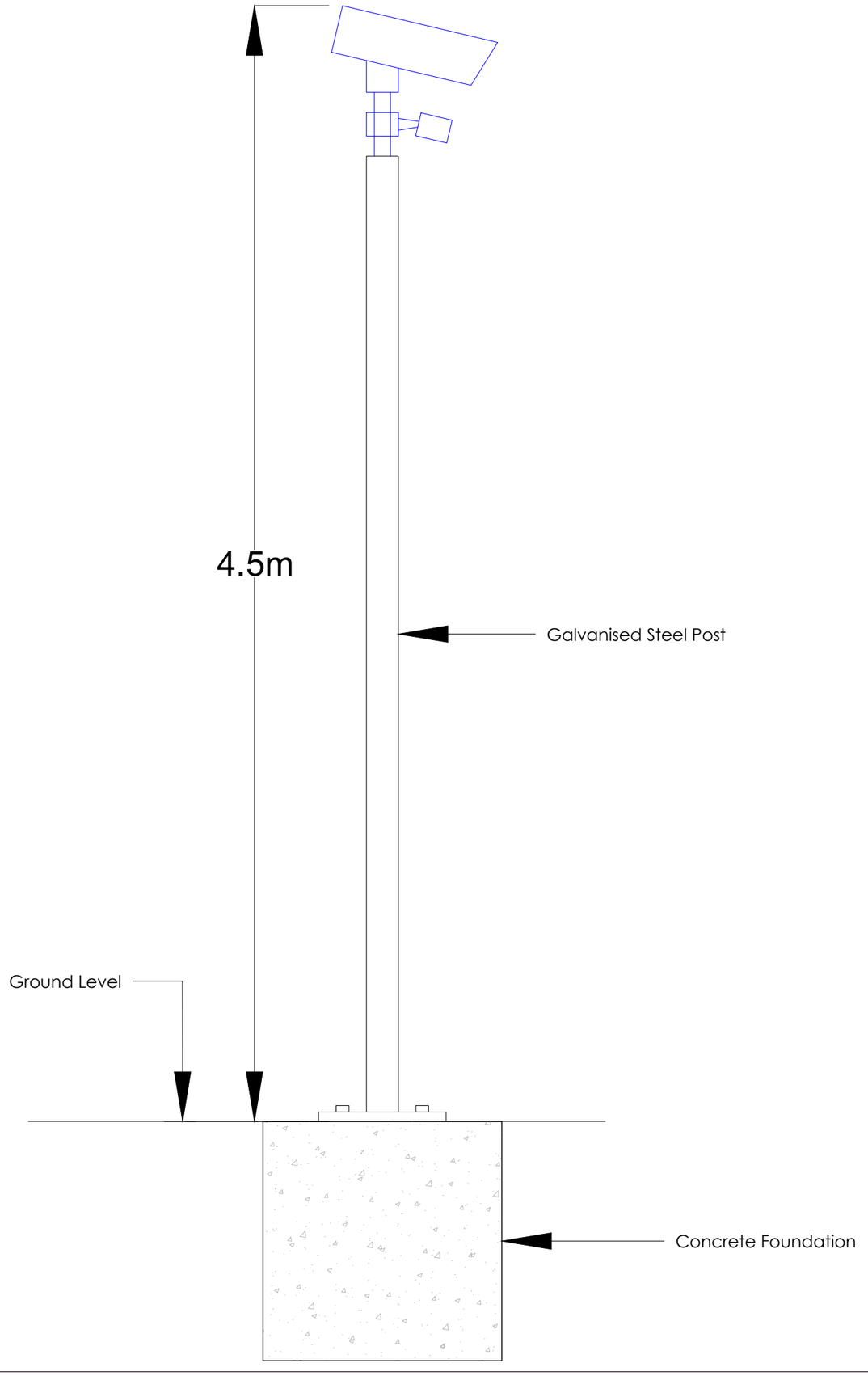
Scale 1:50 @A3

Simec Atlantis Energy

SIMEC ATLANTIS ENERGY

Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

ITPENERGISED
PART OF SLR



NOTES

DO NOT SCALE. Use annotated measurements only

Issue	Date	Comments
02	24/02/25	Layout note revised
01	26/01/23	Initial issue

Drawn AA Approve DF Date 24/02/2025

Drawing Status

PLANNING

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

Typical CCTV Detail

Issue : 02

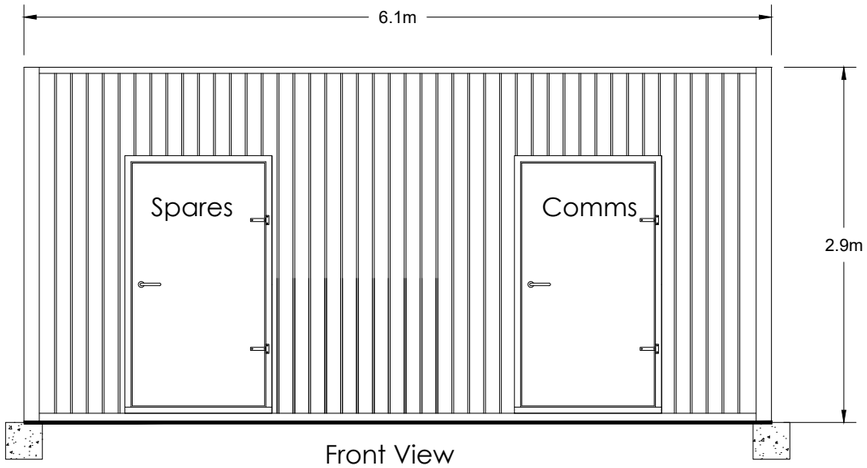
Scale 1:20 @A3

Simec Atlantis Energy

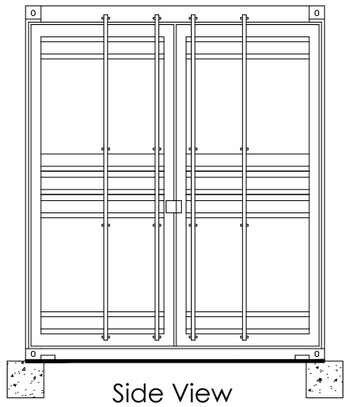
SIMEC ATLANTIS ENERGY

Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

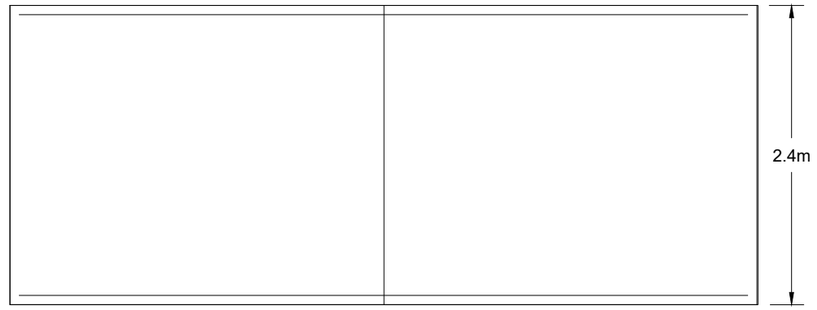
ITPENERGISED
PART OF SLR



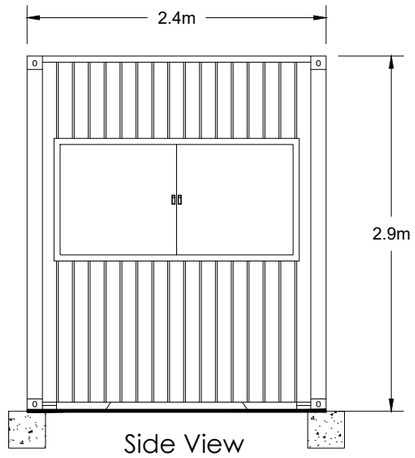
Front View



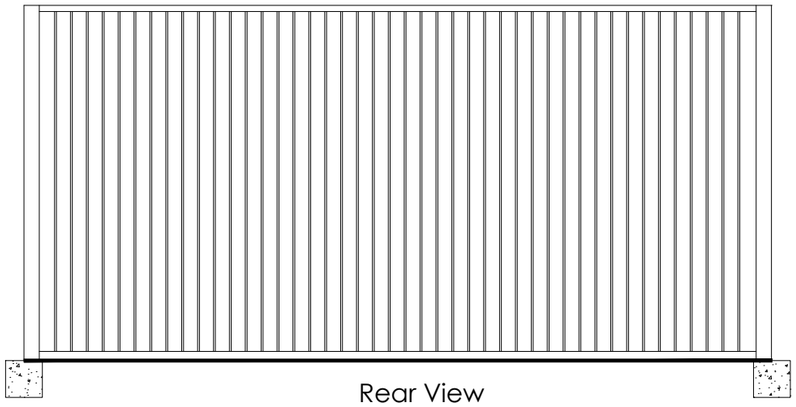
Side View



Plan View



Side View



Rear View

NOTES

DO NOT SCALE. Use annotated measurements only

Issue	Date	Comments
02	24/02/25	Layout note revised
01	26/10/23	Initial issue

Drawn AA Approve DF Date 24/02/2025

Drawing Status

PLANNING

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

Typical Comms and Spares

Issue : 02

Scale 1:50 @A3

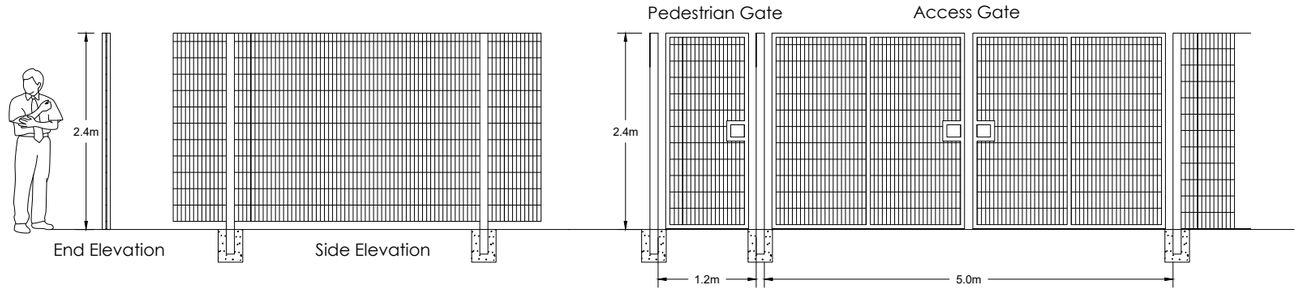
Simec Atlantis Energy

SIMEC ATLANTIS ENERGY

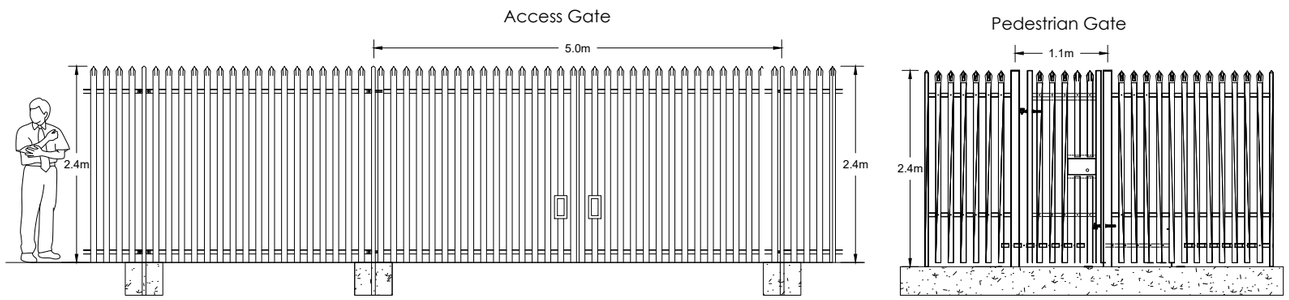
Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

ITPENERGISED PART OF SLR

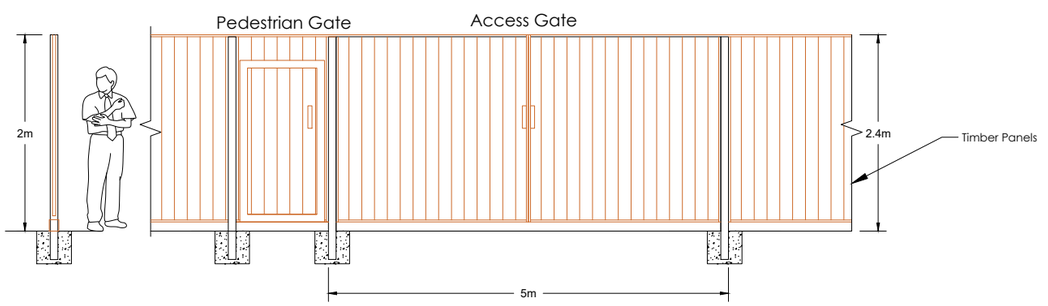
WELDMESH FENCE



PALISADE FENCE



ACCOUSTIC FENCE



NOTES

DO NOT SCALE. Use annotated measurements only

Issue	Date	Comments
02	24/02/25	Layout note revised
01	25/10/23	Initial issue

Drawn AA Approve DF Date 24/02/2025

Drawing Status

PLANNING

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

Typical Fence Details
It is intended that the scheme design will use palisade fencing only.

Issue : 02

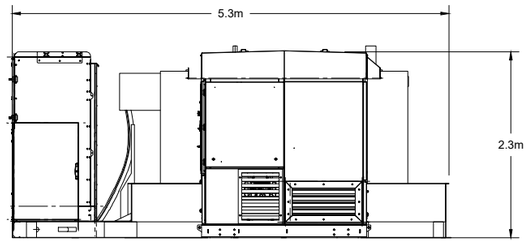
Scale 1:50 @A3

Simec Atlantis Energy

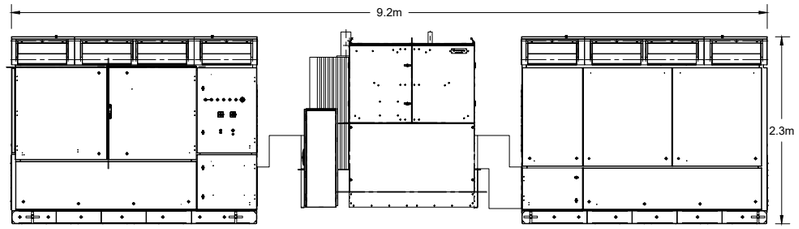
SIMEC ATLANTIS ENERGY

Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

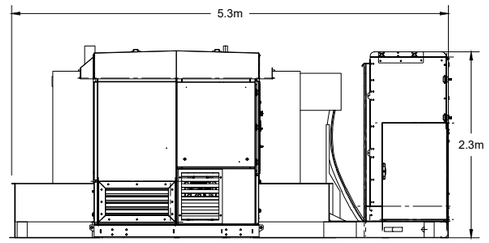
ITPENERGISED PART OF SLR



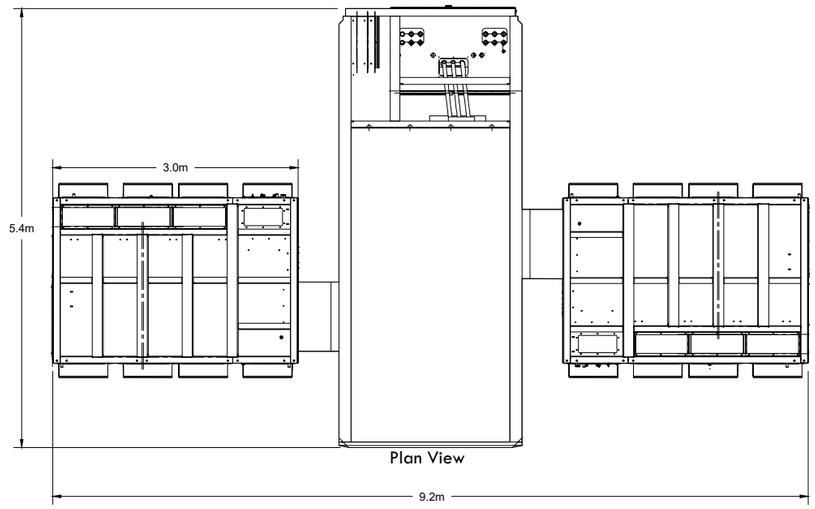
Side View



Front View



Side View



Plan View

NOTES

DO NOT SCALE. Use annotated measurements only

Issue	Date	Comments
03	24/02/25	Layout note revised
02	07/02/25	Layout revised - updated equipment
01	25/10/23	Initial issue

Drawn AA Approve DF Date 24/02/2025

Drawing Status

PLANNING

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

Typical PCS Station

Issue : 03

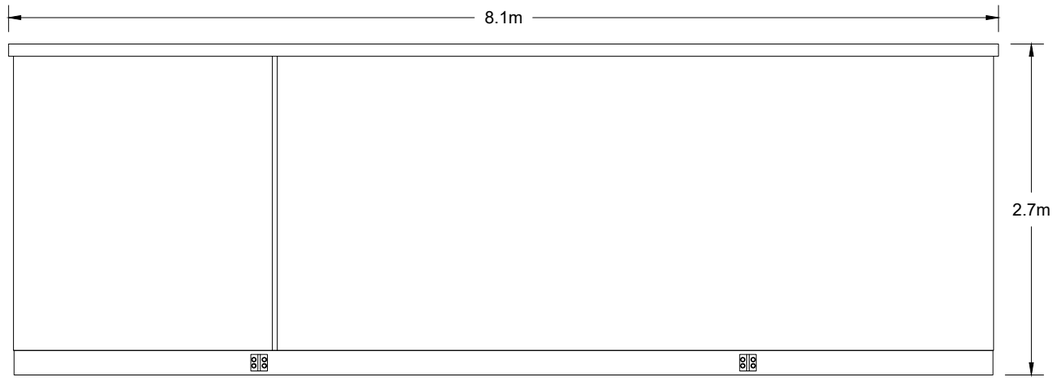
Scale 1:75 @A3

Simec Atlantis Energy

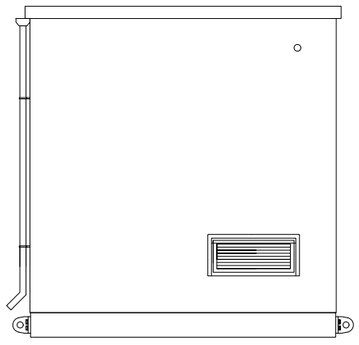
SIMEC ATLANTIS ENERGY

Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

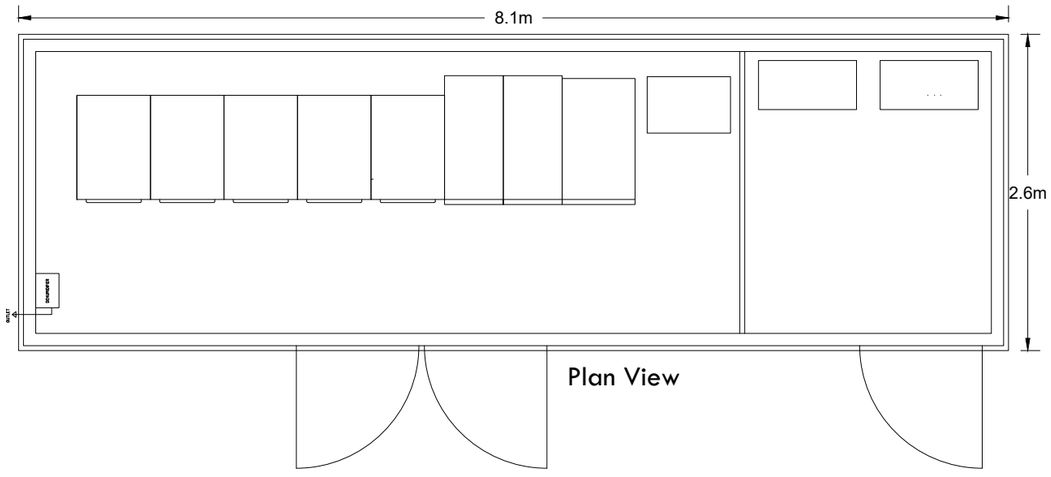
ITPENERGISED PART OF SLR



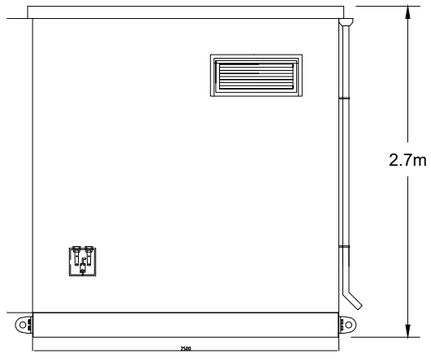
Rear View



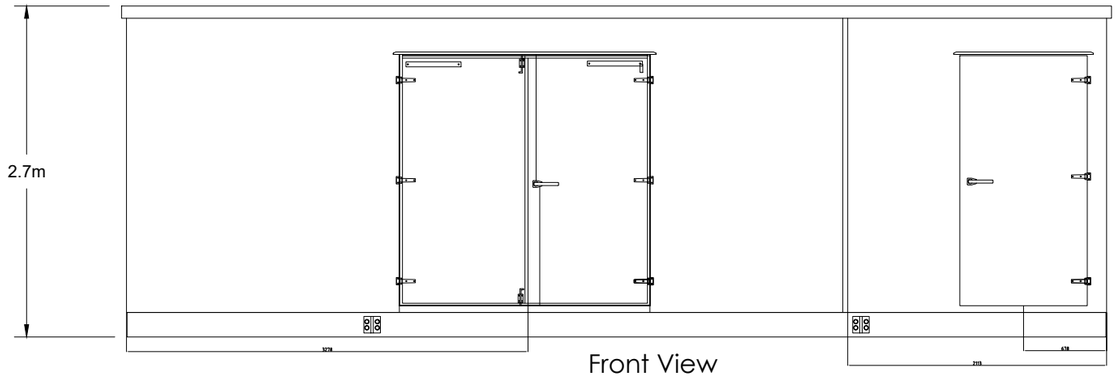
Side View



Plan View



Side View



Front View

NOTES

DO NOT SCALE. Use annotated measurements only

Issue	Date	Comments
02	24/02/25	Layout note revised
01	30/01/23	Initial issue

Drawn AA Approve DF Date 24/02/2025

Drawing Status

PLANNING

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

Typical Private Substation

Issue : 02

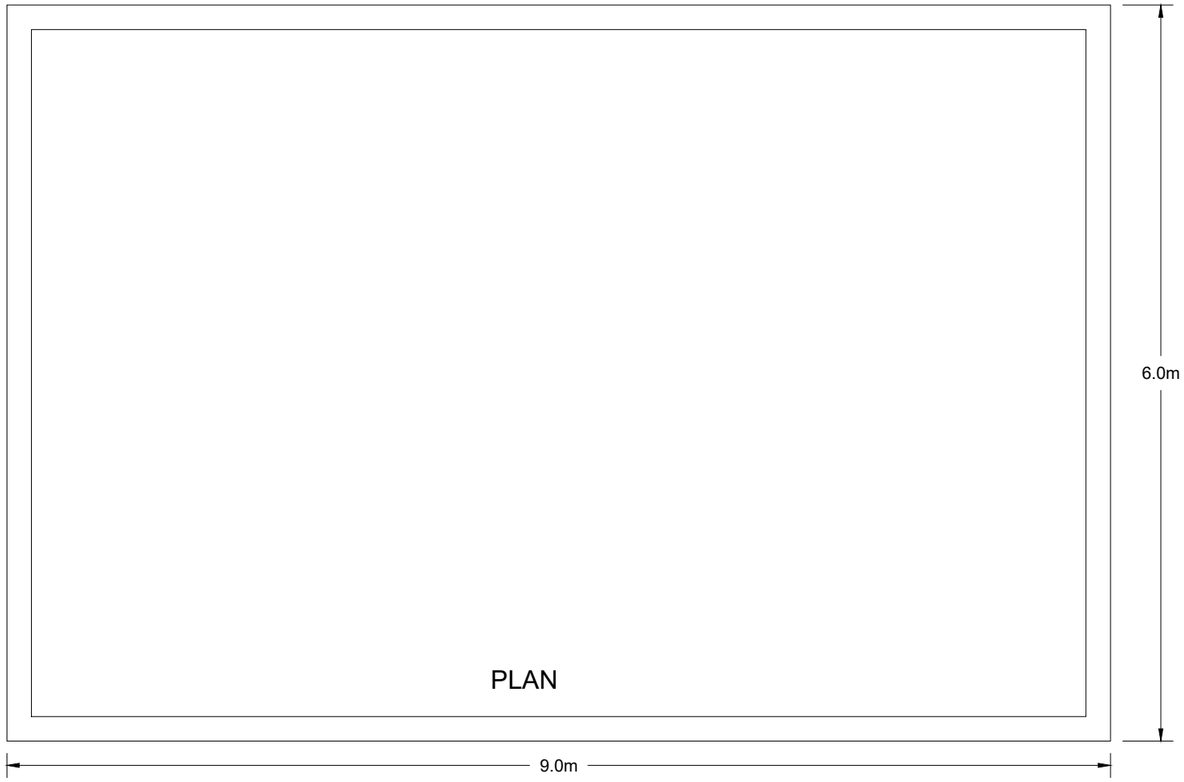
Scale 1:50 @A3

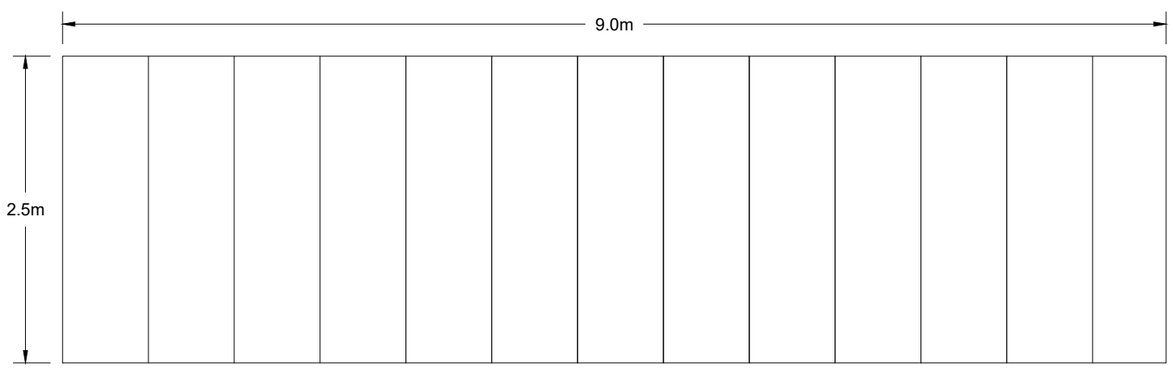
Simec Atlantis Energy

SIMEC ATLANTIS ENERGY

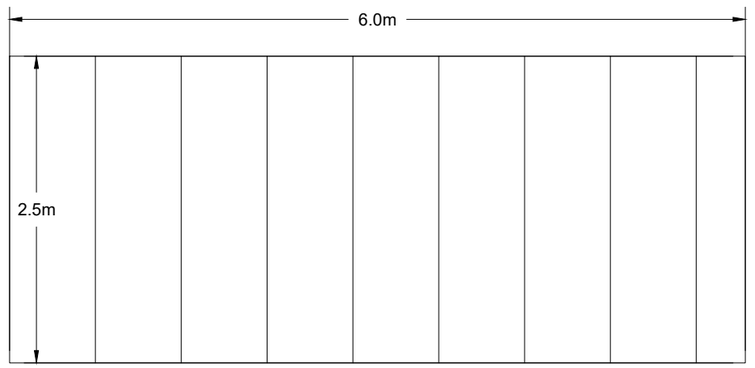
Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

ITPENERGISED
PART OF SLR





FRONT ELEVATION



SIDE ELEVATION

NOTES

DO NOT SCALE. Use annotated measurements only

Issue	Date	Comments
02	24/02/25	Layout note revised
01	26/10/23	Initial issue

Drawn AA Approve DF Date 24/02/2025

Drawing Status

PLANNING

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

Typical LV DB Aux Transformer

Issue : 02

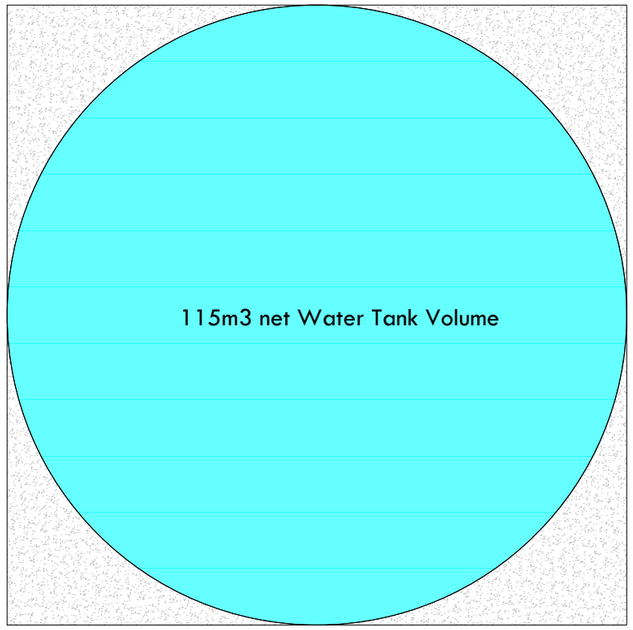
Scale 1:50 @A3

Simec Atlantis Energy

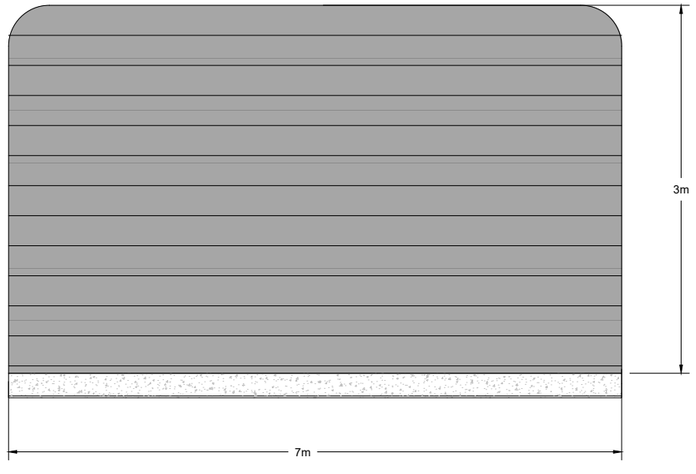
SIMEC ATLANTIS ENERGY

Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

ITPENERGISED PART OF SLR



Plan view



Side view

NOTES

DO NOT SCALE. Use annotated measurements only

Issue	Date	Comments
01	24/02/25	Initial issue

Drawn AA Approve DF Date 24/02/2025

Drawing Status

PLANNING

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

Typical Water Tank

Issue : 01

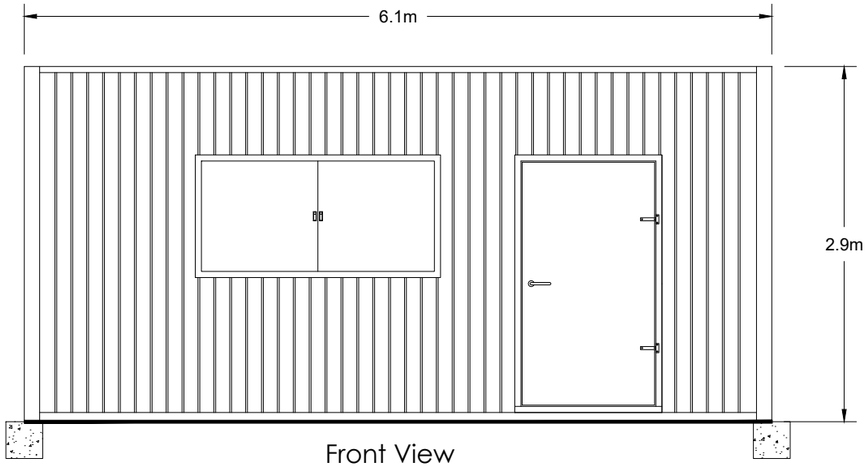
Scale 1:75 @A3

Simec Atlantis Energy

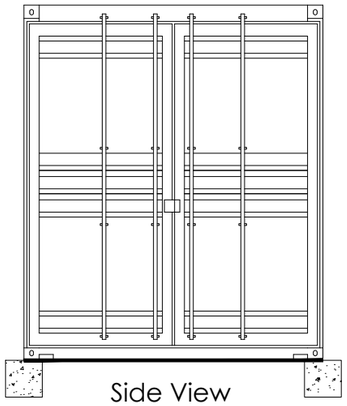
SIMEC ATLANTIS ENERGY

Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

ITPENERGISED PART OF SLR

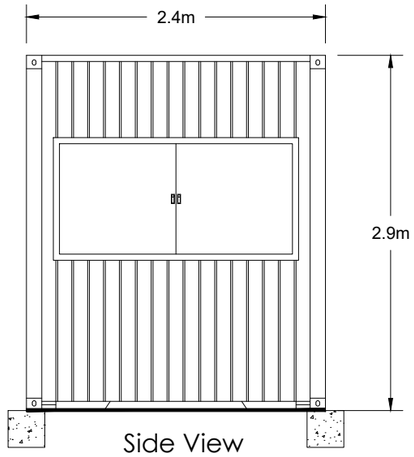


Front View

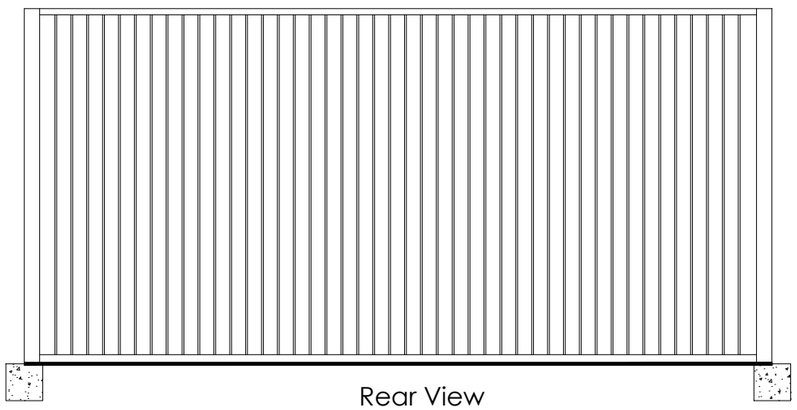


Side View

Plan View



Side View



Rear View

NOTES

DO NOT SCALE. Use annotated measurements only

Issue	Date	Comments
02	24/02/25	Layout note revised
01	26/10/23	Initial issue

Drawn AA Approve DF Date 24/02/2025

Drawing Status

PLANNING

Project: Mey BESS

Address: Phillips Mains farm, KW14 8XH

Client: Simec Atlantis Energy

Title

Typical Welfare Container

Issue : 02

Scale 1:50 @A3

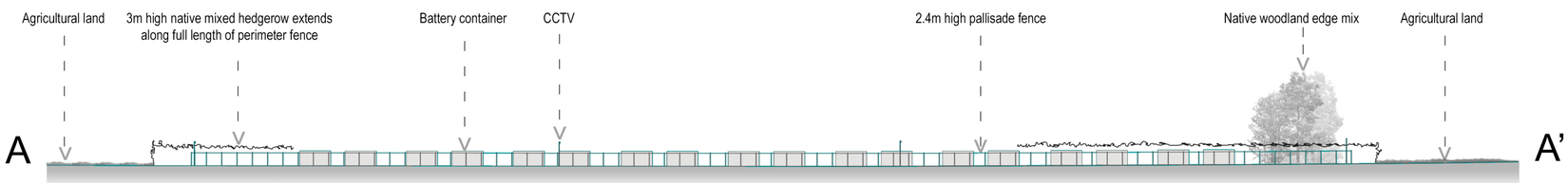
Simec Atlantis Energy

SIMEC ATLANTIS ENERGY

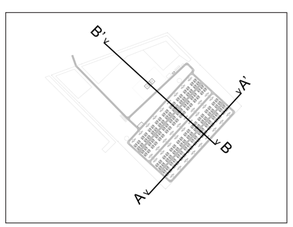
Quartermile Two,
2nd Floor
2 Lister Square
Edinburgh
EH3 9GL

ITPENERGISED PART OF SLR

Existing Cross Section



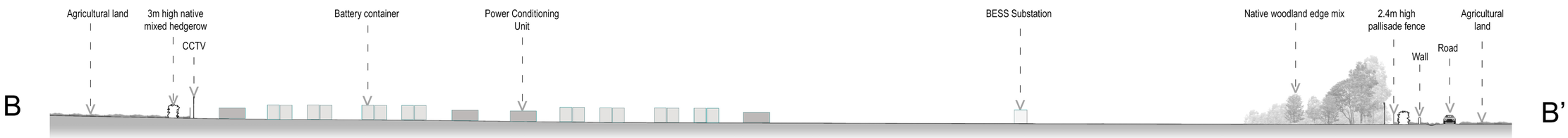
Proposed Cross Section



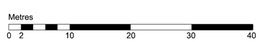
Section A - A’

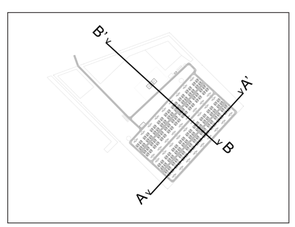
Mey BESS - cross sections

Existing Cross Section



Proposed Cross Section





Section B - B’

Mey BESS - cross sections