Agenda Item	6.3
Report No	PLN/049/25

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 6th August 2025

Report Title: 24/04585/FUL: Forss Energy Storage Limited

Land 190M West Of Lythmore House South Wing,
21 Forss Business And Technology Park
Forss
Thurso

Report By: Area Planning Manger - North

Purpose/Executive Summary

Description: Construction and operation of a Battery Energy Storage System with a capacity of 49.9MW consisting of battery storage modules and associated infrastructure including fencing, control buildings, substations and CCTV

Ward: 02 – Thurso and North West Caithness

Development category: Major Development

Reason referred to Committee: Major Development

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

Recommendation

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

1. PROPOSED DEVELOPMENT

1.1 The proposal is for the installation and operation of a battery energy storage system (BESS) facility with a capacity of storing up to 49.9 MW at Forss Business and Technology Park. The development will support the national grid at times when demand is high which would have capacity to serve the needs of around 140,000 homes with energy for up to 2-hour if required. The proposal includes battery storage modules and associated infrastructure including fencing, control buildings, substations and CCTV.

1.2 The energy storage facility would consist of the siting of 12 no. standard container sized units which form the inverters and 24 no. smaller container units which would house the batteries. A range of additional buildings are also proposed such as the customer and Distribution Network Operator (DNO) control rooms, an auxiliary transformer and 4 no. spare and communications containers. Seven CCTV cameras with infra-red lighting poles also provided.

1.3 The proposed infrastructure includes a range of low-rise buildings designed to reflect the project's technological purpose. These buildings will adopt a container-style design and will house battery units. Inverters, essential to the site's operation, will be located in similar but slightly larger container-style units. Additionally, two control buildings are proposed to manage the development, one of which is required by the (DNO). A separate building will provide storage and welfare facilities. None of the site buildings will display any lettering or signage visible from the road. All buildings will be finished in either green or white.

1.4 New planting is proposed around the Site, as indicated on the site layout plan. As outlined in the Biodiversity Net Gain Calculations and the Landscape Impact Assessment, this planting will deliver new biodiversity habitat, contributing to the overall ecological value of the Site. Together with the proposed additional landscaping measures, the scheme will result in a 11.14% net gain in biodiversity.

1.5 To ensure site security, a new 2.4 metre high green coloured weldmesh security fence will be installed around the perimeter of the site. The security infrastructure will include seven CCTV cameras, each mounted on a 4 metre high metal pole, strategically placed across the Site. The Site will not use dusk-to-dawn external lighting. Instead, infrared security lighting will be employed to minimise light pollution and disturbance to local wildlife. External lighting will only be used infrequently by maintenance staff, when required during site inspections or essential works.

1.6 The proposal will require approval from the (DNO), most likely SSEN to enable the provision of energy storage connected to the existing 33kV line. Once operational, the development will facilitate the transmission of stored energy across the national grid network. This Applicant has advised that this energy storage facility will provide a flexible and responsive supply of electricity, supporting the stability and resilience of the local energy infrastructure.

1.7 Prior to the submission of this planning application a Proposal of Application Notice (reference: 24/02845/PAN) was submitted to the Council on 25th June 2024. The Council responded on 14th August 2024 and noted the comments from Members of

the North Planning Applications Committee. In addition to the Proposal of Application Notice the proposal was also screened for Environmental Impact Assessment (EIA) purposes on 2nd July 2024 (reference: 24/02941/SCRE). The Council responded on 30th September 2024 and confirmed that an EIA was not required.

1.8 No pre-application advice was sought from the Local Planning Authority prior to the submission of this planning application.

1.9 The application is supported by the following documents:

- Biodiversity Net Gain Assessment
- Cultural Heritage Statement
- Drainage Impact Assessment
- Noise Impact Assessment
- Planning, Design and Access Statement
- Pre-Application Consultation Report
- Preliminary Ecological Appraisal
- Transport Statement

1.10 Variations: None

2. SITE DESCRIPTION

2.1 The site lies approximately 9.5km due NW of Thurso and approximately 4km due Northeast of the decommissioned Dounreay nuclear power station. At a local catchment level, the Site is situated due west of Crosskirk bay within the boundary of Forss Business and Energy Park. The site lies within the Health and Safety Executives Hazard area (Dounreay Nuclear Facility) and within the Dounreay Consultation Boundary.

2.2 The Application Site was first developed as a US Navy radio station centre in 1964. The station closed in 1992 with the Forss Business & Technology Park (now known as the Forss Business & Energy Park) being developed in 2002. The site is now within the Applicant's ownership. The Application Site has a site area of 1.58 hectares and is currently undeveloped other than an anchor for the previous communications mast on site which existed when the site was occupied by the US Navy. This is retained within the proposal. Vehicular access to the site will be gained through the existing junction to the west of the site from the A836, utilising the current access infrastructure. A new access will be formed to access the site. The dispersed communities of Buldoo, Lybster, Forss and Achreamie surround the site.

2.3 Although the Site Layout Plan currently indicates a single access point, the Applicant controls adjacent land that enables the provision of an additional access route if required to meet fire safety regulations from the adjoining access route that serves the wind farm and encircles the site. This secondary access would be designed in accordance with relevant building and fire safety standards to ensure safe and efficient emergency vehicle access and egress. The availability of this additional access provides flexibility in site design and ensures that the development can fully comply with all statutory fire safety requirements, safeguarding both personnel and infrastructure. The provision of this additional access will be secured through a planning condition.

2.4 The Site has been selected based on its low environmental sensitivity, natural screening from nearby buildings, and proximity to a viable grid connection point. Importantly, there are no residential properties within 25 metres of the proposed energy storage units. The proposed development is also appropriately distanced from other existing infrastructure on the wider Business and Energy Park site, including the existing wind turbines and anaerobic digester.

2.5 The wider Forss Business & Energy Park provides a well-established setting for commercial and energy-related uses. It offers modern, serviced office accommodation in a distinctive coastal location, with expansive views over Crosskirk Bay and the surrounding Caithness countryside. The Park extends to over 60,000 square feet of internal floorspace, comprising a mix of office suites and industrial units, which are currently occupied by a range of local businesses. The Park benefits from an established infrastructure network, including internal access roads, energy connections, and laydown areas, supporting both existing and future development. The presence of renewable energy infrastructure—most notably wind turbines—further reinforces the site's suitability for accommodating low-carbon and energy-related proposals, such as the current application.

2.6 An existing Core Path (CA13.27) runs adjacent to the proposed location of the Battery Energy Storage System (BESS). This path forms part of the original infrastructure associated with the Forss wind farm and lies within the operational wind farm boundary. It is understood that the Core Path is used on occasion, with access available from the south via the existing access road serving the Business & Energy Park. The location of the Core Path and its relationship to the proposed BESS facility can be viewed on the Site Layout Plan submitted with this application. The development has been designed to avoid any obstruction or restriction to the Core Path, and no works are proposed that would affect public access. If necessary, temporary protective measures during construction can be implemented to ensure continued public safety and access. It is anticipated that usage of the Core Path will increase as additional businesses establish themselves within the Business and Energy Park.

2.7 Planning Permission has been granted close to the Application Site for seven wind turbines. Six are operational and the seventh (which was approved in 2024 – Planning Permission 20/04455/FUL) is due to be erected this year. There is also an operational anaerobic digester which was granted Planning Permission (20/01506/FUL) in 2020. The Business & Energy Park is seeking to attract tenants from companies who operate within the energy industry.

2.8 Planning Permission has recently been granted at Calder House (within the Business and Energy Park) for the change of use of offices to contractors' accommodation (reference: 24/01818/FUL). Calder House is located around 150 metres to the east of the proposed BESS facility and there are intervening buildings between the two proposals. Given that the proposed accommodation is temporary in nature, it is not considered necessary to assess impacts on residential amenity, as any potential effects on temporary occupants would be short-term and limited in significance.

2.9 The development would be sited to the west of the main elements of Forss Business and Technology Park. The application site comprises land classified as Class 4.2

under Scotland's Land Capability for Agriculture (LCA) national classification system. Land in this category is considered to have moderate limitations, generally suited to pasture or rough grazing, with only limited potential for arable cropping under favourable conditions.

2.10 In terms of planning policy, Class 4.2 land is not classed as "prime agricultural land", which in Scotland is defined as Classes 1, 2 and 3.1 under the LCA. As such, the proposed development does not result in the loss of prime agricultural land and is not considered to conflict with the aims of Policy 5 (Soils) of National Planning Framework 4 (NPF4), which seeks to protect high-quality, versatile soils for future agricultural use and food security.

2.11 There are no natural or landscape designations covering the site. The site however lies within 3km of the North Caithness Cliffs Special Protection Area (SPA), protected for its nesting seabirds and breeding population of peregrine. It also lies within 7km of the Caithness Loch Special Protection Area (SPA) and within theoretical foraging range for both SPA goose species and within 1km of known favoured feeding areas for Greenland white fronted geese.

2.12 The application site lies within a rich historic landscape containing a number of significant prehistoric and medieval heritage assets, both designated and non-designated.

2.13 Key features in the vicinity include:

- St Mary's Chapel at Crosskirk, a nationally designated heritage asset;
- The Broch south of Chapel Pool (Scheduled Monument SM90086), located to the northeast of the site;
- Green Tullochs, broch and cairn to the NNW of Borrowston Mains (Scheduled Monument SM554), situated approximately 900 metres northwest of the site.

2.14 In addition to these scheduled monuments, a number of non-designated archaeological features have been identified within the surrounding landscape, indicating a high potential for further buried remains within the application site itself. As such, the site is considered to have high archaeological potential, and this is acknowledged in line with NPF4 Policy 7: Historic Assets and Places, which seeks to protect, preserve, and enhance Scotland's historic environment. The proposal also aligns with the Highland-wide Local Development Plan (HwLDP) policies that seek to safeguard archaeological interest and ensure appropriate site investigation where necessary. To ensure compliance with national and local heritage policy, a planning condition will be attached requiring that a full archaeological assessment, including survey and, if appropriate, excavation shall be undertaken prior to the commencement of development works. This will ensure that any archaeological remains are properly recorded and managed in accordance with established best practice and statutory requirements.

2.15 The applicant undertook a Preliminary Ecological Appraisal that recorded no protected species during the site visit. The characteristics and condition of the habitats recorded were not considered to likely harbour protected species and therefore no direct impacts or associated mitigation measures have been identified.

3. PLANNING HISTORY

3.1 Forss Business & Energy Park also benefits from an extensive site history, with digital records available dating back to 2000, providing a well-documented operational and development background. The site is well-suited to businesses in the energy, environmental, and technology sectors, offering high-quality facilities in a strategic and established location.

4. PUBLIC PARTICIPATION

4.1 Advertised: Schedule 3 Development / Unknown Neighbour

Date Advertised: 29.11.2024

Representation deadline: 13.12.2024

Timeous representations: 4

Late representations: 0

4.2 A number of objections were received expressing significant concern regarding the safety, environmental risk, and regulatory adequacy associated with the deployment of Battery Energy Storage Systems (BESS). These are recognised as emerging technologies, and it is acknowledged that the planning system must carefully consider such matters to ensure public safety, environmental protection, and policy compliance.

Material considerations raised are summarised as follows:

- Impact Local Tourism Initiatives (North Highland Way)
    - **Planning Officer's Response:** It is unlikely that the proposal would have any significant effects on tourism, including the North Highland Way. The proposal has been assessed against potential visual, landscape, and public access impacts, and it is not considered to detract from the area's attractiveness or tourism offer. The proposed security measures are modest in scale and visually contained within the wider Forss Business & Energy Park, which already hosts industrial and energy infrastructure. Nonetheless, emergency planning and safety conditions will reduce the likelihood of incidents and enhance public confidence.
- Lack of National Standards or Guidance for BESS Safety, raising concerns about how planning authorities can objectively determine whether such developments meet acceptable public safety and environmental protection thresholds. Including, emergency Response (limited resources) and Fire Risk (Thermal Runaway) and failure of lithium-ion battery systems that can result in intense, self-sustaining fires, toxic gas emissions, and water or soil contamination.
- The development is not currently supported by a comprehensive containment plan to manage and mitigate pollution risk in the event of an incident (e.g. firewater run-off, airborne toxins, contaminated soils or peat ignition).
- Request for Pre-Planning Safety Obligation for BESS developers to produce a full safety and risk mitigation plan, including worst-case scenarios.

Operational fire control strategies, reviewed and approved by the Scottish Fire and Rescue Service. These should include environmental protection and clean-up measures prior to granting consent.

- **Planning Officer's Response:** A condition will be attached requiring submission of an Environmental Incident Containment Plan, including:

  - On-site containment systems (e.g. bunding, impermeable surfacing);
  - Emergency response protocols; and
  - Monitoring and mitigation measures for ecological protection.

  The plan shall include clear measures to prevent and contain environmental harm in case of fire or equipment failure; risk assessment that accounts for catastrophic but low-probability events (e.g. thermal runaway), in line with accepted risk management principles; and assessment of impacts on human health, natural habitats, and agricultural land, particularly in the event of an incident.

  This ensures compliance with NPF4 Policy 5 (Biodiversity) and Policy 23 (Health and Safety), which require appropriate risk controls to protect the surrounding environment.

  Furthermore, conditions will be applied to ensure that detailed safety and design information is submitted post-consent but prior to commencement. This allows proportionate flexibility while retaining full planning control over implementation. In this case, a suspensive condition will be used, ensuring no development may begin until fire and environmental risk matters are resolved to the satisfaction of the planning authority, in consultation with SFRS and SEPA as necessary. Irrespective of this the operator will require to secure compliance with SFRS regulations.

- The Cumulative and Strategic Planning of BESS Deployment, objectors are concerned that BESS proposals are being considered on an ad hoc basis, without strategic coordination across the grid network.

  - **Planning Officer's Response:**

    Grid coordination falls primarily under the remit of National Grid and Scottish and Southern Electricity Networks (SSEN). While it is not within the power of the planning authority to control grid strategy, the proposal has been accompanied by a Grid Connection Offer, demonstrating a technically viable and authorised point of connection to the 33kV line. As required under NPF4 Policy 11, the development supports national energy transition aims and does not undermine grid security or capacity. The proposed site is situated within an established business and energy park, making it an appropriate location for the development of a Battery Energy Storage System (BESS) facility. Essentially the Planning Authority has to make an assessment on what is before them.

4.3 **Non-Material Planning Issues Identified:**

- Ownership disputes, personal grievances, or speculative comments about institutional behaviour (e.g. actions by HIE or Dounreay) are not material planning consideration.
    - **Planning Officer's Response:**

      It is acknowledged that ownership disputes, personal grievances, and speculative comments regarding institutional behaviour are not material planning considerations. The planning assessment focuses solely on relevant planning policies and the potential environmental, social, and economic impacts of the proposed development as defined by planning legislation and guidance.

- Lack of community benefit
    - **Planning Officer's Response:**

      "community benefit" are voluntary payments made by developers to local communities. These are outside the statutory planning system and are not enforceable, nor a condition of any planning consent. Community benefit is generally negotiated separately through good practice or industry charters (e.g. Scottish Government's Good Practice Principles for Community Benefits from Onshore Renewable Energy Developments). Furthermore, asserting that the development offers no direct or tangible benefit to the local community, referencing other regional projects (e.g. Sutherland Space Hub, NC500) that has allegedly failed to deliver local gains is not relevant to this proposal. While community benefit is not a strict requirement for private development, NPF4 Policy 11 (Energy) does support consideration of how developments contribute to community wealth building, especially in remote and rural areas.

- Speculation that the West of Orkney Windfarm may be linked to the battery storage facility.
    - **Planning Officer's Response:**

      No evidence is provided, only the information provided with the proposal is assessed at this time.

- Report on telephone consultation on the concept of a North Highland Way.
    - **Planning Officer's Response:**

      The report on the telephone consultation regarding the concept of a North Highland Way is acknowledged. However, this matter is not directly relevant to the current proposal and does not form part of the material planning considerations for this application. The assessment focuses on the site-specific impacts and compliance with relevant planning policies.

- Concerns that electricity storage in the north (Highland Area) are solely for export to the south.

- **Planning Officer's Response :** Although planning policy supports renewable energy and grid stability, NPF4 does encourage development that aligns with local and national net zero objectives, and there may be scope to assess whether the project delivers local grid resilience or economic opportunity, not just strategic export capacity in the future. However, this is not a material consideration for this application.

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

5. CONSULTATIONS

5.1 **Caithness West Community Council** no response.

5.2 **Access Officer** does not object to the proposed development. Informally requested the standard condition 4 **AC04C.** Public access to any Core Path within, or adjacent to, the application site shall at no time be obstructed or deterred by construction-related activities, unless otherwise approved in writing by the Council's Access Officer as a temporary measure required for health and safety or operational purposes. Under such circumstances, any temporary obstruction or determent shall cover only the smallest area practicable and for the shortest duration possible, with waymarked diversions provided as necessary.

5.3 **Community Wealth Building** does not object to the proposed development. The development has been logged and the team will be in touch with the Developer/Applicant regarding the Highland Social Value Charter.

5.4 **Environmental Health** does not object to the proposal on the grounds that it is unlikely to result in a breach of legislation otherwise enforced by Environmental Health. However, the planning authority is advised there is the potential for adverse impact on amenity of neighbouring residents. It is therefore recommended that the recommended conditions provided be attached to any consent.

5.5 **Flood Risk Management Team** no objection to the proposals, subject to the use of a suitably worded planning conditions provided be attached to any consent. SEPA's online strategic flood mapping shows that the site lies out with any indicated areas of fluvial, pluvial or coastal flooding in 200 years + CC storm event. This suggests that the flood risk from these sources may be low. As there is no other information source to suggest that the site may be at medium or high flood risk, the FRM Team is content that the actual flood risk may be low. The FRM Team therefore has no objection on the grounds of flood risk.

The Applicant has provided a Drainage Impact Assessment (DIA) by Weetwood, v1.0/2024-08-28. The DIA provides acceptable information but appears to reflect on draft proposals. Given this, a suitably worded planning condition should be used to secure the submission of a finalised DIA and finalised proposals for the FRM Team's review and acceptance, before any construction.

5.6 **Forestry Officer** does not object to the proposed development as it does not appear to impact on existing trees or woodland. However, it is recommended that any information relating to Biodiversity Net Gain (BNG) is assessed by the Biodiversity

Team, full details of the on-site and off-site BNGs will be secured via a planning condition.

5.7 **Historic Environment Team – Archaeology** does not object to the proposed development. However, the application lies within an area of archaeological potential. As such a Written Scheme of Investigation (WSI) is required to be submitted to and approved in writing by the planning authority and a programme of archaeological works has to be carried out in accordance with the approved WSI. A planning condition will be attached to secure the WSI.

5.8 **Historic Environment Team – Conservation** do not object to the proposed development. There are no listed buildings within the application site to be directly affected, or within the surrounding area to have their setting impacted/compromised, by this proposal.

5.8 **Transport Planning** have raised a number of concerns regarding insufficient information; however, they have advised that subject to appropriate conditions including a Construction Traffic Management Plan (CTMP) and a Section 96 agreement that these

can be addressed

The site has a junction with the A836 which is the strategic east to west route and provides links to Dounreay, Thurso, Gills Bay and the trunk road network. The Transport Statement incorrectly asserts that HGVs are limited to a top speed of 40mph on this road. The road is declassified, however there are signs for an advisory 40mph speed limit for all vehicles to the east and west of the site on the approaches to the bends on the road.

Transport Planning raised concerns in relation the estimate of construction vehicle trips has been underestimated and require clarification on the number of vehicles required to deliver materials. The Applicant is to provide clarify on the quantity of materials such as aggregate and concrete required to form the access track and plinths for the 45 cabins/containers on the site as well as the load size of vehicles. The location of likely suppliers for these materials should also be stated to understand the construction vehicle routes to the site.

Clarity was also sought over the number of abnormal loads as the Applicant stated there would be none, but the proposed containers are classed as abnormal loads. The Applicant is required to provide details regarding the size and weight of the components and the size and weight of vehicles to transport them to the site.

Transport Planning note that the drawing showing the specification for the BESS containers (drawing named Layout) states that the mass of the container is estimated to be 32 tonnes. This would constitute an abnormal load. The applicant is required to clarify the size and weight of vehicles needed to transport the BESS containers to the site.

Individual and the combined weights are required to be confirmed, including the vehicle to be transported for the following:

- Proposed substation
- BOP Auxiliary Transformer

Should any of the proposed components constitute an abnormal load based on their width, length or weight. The applicant must seek guidance from the Councils' Structures Team with regards to any road structures that may be impacted. Further guidance can be sought from: structures@highland.gov.uk and abnormal.loads@highland.gov.uk

Cumulative Development

The applicant is required to identify the cumulative impact of this development along with other committed developments and those that are in progress in the area. Cumulative energy development can be found through the following webpage ArcGIS Web Application. A further webpage is available but should not be relied on for accurate information https://www.highlandrenewablesdatabase.org/map.html.

Road Safety/Accident Statistics

The Transport Statement incorrectly summarises the accident statistics for the A836 from 2018 to 2022 and Table 2 omits the three slight accidents during this timespan. Paragraph 2.5 incorrectly concludes that there are no road safety concerns in this area.

Due to the poor accident record on the A836 in this location, temporary average speed cameras were installed for three months on the A836 to the east and west of the Business Park. This was a trial instigated by the National Safety Camera Programme and the results are currently being collated. It is possible that permanent cameras could be installed or other traffic management measures to address the road safety issues on the A836.

Maintenance Agreement and/or Mitigation

The Transport Planning may require the applicant to enter into a Section 96 legal agreement to protect the interests of the Council with regards to damage to the public road. A Road Bond or similar security will be required if a Section 96 Agreement is required. Specific road improvements may also be required to facilitate construction traffic and further guidance on this will be provided when the information required as set out above is provided.

Construction Traffic Management Plan

The Transport Planning Team welcomes the applicants' confirmation that they will provide and implement a Construction Traffic Management Plan. Further feedback on the specific measures that will need to be included within the Plan will be provided pending a review of the information requested from the applicant above.

5.10 **Historic Environment Scotland** does not object to the proposed development.

5.11 **NatureScot** did not offer formal comment on this proposal as it did not meet their criteria for consultation.

5.12 **Office of Nuclear Regulation** does not object to the proposed development. It notes that the proposed development does not present a significant external hazard to the safety of the nuclear site. Therefore, ONR does not advise against this development

5.13 **Scottish Water** does not object to the proposed development.

5.14 **SEPA** did not offer formal comment. Based on the information provided, it appears that this application falls below the thresholds for which SEPA provides site specific advice.

5.15 **Transport Scotland** does not object to the proposal based on the information provided.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 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 7 - Historic Assets and Places
Policy 9 - Brownfield, Vacant and Derelict Land and Empty Buildings
Policy 10 - Coastal Development
Policy 11 - Energy
Policy 12 - Zero Waste
Policy 13 - Sustainable Transport
Policy 14 - Design Quality and Place
Policy 18 - Infrastructure First
Policy 19 - Heating and Cooling
Policy 20 - Blue and Green Infrastructure
Policy 22 - Flood Risk and Water Management
Policy 23 - Health and Safety
Policy 25 - Community Wealth Building
Policy 26 - Business and Industry
Policy 29 - Rural Development
Policy 30 - Tourism

6.2 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
41 - Business and Industrial Land
42 - Previously Used Land
43 - Tourism
49 - Coastal 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
66 - Surface Water Drainage
67 - Renewable Energy Developments
69 - Electricity Transmission Infrastructure
72 - Pollution
77 - Public Access

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

A strong, diverse and sustainable economy characterised as being an internationally renowned centre for renewable energy, world class engineering, land management and sea based industries and a tourist industry that combines culture, history, adventure and wildlife" as an employment vision.

It also sets out that Caithness is well placed to take advantage of renewable energy, however it recognises that the industry may put pressure on the road network. The Council should insure there is no net degradation to infrastructure for these projects.

The proposed site is identified within the CaSPlan as an Economic Development Area – Forss Business & Energy Park with the potential to provide further support to the decommissioning of Dounreay and the growth of the renewable energy industry.

6.4 **Highland Council Supplementary Planning Policy Guidance**

Biodiversity Enhancement Planning Guidance (May 2024)
Construction Environmental Management Process for Large Scale Projects (August 2010)
Developer Contributions (March 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Highland Historic Environment Strategy (Jan 2013)
Highland's Statutorily Protected Species (March 2013)
Highland Renewable Energy Strategy and Planning Guidelines (May 2006)
Managing Waste in New Developments (March 2013)
Physical Constraints (March 2013)
Standards for Archaeological Work (March 2012)
Sustainable Design Guide (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 **Scottish Government Planning Policy and Guidance**

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)

8. PLANNING APPRAISAL

8.1 Sections 25(1) and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended), collectively require that this application be determined in accordance with the development plan unless material considerations indicate otherwise. Section 24(1) requires that all planning applications must now be determined in accordance with the provisions of NPF4 and those of any the relevant, extant Local Development Plan unless material considerations provide justification otherwise. Section 24(3) states that in the event of any incompatibility between a provision of the National Planning Framework and a provision of a local development plan, whichever of them is the later in date is to prevail.

Determining Issues

8.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

Planning Considerations

8.3 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 and Habitats;
f) Ornithology:
g) Amenity;
h) Health and Safety;
i) Traffic and Transport;
j) Flood Risk and Drainage;
k) Decommissioning and Reinstatement; and,
l) Any Other Material Considerations.

Development plan/other planning policy

8.4 The Development Plan comprises National Planning Framework 4 (NPF4), the adopted Highland-wide Local Development Plan (HwLDP), the West Highland and Islands Local Development Plan (WHILDP), and all statutorily adopted supplementary guidance.

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

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

8.7 Policy 4: Natural Places complements the policies referenced above by setting out clear expectations for developers and planning officers to ensure that protected species are given appropriate consideration prior to the determination of a planning application. Policy 5: Soils seek to protect carbon-rich soils, support the restoration of peatlands, safeguard prime agricultural land, and minimise soil disturbance resulting from development. As noted in paragraph 2.10, the application site comprises Class 4.2 agricultural land, which is not classed as prime agricultural land. A total of 84 peat probe locations were assessed and analysed using GIS-supported interpolation and natural neighbour mathematical modelling techniques. The survey confirms that the vast majority of the site is underlain by negligible peat, with depths recorded at less than 0.5 metres across almost the entire area. Only a single probe location in the southern part of the survey area recorded a peat depth in the range of 0.5 to 1.0 metre. This indicates that peat presence on-site is minimal and highly localised, and as such, the potential for peat-related impacts is considered to be low.

8.8 The limited presence of peat, and the absence of any deep or extensive peat deposits, means that the risk of significant peat disturbance is minimal. As such, the development is considered to accord with NPF4 Policy 5 (Soils), which seeks to protect carbon-rich soils, including peatlands, from unnecessary disturbance. Moreover, the low level of peat across the site supports the suitability of the location for renewable energy infrastructure in accordance with NPF4 Policy 11 (Energy), which encourages low-carbon energy developments in areas that avoid significant environmental impacts. Should any disturbance of shallow peat be required, best practice peat management measures will be implemented, including the minimisation of excavation, the careful handling and temporary storage of excavated material, and reinstatement where feasible. A Peat Management Plan can be secured through condition to ensure appropriate mitigation is in place, consistent with national guidance and carbon management objectives.

8.9 Notwithstanding this classification, the policy supports development for essential infrastructure, which this proposal qualifies as, and for the generation of energy from renewable sources. While Battery Energy Storage System (BESS) facilities are not energy-generating in the traditional sense, they are treated as generating stations for the purposes of policy and legislation in Scotland, given their role in releasing stored energy to the national grid as required.

8.10 Despite this policy support, the proposal must still demonstrate compliance with the mitigation hierarchy, particularly due to the site's previously undeveloped status. This requires evidence that site selection has sought, in the first instance, to avoid disturbance to undisturbed ground, followed by minimisation of any unavoidable

impacts, and the incorporation of appropriate mitigation, compensation, and enhancement measures.

8.11 The Applicant's biodiversity calculations for the proposed development at the Site with the off-Site habitat enhancements indicate it is possible to achieve a biodiversity next gain of required minimum 10% with an overall project wide net gain of +11.14%. This is proposed through the enhancement of lowland heath within both the on-site and off-site areas to a 'Good' condition contributing meaningfully to biodiversity net gain objectives in line with NPF4 and applicable local biodiversity policies. The Lowland heath is a priority habitat under the UK Biodiversity Action Plan (UK BAP) and is recognised for its importance in supporting a wide range of specialist species, including invertebrates, birds, and reptiles. By improving the condition of this habitat to a 'Good' ecological status, defined through habitat condition assessment criteria the proposal delivers measurable ecological uplift.

8.12 This will require long-term management and monitoring commitments to further ensure that the condition improvements are sustained, reinforcing the lasting biodiversity benefits of the project. It is therefore considered overall, the enhancement of lowland heath contributes significantly to delivering biodiversity net gain by increasing both the quality and quantity of priority habitats within and beyond the development boundary. Full details of both on-site and off-site enhancements, including a maintenance plan is secured via a planning condition.

8.13 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, and, as complimented by Policy 22 for Flood Risk and water management, flood prevention and water management integral to design. 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.

8.14 While the above proposals 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.

8.15 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.

8.16 CaSPlan is the Area Local Development Plan covering the application site. The Forss Business and Energy Park is identified as an Economic Development Area (EDA) within the CaSPlan however the allocation does not contain a specific boundary. The EDA allocation does not include any bespoke planning policies but placemaking priorities are listed. The Proposed Development would not reasonably restrict future expansion opportunities to the west between the Business & Energy Park and the wind turbines. There would remain sufficient land on which to expand the Business & Energy Park with the Proposed Development only utilising 1.8 hectares of land. The Proposed Development would therefore not undermine the EDA identified within the CaSPlan. This is consistent with the Council's determination of the anaerobic digester which was recently granted Planning Permission at the Park. Furthermore, area LDPs do not contain any specific land allocations related to the proposed type of development however CaSPlan does set out broad support for renewable energy schemes, including their associated infrastructure, that provide wider benefits to the area they're located in. The CaSPlan is still considered to be in broad alignment with the policies already described for NPF4 with no significant conflicts.

8.17 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.

8.18 Similarly, 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.

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

8.20 The Development Plan, which 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 Savings

8.21 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 proposal is considered to 'regenerate' renewable energy.

8.22 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

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

renewables related projects in the Highland area and what the Highland partnership will do to support and enable this contribution, namely:

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

8.24 Although a Community Wealth Building Statement has not been submitted, the applicant makes reference to it within the Design and Access Statement. The Community Wealth Team have been notified and will be is actively engaging with the applicant.

8.25 The project represents a significant capital investment of approximately £30 million and is closely aligned with the principles set out in Policy 25 (Community Wealth Building) of National Planning Framework 4 (NPF4). It is projected to deliver 27 direct skilled full-time equivalent (FTE) job years during the construction phase, with a further 50 indirect skilled FTE job years generated through procurement of local supplies and services. In addition, the scheme is expected to create 73 induced FTE job years through increased household spending within the local economy. By supporting local employment, strengthening local supply chains, and retaining economic value within the area, the project contributes meaningfully to the aims of Policy 25, which seeks to build a wellbeing economy that delivers fairer outcomes for communities and promotes resilience through inclusive economic activity.

8.26 In line with 'Prioritising Local Supply Chains and Environmental Stewardship' (Policy 25, NPF4) the applicant is committed to engaging with and prioritising local contractors and suppliers where commercially viable. Key sectoral spends are include but are not restricted to:

- Construction: Making Full use of all local and regional construction sectors;
- Procurement: Engaging with local suppliers for maintenance, ecology and tree management, and all other day to day services; and
- Exploring the potential of a meet the buyer's event in the area to stimulate interest and share information as widely as is possible as early as possible.

As expected, the project will ensure it meets all planning conditions related to forestry and biodiversity, this helping contribute to the Council's corporate environmental policy and stewardship aims and objectives. The Business and Energy Park already employs local people, and the maintenance of the landscaping could be undertaken under the supervision of the Park's staff.

8.27 The applicant must demonstrate a clear and deliverable commitment to 'Training and Skills Development' in line with the principles of National Planning Framework 4 (NPF4) Policy 25 (Community Wealth Building) and Policy 11 (Energy). This includes active engagement with the Community Planning Partnership and local schools to facilitate student access to the project site, enabling them to experience the curriculum in a real-world context. The applicant is also expected to ensure that all supply chain partners, where possible, have training and development plans in place, including the creation of apprenticeships to support the delivery of the project. These

measures should be designed to maximise local employment opportunities and address known skills shortages in the energy sector. In addition, the applicant could work with the Council to explore the feasibility of offering a shadowing opportunity for a Council officer and/or intern within the local project team, supporting professional development and capacity building.

8.28 To provide certainty over delivery, these commitments should be secured through appropriately worded planning conditions or a legal agreement, such as a Minute of Agreement with The Highland Council. This will ensure that the wider community benefits and skills development objectives of the project are fully realised and can be given appropriate weight in the planning balance.

8.29 Furthermore, the Applicant will be expected to engage proactively with the Council's Community Benefits Manager regarding contributions to community-led initiatives. This may take the form of a combination of direct financial support, as well as the provision of resources and services to local community projects. Although no agreements have been finalised at this stage, it is anticipated that the developer will collaborate closely with the Council and its partners to maximise these contributions, alongside its ongoing commitment to fostering opportunities for community wealth building.

8.30 It is essential that the Applicant delivers on these commitments in a manner that is as fair and transparent as possible given the current stage of the process. As a pre-condition of any planning consent granted, these commitments should, at a minimum, be secured by condition or alternative mechanisms such as a Minute of Agreement with The Highland Council. This approach will allow greater weight to be attributed in the planning balance to the development's potential contribution towards enhancing community resilience and increasing local economic spending, thereby ensuring compliance with NPF4 Policies 11 and 25, which promote maximising socio-economic benefits and building community wealth.

Siting, Design, Landscape and Visual Impact

8.31 The site has been selected for its proximity to a viable connection to the national grid to which the facility would be connected by buried cable. The underground cabling route would be determined after detailed cable survey being undertaken, with the underground cable connection benefiting from permitted development rights if undertaken by as statutory or licensed undertaker. Being close to the connection point improves efficiency while minimising connection costs, effects and materials required.

8.32 The Park is identified as an Economic Development Area (EDA) within the CaSPlan with the Proposed Development intended to support the Business Park's sustainability by providing a further energy related use to complement the energy focus of the Park. There are already wind turbines and an anaerobic digester at the Park.

8.33 The design of the proposed development reflects its primary function, namely, the storage and distribution of electricity. The scheme incorporates the use of modern battery technology that has undergone rigorous safety testing prior to deployment. The development also includes essential associated infrastructure, such as

inverters, which are necessary for managing the flow of electricity. Each component of the proposal is integral to ensuring the facility operates as intended.

8.34 The development is consistent with National Planning Framework 4 (NPF4) Policy 11(e), as its design has been informed by a detailed assessment of site constraints and opportunities, including consideration of landscape character, cumulative impact, and integration with the surrounding built environment. The modest scale of the proposal, combined with its location adjacent to existing and consented renewable energy infrastructure and within the context of the Forss Business & Energy Park, has limited the need for extensive mitigation.

8.35 Design evolution has been guided by relevant national and local design frameworks, including the principles of 'Designing for a Low Carbon Place', with mitigation measures incorporated from the outset. Particular attention has been given to the site's topography and surrounding landform to ensure the development responds appropriately to the local landscape character. A Zone of Theoretical Visibility (ZTV) assessment provided demonstrates the limited extent of potential visual effects and provides a clear rationale for the site's location. Furthermore, a review of cumulative impacts confirms that the development will not result in significant additional landscape or visual effects when considered alongside existing and permitted infrastructure in the area.

8.36 The site lies to the west of the Forss Business Park and the buildings to its east will help screen the site. There is rising land to the south between the site and the A836 which ensures the development will not be visible to public view from it. Overall it is considered the site is well contained by the surrounding landform and adjacent buildings. While some visual impacts will occur from sections of the nearby Core Path network, these are not considered significant due to the presence of existing wind turbines and renewable energy infrastructure within the local landscape. The proposed development will be read in the context of the established Forss Business & Energy Park and neighbouring energy projects, resulting in a high degree of visual integration. As such, the development will not introduce new or uncharacteristic elements into this landscape setting.

8.37 Given the existing baseline, the proposal is not anticipated to detract from the recreational experience of core path users, nor is it expected to impact tourism activity in the area. The limited visual change will be perceived as consistent with the area's evolving energy landscape and is unlikely to diminish the amenity value or attractiveness of the wider setting for visitors or residents.

Natural Heritage and Habitats

8.38 The applicant has undertaken a Preliminary Ecological Appraisal (PEA), which recorded no evidence of protected species during the site survey. The habitats present within the site were assessed as being of limited ecological value and are not considered likely to support protected species. As such, no direct ecological impacts have been identified, and no species-specific mitigation measures are deemed necessary. However, it is noted that Scottish Primrose (*Primula scotica*), a nationally scarce species and regionally important species, has been recorded in the wider area in proximity to the site.

8.39 The Caithness and Sutherland Local Development Plan specifically identifies this species as an important element of local biodiversity. While the Scottish Primrose was not recorded within the site boundary, its nearby presence highlights the need for ecological sensitivity during construction. While not identified within the application boundary, appropriate care should be taken during construction to ensure that any nearby populations are not inadvertently affected. Accordingly, the applicant should ensure that construction activities do not inadvertently impact any known or potential populations of the species in adjacent areas, and where appropriate, further safeguards, such as pre-construction surveys or buffer zones may be required to protect this important natural heritage feature.

8.40 Much of the survey area has no peat on site with only one locality identified to have greater than 0.5.m depth of peat soil. The majority of the proposed development Site is located on coastal heathland not associated with GWDTEs. Although the heathland is degraded it does form part of a UKBAP and Scottish Biodiversity List. Therefore, mitigation measures will be secured and implemented through a planning condition.

8.41 The proposed development will result in the loss of an area of degraded coastal heathland (UKHab classification: *h1a*), which will have both direct and indirect impacts on biodiversity. In line with the requirements of NPF4 Policy 3 (Biodiversity) and Highland Council's adopted Biological Net Gain (BNG) policy, this habitat loss must be appropriately mitigated through enhancement and compensation measures designed to deliver a minimum mandatory 10% net gain in biodiversity value.

To achieve this, the following mitigation strategy is proposed:

- Off-site enhancement of coastal heathland: Biodiversity uplift will be delivered through the active enhancement of a nearby coastal strip of degraded *h1a heathland*, located within the same landscape character area and within ecological proximity to the development site. Management interventions will include invasive species control, scrub management, and promotion of native heathland flora.
- On-site creation of modified grassland: Within the development site, areas of *modified grassland* will be established as part of landscape and ecological design. The grassland will be designed to support local biodiversity and reflect regional species composition. The grassland will be sown using a locally appropriate, species-rich seed mix, in line with local botanical records and NVC classifications.
- Habitat Management Plan (HMP): A Habitat Management Plan will accompany the development to guide the successful implementation, long-term management, and monitoring of all habitat enhancement areas. The HMP will set out clear objectives, management prescriptions, monitoring protocols, and adaptive management actions to ensure that biodiversity outcomes are achieved over time.

As noted previously the BDNG's are predicted to be over 10% and will be secured via a planning condition.

8.41 While there is no requirement to undertake further specific species survey or implement species protection plans, general precautions should still be taken to

minimise and negate the impacts that development may have on the natural habitats these can be fulfilled by the site ecological clerk of works (ECoW). Habitats recorded on site were considered to be in suboptimal condition. None of the land within the survey area falls under any direct conservation designation but Heathland is listed as a UKBAP habitat and registered on the Scottish Biodiversity List. Consequently, mitigation for the loss of habitat is required. It is proposed that enhancement of surrounding heathland together with the creation of modified grassland will be the best route to achieving the necessary 10% uplift in biodiversity net gain.

Ornithology

8.42 Potential impacts on bird populations arising from the construction and operation of the proposed development primarily relate to qualifying species associated with three internationally and nationally designated sites include:

- Caithness Cliffs Special Protection Area (SPA) – designated for breeding seabirds, including peregrine falcon; and
- Caithness Lochs SPA and RAMSAR Site – designated for internationally important wintering populations of greylag geese, Greenland white-fronted geese and whooper swan.

8.43 The Caithness Cliffs SPA lies within foraging range of the development for peregrine falcon. While this species may occasionally use the area, it is a wide-ranging raptor and the site does not lie within a known core foraging or breeding area. The local environment is already modified, situated near the Forss Business & Energy Park and Forss Wind Farm, both of which introduce existing human activity that may already reduce the area's suitability for nesting or regular foraging.

8.44 With respect to the Caithness Lochs SPA and RAMSAR designations, occasional use of peripheral grasslands near the site by greylag geese, Greenland white-fronted geese, and whooper swans has been recorded. These areas, however, fall outside the development envelope and form part of a managed agricultural holding already subject to vehicle movement. The heathland habitat within the development site (classified as H7 (NVC) / h1 (UKHab)) is not considered suitable foraging habitat for these species. To ensure no adverse effect on site integrity, and in line with the precautionary principle and NPF4 Policy 4 (Natural Places), the following mitigation measures will be implemented:

- Timing of works: Where possible, construction will avoid the bird breeding season (March to August) to minimise disturbance to nesting birds, particularly raptors.
- Pre-construction checks: If works must proceed during the sensitive period, a qualified ecologist will undertake targeted surveys to confirm the absence of active nests or notable bird activity near the site.
- Traffic management: Speed limits and access restrictions will be enforced along construction routes, especially during early morning and evening hours.
- Ecological awareness training: All site staff will receive toolbox talks highlighting the ecological sensitivities of the area and legal protections afforded to SPA/RAMSAR species.

- Monitoring: A watching brief may be applied during peak construction phases to ensure mitigation remains effective.

8.45 Taking into account the limited ornithological value of the site, the modest scale of the development, and the mitigation measures outlined above, it is concluded that the proposed development is unlikely to have a likely significant effect on the qualifying interests of the Caithness Cliffs SPA, or the Caithness Lochs SPA and RAMSAR site either alone or in combination with other plans or projects. As such, appropriate assessment under the Habitats Regulations is not required. This conclusion aligns with the requirements of NPF4 Policy 4 (Natural Places), which directs that development proposals should not adversely affect the integrity of internationally or nationally important nature conservation sites.

Amenity

8.46 There is likely to be some disruption during the anticipated 12 month construction period, with construction materials being delivered to the site and constructed. It is expected that the excavated material will be reused.

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

8.48 The Development is in a predominantly rural area on the north coast of Scotland, immediately west of Forss Business & Technology Park and 3 km northeast of Dounreay Nuclear Power station. The nearest large settlement is Thurso, located approximately 5 km to the east. A small number of individual noise sensitive receptors (NSRs) are located in the local area, the closest of which being approximately 840 m from the Development's nearest noise-emitting infrastructure. The two closest receptors are commercial units within the business park which have been included in the assessment. Potential noise-emitting sources to be installed as part of the Development, include inverters, transformers and cooling systems.

8.49 Should the recently permitted change of use (Planning Permission 24/01818/FUL) to form contractors' accommodation at Calder House be undertaken then persons temporarily staying at the site would again already be aware of the energy and industrial setting. No significant adverse impact would result upon their amenity.

8.50 A noise impact assessment has been undertaken in accordance with consultation with The Highland Council. Predicted worst-case operational noise levels have been assessed and found to be compliant with the Council's noise assessment criteria. On this basis, operational noise associated with the proposed development is considered acceptable. The Council's Environmental Health team has not raised any significant concerns; however, planning conditions have been recommended to ensure continued compliance and safeguard residential amenity.

Health and Safety

8.51 A Fire Safety Assessment has been submitted as part of the application. The document outlines the roles and responsibilities for implementing an effective fire safety plan, along with the specific design measures incorporated into the Battery Energy Storage System (BESS) facility. It sets out procedures for minimising fire risk, ensuring fire containment, and supporting emergency response and firefighting. The batteries proposed are lithium iron phosphate (LFP) types, which do not contain nickel or cobalt, materials that have historically been associated with adverse environmental and human health impacts in certain battery chemistries. In response to concerns raised, the Applicant has clarified that such impacts were primarily linked to older battery types and advised that the LFP batteries proposed are significantly more stable and environmentally benign.

8.52 The design, development, and manufacture of the energy storage facility will require adherence to high standards of safety and operational sustainability. All personnel involved in the delivery of the project will be expected to maintain a proactive, risk-aware approach, with the objective of minimising the potential for accidents and promoting a positive safety and environmental culture throughout all stages of development. This statement represents the foundation from which the project will advance, and it will be essential that the design process is subject to a formal Design Risk Analysis undertaken by a competent person, in full compliance with the Construction (Design and Management) Regulations 2015 (CDM 2015). The documents will be agreed with the Scottish Fire & Rescue Service and, if required, the Highland Council.

8.53 It is noted that the Forss Business and Energy Park was formerly operated as a U.S. Naval base, and the site retains substantial legacy infrastructure, including water storage facilities which remain available for use. The layout and design of the proposed development have been informed by the requirement to maintain appropriate separation distances within the site, as well as the need to ensure suitable vehicular access from the A836 via the existing entrance. The additional fire safety and operational measures outlined do not affect the layout or design of the site; however, they have nonetheless been incorporated into the scheme to ensure best practice in relation to safety, functionality, and resilience.

8.54 The battery units would have an integrated aerosol fire extinguishing system that consists of:

- Smoke detector;
- Temperature detector; and
- Aerosol fire extinguishing device.

When either the smoke or temperature detectors are triggered, it is classified as a first level fire alarm. When this happens the alarm cabinet quits the state of operating and sends a signal to the Environmental Management System (EMS). When both the detectors are triggered, it is classified as a second level fire alarm. When this happens the aerosol of the alarm cabinet is released with all of the electrical cabinets in the system out of operation and a signal is reported to the EMS. The extinguishing agent is composed of ultra-fine potassium salt particles and inert gas. Potassium salt is one of the most effective fire-extinguishing agents, which extinguish fires by impeding the complex chemical chain reaction of combustion or explosion. The combustion chain reaction requires the participation of OH, H and O radicals, and

ultrafine potassium salt particles can quickly consume these free radicals and prevent the combustion chain reaction from proceeding. In the event of the detectors both being triggered a specified concentration of fire extinguishing agent is sprayed to fill the entire protection area. This will result in the total flooding of the area that will extinguish any open flame. This method is effective in combating electrical fires, electrolyte fires and other combustibles fires.

8.55 To achieve the safety objectives, the proposed energy storage modules will need to have passed fire prevention testing to qualify with the strictest battery safety regulation UL9540; this requires thermal runaway to be limited and isolated within a single module where the failed cell is installed; the regulation also requires no flame or exposure in extreme conditions. As a result, the energy storage system will employ monitoring systems that will help identify any abnormal operation and safely shutdown the system before it develops, these systems will be independent of the control systems and equipment that can cause the abnormal event and avoid the use of Safety Integrity Level (SIL) rated risk controls. Standard measures include:

- Thermal monitoring of the battery containers and automated cut-out beyond safe parameters; and
- Battery cooling systems with automated fail-safe operation • Emergency Stop – both remote and local.

Also fire detection measures such as:

- Very early smoke detection by aeration (VESDA) system;
- Gas detection such as H2 and CO; as early indication of cell failure;
- Standard heat and smoke detection system; and
- Fire suppression equipment such as an aerosol, gas, automatic sprinkler or water mist system.

8.56 The Applicant has undertaken a review of fire safety measures in accordance with the current National Fire Chiefs Council (NFCC) guidance on grid-scale Battery Energy Storage Systems (BESS), published in 2022 and still applicable at the time of submission. This guidance informs key aspects such as site layout, emergency access, water supply, and risk reduction measures to support effective Fire and Rescue Service (FRS) response. The Applicant acknowledges the ongoing NFCC consultation on revised guidance expected to be adopted in 2025. The draft updates aim to provide increased flexibility in design parameters, including spacing between battery units, access arrangements, and hydrant locations, while maintaining a high standard of fire safety. The design of the proposed development has been prepared to comply fully with current guidance and will be reviewed against the forthcoming updates as part of the detailed design and pre-construction phases. The Applicant commits to continued liaison with the Scottish Fire and Rescue Service throughout the project lifecycle to ensure any emerging best practice or regulatory changes are incorporated.

Traffic and Transport

8.57 The Forss Business and Energy Park access road is a public Unclassified Road which extends northwards from the A836 into the Park. Once the road reaches the boundary of the Park, gates are in place to mark the transition into the Park. The route would provide the access route into the Site from the A836. A new access

junction will be taken from the privately owned and maintained internal road network within the Forss Business and Energy Park with no new junctions proposed to the public road network. The unclassified access road itself is a single carriageway road with a width of approximately 5.5m-6.0m and caters for two-way traffic. Existing traffic flows on the route are light, and it is noted that it previously served as a construction route to the wind turbines located within the Business and Energy Park so the route has been used before for high volumes of HGV traffic.

8.58 The Proposed Development is considered to be appropriately located in relation to the surrounding transport network, with direct access available via the A836 and the established infrastructure serving the Forss Business & Energy Park. The existing access arrangements are of a reasonably good standard and are considered sufficient to accommodate construction and operational traffic without requiring the formation of new access junctions or significant alterations to the public road network. A Construction Traffic Management Plan (CTMP) will be required, demonstrating that appropriate measures can be implemented to manage construction-related vehicle movements and minimise environmental and traffic impacts.

8.59 It should be noted that while the Applicant has anticipated a relatively low level of construction traffic, Transport Planning have raised concerns regarding the scale and frequency of vehicle movements during the construction phase. In recognition of these concerns, the Applicant will work with the Council to review and refine traffic assumptions and ensure that all required mitigation measures are secured through a detailed CTMP, through planning conditions and a legal agreement (e.g. Section 96). Subject to these measures being secured and agreed, it is considered that the Proposed Development can be accommodated at this location without significant adverse impacts on the local road network, road safety, or the amenity of nearby residents. If mitigation is needed this will require to be undertaken by the applicant and require to be set out as part of the CTMP.

Flood Risk, Drainage, and Water

8.60 The site does not lie within an area identified as at flood risk. As such Surface water from the Proposed Development will be managed through a Sustainable Drainage System (SuDS). The layout shall incorporate measures to manage runoff from impermeable areas and ensure appropriate attenuation and treatment prior to discharge. Areas containing battery infrastructure shall be served by isolated drainage and bunded containment systems, capable of holding and isolating firewater or any potentially contaminated runoff, with no uncontrolled release to the wider environment. SuDS features such as filter drains and swales will be located outside the battery compound, and the detailed design will ensure compliance with NPF4 Policy 22 and Controlled Activities Regulations (CAR). A detailed drainage strategy, including pollution control and emergency containment provisions, will be submitted for approval prior to commencement of development.

Decommissioning and Reinstatement

8.61 It is recognised that Battery Energy Storage System (BESS) facilities have a finite operational lifespan, typically in the region of 50 years. While there is no current proposal to limit the operational period of this development by condition, it is

considered appropriate and consistent with NPF4 Policy 11(e) and Highland-wide Local Development Plan (HwLDP) Policy 67 to secure a Decommissioning and Reinstatement Plan (DRP) by condition.

The DRP should be submitted and approved by the planning authority prior to the commencement of development and should set out the principles and practical measures for decommissioning the development and reinstating the site once the facility ceases operation or becomes redundant. It should also include:

- An outline scope and methodology for site decommissioning;
- Timelines for removal of all infrastructure and reinstatement;
- Environmental protection measures during decommissioning; and
- Proposals for financial guarantees or other appropriate mechanisms to ensure implementation of the DRP, in the event that the owner or operator is no longer solvent or in existence.

The financial safeguards shall be secured by condition and reviewed at agreed intervals throughout the operational life of the development, to ensure that they remain appropriate and effective over time. This approach ensures compliance with policy requirements and provides long-term environmental and community assurance regarding the future management of the site.

Other material considerations

8.62 There are no other material considerations.

Non-material considerations

8.63 The are no non-material planning considerations that have not been addressed in paragraph 4.3 of this committee report.

Matters to be secured by Legal Agreement / Upfront Payment

8.64 None. A financial guarantee to cover all decommissioning and site restoration works will require to be in place prior to the commencement of development and is covered by a planning condition.

9. CONCLUSION

9.1 The Planning Authority acknowledges that Battery Energy Storage Systems (BESS) represent an emerging form of infrastructure with inherent technological and operational risks. Public safety, environmental protection, and long-term site management are therefore essential considerations in the assessment of such proposals. Subject to the implementation of the recommended planning conditions including those relating to fire safety, drainage, decommissioning, and traffic management it is considered that the proposed development can be safely and appropriately accommodated on the site. Adequate safeguards can be secured through the planning process to ensure alignment with both national policy objectives, including NPF4 Policy 11, and relevant provisions of the Highland-wide Local Development Plan.

9.2 The proposed development has the potential to make a meaningful contribution to the stability and flexibility of the electricity transmission network by storing excess energy, particularly from renewable sources for redistribution during periods of peak demand. In this way, the development supports the transition to a low-carbon energy system and aligns with national climate change and net-zero objectives. The proposal benefits from strong policy support within National Planning Framework 4 (NPF4) Policy 11: Energy, which recognises the importance of new and emerging energy storage technologies in achieving a resilient and decarbonised energy network.

9.3 While the proposed development will be visually prominent in short-range views, particularly within the Forss Business and Energy Park its industrial character is in keeping with the existing context of the site and surrounding infrastructure. The site benefits from a degree of natural screening and is well set back from public roads and residential properties resulting in a well sited development. Although no tree planting is proposed reflecting the limited success of tree establishment in the Caithness coastal climate, the overall visual impact is considered to be localised and not significant. As such, the development is not anticipated to result in unacceptable landscape or visual harm.

9.4 In addition, the proposal incorporates a strategy for delivering biodiversity net gain, including the planting of native species and enhancement of local habitats. These measures are consistent with the objectives of NPF4 Policy 3 and Highland Council's biodiversity commitments. Overall, the development is considered to be acceptable in planning terms and capable of being accommodated on this site without significant adverse impacts. It complies with relevant national and local planning policies and offers broader socio-economic and environmental benefits.

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

10. IMPLICATIONS

10.1 Resource: Not applicable

10.2 Legal: Dealt with through planning conditions

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

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

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued N

Notification to Scottish Ministers	N
Conclusion of Section 75 Obligation	N
Revocation of previous permission	N

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

1. **Commencement of Development**

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

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

2. **Accordance with the 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:
   - the siting of 12 no. standard container sized units which form the inverters and 24 no. smaller container units which would house the batteries;
   - a range of additional buildings are such as the customer and DNO control rooms;
   - an auxiliary transformer and 4 no. spare communications containers;
   - seven CCTV cameras mounted on a 4 metre high pole with infra-red security lighting poles;
   - 2.4m high weldmesh security fencing around the boundary;
   - upgraded access, parking and turning area; and
   - on-site and off-site biodiversity net gains.

   (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 3 below, along with site drainage, 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 5 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.

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

No development shall commence on the Battery Energy Storage System (BESS) facility until full details of the location, layout, external finishes, appearance, dimensions, and surface materials of all components of the BESS development, including battery containers, substations, control buildings, external above-ground electrical equipment, associated compounds, construction compound, boundary fencing, enclosures, external lighting, security cameras, and parking areas have been submitted to and approved in writing by the Planning Authority.

The submission must demonstrate how the proposed BESS layout and design comply with relevant health and safety standards, including but not limited to: the Health & Safety Guidance for Grid Scale Electrical Energy Storage Systems, the National Fire Chiefs Council's Guidance on Grid Scale Battery Energy Storage System Planning, the Draft Guidance from the National Fire Chiefs Council on Grid Scale Battery Energy Storage Systems, and any superseding or updated guidance prevailing at the time of submission.

Thereafter, the BESS facility shall be constructed, maintained, and operated in strict accordance with the approved details. All external finishes and infrastructure shall be kept in good condition, including maintenance of approved colours and freedom from rust, staining, or discolouration, for the duration of the development's operation.

Reason: To ensure that the design and appearance of the Battery Energy Storage System are consistent with the parameters assessed and to safeguard the visual amenity of the area, while ensuring compliance with up-to-date health and safety guidance relevant to energy storage technologies.

4. **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.

5. **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 3 of this permission have been submitted to, and approved in writing by, the Planning Authority. For the avoidance of doubt the bond must be able to be called upon by The Highland Council and be enforceable against the operator and landowner and/ or leaseholder; and

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

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

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

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

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

(5) Each review shall be:

a) conducted by a suitably qualified independent professional; and

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

c) approved in writing by the Planning Authority without amendment or, as the case may be, approved in writing by the Planning Authority following amendment to their reasonable satisfaction.

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

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

6. **Fire Safety Access Provision**

Prior to the commencement of development, details of two dedicated fire safety access routes to serve the Battery Energy Storage System (BESS) facility shall be submitted to, and approved in writing by, the Planning Authority in consultation with the Scottish Fire and Rescue Service. The submitted details shall include:

- The location, design, and construction specifications of both access routes;

- Demonstration that both access routes provide unimpeded 24/7 access for emergency services vehicles, including during maintenance or operational activities;

- Turning facilities for emergency vehicles within or adjacent to the BESS compound; and

- Measures to ensure access routes remain clear, usable, and maintained at all times.

Thereafter, both approved fire safety access routes shall be fully constructed and operational prior to the first installation of any BESS units on site, and shall be retained and maintained in accordance with the approved details for the lifetime of the development.

Reason: In the interests of public safety and operational resilience, to ensure that safe and effective emergency access is available to the BESS facility at all times, in accordance with best practice fire safety guidance and National Fire Chiefs Council (NFCC) recommendations.

7. **Environmental Incident Containment Plan (EICP)**

No development shall commence until an Environmental Incident Containment Plan (EICP) has been submitted to, and approved in writing by, the Planning Authority in consultation with the Scottish Environment Protection Agency (SEPA). The EICP shall set out the measures to be put in place to prevent, contain, and respond to any unplanned releases of hazardous substances, firewater, or pollutants during both the construction and operational phases of the Battery Energy Storage System (BESS) facility.

The EICP shall include, but not be limited to:

- Identification of all potential sources of environmental contamination or pollution (e.g. battery failure, firewater runoff, fuel or chemical storage);

- Site layout showing containment measures, including impermeable surfacing, bunding, isolation valves, and drainage interceptors;

- Firewater containment strategy, including estimated capacity and management of contaminated runoff;

- Emergency response procedures and communication protocols;

- Monitoring, inspection, and maintenance arrangements for all containment infrastructure;

- Roles and responsibilities of site operators and emergency contacts; and

- Integration with Fire Safety Plans and Construction Environmental Management Plans (CEMP).

Thereafter, the development shall be carried out and operated in full accordance with the approved EICP for the lifetime of the development, unless otherwise agreed in writing by the Planning Authority.

Reason: To prevent pollution of the water environment, protect human health and biodiversity, and ensure effective containment and emergency response procedures are in place in the event of an environmental incident, in accordance with SEPA guidance, best practice, and relevant provisions of NPF4 Policies 3 and 22.

8. **Public Access**

Public access to any Core Path within, or adjacent to, the application site shall at no time be obstructed or deterred by construction or operation related activities, unless otherwise approved in writing by the Council's Access Officer as a temporary measure required for health and safety or operational purposes. Under such circumstances, any temporary obstruction or determent shall cover only the smallest area practicable and for the shortest duration possible, with waymarked diversions provided as necessary.

Reason: In order to safeguard public access both during and after the construction phase of the development.

9. **Archaeology**

No works in connection with the development hereby approved shall commence unless an archaeological Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the Planning Authority and a programme of archaeological works has been carried out in accordance with the approved WSI. The WSI shall include details of how the recording and recovery of archaeological resources found within the application site shall be undertaken, and how any updates, if required, to the written scheme of investigation will be provided throughout the implementation of the programme of archaeological works. Should the archaeological works reveal the need for post excavation analysis the development hereby approved shall not be occupied brought into use unless a Post-Excavation Research Design (PERD) for the analysis, publication and dissemination of results and archive deposition has been submitted to and approved in writing by the Planning Authority. The PERD shall be carried out in complete accordance with the approved details.

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

10. **Drainage**

No development shall commence until details of the final drainage design have been submitted to, and approved in writing by, the Planning Authority, 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. 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. **Drainage Impact Assessment**

No development shall commence until a detailed Drainage Impact Assessment (DIA) has been submitted to and approved in writing by the Planning Authority in consultation with the relevant drainage and environmental authorities.

The DIA shall include:

- An assessment of existing site drainage conditions;
- Predicted surface water runoff rates and volumes during both construction and operational phases;
- Proposals for sustainable drainage systems (SuDS) to manage surface water in accordance with best practice and current guidance;
- Details of measures to prevent pollution, manage flood risk, and protect adjacent watercourses and habitats;
- Maintenance and management arrangements for drainage infrastructure throughout the lifetime of the development.

The development shall thereafter be carried out in accordance with the approved DIA and any associated mitigation measures.

Reason: To ensure effective surface water management, prevent flooding and pollution, and protect the local environment in accordance with relevant planning policies and regulations.

12. **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.

13. **Habitat Management Plan (HMP)**

(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.

(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.

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

Reason: To ensure that the development secures positive effects for biodiversity in accordance with NPF4 and to allow the Planning Authority to map areas of compensation and enhancement.

14. **Ecological Clerk of Works (ECoW)**

No development shall commence until the appointment of an Ecological Clerk of Works (ECoW) has been confirmed in writing to the Planning Authority. The ECoW shall be responsible for overseeing and monitoring all ecological mitigation, enhancement, and protection measures during the construction phase.

The ECoW shall:

- Ensure compliance with all relevant legislation and approved ecological plans;
- Provide advice and training to contractors regarding protected species and habitats;
- Monitor the implementation of mitigation measures;

- Liaise with the Planning Authority and statutory consultees as required; and

- Submit regular monitoring reports to the Planning Authority.

The development shall be carried out in full accordance with the recommendations and supervision of the ECoW.

Reason: To safeguard and enhance ecological interests during construction in accordance with planning policies and legislation**.**

15. **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:

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,

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.

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 Transport Scotland. The construction traffic management plan shall be based on the Outline CTMP and 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) Scheduling and timing of movements, 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;

c) 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;

d) Measures to mitigate the impact of general construction traffic on the routes to site following detailed assessment of the relevant roads including any physical road improvement works;

e) A detailed and dimensioned plan and specification of the junction access to be agreed prior to commencement, including provision and

maintenance of visibility splays (in perpetuity);

f) 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;

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

h) Provisions for emergency vehicle access;

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

j) 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: in the interest of road safety and to mitigate any impacts of construction traffic and the delivery of abnormal loads on the public road network.

17. **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.

18. **Peat Management Plan**

No development shall commence until a detailed Peat Management Plan (PMP) has been submitted to and approved in writing by the Planning Authority in consultation with Scottish Natural Heritage (or NatureScot) and SEPA.

The PMP shall include:

- A detailed survey and mapping of peat depths and qualities across the site;
- Measures to minimise peat disturbance and removal during construction;
- Protocols for the safe and sustainable storage, handling, and reuse of excavated peat;
- Procedures for peat restoration, reinstatement, or habitat creation where peat is removed or disturbed;
- Monitoring and maintenance arrangements to ensure the ongoing integrity of peat habitats;
- Contingency measures to address unexpected peat conditions encountered during construction.

The development shall be undertaken in accordance with the approved PMP, and no peat shall be disturbed or removed except as outlined in the approved plan.

Reason: To minimise the environmental impact associated with peat disturbance, protect carbon stores, and ensure compliance with relevant planning policies and best practice guidance.

19. **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.

20. **Noise**

1. Noise arising from the development, when measured and/or calculated as an LZeq, 5min, in the 100Hz one third octave frequency band must not exceed 30 dB, at the curtilage of any noise sensitive premises.

2. The Rating Level of noise arising from this development as determined in accordance with BS4142 Methods for Rating and Assessing Industrial and Commercial Sound shall not exceed 25dB(A) at the curtilage of any noise sensitive receptor.

3. NR20 as a design standard might be used where there is no garden or other external amenity at the noise sensitive receptor, or where background levels are very high (>40dB).

   All plant, machinery and equipment associated with the development shall be so installed, maintained and operated such that any associated operating noise does not exceed NR20 when measured or calculated within any noise-sensitive property with windows open for ventilation purposes.

4. 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.

5. 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.

6. Compliance Monitoring on Receipt of Complaint.

   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.

7. 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 writing beforehand with the Council's Environmental Health Service

Reason: In the interest of amenity.

21. **Construction Noise**

Prior to construction commencing, the applicant shall submit, for the written approval of the planning authority, a construction 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:

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

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

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

- 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 the interest of amenity.

22. **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.

23. **Socio-Economic Benefit / Community Wealth Building Contributions**

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 submitted scheme shall submit a Community Wealth Building Statement for the written approval of the Planning Authority. This statement shall detail measures to maximise local economic benefits, including but not limited to:

- 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;
- details of how sustainable training opportunities will be provided for those recruited to fulfil staff/employment requirements including the provision of apprenticeships, measures to be taken to offer and provide college and/or work placement opportunities at the development to students within the locality or an agreed alternative;
- a procedure setting out criteria for employment, and for matching of candidates to the vacancies;
- 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;

- a timetable for the implementation of the Local Employment Scheme and a procedure for monitoring the Local Employment Scheme and reporting the results of such monitoring to the Council;
- Use of local supply chains and services;
- Engagement with the Council's Community Benefits Manager and local community groups; and
- Contributions to community-led initiatives through financial support, resources, or services.

The development shall thereafter be implemented in accordance with the approved Community Wealth Building Statement. The applicant shall provide annual reports to the Planning Authority demonstrating progress against the approved commitments throughout the construction and operational phases.

Reason: In order to ensure compliance with NPF4 Policy 11(c), by maximising the local socio-economic benefits of the development for the wider community. This condition seeks to ensure that the development supports local economic growth, skills development, and community resilience, in line with national planning policy and community wealth building objectives.

REASON FOR DECISION

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

INFORMATIVES

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.

2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (paragraph 259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Scottish Water

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

Septic Tanks and Soakaways

Where a private foul drainage solution is proposed, you will require separate consent from the Scottish Environment Protection Agency (SEPA). Planning permission does not guarantee that approval will be given by SEPA and as such you are advised to contact them direct to discuss the matter (01349 862021).

Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at: http://www.highland.gov.uk/yourenvironment/roadsandtransport

Application forms and guidance notes for access-related consents can be downloaded from:

http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2

Mud and Debris on Road

Please note that it an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a

strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

Construction Hours and Noise-Generating Activities

You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

Noise – Statutory Complaints

While every effort is made to ensure that any recommended noise conditions will afford sufficient protection for residents at noise sensitive properties, you are advised that Environmental Health has additional powers to deal with noise under the Statutory Nuisance provisions of the Environmental Protection Act 1990. Compliance with a Planning noise condition does not necessarily provide a defence against action taken under this legislation. It is noted that you have identified three mitigation options, each of which could reduce levels to meet the required limit. In which case, implementation of more than one would reduce levels further still. It is recommended that in addition to meeting the required limits that implement all reasonably practicable measures in order to reduce noise levels.

Protected Species – Halting of Work

You are advised that work on site must stop immediately, and NatureScot must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from NatureScot: https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species

Protected Species - Contractors' Guidance

You must ensure that all contractors and other personnel operating within the application site are made aware of the possible presence of protected species. They must also be provided with species-specific information (incl. guidance on identifying their presence) and should be made aware of all applicable legal requirements (incl. responsibilities and penalties for non-compliance).

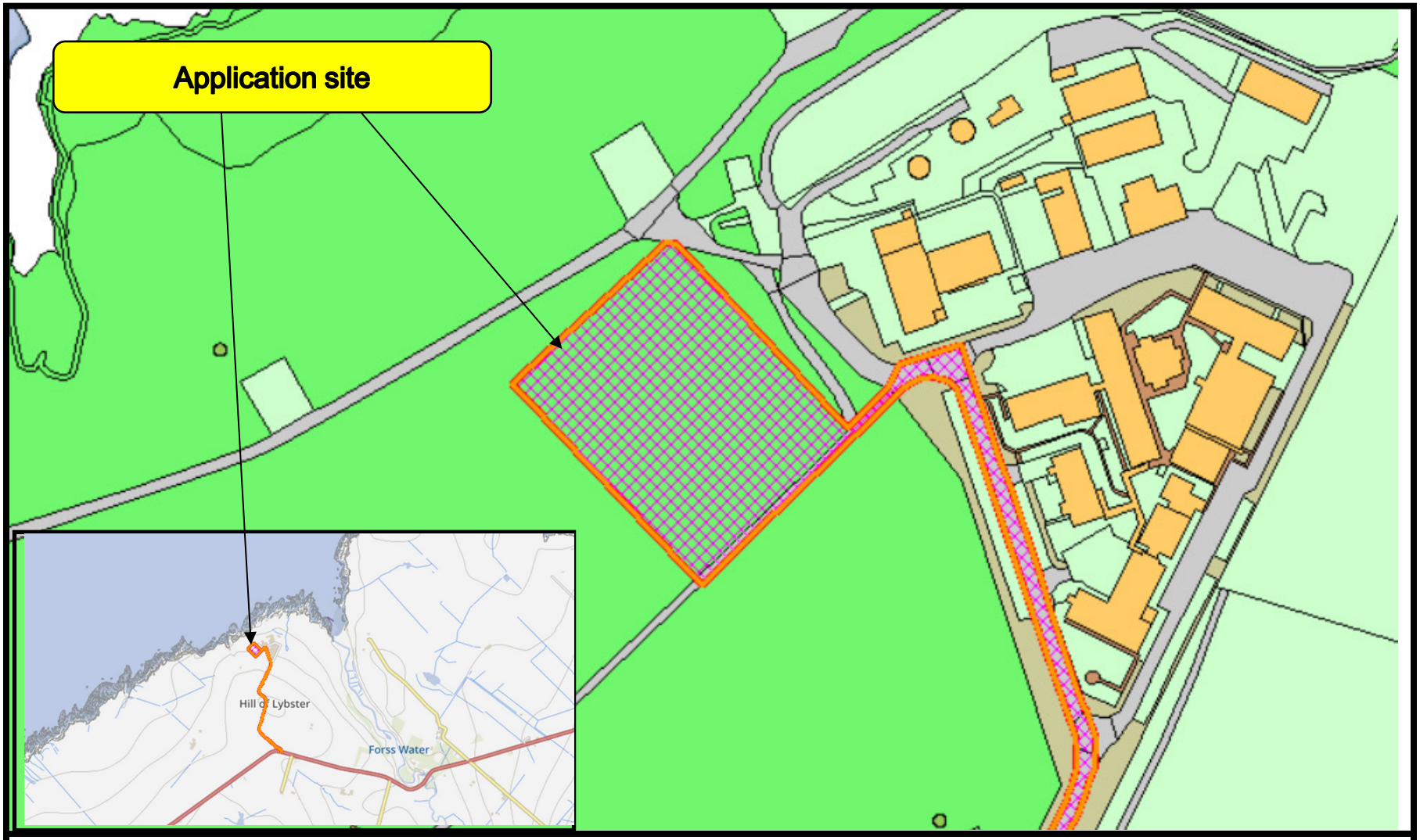
Protected Species - Ground Nesting Birds

Construction/demolition works have the potential to disturb nesting birds or damage their nest sites, and as such, checks for ground nesting birds should be made prior to the commencement of development if this coincides with the main bird breeding season (April - July inclusive). All wild bird nests are protected from damage, destruction, interference and obstruction under the Wildlife and Countryside Act 1981 (as amended). Some birds (listed on schedule 1 of the Wildlife and Countryside Act) have heightened protection where it is also an offence to disturb these birds while they are in or around the nest. For information please see: www.snh.org.uk/publications/online/wildlife/law/birdseggs.asp

Schedule 3 Development Site Notice

Prior to the commencement of this development, the attached Site Notice must be posted in a publicly accessible part of the site and remain in place until the development is complete. This is a statutory requirement of the Town and Country Planning (Scotland) Acts and associated regulations.

Signature:	Dafydd Jones
Designation:	North Planning Manager
Author:	Claire Farmer – Acting Team Leader
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - 21/18/201/02 / Location Plan
	Plan 2 - 21/18/201/01 REV A / Site Layout Plan
	Plan 3 - 000001 REV O / Floor/Elevation Plan - Do Control Plan
	Plan 4 - 21/18/201/03 / General Plan - Storage Container
	Plan 5 - 21/18/201/04 / Floor Plan - Control Room
	Plan 6 - P3090(02)-175-01 REV O / Floor/Elevation Plan - Substation
	Plan 7 - P3090(02)-175-02 REV O / Elevations - Substation
	Plan 8 - P3090(03)-175-01 REV O / General Plan - Bop Aux Tx Plan and Elevations
	Plan 9 - P3090(08)-175-01 REV O / General Plan - CCTV and Lighting Colum Details
	Plan 10 - 000001 / General Plan
	Plan 11 - 21/18/201/06 / Section Plan
	Plan 12 - 21/18/201/07 / Section Plan



The Highland Council
Comhairle na Gàidhealtachd

Planning and Development Service

24/04585/FUL
Land 190M West Of Lythmore House South Wing, 21 Forss Business And technology Park Forss, Thurso
Construction and operation of a Battery Energy Storage System with a capacity of 49.9MW consisting of battery storage modules and associated infrastructure including fencing, control buildings, substations and CCTV

Mean High Water Spring
Geo Buila
Chapel Pool
Chapel Geo
Rock
MHWS
Boulders
Rock
Sandy Geo
Shingle
Rock
Shingle
Ware Geo
Cairn
Boulders
Boulders
Outfall
Drain
Graveyard
St Mary's Chapel
(remains of)
Path (um)
Rock
Cairn
Wind Turbine
10
Dunbeath House
Murkle House
MLWS
Hing Geo
Rock
Rock
9
Wind Turbine
Brims House
Calder House
Freswick House
Mound
St Mary's Well
Balmore House
Forss Business and Technology Park
Crosskirk House
Lythmore House
Wind Turbine
1
Forss Wind Farm
2
Wind Turbine
Tulloch of Lybster
Broch
(remains of)
Reservoir
(covered)
3
Wind Turbine
Mast (Telecommunication)
El Sub Sta
Track
Hill of Lybster
Pen
Track
47.2m
Electricity Distribution Site
Track
Lybster Holdings
A 836
42.1m
40.8m
Pond
Site Area - 3.89 Acres

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REV.	DATE	REVISION NOTES

PROPOSAL
Proposed Battery Storage at Land to the West of Forss Business & Energy Park, Forss, Thurso, KW14 7UZ

CLIENT
Forss Energy Storage Ltd.

DRAWING TITLE
Location Plan

DRAWN CWM

SCALE 1:1250 @ A0
10m 20 30 40 50 60

DATE 03/07/24

DWG. No. 21/18/201/02

REV. -

2.4m Green security rated weldmesh fence that conforms to the standard LPS 1175 SR2

Permeable gravel surface

Grassland within perimeter fence

9

Wind Turbine

Former Concrete Anchor Point to be Retained

Battery Module

Inverter Station

Lighting and CCTV Column

Spares & Comms

Customer Control Room

Auxiliary Transformer

DNO Control Room

Murkle House

Freswick House

Calder House

Brims House

Balmore House

Lythmore House

Wind Turbine

1

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REV.	DATE	REVISION NOTES
A	11.11.24	Added red site boundary

PROPOSAL

Proposed Battery Storage at Land to the West of Forss Business & Energy Park, Forss, Thurso, KW14 7UZ

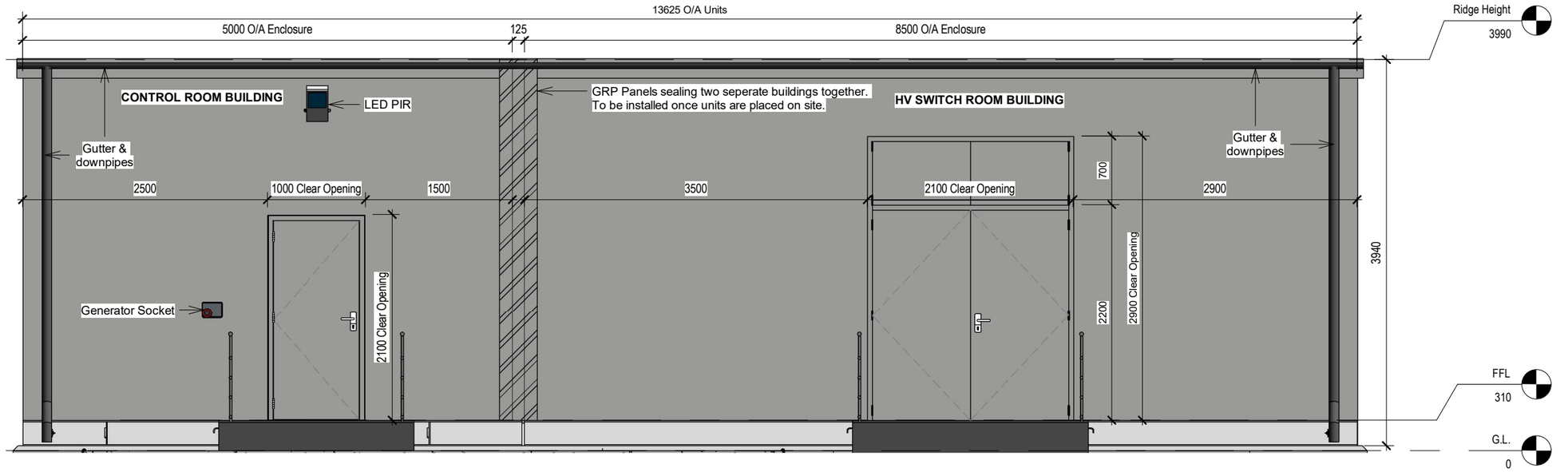
CLIENT

Forss Energy Storage Ltd.

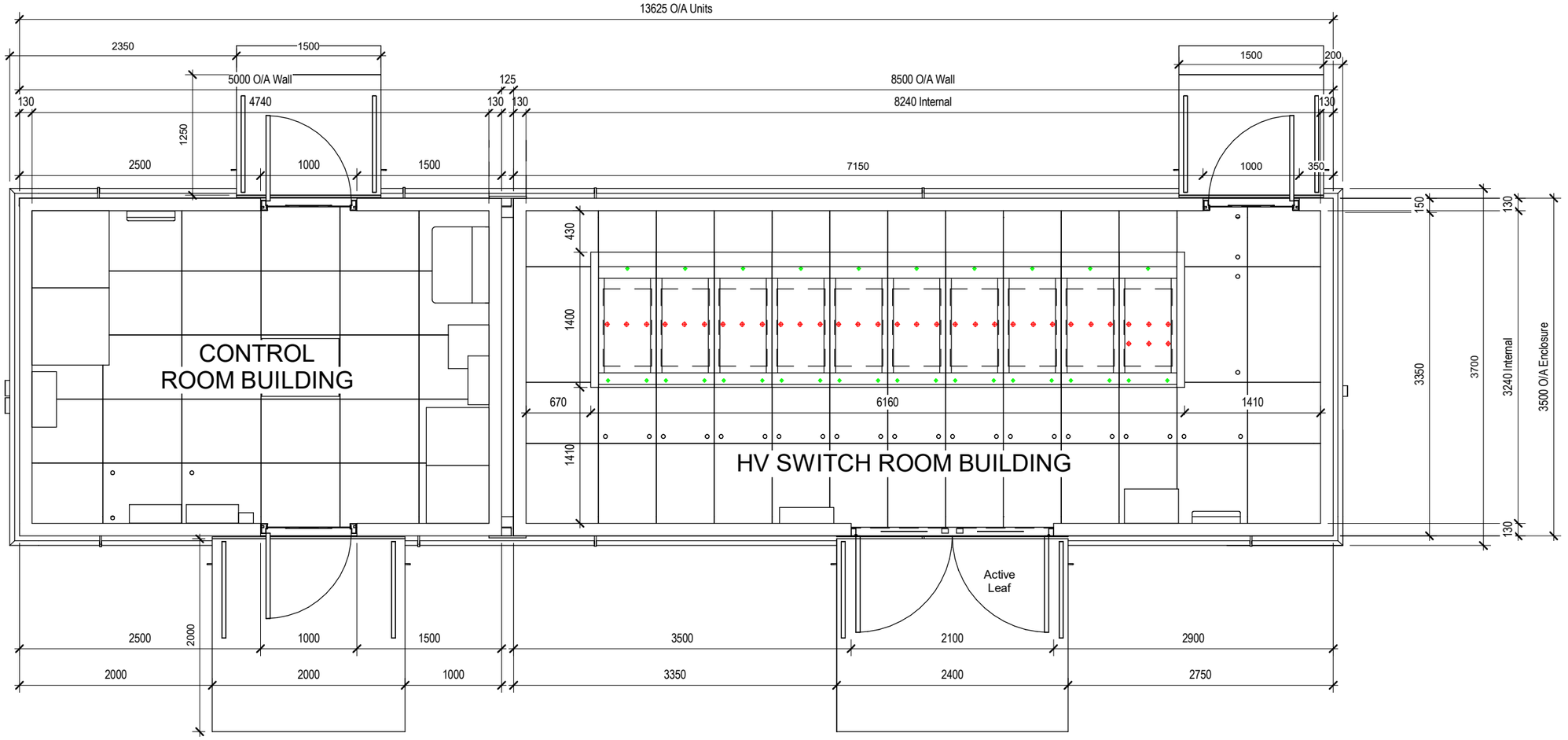
DRAWING TITLE

Site Layout Plan

DRAWN	SCALE	
CWM	1:500 @ A1	5m 10 15 20
DATE	DWG. No.	REV.
24/06/24	21/18/201/01	A



1 Front View
1 : 50



2 Finished Floor Level
1 : 50

The two housings are to be of GRP construction sitting on a steel frame upon a single shared concrete base with approximately 50mm of the concrete visible above finished ground level.

The colour is to be "Goose Wing Grey" RAL 080 70 05 BS 10A05

Enclosure to have 90 minute fire rating from outside to inside (Load bearing capacity, enclosure integrity & insulation to be fire resistant for a minimum of 90 minutes "REI-90")

Enclosure walls, roof and floor to provide a U Value of **0.45 W/m².**

HV Switch Room enclosure to have 2No SHX UN 500 explosion vent to be installed as per manufacturers recommendations

For elevations see 25-02.

Rev	Date	Revision Description	Drawn/ Checked	Approved
O	18.05.2021	Original	SH/SF	KR

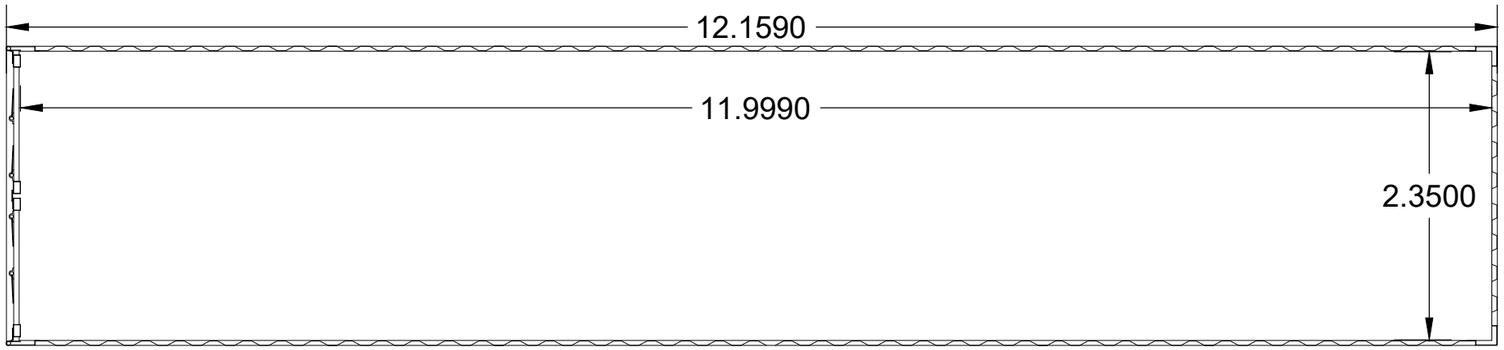
Revision Schedule

g2 ENERGY

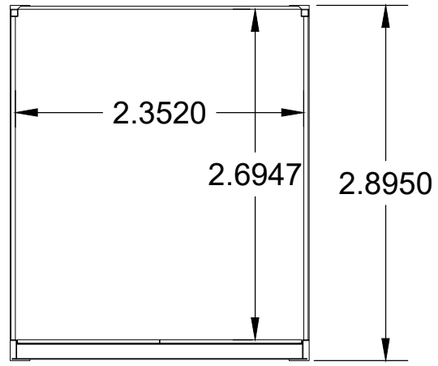
Olney Office Park, 1 Osier Way, Olney, Buckinghamshire
MK46 5FP United Kingdom
Telephone: 01234 482482 Faxsimile: 01234 241312
Web: www.g2energy.co.uk e-mail: enquiries@g2energy.co.uk

Project Issue Date:			**March 2021**
Drawn By: **SH**	Checked By: **SF**	Approved By:	**EG**
Drawing Number:			**P3090(02)-175-01-O**
Drawing Name:			**DNO Control Room**
Sheet Print Stamp:			**27/05/2021 17:10:56**
Scale: **1 : 50**			@Paper Size: A3
Drawing Status :			**FOR PLANNING**

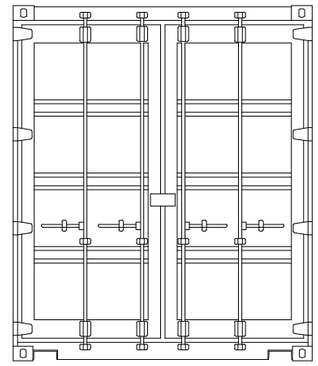
40ft Shipping Container - Plan



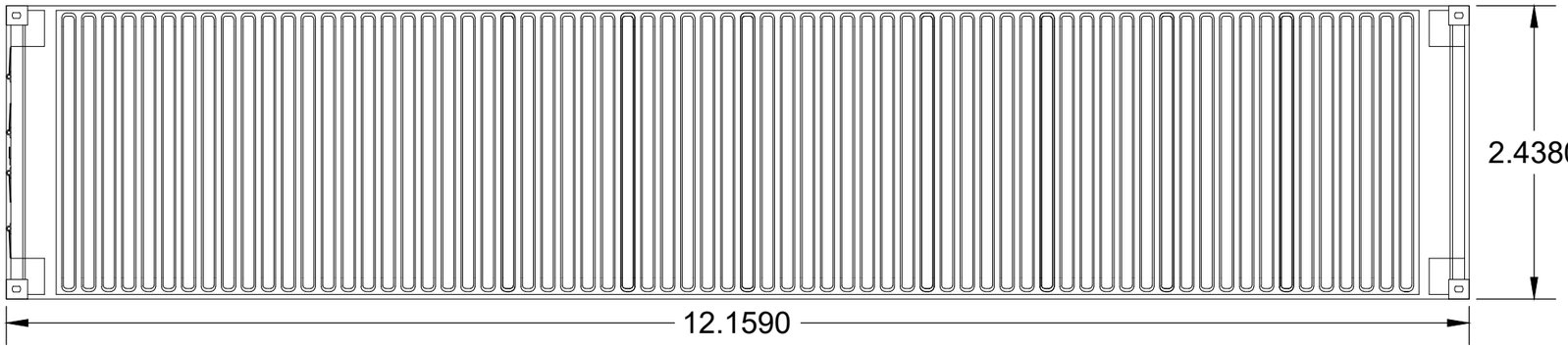
40ft Shipping Container - Section



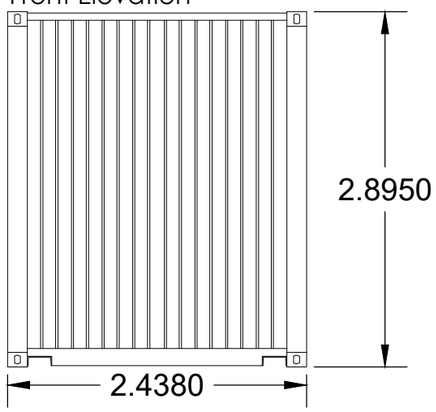
40ft Shipping Container - Door Elevation



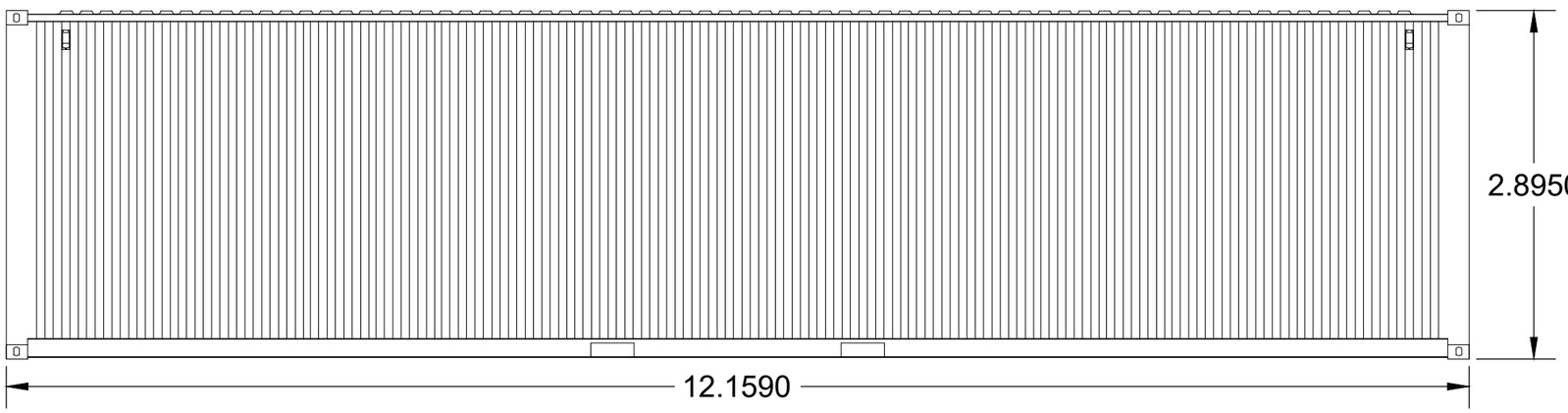
40ft Shipping Container - Roof Plan



40ft Shipping Container - Front Elevation



40ft Shipping Container - Side Elevation



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REV.	DATE	REVISION NOTES

PROPOSAL

Proposed Battery Storage at Land to the West of Forss Business & Energy Park, Forss, Thurso, KW14 7UZ

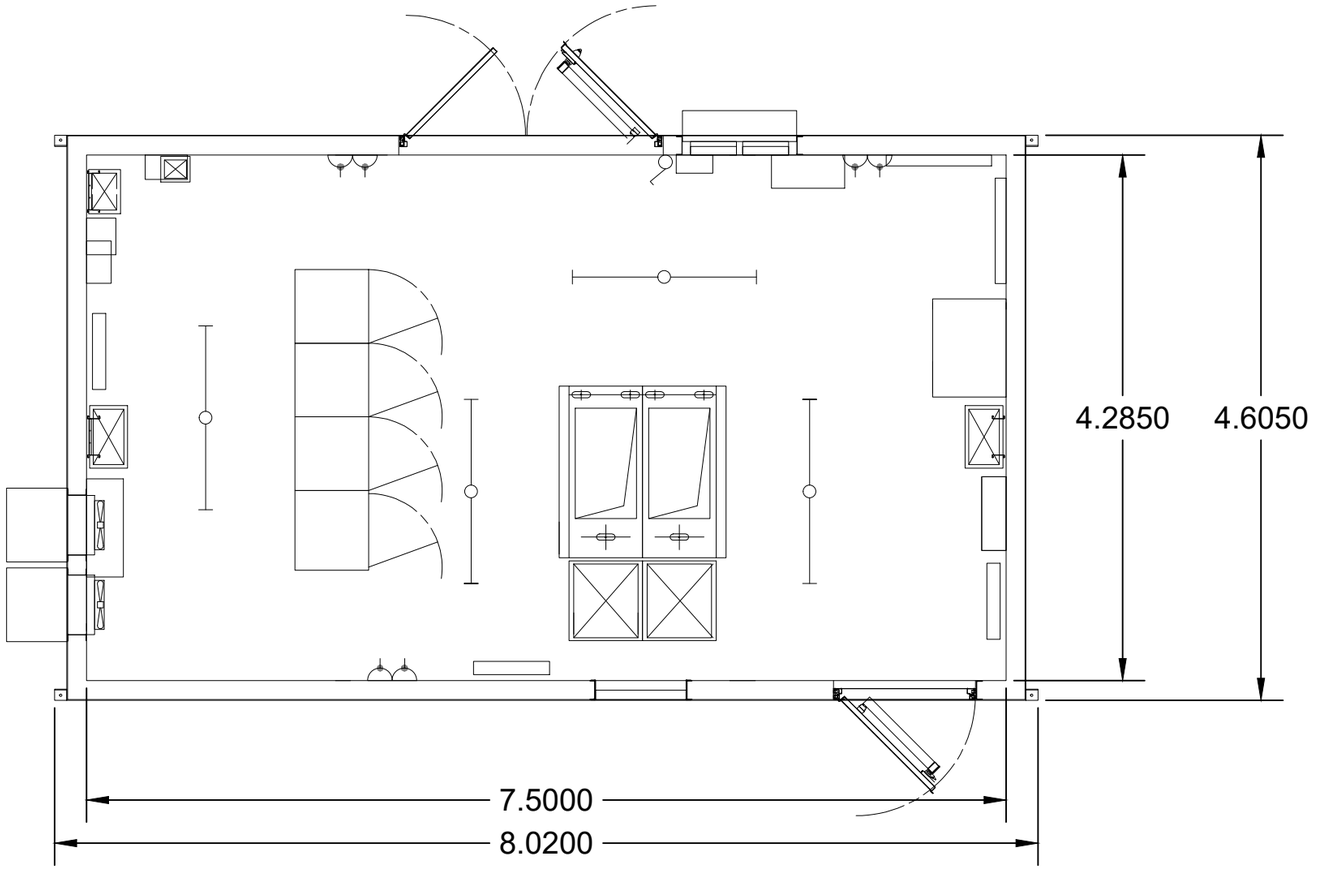
CLIENT

Forss Energy Storage Ltd.

DRAWING TITLE

Storage Container Plan

DRAWN	SCALE	1:50 @ A3 (0.5m, 1m, 2)
CWM		
DATE	DWG. No.	REV.
03/07/24	21/18/201/03	-



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REV.	DATE	REVISION NOTES

PROPOSAL

Proposed Battery Storage at Land to the West of Forss Business & Energy Park, Forss, Thurso, KW14 7UZ

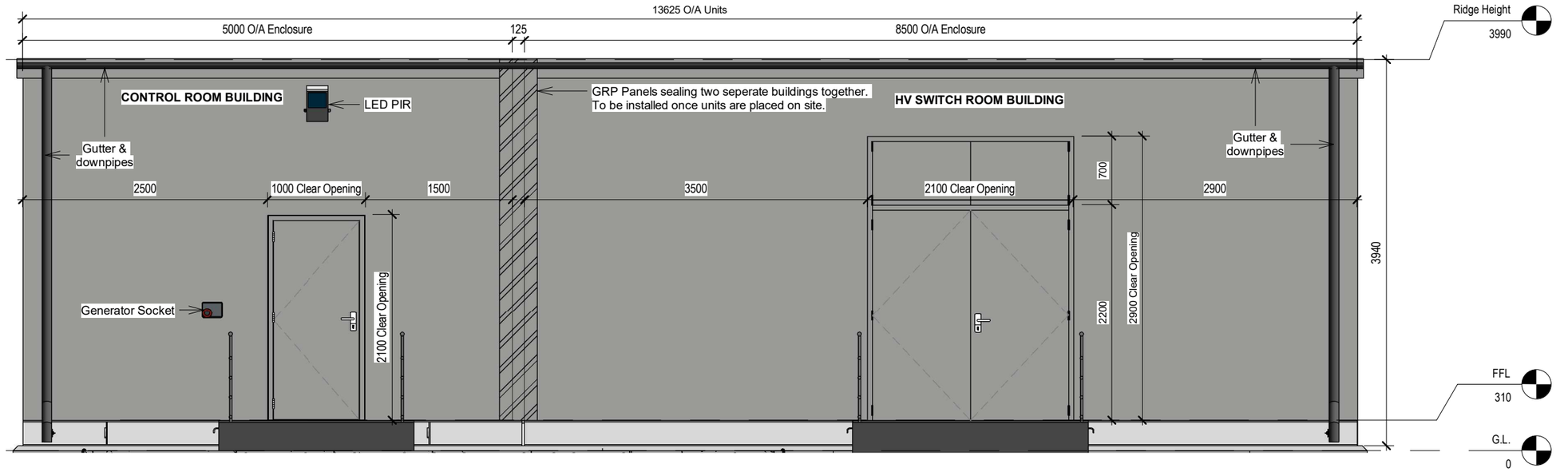
CLIENT

Forss Energy Storage Ltd.

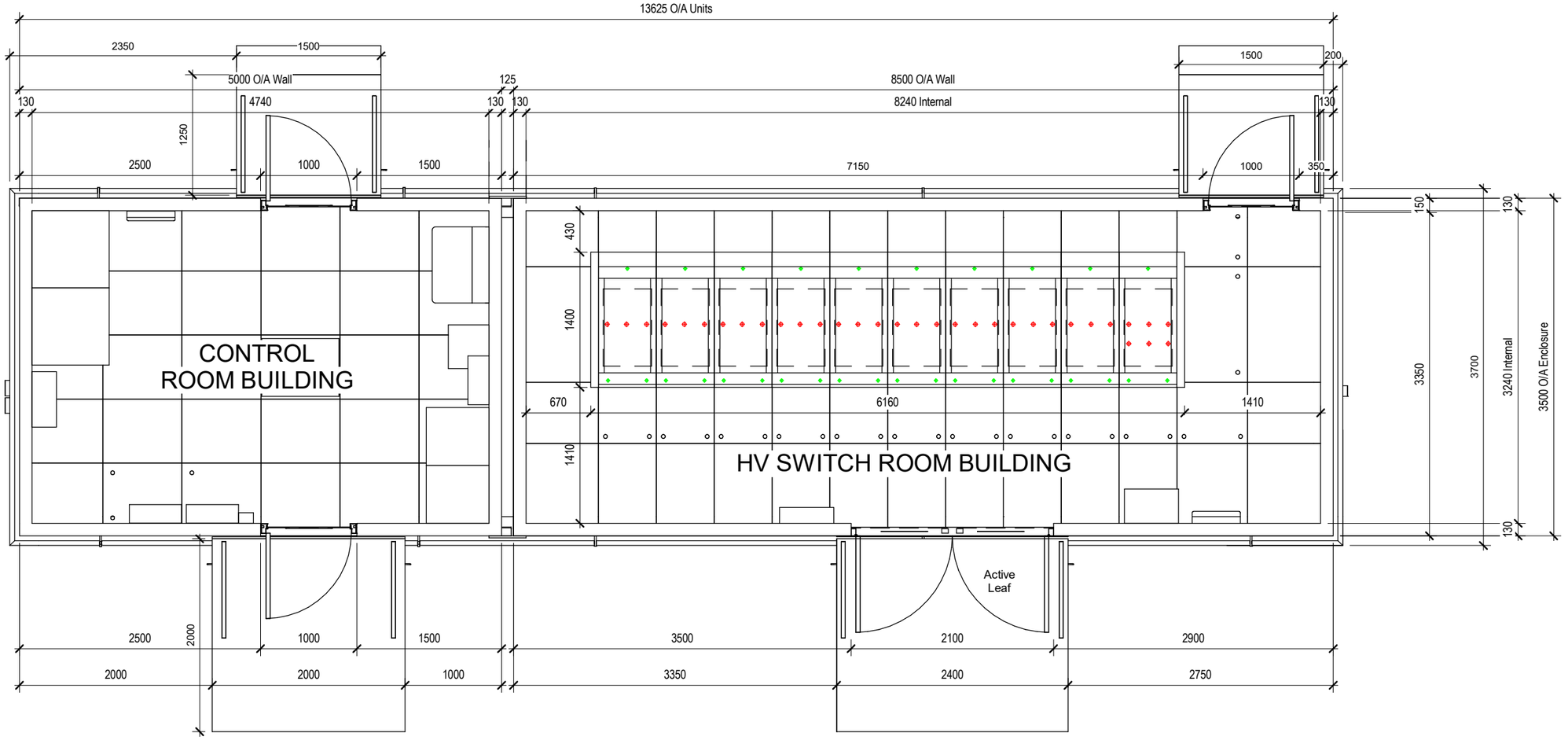
DRAWING TITLE

Customer Control Room Floor Plan

DRAWN	SCALE	
CWM	1:50 @ A3	0.5m 1m 2
DATE	DWG. No.	REV.
03/07/24	21/18/201/04	-



1 Front View
1 : 50



2 Finished Floor Level
1 : 50

The two housings are to be of GRP construction sitting on a steel frame upon a single shared concrete base with approximately 50mm of the concrete visible above finished ground level.

The colour is to be "Goose Wing Grey" RAL 080 70 05 BS 10A05

Enclosure to have 90 minute fire rating from outside to inside (Load bearing capacity, enclosure integrity & insulation to be fire resistant for a minimum of 90 minutes "REI-90")

Enclosure walls, roof and floor to provide a U Value of **0.45 W/m².**

HV Switch Room enclosure to have 2No SHX UN 500 explosion vent to be installed as per manufacturers recommendations

For elevations see 25-02.

Rev	Date	Revision Description	Drawn/ Checked	Approved
O	18.05.2021	Original	SH/SF	KR

Revision Schedule

Do not scale from this drawing

g2 ENERGY

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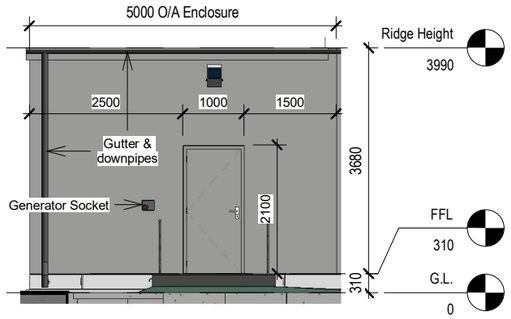
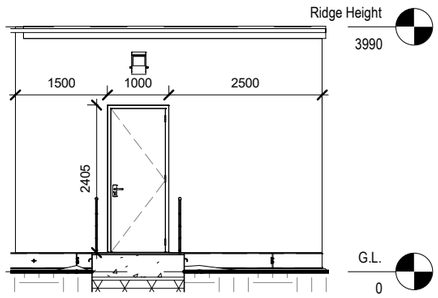
MK46 5FP United Kingdom
Telephone: 01234 482482 Faxsimile: 01234 241312
Web: www.g2energy.co.uk e-mail: enquiries@g2energy.co.uk

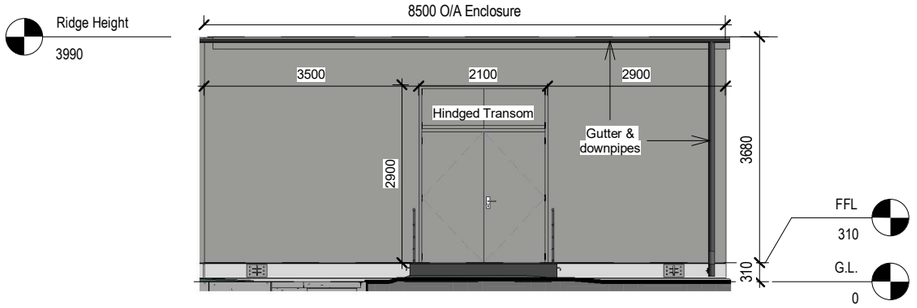
Project Issue Date:	**March 2021**		
Drawn By: **SH**	Checked By: **SF**	Approved By:	**EG**
Drawing Number:	**P3090(02)-175-01-O**		
Drawing Name:	**CLIENT Substation Plan and Elevation**		
Sheet Print Stamp:	**27/05/2021 17:10:56**		
Scale: **1 : 50**	@Paper Size: A3		
Drawing Status :	**FOR PLANNING**		



1 CONTROL ROOM BUILDING Front View
1 : 100

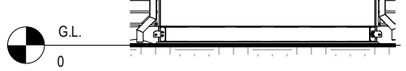


4 CONTROL ROOM BUILDING Rear View
1 : 100



5 HV SWITCHROOM BUILDING Front View
1 : 100

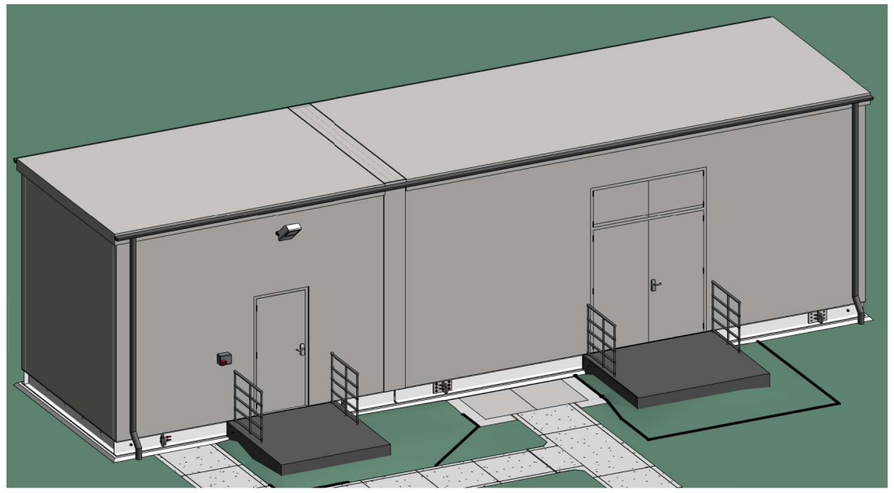
2 CONTROL ROOM BUILDING Right View
1 : 100



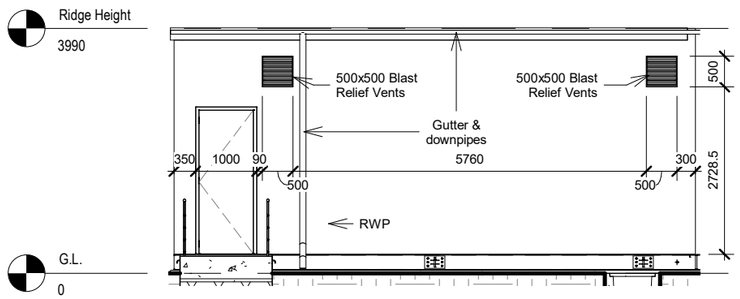
3 CONTROL ROOM BUILDING Left View
1 : 100

6 HV SWITCHROOM BUILDING Right View
1 : 100

7 HV SWITCHROOM BUILDING Left View
1 : 100



9 3D View



8 HV SWITCHROOM BUILDING Rear View
1 : 100

Rev	Date	Revision Description	Drawn/ Checked	Approved
O	18.05.2021	Original	SH/SF	KR

Revision Schedule

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All reasonable care and diligence has been taken in the accuracy & content of this drawing. g2Energy advises that care is taken if you should scale items from this drawing. g2Energy should be consulted prior to the re-use of this drawing.

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g2 ENERGY

Olney Office Park, 1 Osier Way, Olney, Buckinghamshire
MK46 5FP United Kingdom
Telephone: 01234 482482 Faxsimile: 01234 241312
Web: www.g2energy.co.uk e-mail: enquiries@g2energy.co.uk

Project Issue Date:	**March 2021**		
Drawn By: **SH**	Checked By: **SF**	Approved By:	**KR**

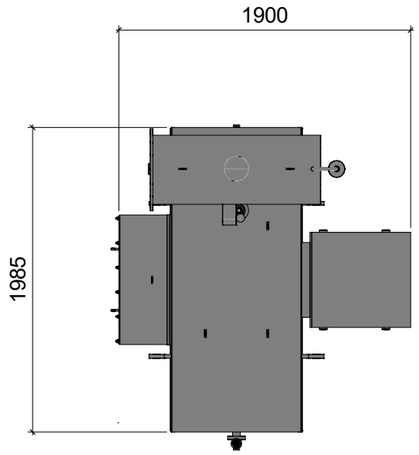
Drawing Number: **P3090(02)-175-02-O**

Drawing Name: **CLIENT Substation Elevations**

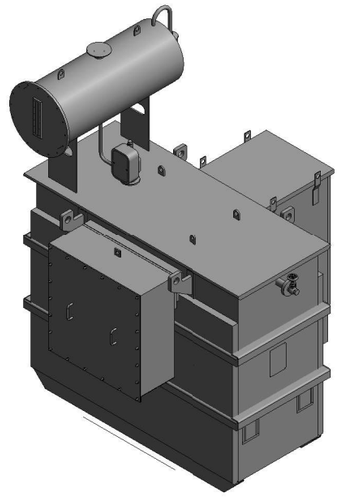
Sheet Print Stamp: **18/05/2021 15:49:56**

Scale: **1 : 100** @Paper Size: A3

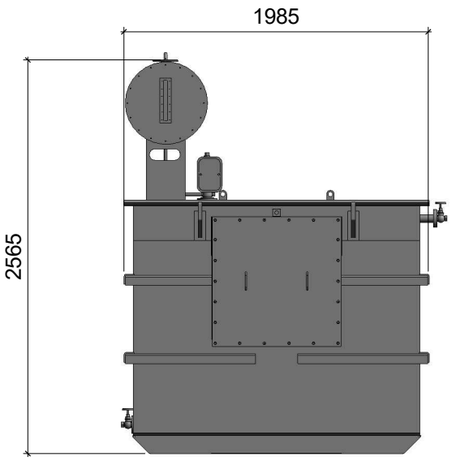
Drawing Status : **FOR PLANNING**



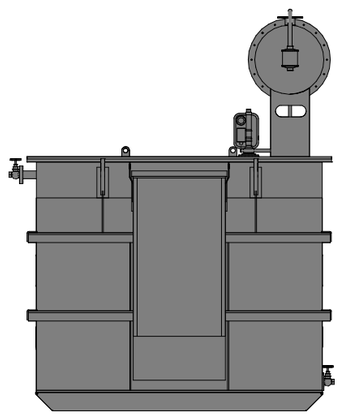
1 Plan View
1 : 20



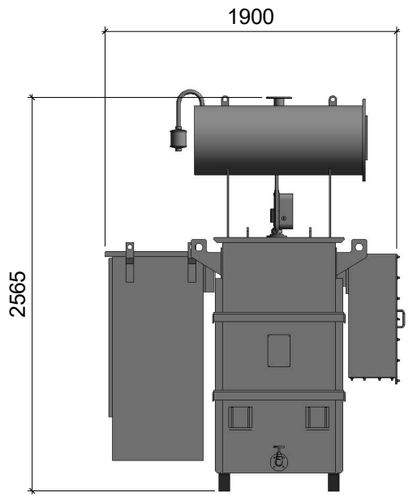
2 3D View



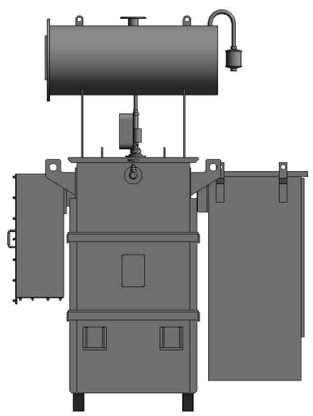
3 Front Elevation
1 : 20



4 Rear Elevation
1 : 20



5 Left Elevation
1 : 20



6 Right Elevation
1 : 20

Revision Number	Revision Date	Revision Description	Drawn/ Checked	Approved By
O	18.05.2021	Original	SH/SF	KR

Revision Schedule

1:10 0 100mm 200mm 300mm 400mm 500mm 600mm 700mm 800mm 900mm 1m
1:20 0 400mm 800mm 1200mm 1600mm 20m
1:50 0 1m 2m 3m 4m 5m
1:100 0 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m

g2 ENERGY

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Project Issue Date: **March 2021**

Drawn By: **SH** | Checked By: **SF** | Approved By: **KR**

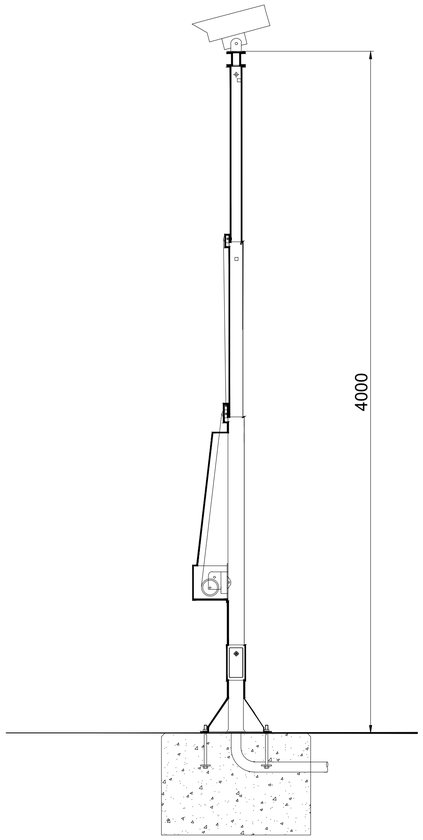
Drawing Number:
P3090(03)-175-01-O

Drawing Name:
BOP Aux Tx Plan & Elevations

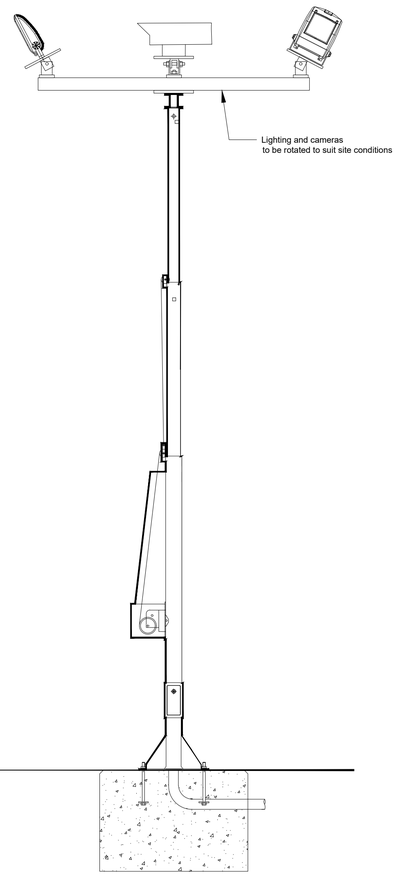
Sheet Print Stamp: 18/05/2021 16:03:20

Scale: 1 : 20 @ Paper Size: A1

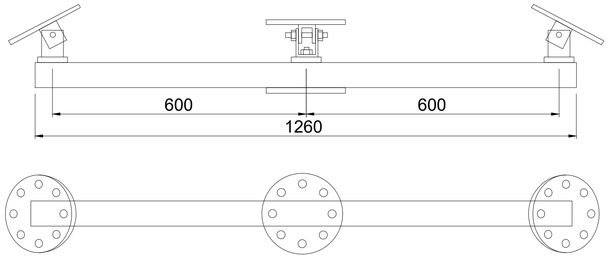
Drawing Status :
FOR PLANNING



1 Telescopic column
NTS



2 Telescopic column with camera and lights
NTS



3 Triple fixed mounting bracket
NTS

Notes:

Foundation:

1. All work is to be carried out in accordance with the relevant British Standards, Codes of Practice and Building Practice.
2. All dimensions are to be checked prior to starting the works on site. Any discrepancies are to be reported to the engineer immediately.
3. Contractor is to ascertain the location of services on site prior to starting the work.
4. Concrete to be well vibrated to ensure a solid mass free from voids.
5. Minimum concrete cover to reinforcement is to be 50mm unless noted otherwise.
6. Reinforcement to foundations to comprise standard steel mesh fabric in accordance with BS8666, BS4449 and BS4483, unless noted otherwise.
7. Minimum laps in mesh reinforcement are to be 400mm for A393 square mesh fabric.
8. All exposed cut ends of reinforcement are to be covered with HI-VIZ plastic mushrooms and not removed until just prior to pouring the concrete.

Telescopic Column to be ACC/TELE/4 from ALTRON catalogue or similar.
Telescopic column suitable for restricted site access locations.

Triple fixed mounting bracket to be TB3- 600F from ALTRON catalogues or similar.
All brackets for camera mounting have a 127Ø mounting plate with 8 no Ø8.5 equally spaced on 101.6 PCD.

Two Mira Floodlight 100W LED Graphite (AMLED100) from ANSELLUK catalogue or similar to be fixed on triple fixed mounting bracket together with the camera.

1:10	0	100mm 200mm 300mm 400mm 500mm 600mm 700mm 800mm 900mm	1m		
1:20	0	400mm 800mm 1200mm 1600mm	20m		
1:50	0	1m 2m 3m 4m	5m		
1:100	0	1m 2m 3m 4m 5m 6m 7m 8m 9m	10m		

Revision	Rev Date:	Revision Description:	Drn	Ckd	Appd
O	17.05.2021	Original	SH	SF	KR

Revisions Schedule

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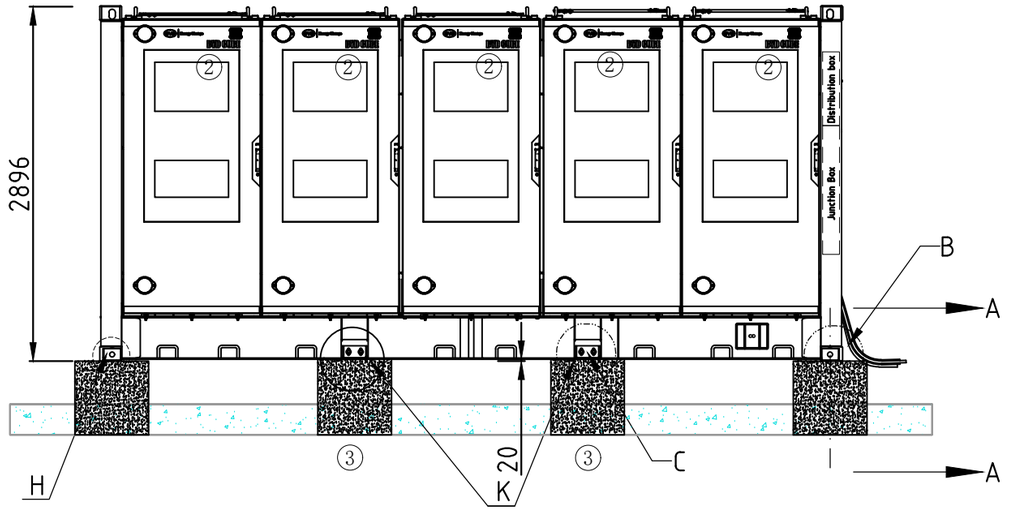
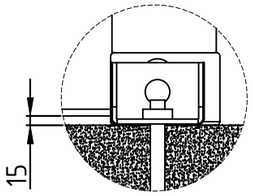
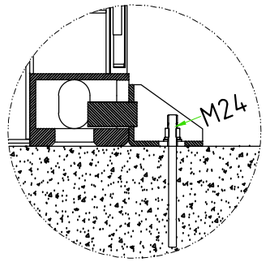
Project Issue Date:	March 2021		
Drawn By: SH	Checked By: SF	Approved By: KR	
Drawing Number: P3090(08)-175-01	Rev: O		
Drawing Name: CCTV & Lighting Column Details			
Sheet Print Stamp:			
Scale: As Shown	@ Paper Size: A1		
Drawing Status: FOR PLANNING			

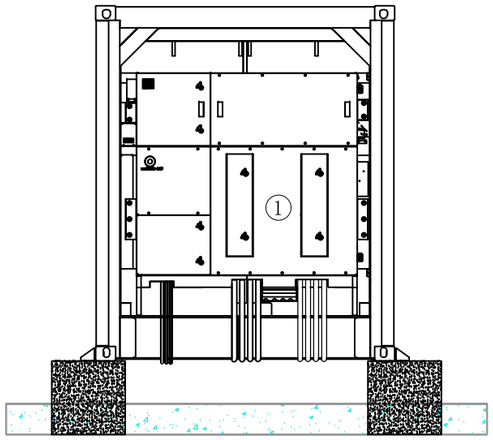


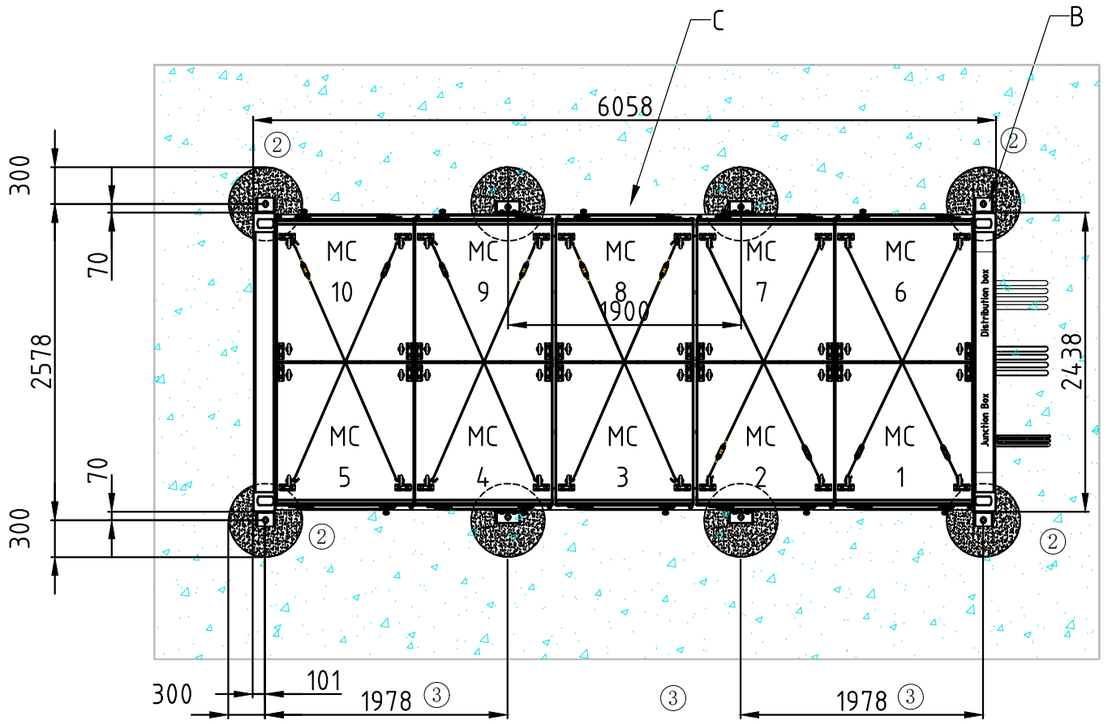


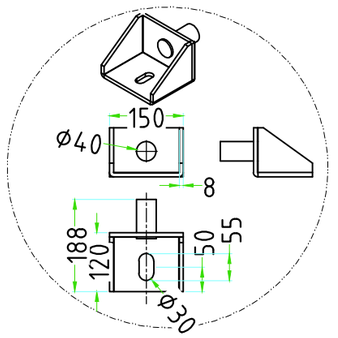
H
5:1



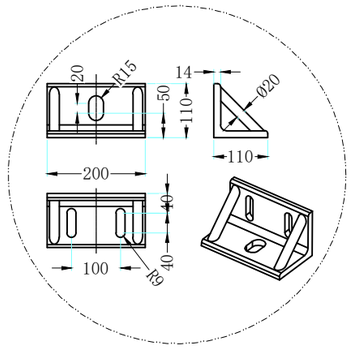
SECTION A-A
5:1



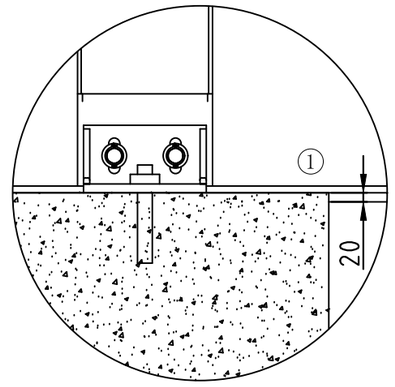




B
4:1



C
4:1
①



K 5:1

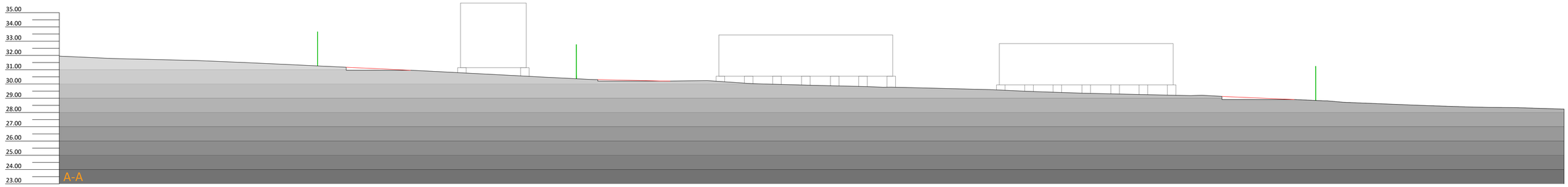
GENERAL NOTES:

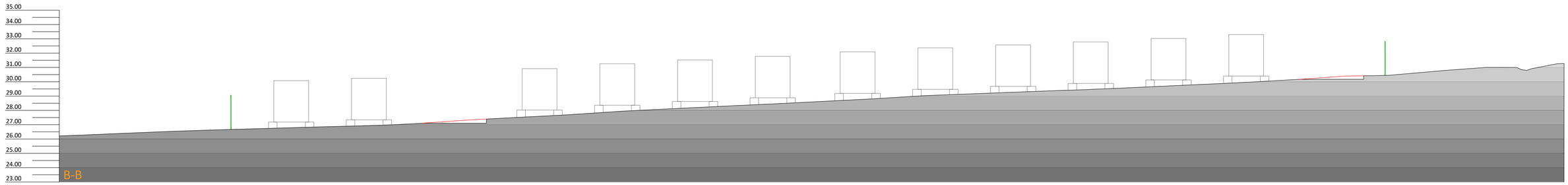
1、ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

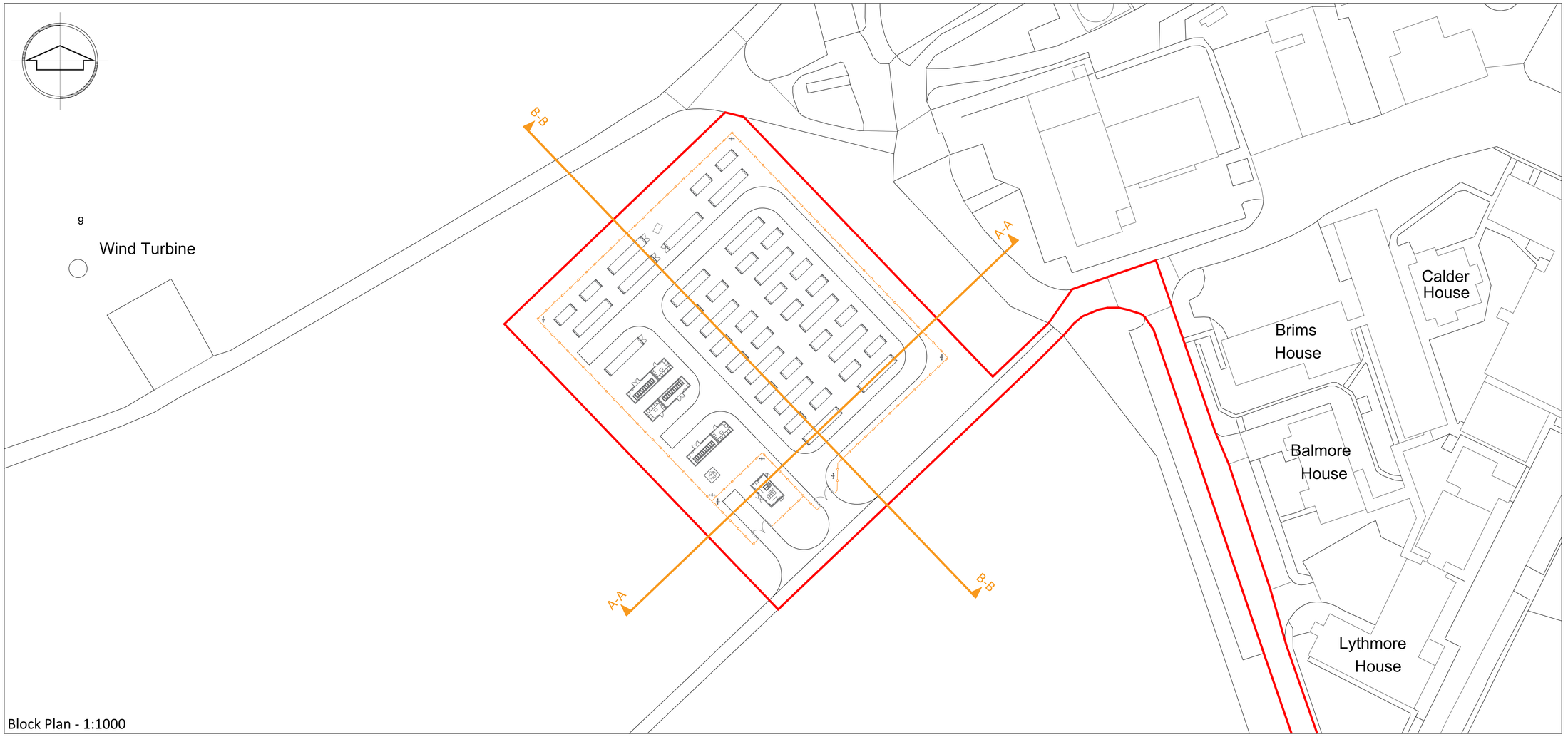
RELEASE NOTES

1. THE FOUNDATION AT THE MIDDLE FIXED BLOCK IS 20MM HIGHER THAN BOTH SIDES. ①
2.THE SECTION WIDE OF THE FOUNDATION IS 600-800MM. ①
3、FIXED CORNER FITTINGS IS CHANGED. ①
4、THE APPEARANCE OF BATTERY CUPBOARD IS CHANGE: GUICHET IS CANCELED, AND ADD AN VENT VALVE. SEE THE DRAWING OF THE CONTAINER OUTSIDE FRAME LINE. ①
5、JUNCTION BOX IS CHANGED. ①
6、THE FOUNDATION CHANGES FROM STRIP TO CYLINDER; ②
7、LOGO ID MODIFICATION. ②
8、THE FOUNDATION POINTS ARE INCREASED,SEE FOR DETAILS OVERALL LAYOUT. ③

③	8	04		Chen Haibo	20230116	MC10C-B4659-U-R2M01					Energy Storage and New Application Battery Division EPRI	
②	22	03		Chen Haibo	20230110							
①	30	02		He Jiahui	20221205							
Marks	Area	Revised No.		Signature	Date	Installation Drawing						
Signature		Date	Signature		Date							
Designer	Chen Haibo	20230116	Standard	Chen Zhi	20230116	Version		Weight	QTY	Scale		
Proof	Liang Xiaoxian	20230116	Check	Liu Hailing	20230116	04			1	1:50	Unit	mm
Technics	Sui Jiahai	20230116	Approval	Cao Hu	20230116	Page	1	Data level	Confidential		Size	A3







Block Plan - 1:1000

abbeygroup

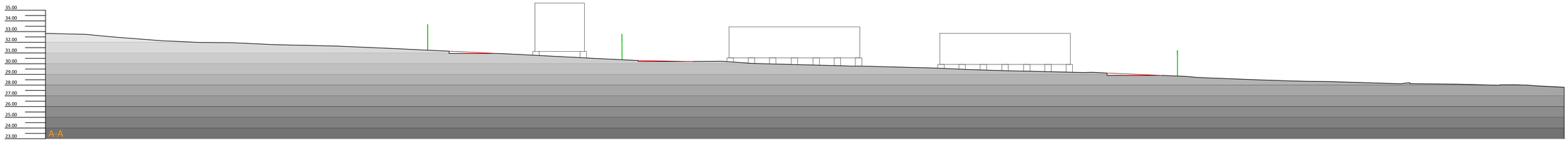
REV. DATE REVISION NOTES

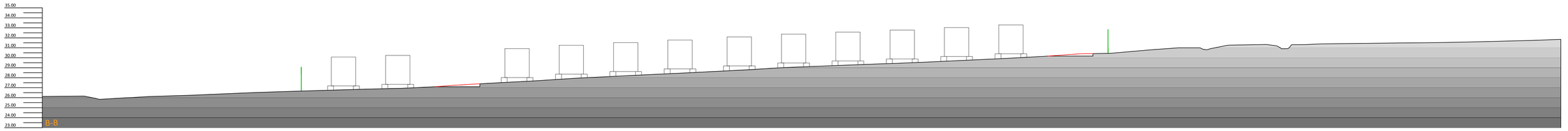
PROPOSAL
Proposed Battery Storage at Land to the West of Forss Business & Energy Park, Forss, Thurso, KW14 7UZ

CLIENT
Forss Energy Storage Ltd.

DRAWING TITLE
Proposed Sections Plan

DRAWN: CWM
SCALE: 1:100 @ A0
DATE: 11/11/24
DWG. No.: 21/18/201/06
REV.: -





Block Plan - 1:500

abbeygroup

REV.	DATE	REVISION NOTES

PROPOSAL
Proposed Battery Storage at Land to the West of Forss Business & Energy Park, Forss, Thurso, KW14 7UZ

CLIENT
Forss Energy Storage Ltd.

DRAWING TITLE
Proposed Sections Plan

DRAWN	SCALE	DWG. No.	REV.
CWM	1:200 @ A1	21/18/201/07	-
DATE			
11/11/24			