Agenda Item	6.4
Report No	PLN/064/25

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 24 September 2025

Report Title: 25/00307/S36: Field Rigifa Limited

Land 625m southwest of 1 Phillips Mains, Mey

Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Rigifa BESS - Construction and operation of Battery Energy Storage System (BESS) over 200MW with associated infrastructure including underground grid connection, landscaping and ancillary works.

Ward: 03 – Wick and East Caithness

Development category: National Development (Section 36 Application)

Reason referred to Committee: Section 36 Application

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

Recommendation

Members are asked to agree the recommendation to **RAISE NO OBJECTION** to the application as set out in section 11 of the report

1. PROPOSED DEVELOPMENT

1.1 The Highland Council has been consulted by the Scottish Government's Energy Consents Unit (ECU) on an application made under Section 36 of the Electricity Act 1989 (as amended) for the installation of a battery energy storage system and associated infrastructure with a generating capacity of up 200MW.

1.2 The proposed development comprises containerised battery units with a total export storage capacity of up to 200MW, and ancillary infrastructure, consisting of:

- A Battery Energy Storage Scheme (BESS) compound comprising:
- Individual battery storage units approx 2.86m tall arranged into rows;
- Medium-voltage (MV) Skids approximately 3.6m tall (one per battery string) each of which house two power conversion systems (PCS) units and one medium voltage transformer;
- Ancillary infrastructure including low-voltage (LV) cabinets, auxiliary transformers and underground ducting and cabling.

- A High-voltage (HV) substation compound comprising:
- Two high voltage grid transformers (7.56m x 4.41m x 6.32m);
- Auxiliary transformers (2.12m x 2.40m x 2.20m)
- Switchgear measuring a height of 7.15m,;
- An on-site substation building (25.6m x 21.02m x 6.8m) comprising a control room, high voltage switch room and welfare facilities;

- An interface substation between the BESS and the Gills Bay substation site comprising a Transmission Operator Metering Building (7.58m x 6.43m x 4.9m) and Transmission Operator Switchgear measuring a height of 5.13m.

- An underground 132 kV grid connection cable between the HV substation and the consented Gills Bay substation;

- 3m high palisade security fencing around the site compounds;

- Cut and fill/earthworks and foundational civil structures to create level compounds upon which the batteries, substation and other ancillary structures will be located;

- Access arrangements including two site access points along the site's eastern boundary, parking spaces and 5m wide internal access tracks;

- CCTV and lighting columns across the site;

- Drainage infrastructure, including an attenuation basin; and

- Landscaping and biodiversity mitigation and enhancement measures.

1.3 The proposed BESS will collect and store energy from the electricity network and release energy to the network during times of peak demand. It is proposed to connect the BESS to the nearby previously consented Gills Bay 132kV Switching Station to

be located approximately 800m to the north of the proposed BESS compound. The proposed battery technology for the development is anticipated to be Lithium-ion (Li-ion).

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

1.5 Whilst public consultation for Section 36 applications is not mandatory, the applicant committed to a proportionate programme of pre-application community consultation and took account of feedback received through that process in finalising the proposed development. In the first instance in June 2024, the applicant contacted relevant local stakeholders notifying them about the proposed development including the offer of a briefing, including the site and neighbouring community councils: Dunnet and Canisbay, Sinclair's Bay, and Bower, as well as the local MP, MSPs, local and neighbouring ward councillors. The applicant also issued a development brochure and invite to consultation events to all 420 addresses within a 2km radius from the proposal, in addition to creating a website and advertising within the local newspaper. The public consultation events took place on 25 June 2024 and 22 August 2024. In summary, the feedback received included:

- Positive feedback regarding the important role BESS plays in supporting renewable energy infrastructure;
- Concerns regarding trees at the 'West Lodge' located north-west of the Gills Bay substation;
- Concerns about safety and fire risk; and
- Interest in how BESS works.

The Pre-application consultation report included within the application lists numerous design changes which were made to the proposal following the pre-application consultation process.

1.6 The applicant made use of the Council's Pre-Application Advice Service for Major Developments in January 2024 (24/00186/PREMAJ). This concluded based on the submitted information that it was likely that the Planning Authority maybe supportive of renewable energy related developments and as such the principle of the BESS could be considered acceptable. In this instance however the potential impact on designated natural heritage sites, transport infrastructure, visual impacts and other material issues would need to be satisfactorily addressed. The proposed BESS site is approximately 2.5km from the Caithness Lochs SPA and Loch of Mey SSSI, to which the site is also hydrologically connected. Both sites are protected for ornithological interests, especially Greenland white fronted geese, which are site faithful to the area. Given their restricted feeding regime and small population, any impacts to this species could be significant. These matters will require careful consideration to ensure there are no adverse effects during installation, operation or decommissioning. Any future proposals to come forward should include detailed consideration of the safety implications of the BESS technology, particular in terms of fire risk. The design of the proposed drainage measures should include methods of detaining firefighting water on site for safe disposal, particularly given the potential hydrological connectivity of the site to the Loch of Mey SSSI. In landscape terms, the site is not a visually prominent one, but the proposed BESS will, nonetheless, result in extension of industrial scale renewables into a previously undeveloped area of

land. Screening will be key to integrating the proposals within their surroundings and could include a suite of measures, incorporating for example, planting, sensitively considered bunding to complement the contours of the existing landscape as much as possible, fencing and colouring the proposed battery storage units in a recessive shade to match the surrounding landscape.

1.7 A formal EIA Screening Opinion was requested from the Energy Consents Unit (ECU), acting on behalf of Scottish Ministers, in March 2024. A Screening Opinion (reference ECU00005162) was issued by the ECU on 4 December 2024, which confirmed that the Proposed Development would not require an EIA.

1.8 The application is supported by the following documents:

- Supporting Environmental Information Report
- Shadow Habitats Regulations Appraisal
- Archaeological Desk-Based Assessment (1-2)
- Tree Management Report
- Socioeconomic Impact Assessment
- Pre-application Consultation Report
- Planning Statement
- Outline Battery Safety Management Plan
- Ground Investigations Preliminary Risk Assessment (1-3)
- Ground Investigations Phase 2 Assessment
- Flood Risk Management Assessment
- Drainage Impact Assessment
- Environmental Noise Impact Assessment
- Ecological Impact Assessment
- Transport Statement(1-5)
- Response to Ecology Consultation
- Response to Transport Planning Team Consultation x 2
- Response to Landscaping and Ecology Comments
- Biodiversity Enhancement Matrix
- Community Benefits and Needs Case

1..8 Numerous variations to the submitted plans has occurred throughout the assessment process in response to consultee and case officer concerns, with the latest amendments received on the 1st August 2025.

2. SITE DESCRIPTION

2.1 The site is located on agricultural land at Phillips Mains Farm approximately 1.5 km southeast of Mey in Caithness. The overall site boundary (45.4 ha) is larger than the anticipated development footprint (approximately 6.4 ha). The site presents as open farmland but is characterised within the immediate wider context by farmland and tree plantations. Accessed via the local road network C1033 also known as the Everley-Crockster Toll Road which itself is accessed from the A836, the site slopes gradually from 71m AOD south-east to 53m AOD north-west. The wider area also comprises a network of minor roads and serves as a means of access to the scattered hamlets and isolated dwellings dispersed throughout. Fields are of moderate-to-large size, regularly shaped, and bound by a mix of low stone walls,

hedgerows and post-and-wire fencing, as is the application site currently. Rural in nature, the site has a small number of neighbouring residential properties. The nearest residential properties some 900m to the northeast of the proposed BESS compound. A further cluster of properties over 1km north of the proposed compound, with the residential area of Mey over 1.5 km north-west of the site.

2.2 The application site boundary is significantly larger than the development area to incorporate the entire consented Gills Bay substation site into the planning boundary to ensure appropriate flexibility is provided for the point of connection. The planning boundary also includes land to the northwest and southeast of the development footprint which accommodate the cable route, access tracks and associated works, and biodiversity enhancements.

2.3 The site and surrounding landscape are also influenced by coniferous plantation which is currently maintained and will be harvested and/or removed through silvicultural activities (not associated with the proposed development). Consented application 21/05536/FUL for the construction and operation of the Gills Bay 132Kv switching station and associated infrastructure, to be located approximately 800m north of the proposed BESS compound, will include the harvesting of a section of plantation, and replanting with bio-diverse native woodland.

2.4 Whilst the landscape is predominantly rural in character, the local environment is also influenced by existing infrastructure. This includes the small-scale community wind turbine at Mey (1.6km to the north), as well as the commercial scale wind turbines at Lochend Wind Farm (2.8km to the southwest of the Site).

Environmental Designations and Habitats

2.5 The site does not form part of any statutory or non-statutory designated sites for nature conservation.

The following international designations are within 5km of the site:

- Caithness Lochs Special Protection Area (SPA) approximately 1.8km to the northwest, protected for its Greenland white-fronted geese, whooper swan and greylag geese.
- Caithness Lochs Ramsar Site approximately 1.8km to the northwest protected for its Greenland white-fronted geese, whooper swan, greylag geese and ruff.
- North Caithness Cliffs Special Protection Area (SPA) approximately 2.6km northeast of the application site, designated for supporting very large populations of breeding seabirds such as fulmar, kittiwake, guillemot and peregrine.
- Caithness and Sutherlands Peatlands Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar Site approximately 2.8km to the southeast of the site. Designated for its upland blanket bog habitat, clear-water lochs and various bird species including dunlin, common scoter and golden eagle.

The following national designations are within 2km of the site:

- Phillips Mains Mire Site of Special Scientific Interest (SSSI) approximately 0.5km from the site to the east, protected for its nationally important blanket bog habitat.
- Loch of Mey Site of Special Scientific Interest (SSSI) approximately 1.7km to the northwest of the proposed development. This site is protected for its nationally important grassland habitat surrounding, as well as the populations of breeding birds and wintering Greenland white-fronted goose. (part of the Caithness Lochs SPA)

2.6 There is no ancient woodland, as shown on the ancient woodland inventory, covering any part of the site or immediately adjacent land. In addition, no trees on or adjacent to the site are listed on the Ancient Tree Inventory.

2.7 Field surveys were carried out both within and surrounding the site for protected species or otherwise notable species, including but not limited to bats, badgers, otter, water vole, and breeding birds. No evidence of badgers, otter, water vole, dormice, protected or notable reptile species, invertebrates were found, with the surrounding woodland having potential to provide suitable bat roost opportunity. The two ponds within the site were identified as potential breeding opportunities for amphibian species such as the common toad. Regarding bird breeding species, during a walkover survey undertaken a total of 19 species were recorded. Oystercatcher was confirmed breeding with one hatchling located in an arable cropland field. Further recorded species included but are not limited to Curlew, lapwing, meadow pipit, skylark and willow warbler. The assemblage of species recorded during the walkover survey is noted to be a subset of those recorded within the RSPB breeding season records from within 5km of the site (from 2013 to present). The site is also considered to include suitable habitat for numerous other species such as common snipe and Spotted flycatcher, with present habitat considered only suitable to support foraging (and not breeding) by barn owl, and unlikely to constitute important foraging habitat for breeding owls or raptors associated with Caithness and Sutherland Peatlands SPA. A total of two species recorded within the search area are listed as Schedule 1 breeding birds under the Wildlife and Countryside Act (1981), namely peregrine and barn owl, which the site does not offer any suitable breeding habitat for either species. The application also advises that the RSPB records dated 2013 to present returned overwintering and non-breeding bird records within the 5km search radius that included records of the three qualifying feature species of the Caithness Lochs SPA. No bird records were returned by RSPB for within the Site. However, both greylag goose and Greenland white-fronted goose were recorded in close proximity to the access roads that form part of the planning boundary, with the Pink-footed goose regularly recorded in the 5km radius of the site. Other non-breeding species reported from the desk study are species typical of the region, largely comprising resident birds of open and wetland habitats. The supporting information also advises that surveys undertaken for adjacent renewable energy developments found that during the non-breeding season, varying findings of greylag goose, pink-footed goose and whooper swan were recorded on or adjacent to the proposal as well as hen harrier perching and flights within the site on several occasions, and merlin was recorded in flight within 3km of the Site. It is considered that there is alternative wintering habitat in the vicinity for hen harrier and merlin with the application advising

that the site is unlikely to represent wintering habitat of particular importance or significance for either species.

2.8 In terms of habitats, the site is noted to be dominated by winter stubble, comprising 34.88 ha of the overall 45.4 ha site. Deschampsia neutral grassland with scattered rushes, dwarf shrubs and individual trees were also found to cover 3.7 ha of the site. The species composition of this habitat includes tufted hair-grass (Deschampsia cespitosa), red fescue (Festuca rubra), yellow iris (Iris pseudacorus), soft-rush (Juncus effusus), sycamore (Acer pseudoplatanus) and silver birch (Betula pendula). The application noted that the condition assessment for this area was moderate, comprising a range of native species of broad ecological value. Several areas of coniferous woodland were also present within the surveys undertaken, accounting for an approximate area of 2ha. All area of coniferous woodland consists of Sitka spruce and are assessed to be in poor condition. No records of notable flora species or invasive non-native species of plant were recorded within the site. The Ecological Impact Assessment also advises that the site boundary intersects the edges of numerous other neutral grassland fields which bound the access track in the north-east, totalling an of habitat within the site of 2ha. The grassland within these fields was not surveyed, however, were observed to comprise grassland which was grazed, managed or modified for agricultural or pastoral purposes. A 0.07ha area of remnant bog habitat is located within the site's south-eastern corner, dominated by a combination of soft rush (Juncus effusus) and grasses. Notably, the grass species are non-aquatic species, indicating that the bog is seasonally dry, and no longer active or peat forming. This is further supported by the shallow water levels which were present at the time of survey in early spring, following a prolonged period of wet weather. Two ponds are also present within the site which provide a range of benefits to biodiversity. A 0.37 km section of artificial ditch is also present within the site. Regarding hedgerows, these are found within the site, majority of which are of poor condition. Nevertheless, one 0.28 km section of hedgerow is assessed to be in good condition. This hedgerow is located on the north-eastern boundary of the central field, with 3.2km of further native hedgerow recorded within the site. A series of access tracks, and areas of hardstanding cover 2.8 ha and 0.09 ha of the site, with both areas devoid of vegetation and of negligible importance for ecology and biodiversity.

2.9 The Ecological Impact Assessment advises that following various assessments, Groundwater Dependent Terrestrial Ecosystems (GWTDE) are considered absent from within the site boundary. However, GWDTE are confirmed as present within 250m of the site, adjacent to the north-western boundary where areas of mire and rush pasture are confirmed as present, adjacent to where the site access track joins the public road.

Landscape Designations, Wild Land and Landscape Character

2.10 The majority of the site coincides with Landscape Character Type (LCT) 143 Farmed Lowland Plain, with areas of the site boundary within LCT 134 Sweeping Moorland and Flows - Caithness and Sutherland. Blocks of forestry at various stages of rotation surround the site to the northwest, west, south, and east. The Castle of Mey Gardens and Designed Landscape (GDL) is located approximately 2.8km to the north of the

proposed development. The Castle of Mey GDL comprises parkland, woodland, in addition to formal and walled gardens around the castle.

Built Heritage

2.11 There are no statutory designations within the site boundary. The development would be situated in an area containing limited archaeological sites or historical interest. There are 2 non-designated assets at the southwestern extent of the development area, which includes a sheepfold and a possible farmstead comprising an unroofed building and an enclosure. However, the application does note that in 2004, the site was visited by the Scottish Urban Archaeological Trust (SUAT) in advance of a proposed windfarm development. No extant trace of the sheepfold or farmstead were identified, although a level area which possibly represented a building platform was recorded, although under the most recent walkover survey, the field was cultivated, and no evidence of a building platform was seen. A further 10 non-designated assets have been identified within a surrounding 1km Study Area. Designated assets within 3km of the Site include a Scheduled Monument known as the Mey Battery, the Category A Listed Castle of Mey approximately 2.8km from the site boundary, as well as the associated Garden and Designed Landscape and Category B Listed gate lodge located 2.6km distance from the proposal. No World Heritage Sites, Inventory Battlefields or Conservation Areas have been identified within 2km of the Site.

3. PLANNING HISTORY

3.1		25/02263/SCOP: Gills Bay to Thurso South 132kV Overhead line Connection - Construct and operate a new approximately 13.1 km dual circuit 132 kV overhead line supported by lattice steel towers, between Weydale and Reaster, and ancillary works required for access (resubmission of consented scheme (EC00005260) due to the expiry of the section 37 consent).	Pending Consideration
3.2	22.11.2024	24/03960/SCOP: Charleston Energy Park - EIA Scoping Request for the erection and operation of a wind farm comprising 6 turbines with a blade tip height of up to 200m, Battery Energy Storage System (BESS), and ancillary infrastructure	Scoping Application Decision Issued
3.3	06.08.2024	24/02887/SCRE: Development of battery energy storage system (BESS) facility	Screening Application EIA not required

3.4	14.08.2024	24/02584/PAN: Construction and operation of a Battery Energy Storage System (BESS) with a capacity of up to 200 MW with associated infrastructure (including interface substation and cable route to consented Gills Bay substation), access and ancillary works (including landscaping and biodiversity enhancement). (Section 36 application to Energy Consents Unit (ECU))	Case Closed
3.5	23.05.2024	24/01424/SCOP: Slickly Wind Farm - 132kV overhead electricity transmission line connection, comprising approximately 8.5km of trident wood poles	Scoping Application Decision Issued
3.6	25.09.2023	23/03802/SCRE: Slickly Windfarm Screening request - The Applicant is seeking section 37 consent for the construction and operation of a 132 kV OHL supported by trident wood poles, in Caithness, Scotland (Figure 1.2, Appendix A). The length of the OHL is approximately 8.5km	Screening Application EIA Required
3.7	11.11.2024	23/01744/PIP: Demolition and erection of house, upgrade access, install treatment plant with outfall to ditch (Renewal of 19/05463/PIP)	Permission Granted
3.8	16.09.2024	21/05591/S36: Hollandmey Energy Development - Erection and Operation of Renewable Energy Development in perpetuity comprising 10 wind turbines with a ground to blade tip height of 149.9m, ground mounted solar arrays, battery energy storage system, access tracks, permanent met mast and LiDAR, two temporary met masts, up borrow pits and associated infrastructure	Approved by Scottish Ministers
3.9	25.07.2022	21/05536/FUL: Construct and operate a 132 kilovolt (kV)	Permission Granted

		switching station and associated infrastructure	
3.10	21.10.2021	21/04850/SCRE: Construct and operate a 132 kilovolt (kV) switching station and associated infrastructure	Screening Application EIA not required
3.11	26.11.2020	20/04562/SCRE: Construct and operate a 132 kilovolt (kV) switching station and associated infrastructure	Screening Application EIA not required
3.12	24.11.2020	20/04299/PAN: Formation of development platform and erection of 132kV switching station and associated development including switchgear building, site access, SUDS and drainage, security fencing, temporary compound and landscaping	Case Closed
3.13	21.09.2020	20/03081/SCOP: Hollandmey Wind Farm - Erection and operation of wind farm comprising of up to 11 wind turbines with a maximum blade tip height 149.9m, energy storage facility, solar panels, access tracks, borrow pits, substation, control building and ancillary infrastructure	Scoping Decision Issued
3.14	21.04.2020	19/05463/PIP: Demolition of house and 2No. farm buildings. Erection of house, upgrade access, install treatment plant with outfall to ditch (renewal of 16/02284/PIP)	Permission Granted
3.15	25.03.2020	20/01258/SCRE: Request for EIA Screening Opinion - Development of data centre	Screening Application EIA Required
3.16	15.02.2017	16/02284/PIP: Erection of house, upgrade vehicular access, installation of treatment plant with outfall to ditch via rumbling drain, demolition of house and 2 no farm buildings	Permission Granted

3.17	10.01.2017	15/04103/S37: Erect a 132kV AC overhead, double circuit, steel lattice tower, transmission line between the proposed Sealing End Tower at Weydale and the proposed Sealing End Tower at Reaster, Caithness	Approved by Scottish Ministers
3.18	27.01.2016	15/03392/FUL: Formation of development platform and erection of 132/33kV Gas Insulated Switchgear (GIS) substation and associated development consisting of transformer buildings, site access, SUDS and foul drainage infrastructure, temporary compounds, security fencing and landscaping	Permission Granted
3.19	24.09.2015	15/03333/PNO: Formation of a private way - estate and forestry access.	Prior Approval Not Required
3.20	04.06.2014	14/01670/SCOP: Construction of new 132kV/33kV Gas Insulated Swithgear, 20km of new 132kV overhead line & 2.5km underground cable	Scoping Application Decision Issued
3.21	22.06.2012	12/02137/SCRE: Construct a new 132kV/33kV substation and associated infrastructure.	Screening Application EIA not required
3.22	15.05.2012	12/00904/PIP: Demolish ruinous house and 2 no. farm buildings, erect house, upgrade vehicular access and installation of treatment plant with outfall to ditch via rumbling drain. (planning in principle) Renewal of previous permission	Permission Granted
3.23	09.06.2011	11/01220/PIP: Erection of dwellinghouse, installation of septic tank upgrading vehicular access	Permission Granted
3.24	11.06.2009	09/00137/OUTCA: Demolish ruinous house and 2 no. farm buildings, erect house, upgrade	Permission Granted

		vehicular access and installation of treatment plant with outfall to ditch via rumbling drain. (outline)	
3.25	18.07.2007	07/00275/FULCA: Amendment to previous application 06/00191/fulca formation of new vehicular access.	Permission Granted
3.26	02.05.2006	06/00191/FULCA: Erection of dwellinghouse	Permission Granted

4. **Public Participation**

4.1 Advertised: Section 36 Application

Date Advertised:

- 28 February 2025 – The Herald, Edinburgh Gazette and John O Groats Journal.
- 7 March 2025 – John O Groats Journal.

Representation Deadline: 04 April 2025

Representations received by the Highland Council:	Objections – 2 Support – 0
Representations received by the Energy Consents Unit:	Objections – 184 Support – 0

4.2 **Material considerations raised are summarised as follows:**

- Application cannot lawfully be a S36 application in that it stores electricity rather than generates it.
  Planning Response: The application is above the 50 MW generating capacity threshold and as such is required to be assessed under Section 36.

- Cumulative impact.
  Planning Response: Addressed throughout the appraisal.

- Landscape and Visual Impact, including on LCT.
  Planning Response: Addressed within the landscape and visual section of the report.

- Impact on local residents and emergency services, including mental and physical health.
  Planning Response: The impact on local residents has been considered within the Amenity section of the appraisal, with Health and Safety also addressed within the report. Conditions are also attached where necessary to ensure all concerns are mitigated.

- Negative impact on tourism.
  Planning Response: The application is not anticipated to have an adverse impact on tourism, with any landscape and visual impact on nearby tourist routes mitigated against. Given the proposal relates to the storing of surplus electricity and is not sited on any land allocated for tourism within the LDP, it is not considered to adversely impact on tourism.

- Industrialisation of Caithness by proliferation of renewable energy development.
  Planning Response: The proposal requires to be assessed on its own merits, with cumulative impact assessed within the appraisal below.

- Level of uncertainty with the proposals, no precise number of units, exact installations and specifications to the built area subject to change.
  Planning Response: Whilst we note the points raised, the application has been assessed as submitted with the attached conditions to ensure that the level of change or uncertainty to the proposals is not considered material.

- Not clear assessment of underground grid connection impacts within the application. The developer has not confirmed or legally secured grid connection offer, under standard planning practice, and in accordance with Section 36 of the Electricity Act 1989, Ministers must consider whether the proposal is technically and commercially viable. In the absence of a secured grid connection, this threshold is not met.

  Planning Response: The grid connection underground cable is included within the proposals. Any matters regarding accordance with Section 36 legislation shall be directed to the ECU as decision maker. The application documents state 'The Applicant has accepted a grid connection offer for the Proposed Development. The grid connection date for the Proposed Development is 2031, however it is expected that this will come forward to 2029 as part of the Accelerated Offers process with SSEN. Included within the application, will be permitted development depending on the undertaker.

- Risk of fire, thermal runaway and explosion.
  Planning Response: Addressed within the Health and Safety section of the report. Appropriate mitigation secured, with relevant conditions also attached.

- Adverse impact on historical sites and places of interest, such as Castle of Mey.
  Planning Response: Addressed within the Built and Cultural Heritage section of the planning assessment.

- Impact on agriculture and loss of prime agricultural land.
  Planning Response: The application site is not prime agricultural land as distinguished by the Scotland's National scale land capability for agriculture map. Loss of agricultural land is regrettable, however the application details a site selection appraisal and the loss of this land in itself would not warrant an objection to the application.

- Pollution risk with potential for release of toxic fumes and watercourse contamination runoff.
  Planning Response: Addressed throughout the appraisal, specifically within the Health and Safety section as well as by associated conditions.

- Mey flood risk and associated effect on contaminated water.
  Planning Response: Addressed within the flood risk and drainage section of the planning appraisal.

- Lack of Environmental Impact Assessment.
  Planning Response: A formal EIA Screening Opinion was requested from the Energy Consents Unit (ECU), acting on behalf of Scottish Ministers, in March 2024. A Screening Opinion (reference ECU00005162) was issued by the ECU on 4 December 2024, which confirmed that the Proposed Development would not require an EIA.

- Light pollution in a dark skied area. Mention of no light for construction however how will this be maintained given dark periods.
  Planning Response: Addressed within the amenity section of the appraisal as well as attached conditions.

- Lack of screening as surrounding woodland is not in control of the applicant. What will happen when deforestation of woodland area takes place?
  Planning Response: In the absence of plantations and the screening planting for Gill's Bay substation, there would be some visibility of the proposed development, as demonstrated in the bare ground ZTV. The proposal will include landscaping bunds and planting in the areas immediately surrounding the new BESS facility which would contribute to minimising the view of the tallest elements of the proposed infrastructure, with the use of the surrounding topography and the sinking of the compound into the landscape further augmenting any impact. Whilst there will be slight landscape and visual impact, this does not warrant an objection to the application.

- Lack of appropriate guidance and input from appropriate regulators such as Scottish Fire and Rescue Service (SFRS) , and need for a more comprehensive fire risk assessment to be submitted.
  Planning Response: Addressed within the Health and Safety section of the appraisal as well as associated conditions.

- Failure to demonstrate appropriate details associated to habitat management and biodiversity enhancement measures.
  Planning Response: Addressed within the Ecology consultation responses, in addition to the Habitats and Biodiversity sections of the appraisal and associated conditions.

- Impact on local road network, NC500 route and national cycle route.
  Planning Response: Covered within both the transport and public access sections of report as well as by the conditions where necessary.

- Impact on wildlife, protected species and biodiversity.
  Planning Response: Addressed within the Ecology and NatureScot consultation responses, in addition to the Natural Heritage, Habitats, Trees, Protected Species and Biodiversity sections of the appraisal and associated conditions.

- The proposal fails to fully comply with NPF4 policies 1,2, 3, 4,5,7 11, 14, 18, 23, 25, and 29.
  Planning Response: Appendix 3 considers the relevant policy considerations associated to the proposed development.

- Drainage Impact Assessment not compliant with Policy 22 of the NPF4 and Policy 66 of the HwLDP
  Planning Response: The submitted DIA has been reviewed by the councils Flood Team with a consultation response received and condition attached regarding the final surface water drainage arrangements.

- Lack of mitigation, declaration and assessment of potential hazards
  Planning Response: Covered throughout the appraisal in particular within the Health and Safety section as well as the associated conditions.

- Potential for adverse effects on site area following decommissioning and lack of legally binding decommissioning and restoration arrangements.
  Planning Response: Addressed within both the decommissioning section of the appraisal and the conditions.

- Impact on peat and consequent fire concerns in relation to peat.
  Planning Response: Ground investigations have confirmed no peat has been found within the site, as detailed within the Soils section of the appraisal.

- Noise during construction and operation.
  Planning Response: Covered within the amenity section of the appraisal as well as the conditions.

- Impacts of construction and construction traffic.
  Planning Response: Covered within both the transport and amenity sections of report as well as by the conditions where necessary.

- Hydrologically connected to Loch Mey SSSI and linked to the Caithness Lochs SPA/Ramsar site.
  Planning Response: The application has been reviewed by NatureScot who are responsible for considering impacts on designated sites as well as being included within the Natural Heritage section of the appraisal below. The ECU as decision maker is responsible for carrying out the Appropriate Assessment.

- No amount of screening will make the proposal acceptable, sloping site and no comfort for short term visual and cumulative impacts.
  Planning Response: The landscape and visual impact of the proposal is considered within the appraisal below. The level of screening secured is considered significant, with the existing landform, built down nature, proposed planting and bunding considered to filter out limited views of the proposal from wider viewpoints to an acceptable level.

- Site selection concerns, not industrial or brownfield land, near residents. No proof of alternative sites considered.
  Planning Response: The site selection has been appropriately assessed within the Siting section of the appraisal below.

- Lack of substantial public consultation, lack of public education and involvement in emergency response plans.
  Planning Response: Public consultation was carried out prior to submission as detailed in the public consultation section of the report. In terms of emergency response plans this is covered within the Health and Safety section as well as the conditions.

- Lack of site specific and cumulative input from SEPA.
  Planning Response: SEPA have provided a consultation comment to the ECU. This is a matter for the ECU to consider.

- What will happen with firewater and how will polluted water be contained? What will happen if a fire event and heavy rainfall will attenuation basin cope? What stops overflow and leaching into water table?
  Planning Response: Measures for firefighting and firewater storage as well as the containment of firewater have been detailed in the application in accordance with applicable standards as detailed within the Health and Safety section of the report.

- Lack of details of disposal of contaminated firewater.
  Planning Response: This is addressed within the Health and Safety section of the report.

- Violates the Highland Councils Onshore Wind Supplementary Guidance as it is not sensitive to a rural setting.
  Planning Response: The relationship between the proposal and the Onshore Wind SG is addressed within Appendix 3.

- Lithium-ion concerns serve toxic gas and failure risks. Application fails to provide full assessment on these risks.
  Planning Response: Health and safety risks associated to the proposed BESS are addressed within the relevant section of the appraisal.

- Goes against the Council's commitment to safeguard cultural and environmental quality of Caithness.

Planning Response: The application has been considered against all material considerations, including cultural and environmental aspects, as detailed within the appraisal below.

4.3 **Non-Material considerations raised:**

- Non-compliance with National Grid's NESO Reforms
- No evidence of a co-ordinated planning approach
- Lack of need which will result in further unrequired developments
- Personal stress/fear of incident
- Human right violation, inadequate safety measures, bypass's health and safety law
- Concerns regarding the approach to allow a fire event to burn out
- Need for multi-project elements such as accommodation camps to be included in cumulative assessments
- Unlawful project fragmentation
- Impact of a vehicle crashing into the site/substation
- Inadequate LVIA and lack of comprehensive cumulative assessment
- Lack of interaction with SFRS Working Group
- Highland Council guidance on BESS applications should be submitted prior to assessment and determination
- Devaluation and saleability of surrounding properties
- Caithness has done its bit for green energy
- No evidence of SFRS technical equipment and personnel available to deal with a serious event
- Not needed to meet net zero objectives, energy market regulatory under significant change unreasonable to approve anymore
- Compromises Scotland's food security objectives
- Grid led development
- Application supporting information makes inaccurate statements
- Failure to notify NHS or Public Health Scotland
- Fails to demonstrate grid connection and is reliant on infrastructure which expires/undeliverable in 2030
- Rigifa BESS and Mey BESS should be considered together, premature application determination given ongoing uncertainty of Mey BESS subject to a call in and likely PLI. Unreasonable and procedurally unfair to determine another BESS in close proximity
- Lack of community benefit and support
- If approved would undermine the credibility of the Energy Consents Unit and Planning integrity
- ECU shall formally investigate the status and expiry of the gills bay switching station consent, and issue guidance on how S36 applications comply with NPF4 and grid infrastructure evidence
- Could MEY BESS and Rigifa BESS be combined and situated within the proposed Rigifa area?
- Battery Storage is not green energy
- Non-compliance with National Grid's NESO Reforms

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

5. CONSULTATIONS

Consultations undertaken by the Highland Council:

5.1 **Dunnet and Canisbay Community Council (Host)** no response received.

5.2 **Access Officer:** Does not object. The location for this proposed development has little or no known use for recreational access. However, advised that the existing tracks are in practice accessible to the public for none motorised recreational use and main access tracks which will be upgraded for this development should be open for such use during any operation on the proposal. The Access Officer advised that a basic recreational access management plan should be provided to ensure any tracks which should remain accessible to the public are and that any signage and access control infrastructure (fences/gates) does not restrict such use.

5.3 **Community Wealth Building:** Does not object. The Community Wealth Building team have logged the proposal and will be in touch with the Developer/Applicant regarding the Highland Social Value Charter.

5.4 **Contaminated Land Team:** Does not object. The submitted details confirm investigations did not encounter any significant contaminants associated with the former use of the site, including the former sheep dip. Therefore, have no further comment regarding potential for historical contamination at the site, and do not require any other supporting information.

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

5.6 **Ecology:** Does not object. Initially objected to the development on the grounds of insufficient biodiversity enhancement, advising that the proposal should aim to an enhancement target closer to 10% for area-based habitats.

The latest amended layouts as advised by Ecology to retain the interface station within the newly allocated area for biodiversity enhancement (creation of neutral grassland in moderate condition) which is now 1.5ha. With this change, the delivered uplift in area-based habitat units changes is of 10.86%, above the 10% target. Therefore, Ecology is content and have no objection.

5.7 **Environmental Health:** Does not object subject to condition.

5.8 **Flood Risk Management Team:** Does not object, subject to condition. Content that the flood risk to the site is low, however, in terms of drainage advised that surface water drainage will be directed through a SUDS basin with controlled discharge) to the Burn of Horsegrow, which mimics the pre-development situation. Flood Team

are content with the drainage proposals and request a condition that the final surface water drainage design is submitted for review and approval. In line with council guidance, the applicant is advised to demonstrate that runoff from a 1 in 200 year plus climate change event will be managed within the site.

5.9 **Forestry:** Does not object. Advised that the proposed development does not appear to involve any significant adverse impact on existing trees or woodland. Short sections of a relatively young hedgerow are to be removed in order to create passing places at 200m intervals, however advised that this can be considered to be an acceptable impact and therefore has no further comment to make in regard to the application.

5.10 **Historic Environment Team – Archaeology:** Does not object subject to condition.

5.11 **Historic Environment Team – Conservation:** Does not object. 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.

5.12 **Transport Planning:** Does not object. Provided three responses in context of the proposed development. Initially, requesting further information regarding construction traffic, and traffic data.

Advised that construction traffic will use the A836, C1023 and U1633. While the A836 is expected to see a 9% increase in HGV traffic, Transport planning advised that the more sensitive U and C class roads are forecast to experience HGV increases of 160% and 100%. As such, recommended the attachment of conditions regarding road improvements. In addition, also requested conditions regarding the provision of a Construction Traffic Management Plan, Abnormal Indivisible Loads and full details of the proposed site access arrangements. Also advised that the applicant will require to enter into a Section 96 agreement with the Council.

Consultations undertaken by the Scottish Government's Energy Consents Unit:

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

5.14 **Defence Infrastructure Organisation:** Does not object.

5.15 **Health and Safety Executive:** Does not object. Advised of a limited interest, with health and safety issues mainly dealt with under health and safety law. Advised that the development area is not within any explosive licence safeguarding zones and is not within any HSE consultation zones. Also informed that the proposal does not appear to have hazardous substances present at or above threshold quantities. As such, no further comments.

5.16 **Historic Environment Scotland:** Does not object. Content that the proposed development would not have an adverse impact on the Category A-listed Castle of Mey and its associated Inventory Garden and Designed Landscape. Given the proposed scale of the development and the surroundings consider that there would

be very limited visibility towards the proposed development from these assets, which is confirmed by the submitted visualisations.

5.17 **Highland and Islands Airport:** Does not object.

5.18 **National Grid:** Does not object. Advised that there are no National Gas assets affected in this area.

5.19 **NATS:** Does not object.

5.20 **NatureScot:** Does not object. Advised that there are natural heritage interests of international importance on the site, however, advise that these will not be adversely affected by the proposal.

Caithness Lochs Special Protection Area (SPA)

The proposal is within connectivity distance of this SPA, protected for its population of wintering Greenland white-fronted goose, greylag goose and whooper swan. The sites status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the 'Habitats Regulations') apply or, for reserved matters, The Conservation of Habitats and Species Regulations 2017. Consequently, Scottish Government is required to consider the effect of the proposal on Caithness Lochs SPA before it can be consented (commonly known as Habitats Regulations Appraisal). The NatureScot website has a summary of the legislative requirements (The Habitats Directive and Habitats Regulations).

Our advice is that this proposal is likely to have a significant effect on Greenland white-fronted goose, greylag goose and whooper swan features of this SPA. Consequently, Scottish Government, as competent authority, is required to carry out an appropriate assessment in view of the site's conservation objectives for its qualifying interests.

To help you do this we advise that based on the appraisal carried out to date, our conclusion is that the proposal will not adversely affect the integrity of the site. The appraisal carried out considered the impact of the proposals on the following factors:

- There are no known records of any of the SPA species using the development site for foraging.
- Greenland white-fronted geese do not appear to forage within disturbance distance of the development site.
- There is alternative suitable habitat available for SPA species in the surrounding area.
- A Species Protection Plan will be developed to minimise the potential disturbance risk to all three SPA species.
- A Construction Environment Management Plan, including a Pollution Prevention Plan in line with SEPA guidance will be secured. This will prevent pollution of the Burn of Horsegrow, which is connected to the roosting habitats of Loch of Mey within Caithness Lochs SPA.
- An Outline Battery Management Plan in line with the UK National Fire Chiefs Council guidance has been provided to address risks associated with a fire event.

5.21 **ONR:** Does not object. Advised that no comment on this proposed development is required as it does not lie within a consultation zone around a GB nuclear site.

5.22 **RSPB**: **Objects to the proposal.** Do not believe that a conclusion of no adverse impact on site integrity for the Caithness Lochs SPA can be reached, as relevant information has not been considered regarding the impact of the loss of foraging habitat, from the development in combination with other plans and projects.

Following a response from the applicant to the initial objection, RSPB advised that the additional information has not provided sufficient information to allow the withdrawal of the objection as the impact of loss of foraging habitat on SPA geese and swans from this proposal, in isolation and in combination, remains unclear. Therefore, RSPB continue to object to the proposal and do not believe that a conclusion of no adverse impact on site integrity for the Caithness Lochs SPA can be reached.

5.23 **Scottish Fire and Rescue Service:** Does not object. Advised that SFRS are assessing all BESS site applications at the moment and there has been a working group established to consolidate all departments and provide unified responses to all applications. Until this group completes its work, NFCC Best Practice guidance on BESS should be followed**.**

5.24 **Scottish Water:** Does not object, stated that there is no Scottish Water drinking catchments or water abstraction sources in the area which may be affected by the proposed activity.

5.25 **SEPA:** Does not object. advised that there will be no excavations proposed within 250m of the Ground Water Dependent Terrestrial Ecosystems habitats and that the CEMP will include site specific mitigation, including a Pollution Prevention Plan. As such, SEPA has no objections to the proposal.

5.26 **SSEN:** Does not object. Advised that SSEN Transmission do not currently have any operational assets within the immediate facility of the application site, but do acknowledge that the applicant is seeking a connection into the SSEN Gills Bay substation proposal which has previously been granted consent. Advised that work is on-going to bring this project forward to a completion, and SSEN have no objection to the application.

5.27 **Transport Scotland:** Does not object. Satisfied with the submitted Transport Statement and raise no objection to the development in terms of environmental impacts on the trunk road network. Advised that it would be expected that the application is supported by an appropriate AIL Route Assessment Report, however, in order to progress the application, Transport Scotland is prepared to apply conditions to this effect.

6. DEVELOPMENT PLAN POLICY

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

7. PLANNING APPRAISAL

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

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

- have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings, and objects of architectural, historic or archaeological interest; and
- reasonably mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects.

7.3 It should be noted that for applications under the Electricity Act 1989 that the Development Plan is just one of a number of considerations, and therefore Section 25 of the Town and Country Planning (Scotland) Act 1997 which requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise, is not engaged. That said, the application is still required to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance, and all other material considerations relevant to the application.

Planning Considerations

7.4 The key considerations in this case are:

a) Compliance with the Development Plan and Other Planning Policy;

b) Energy and Carbon Saving;

c) Socio-Economic Impacts;

d) Siting, Design, Landscape and Visual Impacts;

e) Natural Heritage;

f) Habitats;

g) Soils

h) Trees, Protected Species and Biodiversity;

i) Built and Cultural Heritage;

j) Amenity;

k) Flood Risk and Drainage;

l) Health and Safety;

m) Traffic and Transport;

n) Public Access;

o) Decommissioning and Reinstatement; and,

p) Any other Material Considerations

Development Plan / Other Planning Policy

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

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

7.7 In summary, the Development Plan, which now includes NPF4, must be considered in the round. While there is clear in principle support for renewable energy proposals that contribute to reaching net zero, of which BESS technology is one, this is not unqualified. It needs to be demonstrated that the impact on factors such as community amenity, biodiversity, landscape and visual matters, heritage, and infrastructure, to name but a few, are addressed and/or adequately and appropriately mitigated and as such, several policy considerations will apply. The extent to which the proposal's energy, economic and other benefits outweigh, or otherwise, other policy considerations are assessed in the following sections, which set out that the proposal is generally in conformity with the provisions of the development plan.

Energy and Carbon Saving

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

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

Socio-Economic Impacts

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

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

7. 11 The submission includes a Socio-Economic Impact Assessment and Planning Statement, which addresses the matter of Community Benefit. The application states that whilst community benefit is not a material planning consideration, it is recognised that it provides a goodwill contribution voluntarily donated by a developer for the benefit of communities affected by developments that will have a long-term impact on local resources and the local environment. During construction, the total economic benefits that are expected as detailed within the application are as follows:

- £7.6 million Gross Value Added (GVA) and 100 years of employment in Highland (50 jobs each year, over a period of two years); and
- £20.0 million GVA and 230 years of employment in Scotland (115 jobs each year, over a period of two years).

The expenditure for the operation and maintenance of the proposed development could deliver up to:

- £0.8 million GVA and 10 jobs in Highland; and
- £1.8 million GVA and 20 jobs in Scotland.

The proposed development will also support the delivery of local services through the annual payment of £0.2 million in non-domestic rates.

7.12 The application also advises that the applicant will seek to maximise local employment and economic gain and social benefits. Examples of these commitments include but are not limited to, engaging directly with competent local contractors with a view to developing long term partnerships across various sites across northern Scotland, monitoring the local content of sub-contracts and encouraging main contractors to utilise local resource where possible.

7.13 The application states that in alignment with the council developing a strategy to enable a future workforce to support the energy transition, committed to working with the National Schools Partnership to design a school-based education programme for

schools surrounding the proposal. The programme, launched August 2024, is aimed at offering secondary school students' essential information about the various job opportunities available in the energy sector, the required training for these positions, and the pathways to follow for pursuing these careers. Target schools have been identified by the applicant based on catchment area in proximity of the proposal. The application advises that additional schools out with Scotland have also registered for the scheme, and based on its successful uptake, the programme has now been re-launched for a second year, with the intention to maximise employment opportunities as part of the wider energy transition. Community Benefit is not considered a material planning consideration, and therefore the Planning Authority does not have the ability to compel developers to sign up to the provisions of the Charter. As such, community benefit can only be secured by means of a voluntary arrangement between the Council and the Developer, and the Council's Community Wealth Building Team are aware of the proposal and will conduct their own discussions with the developer directly. A condition should be attached to secure details of a local employment scheme, to ensure compliance with NPF4 Policy 11c) and to maximise the local socio-economic benefits of the development to the wider community.

7.14 In August 2025, the applicant has submitted additional information in regard to Community Benefit. This details engagement between the applicant and the Councils Community Wealth Building Team has commenced in relation to the Rigifa BESS, with the offer comprises an annual contribution of £1,000 per MW per year for the lifetime of the Proposed Development, equivalent to £6 million over the course of its operational lifetime. The final structure of the overall community benefits fund is subject to ongoing engagement with the Council, however, it is reiterated that this matter is not a material planning consideration.

Siting, Design, Landscape and Visual Impacts

7.15 The site is located upon relatively flat agricultural ground which is mapped as class 6.3 – land capable of use as rough grazing's with low quality plants, and, class 4.2 - Land capable of producing a narrow range of crops, primarily on grassland with short arable breaks of forage crops, as per the Scotland's National scale land capability for agriculture map. As such, the site is not considered to be Prime Agricultural land in accordance with Policy 5b of the NPF4.

7.16 The site has been deemed the most suitable to accommodate the proposal following an area appraisal carried out by the applicant. The first key consideration regarded grid connectivity, as the purpose of BESS facilities is to import and export energy from the existing electricity network via a substation. For an energy storage facility to connect to an existing substation, the substation must have available capacity, and a corresponding grid connection agreement must be secured with the transmission operator. As such, the applicant states that analysis to identify substations that will have available capacity that would suit the proposal identified that the consented Gills Bay substation, which is scheduled to be completed in the first quarter of 2029, has available capacity. The proposed Gills Bay switching station was granted planning consent in July 2022, with the redline boundary of this current application also incorporating the entire consented Gills Bay substation site to ensure appropriate flexibility is provided for the point of connection and cable route. The switching station permission is yet to be enacted, although this consent does not expire until July 2027. The applicant advises that a grid connection agreement for

200MW at the Gills Bay substation has been secured. The BESS facility would connect to the switching station via a cable connection and, therefore, proximity to the switching station is an advantage, giving the scheme economic viability as a further distance from any substation would result in electricity loss during transportation in addition to excessive connection costs and increased environmental impact.

7.17 The availability of land is another factor which was considered by the applicant, stating that a facility of the scale proposed requires approximately 5-10 ha of land to accommodate the built development, including all electrical infrastructure, required safety separation distances, access, drainage and earthworks, and landscaping. As noted above, the land requires to be close to the proposed connection substation to prevent lengthy underground grid connection cables, or in some instances, the use of overhead power lines. Following the grid connection confirmation, the applicant states that available land of a suitable size, around the consented Gills Bay substation site, was required. As such, the land immediately east of the Gills Bay substation was unavailable due to being associated to a separate planning application (Mey BESS, ECU00004838), with the land to the north and west deemed unsuitable as they either comprise established woodland areas, exhibit unsuitable topography and ground conditions or are too close to nearby houses.

7.18 The site has also been selected based on its location away from nearby residential areas to reduce potential impacts on the amenity of surrounding residents in the form of noise or visual effects. Whilst some residential receptors do exist approximately 900m to the northeast of the BESS compound, this is a sufficient distance to avoid any unacceptable noise impacts and any other potential impacts on amenity, such as visual effects, can be appropriately mitigated through site design, including landscaping. Large areas of existing woodland surrounding the site also offer natural screening from longer range views. The site has been chosen based on suitable access arrangements, including nearby access to the A836 which ensures good connectivity with the principal road network for construction and operational purposes. The site benefits from access to an existing local road to the east of the site, which with proposed upgrades is suitable from a road safety perspective.

7.19 Other reasons for the chosen site include that it is not found to be located within any designations for landscape, heritage, ecological or other environmental reasons, or on land where development is restricted by local planning policies. As such, the submitted area appraisal and chosen site selection are considered justified.

7.20 The development is noted to have been specifically designed to allow the BESS to integrate into the surrounding landscape. Although indicative at this stage, the proposed battery units are anticipated to be of a height of 2.86m, with the tallest element of the battery compound being the MV skid at 3.6m all of which will be enclosed by 3m high security fencing. In terms of the substation, located immediately to the north of the BESS compound, this will incorporate many features such as a High Voltage Transformer (7.56m x 4.41m x 6.32m) as well as a Substation Building (25.6m x 21.02m x 6.8m), and Switchgear measuring a height of 7.15m, all of which is also contained within security fencing. The interface substation which is to be located in between the proposed BESS infrastructure and the permitted Gills Bay Switching Station, will consist of a Transmission Operator Metering Building (7.58m x 6.43m x 4.9m) and Transmission Operator Switchgear measuring a height of

5.13m.The site will also entail lighting and CCTV columns throughout all areas, set at a height of 5.1m, with the underground 132kV grid connection cable anticipated to be 800m in length. The associated infrastructure and battery storage container units, and all associated finishes, including the proposed fencing, can be agreed with the applicant prior to installation. The finalised colour, finish and materials proposed can be secured by condition.

7.21 The application advises that battery units require to be situated upon a generally flat compound to meet operational requirements. The applicant is proposing a cut and fill design, resulting in the BESS compound being effectively 'cut' into the topography of the site, which reduces its finished site levels below the existing ground level in most areas. As of result of this approach, the overall height of the development is lower than if the site was developed at the existing ground level, and the cut and fill design will reduce the overall visibility of the proposal which is welcomed. As part of the proposals, the excess ground created from the cut and fill approach will be used to form a 1.5-metre-high bund directly north-east of the substation compound which will further reduce the visibility of electrical infrastructure associated with proposal when viewed from northern and north-eastern viewpoints, including the A836. The submitted drawings and illustrations included within the application identify the finished site level against the existing ground level, demonstrating the effective 'lowering' of the infrastructure when viewed from the north-east. Further, design mitigation to minimise the landscape and visual impact of the proposal included the siting of the tallest infrastructure all of which is associated with the substation, at the lowest topography point of the site to further help embed the proposed development within the landscape as much as possible. To bolster the screening of the proposed development, with majority of views, if any, to be from the northeast, standard trees (Sorbus aucuparia and Betula pubescens) with individual tree pits planted in groups of three or five. These will be undertaken along the embankment set within the native shrub mix, adding further visual screening and helping embed the development within the surrounding natural environment. The entirety of the proposed landscaping will see the planting of 94 rowan and silver birch trees, in addition to approximately 1.5 hectare of created grassland around the interface substation, utilising a highland grass seed mix which is to be maintained over a minimum of 30 years, the planting of a native shrub mix around the perimeters of the substation and BESS compounds, in addition to a further highland grassland area, a wet meadow area and reinstatement of existing hedgerows where disturbed along the access roads.

7.22 The submitted LVIA entails the provision of a Zone of Theoretical Visibility (ZTV). The bare earth ZTV illustrates that potential visibility of the development without any effects of screening from obstacles such as buildings, and vegetation. Figure 2 of the LVIA details the bare earth ZTV, which concludes that the potential visibility is widespread within the study area with the exception of an area in the northeast coinciding with Gills and Upper Gills. In comparison, the screening ZTV (Figure 3) illustrates the screening effects of large blocks of forestry immediately adjacent to the site as well as the influence of topography and buildings. The visibility is limited to the more open fields between the site and north and northeast towards East Mey and the A836. An outer band of visibility extends between 2-3km northeast to southwest. Uninterrupted views towards the site can be gained from the landscape within 1 km to the north-east of the site between Phillps Mains and Hill of Rigifa which is accepted given the localised nature of this view and the landscape around East

Mey between 2-3km from the proposals, which is also considered an acceptable impact given the separation distance

7.23 The landscape to which the proposal is found within comprises relatively open, rolling farmland, with localised parcels of woodland and forestry. Fields are of moderate-to-large size, regularly shaped, and bound by a mix of low stone walls, hedgerows and post-and-wire fencing. At a local level, the landscape is delineated by parcels of forestry, occasional shelterbelts, and various watercourses that meander through the undulating landform. The site is not found to be within any landscape designations. Two Special Landscape Areas Dunnet Head and Duncansby Head are located approximately 7km northwest and 9km northeast, beyond the study area. Considering the distance and immediate surrounding context to the site of commercial forestry, and the large scale of the landscape there would not be any perceived change to the special qualities or key characteristics associated with these SLAs. Construction of the proposed development would result in the loss of agricultural land and limited sections of hedgerow field boundaries. At the BESS compound and substation compound, the effects on the landscape fabric would primarily be as a result of the loss of agricultural fields, with construction and operational site traffic requiring the upgrade of an existing access track and creation of passing places, all of which would result in some limited loss of hedgerows along the main access track. While there would be more open views of the interface substation site, most ground level earthworks within the main part of the BESS compound would not be perceptible. It is considered that with the limited height of the proposal, combined with the visually containing influence of surrounding forestry and landform, the overall landscape effects would be localised.

7.24 During the construction phase, activities such as movement of plant and earthworks would result in a noticeable increase in uncharacteristic activity within the immediate context of the site. It is however considered that the surrounding forestry and landform would limit the impression of change within the landscape, providing appropriate screening. Therefore, the scale of change across the LCT 143 Farmed Lowland Plain would be small. At year 1 of operation, the proposal would be anticipated to result in direct effects on the landscape fabric of LCT 143. There would be some loss of agricultural land and small pockets of established hedgerow. The introduction of the proposed battery energy storage units, substation and associated infrastructure would result in a slight increase in the presence of energy infrastructure within a localised area at the boundary of this LCT. However, the degree of enclosure due to surrounding forestry, a field boundary hedgerow and a wall parallel to the north-eastern site boundary, combined with the proposed reduced ground level and proposed landscaping would result in a scale of change no greater than small. There would be barely perceptible changes to the majority of the key characteristics of the LCT. It is considered that the effects at year 10 of operation would be similar to those assessed at year 1. Mitigation planting would have established and aid landscape integration, helping to further reduce the initial impression of the site levelling works. In terms of impact on LCT 134 Sweeping Moorland and Flows Caithness and Sutherland, which is the other landscape character type in close proximity of the proposals. During construction, there would be no discernible change to the key characteristics of this LCT with existing forestry blocks restricting intervisibility within most of this LCT. At year 1 of operation, the proposal is noted to result in a very limited change to the setting and perceptual qualities within a limited area to the

north-east of the site. Although the application boundary includes part of this LCT, there would be no change to the physical fabric of the landscape, with existing forestry restricting visibility of the proposal from within this LCT to a very limited area at Rattar Moss to the northwest of the BESS compound. The introduction of the battery units in the adjacent LCT 143 would result in a barely perceptible change to the sense of remoteness from the uninhabited areas of moss and core flows. All other key characteristics of the LCT are noted to remain unchanged, with perceived effects at year 10 of operation to be of the same level as those assessed at year 1. Overall, the influence of surrounding forestry and landform, as well as the cut and fill design approach with sufficient planting proposes, all landscape effects as a result of the proposal would be localised. Any impact will further reduce over time through the establishment and growth of mitigation planting around sections of the perimeter of the site, which would largely contain potential views of the proposed infrastructure.

7.25 The submitted cross sectional drawings show that the proposed development will be sunk into the landscape, with appropriate screening provided by the proposed planting and bunding.

7.26 The LVIA details that the visual receptor groups who are likely to experience visibility of the proposal following review of the ZTVs can be considered as the Rigifa Area (1-2km northeast); the East Mey Area (3km northeast); Visitors to the Castle of Mey (3km north); the Barrock Area (2.8km west); and the Lochend Area (3km southwest). In addition, key routes which lie within the area which is perceived to be impacted by the proposals is National Cycle Route 1 between Barrock and Canisbay, and road users along the A836/ North Coast 500 between Mey, East Mey and Gill.

7.27 With regards to the Rigifa area, predominantly consisting of residents and users of the local roads and informal recreational routes, during construction of the proposal the main access track to the site would be via the existing track leading to several properties within this receptor group. The removal of pockets of hedgerow, movement of vehicles, localised excavations and the installation of the project components would be visible at various intervals during construction. It is considered that there will be more visibility of the interface substation, most ground level earthworks within the main part of the BESS compound would not be clearly visible, with the erection of battery units and the 132 kV substation equipment resulting in limited change to views over a short duration. Year 1 of operation would result in limited change in views from some locations within this receptor group, with viewpoint 1 demonstrating that views of the proposed BESS facility and substation would be mostly screened by intervening landform, hedgerows and a stone wall that runs parallel to the site boundary. Only the upper parts of the southeastern extent of the battery units would be visible across a small part of the skyline in views south, from more open and elevated areas, with the interface substation being more visible across a small stretch, but backdropped against the existing forestry, and as such it is considered that views would be localised. At year 10 of operation, landscape planting would have materialised helping to filter views of the 132 kV substation with the scale of change considered small.

7.28 The East Mey area, located approximately 2-3km northeast of the proposed infrastructure, includes residents within the existing settlement. The main focus of views with this settlement is considered to be north along the coastline and out to sea. Construction activities associated with the proposal are considered to be

screened from this area (Viewpoint 3) by intervening vegetation and localised landform, with potential views of any taller plant used during this phase. During operation, the majority of the BESS compound and substation would be screened by localised landform topography, intervening vegetation and field boundary walls, with the interface substation having limited visibility again viewed in the context nearby to a forestry plantation, with the scale of change considered to be minor in comparison to the backdrop of wind turbines across the skyline. Effects at year 10 of operation are not perceived to be any different, with the plating proposals further filtering out views of the development. Initial concerns were raised by the planning authority with regard to the visual impact from the stretch of A836 in proximity of Viewpoint 3, however with further details including the provision of site cross sections which show the dug down nature of the proposals as well as the additional landscaping secured along the northeastern boundary, all concerns have now been alleviated.

7.29 Viewpoint 4 of the LVIA confirms that the site will not be visible for visitors to the Castle of Mey, with intervening vegetation including within the Castle grounds screening views from publicly accessible locations. As such, there is no perceived impact during both construction and operation upon visitors to this historical asset.

7.30 View to the west of the development is noted to be in the vicinity of Barrock, approximately 2.8 km from the proposals as demonstrated by viewpoint 5. During construction there would be a barely perceptible change across a small horizontal extent of the wider views available, potentially limited to the movement of machinery and earthworks in between areas of forestry. At year 1 of operation, the proposal would result in a barely perceptible change in views, due to screening by existing vegetation with limited visibility of the top part of the battery units. Effects at year 10 of operation would be the further reduced, with the maturity of planting further filtering out any existing views.

7.31 At the final recognised viewpoint from Lochend, situated 3km southwest of the proposals, construction operations would be perceptible across a small horizontal extent of the skyline on agricultural land adjacent to established forestry. The movement of plant and construction of battery units would result in a localised effect for a small duration of time. At year 1 of operation, the proposal would be mostly screened by intervening landform and vegetation would screen most of the Proposed Development. As illustrated by Viewpoint 6, the introduction of the battery units would appear on the skyline and partly against the backdrop of commercial forestry on a largescale horizon with few distinguishing features, will have extremely limited visibility. The Lochend wind turbines will further influence visibility, taking the attention of the receptor, and as such, the visual impact can be limited to the localised area. Effects at year 10 of operation would be the same as at year 1, with the maturity of planting further allowing the development to bed into the surrounding landscape.

7.32 In terms of the National Cycle Route, located approximately 0.8km from the proposed infrastructure, runs in the vicinity of the site where both access junctions join onto the local public road network. Slight visual effects may be noticeable along this route during construction however this would account for a very short section of the route, and once operational these views will be limited to some upper parts of the battery units and the interface substation. The visual effects will overtime reduce when planting matures, hence the effects on the route would not be notable. In terms of the North Coast 500, theoretical visibility from this route would be limited to two small

sections to the northeast and northwest of the proposal. Given the distant views, these are anticipated to have minor impact at year 1 of operation, with landscape mitigation further filtering views of the substation at year 10. Overall, the total extent of the landscape and visual effects of the proposal would be comparatively localised and limited in nature, primarily restricted to the construction phase and initial operation of the development but increasingly mitigated as planting matures. The wide variety of surrounding views means the scale of change is anticipated to be negligible over a limited extent.

7.33 Whilst the site and surroundings are predominantly rural in character, the local environment is also influenced by infrastructure, both existing and proposed. As such, the level of cumulative landscape and visual impact requires to be assessed. The addition of the proposal would infill the landscape between the proposed Mey BESS, the permitted Gills Bay Substation and the consented Hollandmey Renewable Energy Development, regarding the erection of a 10-turbine wind farm predominantly to the south of the proposal. The proposal would result in a limited increase in energy infrastructure at a locality in the modified agricultural landscape where energy development has become concentrated. Most of the proposal is situated on more elevated ground, in comparison to the Mey Bess and Gills Bay Substation, and it would be largely concealed by forestry and has limited impression within the local landscape given the varying topography. The addition of the proposal would result in a limited increase in the influence of energy schemes within a small part of the LCT. In terms of cumulative visual impact, any perceived effect would be limited to the Rigifa area, with all other areas not giving rise to notable effects. The wind turbines of the Hollandmey development would be the prominent features in views alongside other lower-level energy development at Gills Bay substation in which the interface substation will appear in combination with, beyond existing hedgerows and where gaps in hedgerows are present. The development would share similar characteristics as the cumulative schemes; however, the addition of the proposed battery units and 132kV substation would result in a slight extension to the appearance of energy infrastructure across part of the view against a backdrop of forestry, however this impact is considered to be localised. The addition of the proposal in comparison to all surrounding proposed and consented energy related developments, if implemented on site, would be barely perceptible within the same view as the cumulative schemes. Given the low in height nature of the proposal, the development would not meaningfully contribute to notable cumulative effects on the landscape and surrounding visual amenity, as it will not stick out within its chosen location from wider viewpoints, whilst the impact on closer views will significantly reduce overtime. The comparative localised nature of the views of the development means the cumulative impact will be lessened and therefore is not considered to be significant in this context.

Natural Heritage

7.34 The site is not within any designated sites for ecological interests, with the closest designations consisting of the Phillips Mains Mire Site of Special Scientific Interest (SSSI) approximately 0.5km from the site to the east, the Loch of Mey (SSSI) approximately 1.7km to the northwest of the proposed development, the Caithness Lochs Special Protection Area (SPA) some 1.8km to the northwest, and the Caithness Lochs Ramsar Site some 1.8km to the northwest. NatureScot stated that,

there are natural heritage interests of international importance on the site, however, these will not be adversely affected. Specifically considering the Caithness Lochs Special Protection Area (SPA), they advised that the proposal is within connectivity distance of the designation, protected for its population of wintering Greenland white-fronted goose, greylag goose and whooper swan. As such, the site's status means the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended (the 'Habitats Regulations') apply or, for reserved matters, The Conservation of Habitats and Species Regulations 2017. Consequently, the ECU is required to consider the effect of the proposal on the SPA before it can be consented.

7.35 NatureScot have carried out an appraisal on the potential effects of the proposal on the SPA, stating that there are no known records of any of the SPA species using the development site for foraging, with Greenland white-fronted geese not appearing to forage within disturbance distance of the application site. NatureScot also advised that there is alternative suitable habitat available for SPA species in the surrounding area, with a Species Protection Plan to be developed to minimise the potential disturbance risk to all three SPA species. A further Construction Environment Management Plan, including a Pollution Prevention Plan in line with SEPA guidance will also be secured, preventing pollution of the Burn of Horsegrow, which is connected to the roosting habitats of Loch of Mey within Caithness Lochs SPA, which is accepted by NatureScot, with an Outline Battery Management Plan in line with the UK National Fire Chiefs Council guidance provided to address risks associated with a fire event. As such, NatureScot have advised that whilst there are natural heritage interests of international importance, the advice is that these will not be adversely affected by the proposal h is accepted due to the aforementioned reasoning.

7.36 In regard to the Phillips Mains Mire (SSSI) approximately 0.5km from the site to the east, protected for its nationally important blanket bog habitat. The submitted ECIA states that no watercourses are present within or adjacent to this part of the site which flow into the designation. The area to which the BESS infrastructure will be located is situated on a similar ground level to the SSSI however there is rising embankments separating the site to the protected designation. Therefore, the 0.5 km buffer between the site and the designation is considered sufficient to buffer any potential impact pathways and no significant impacts are anticipated which is accepted. In addition, any forthcoming Pollution Prevention Plan within the CEMP which is recommended to be secured by condition shall include measures to mitigate against and to avoid the risk of any potential surface water run-off impacts. terms of the additional designations in the closest of proximities to the proposal, the Loch Mey SSSI protected for its nationally important grassland habitat surrounding, as well as the populations of breeding birds and wintering Greenland white-fronted goose, which is hydrologically connected to the site via the Burn of Horsegrow which flows adjacent to the site boundary. As such, without mitigation there is considered to be the potential for adverse impact on this designation during the construction, operational and decommissioning phases. Any Pollution Prevention Plan to be approved at discharge of condition stage will require to be fully implemented throughout all phases of the proposed development, including measures to prevent leakage from the site and ensure a suitable emergency response plan is detailed so that it may effectively be implemented. NatureScot and SEPA will also be required to be consulted on the details of any CEMP and Pollution Prevention Plan ensuring appropriate mitigation is in place to avoid adverse impact on any nearby designation. Finally, in regard to the Caithness Lochs Ramsar Site, subject to the mitigation

measures included within the application as noted above and included within the SPP, and CEMP, in addition to the supervision of the Ecological Clerk of Works, there is not perceived to be any adverse or residual effects on this designation.

Habitats

7.37 The majority of the site is composed of winter stubble, with some areas of neutral grassland. There are also native hedgerows extending northeast, and an area of fragmented 'other coniferous woodland' to the southwest. There is also a small area of bog on site to which the applicant commits to retain this area of bog, with a 15m buffer zone from the development area, to avoid any direct and indirect impacts on this habitat. The councils Ecology Team advised that they were content with the aforementioned approach.

Soils

7.38 In review of the Scotland's Soils Carbon and Peatland Map 2016, the application site is considered to be predominantly of Class 0 - Mineral soil - Peatland habitats are not typically found on such. Small sections of the redline boundary are detailed to be situated within Class 1 - Nationally important carbon-rich soils, deep peat and priority peatland habitat, areas likely to be of high conservation value, and Class 5 - Soil information takes precedence over vegetation data, no peatland habitat recorded, may also include areas of bare soil, soils are carbon-rich and deep peat. The areas of the proposed infrastructure are situated upon Class 0 soils, with the areas of carbon rich and peaty soils either not affected by the proposed development or accommodate existing ancillary infrastructure such as access tracks. As such, given the areas of development will not be located upon peatland, carbon rich soils and priority peatland habitat, the application is considered to comply with Policy 5c) of the NPF4.

7.39 Nevertheless, site investigations detailed within the application confirm that the risks to future site users and the water environment are low in regard to contamination. The assessments also confirm that there are no identified areas of peat or hydrologically impacted soils in the site. As such there are no predicted effects on peatland resources and there is no requirement for a Peat Management Plan to support the application.

Trees, Protected Species and Biodiversity

7.40 The application is supported by a Tree Management Report, with the impacts on trees as a result of the proposal, specifically the access track, exclusivity areas and cable routes. There is an existing track running from the northeast of the site through the existing Phillip Mains Farm, with the proposal having an operational requirement to construct passing places along this existing access. Seven new passing places are proposed requiring the removal of 18m of hedgerow each, totalling a loss of 126m hedgerow. The main components of the proposed development are located within the southern section of the application site, with no impact on the nearby spruce plantation (w2) located to the north of the proposed BESS compound, as all infrastructure is sufficiently set back from this area. A Root Protection Area extending to 2m from the stems of the trees is advised within the submitted report and is accepted, to allow sufficient room for any engineering works within the defined area.

However, the application notes that there is potential for the underground cable to impact the hedgerows adjacent to the existing access track. The council's Forestry Officer was consulted who advised that the proposal did not appear to involve any significant adverse impact on any existing trees or woodland. Short sections of a relatively young hedgerow are to be removed in order to create passing places at 200m intervals, however this can be considered to be an acceptable impact, with no objections raised.

7.41 In terms of protected species, in particular bats, the application advises that the proposal will result in permanent loss of 9.6 ha of winter stubble habitat that provides negligible foraging, dispersal and roosting opportunities for bats. The majority of the habitats present within the site that provide opportunities for bats will be retained alongside the proposal, including areas of woodland, grassland, ponds, the bog habitat and the majority of hedgerows. Although 0.12km of hedgerow will be removed from the site, this length will comprise a series of short, 18 m sections which, in isolation, are not considered to be sufficient to sever any potential commuting or foraging routes. The council's Ecology Team have advised in this regard that the removal of the small sections of hedgerow is deemed to not be sufficient to sever any potential commuting or foraging routes. The applicant has advised that no lighting of the site is proposed during the construction phase, avoiding any potential adverse effects upon bats, with lighting during the operational phase only be required when the site is accessed for maintenance or if triggered by a security breach. The lighting proposed will be low level directional LED lighting with shrouds to prevent any upward light spill. It is proposed by for a detailed lighting plan to be informed by consultation with a Suitably Qualified Ecologist, which was encouraged by the councils Ecology team and is suggested to be attached by condition. A preliminary roost assessment was not carried out as advised by the ecology team however given the site layout appears to show that all infrastructure will be sited away from wooded areas which have the potential for bat roosts, no adverse impact on bats is perceived by the development. The ECIA states that badger sets are likely absent from the site, however, appropriate measures will be implemented to prevent any adverse impact to badgers who pass through the site, which is to be detailed within a Species Protection Plan which is accepted and suggested to be secured by condition. Common Toad, considered locally important within the context of the application site, have the potential to be adversely impacted by the proposed works and development. As such, the ECIA states that the Species Protection Plan associated with the proposal will incorporate measures such as sensitive habitat clearance methods to reduce the level of risk, which is accepted in order to mitigate against any perceived negative impact. All new habitats will be managed post-construction in accordance with an appropriate Habitat Management and Monitoring Plan.

7.42 To avoid direct impacts to breeding birds during construction, the application notes the removal of all vegetation will take place outside of the bird nesting season, and if any works are required out with this period a suitably experienced ecologist should first check the habitats due to be cleared for active nests. If any are found, appropriate measures such as buffer distances will be implemented. Following initial clearance or groundworks, ongoing habitat management and checks for new nesting attempts will be required throughout. In addition, following review of the submitted information, Ecology have advised that a conditioned Bird Protection Plan will be required. During the operational phase of the development, various measures are to

be included within the Species Protection Plan (SPP) to deter breeding birds from utilising the new facility such as anti-perching spikes or gratings which is accepted. With regards to non-breeding birds, to prevent adverse impact on species the ECIA notes that any Species Protection Plan and Construction Environmental Management Plan (CEMP) will detail mitigation measures such as sensitive timing to ensure the construction phase is started outside of the mid-winter periods, with the employment of an ecological clerk of works. As such, it is recommended conditions are attached securing the provision of a SPP, CEMP and the employment of an Ecological Clerk of Works.

7.43 Following initial concerns raised by the councils Ecology Team regarding the level of biodiversity enhancement to be provided as part of the proposed scheme, the final amendments to the scheme resulted in an acceptable level of biodiversity enhancement. As such, the application proposes the creation of habitats including highland seed mixed grasslands, native shrub with common juniper, creeping willow and ling heather, and attenuation basins. In addition, a wetland meadow mixed area is also incorporated alongside a total of 94 trees (birch/rowan). Overall, the proposed development will deliver 10.86% gain in Area Biodiversity Units, alongside a 51% gain in Hedgerow Biodiversity Units. The biodiversity enhancements are considered significant with the level of gain deemed acceptable and compliant with NPF4 Policy 3 and the councils Biodiversity Enhancement Planning Guidance. The councils Ecology Team have removed initial objections to the proposal, with the inclusion of some species-targeted measures such as installing bird and bat boxes, and the creation of wader scrapes recommended by condition. A Habitat Management Plan (OHMP) will also be required as a condition, which shall include a summary of proposed management prescriptions, monitoring schedule and landscape plan, for a minimum period of 30 years.

Built and Cultural Heritage

7.44 As already mentioned, the site is not situated within any built heritage designation and there are no scheduled monuments or listed buildings within the boundary of the proposed development. The submitted Archaeological Desk Based Assessment notes that the development would be situated in an area containing few archaeological sites or areas of historical interest. There are 2 non-designated assets at the southwestern extent of the site, which includes a sheepfold and a possible farmstead comprising an unroofed building and an enclosure. A further 10 non-designated assets have been identified within a surrounding 1km study area. Within a surrounding 3km buffer of the site, designated assets a Scheduled Monument known as the Mey Battery, the Category A Listed Castle of Mey approximately 2.8km from the site boundary, as well as the associated Garden and Designed Landscape and Category B Listed gate lodge located at a 2.6km distance from the proposal. No World Heritage Sites, Inventory Battlefields or Conservation Areas have been identified within 2km of the Site. Chapter 7 of the Archaeological desk-based assessment details an impact assessment as a result of the proposal on surrounding heritage assets. The provided assessments detail that there is a low to moderate potential for archaeological remains associated with the former sheepfold and farmstead within the development area to survive below the surface. As such, archaeological monitoring of the groundworks within the vicinity of these heritage assets is recommended to fully establish the archaeological potential of the site, with

further monitoring of the works, such as an archaeological watching brief, to be incorporated at construction stage. In consultation with the councils Archaeology Officer, who has advised that there are a number of assets recorded within the development area which are of local historic importance. In addition, there remains the potential for buried and unrecorded features or deposits to survive and that would be impacted by the development. Therefore, as advised by the Archaeology Officer, it is recommended that a programme of archaeological works is secured by condition to record the known sites and structures and to identify the buried potential in the first instance. The applicant will need to submit a detailed Written Scheme of Investigation to agree this programme.

7.45 The impact of the setting of recognised heritage assets within the wider area surrounding the site has also been assessed within the application. There is considered to be potential for limited visibility of the proposal from the Category A Listed Castle of Mey and Garden Walls, its associated designated landscape and Category B lodge. The assessments state that analysis of ZTVs and the result of the walkover survey, that at ground level the proposal would be wholly screened by topography and planting within the Castle of Mey gardens. LVA Viewpoint 4, from the Castle approach road, shows how the screening planting at the southern edge of the garden would entirely screen the proposed development in views from the southern part of the garden. It is considered there may be limited theoretical visibility out from the first floor of the castle. This visibility would, however, also be further screened by the blocks of forestry plantation and shelter belts on the northern side of the proposed development. The application notes that existing forestry plantations in proximity of the site cannot be relied on for permanent screening due to their commercial nature and likelihood to be felled for harvest which is agreed by the Planning Authority. The applicant in response has advised that the plantations would typically be restocked and shelter belts would be retained, as is visible in the areas of plantation adjacent to the site, which contains a mix of more mature planting and new growth or recent restock. This suggests that even if mature forestry were felled, the restocked plantation and retained shelter belts would continue to provide screening. As part of the Gills Bay Substation planning consent, 21/05536/FUL, the area of existing coniferous forestry to the north is to be felled and replanted as permanent mixed woodland, with a stocking density between 700 and 1600 trees per hectare (habitat dependant). The application states that this forestry would provide permanent screening of any visibility of upper parts of the proposal, however, it is the planning authority's view that in the intervening period, whilst the new woodland grows, there will be increased visibility of the site from the north, as distinguished by the ZTVs provided with and without the forestry planting.

7.46 With the existing forestry plantations and shelterbelts in place, there would be no visibility of the proposal from the southern garden and first floor of the Castle of Mey which is agreed by the Planning Authority. In the absence of modern plantations and the screening planting for Gill's Bay substation, there would be some visibility of the proposed development, as demonstrated in the bare ground ZTV. In response, the applicant has stated that the proposal will include landscaping bunds and planting in the areas immediately surrounding the new BESS facility which would contribute to minimising the view of the tallest elements of the proposed infrastructure, resulting in the worst case that the proposal would be visible, with difficulty, from the first floor of the Castle of Mey to the viewer who was aware of its presence and actively

searched the view. Overall, it is proposed that the development would have a negligible impact on the setting of the Castle of Mey, as the key elements of its setting, principally its aesthetic value, its relation to northward views out to sea, and the sense of remoteness experienced in views to the south from the ground level and first floor of the castle, would be retained. Both Historic Environment Scotland and the councils Historic Environment Team have agreed that the proposed development would not have an adverse impact on the setting of the Castle of Mey and its associated Inventory Garden and Designated Landscape, which is accepted.

7.47 Taken cumulatively with the consented Gills Bay substation, and the proposed Hollandmey and operational Mey Village Hall wind energy developments, any visibility of the proposed development, likely to be battery units situated on higher ground within the south of the site, would be precluded by planting proposed as mitigation of the Gills Bay and Hollandmey developments, and consequently no cumulative effects would arise. With regards to additional heritage assets recognised within the wider area in the vicinity of the proposal, given the separation distance between the proposal and any other recognised asset, such as the Mey Battery Scheduled Monument, as well as the surrounding topography and forestry plantation screening, no impacts on the setting of any feature are anticipated and as such have not been considered further within assessments which is accepted by the planning authority.

Amenity

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

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

7.50 The site is located away from most nearby residential areas, which will reduce potential impacts on the amenity of surrounding residents in the form of noise or visual effects. The nearest occupied residential properties are some 900m to the north-east of the nearest noise emitting equipment, with other residences located approximately between 1.2 km and 1.8 km away. For those occupied residential receptors that do exist around the site, it is considered that potential noise or visual impacts can be appropriately mitigated through site design, including landscaping and the use of earth bunding. Planning Permission in Principle for the demolition of and erection of a new dwelling, circa. 400m southwest of the BESS facility at Hollandmey Farm, was granted in November 2024. Whilst the existing buildings are presently unoccupied, there remains the potential for full residential occupation further down the line. Concerns were raised with the applicant about the omission of this noise sensitive receptor from the initially submitted Noise Impact Assessment.

As such, a further assessment for this receptor will be provided ahead of the committees consideration of the matter. The initial feedback from Environmental Health indicates given the separation distance and ability to introduce further mitigation measures, residential amenity will not be adversely impacted. Any subsequent mitigation can be secured by condition to ensure no adverse impact upon any nearby sensitive residential receptor.

7.51 Environmental Health have reviewed the submitted noise assessment which concludes that the predicted sound levels would be below background noise for both day and night-time activities at noise sensitive premises. Nevertheless, to ensure of the protection of the amenity levels of the surrounding area and within nearby properties in the future, Environmental Health have requested the attachment of conditions. The proposed conditions will ensure the development proceeds in accordance with the approved Noise Impact Assessment and the mitigation measures detailed, as well as ensuring that the rating level of noise arising from the use of plant, machinery or equipment installed or operated in association with this development as determined in accordance with BS4142 Methods for Rating and Assessing Industrial and Commercial Sound shall not exceed background level at the curtilage of any noise sensitive receptor. In addition, prior to the operational phase, if there are any changes to the proposed equipment or mitigation measures which could result in an increased noise level, a revised noise impact assessment will be required. A condition will also be attached for mandatory compliance monitoring to ensure noise levels once the scheme is operational are kept within the acceptable limits. Overall, it is considered with appropriate separation distance between the proposal and surrounding properties, and the advised conditions, noise sensitive dwellings shall not be subject to disturbance as a result of the development.

7.52 In terms of construction phase, it is anticipated to last for up to 2 years. A condition should be attached, to ensure of the provision of a construction noise mitigation scheme which demonstrates how the applicant/contractor will ensure the best practicable measures are implemented to reduce the impact of construction noise. Moreover, the applicant will require to submit a scheme of mitigation for construction dust, which is secured by condition as part of a Construction Environmental Management Plan. A condition is also attached regarding the provision of lighting in the application site to ensure any installed lighting scheme is appropriate to the development's location, in the interests of visual amenity.

Flood Risk and Drainage

7.53 The submitted Flood Risk Assessment Report in support of the application notes that the application site is not at risk of pluvial, fluvial or coastal flooding. As such, the councils Flood Team who have reviewed the proposed site and proposals in regard to flood risk, state that that the flood risk to the site is low and as such, have no objection to the application on the grounds of flood risk. In terms of drainage, it is noted within the application that the siting of the BESS and substation compounds have been informed by the natural slope of the site which allows the site to drain towards a designated attenuation basin located northwest of the substation compound, which will ensure surface water discharge is limited to its greenfield run-off rate. The surface water will then be drained to an existing ditch alongside the existing northern access road, which will then outfall into Burn of Horsegrow. Due to the topography of the interface substation, surface water will be attenuated in a swale

and pumped to the above-mentioned ditch to also outfall into Burn of Horsegrow. In consultation with the councils Flood Team, it has been advised that the surface water drainage arrangements, directed through a SUDS basin with controlled discharge to the Burn of Horsegrow, which mimics the pre-development situation, is acceptable, with a condition requested to be attached to ensure that the final surface water drainage design is submitted for review and approval. In line with the council guidance, the applicant is advised to demonstrate that runoff from a 1 in 200 year plus climate change event will be managed within the site. It is worth noting that to manage pollution, all surface water from development area will pass through a filter drain and the attenuation basin, with a penstock valve incorporated to prevent any contaminated water from entering the wider environment.

Health and Safety

7.54 The submission includes an Outline Battery Storage Safety Management Plan (OBSSMP) in regard to the proposed development. This sets out the measures to minimise the risk of fire, along with the specific design specifications of the BESS facility and procedures to address fire containment and firefighting. The proposal contains numerous components such as lithium iron phosphate battery chemistry which has been selected due to its higher thermal runaway temperature threshold compared to other commonly used chemistries. Within the battery units, the safety features typically include internal electrical protection, separation layers, thermal monitoring, fire detection and suppression system and venting valves. The applicants have confirmed within the OBSSMP that liquid cooling, monitoring systems and smoke and heat detectors will be included as part of the proposed development. Early off-gas detectors will also be incorporated to detect hazardous gases that are emitted under extreme conditions which may lead to thermal runaway. The fire suppression system for the facility will be an aerosol-based suppression system, which triggers when a fire hazard is detected and seeks to suffocate the hazard. Concerns were initially raised regarding the proposed suppression system given the NFCC guidance states that gas-based systems will have little effect on a thermal event within a battery cell. Nevertheless, the applicant has confirmed that the intention of this aerosol-based system is to prevent a fire in the ancillary electrical equipment within the battery housing from spreading to the battery modules. This could subsequently cause a thermal runaway event to occur, with vapour cloud formation prevented via venting. Risk of thermal runaway is mitigated through the implementation of other multi-layered safety features, such as the Battery Management System, gas and heat detection systems, and passive and active venting.

7.55 In terms of overheating risks which can multiply into thermal runaway and fire risk, quality assurance measures such as Factory Acceptance Testing (FAT) and Site Acceptance Testing (SAT) will be carried out, ensuring no mechanical damage is present with the equipment that could lead to faults. The applicant will also require specific technology selected within the proposal to demonstrate compliance to various standards including the specified industry standard NFPA 855 and the testing requirements of UL9540A. Once operational, the OBSSMP states that further mitigations of maintenance at regular intervals and continuous monitoring will ensure the equipment is operating as expected. In addition, the BESS facility will be monitored

and controlled 24/7, with alarms raised upon fault detection. Monitoring staff will also be fully trained in the operations of the equipment. The OBSSMP states that an Asset Manager to continuously monitor the BESS and be ready to respond to any alarm signals will be employed, ensuring the response to potential incidents is escalated appropriately and safety procedures initiated. Periodic maintenance and testing of all major equipment and replacement before the end of its useful lifetime will also be implemented on site. In terms of security, the BESS will also include a CCTV system and perimeter fencing to reduce the risk of fire sabotage and vandalism. An access control system will also be implemented to ensure it is always established, if anyone, is inside the site area and whether there is a need to evacuate.

7.56 The location of the facility ensures that there are no occupied buildings within 25m of the BESS units. The nearest residential properties are approximately 900m to the northeast of the proposed compound. The closest body of water is over 200m south of the proposed BESS units approximately 280m south of the site. In addition, the battery storage enclosure will be setback from the perimeter fencing, and the land immediately surrounding this is allocated to earthworks, and as such, with all appropriate technologies and management systems required to comply with separate legislation, it is considered there is sufficient mitigation incorporated to further offset any future fire risk receptors.

7.57 Following a review of the submitted OBSSMP, clarification was sought on how polluted fire water would be captured through the site's drainage system, tested and disposed of, to ensure it will not enter the water environment and will be disposed of in an environmentally responsible manner. The applicant has confirmed that surfacing across the site would be designed so as not to allow water to run off-site via overland flows across the fence line (via cut and fill which sinks the site into the surrounding topography) or via infiltration due to the impermeability of the type 1 aggregate that will be used to surface the site compounds, and the poor infiltrations across the site's underlying soils as demonstrated by ground investigations. The attenuation basin itself, whilst proposed to be planted with a wet meadow mix as part of the landscaping strategy, would be clay lined underneath, and thus also impermeable. If an emergency were to be indicated on site, the incorporated penstock valves would be automatically activated by the site's alarm system, holding all fire water run-off entirely within the attenuation basin. Due to the impermeability of the attenuation basin, and the direction of all on-site drainage into the proposed underground drainage system, the penstock valves would prevent the discharge of any potentially contaminated water into the only potential pathway into the broader water environment via the final outfall point. At this point, the contained water would be tested by an independent specialist for any potentially harmful contaminants. If such contaminants are found, the water would be pumped, tanked, and safely disposed of in accordance with relevant environmental policies and legislation, with the process to be repeated until further testing has confirmed that the water is safe for discharge.

7.58 Fully implementable Fire Management and Emergency Response Plans require to be in place prior to the delivery of battery equipment to the site, which will be secured by condition. With these plans and procedures in place, the applicant has demonstrated that the proposal's significantly adverse impact on human health, safety, and the environment in the highly unlikely event of a battery fire has been

duly considered and mitigated against. As such, the proposal complies with NPF4 Policy 23 for Health and Safety. It should be noted however that both plans will be working documents that will require updating from time to time in accordance with best practice and to take account of equipment and conditions on site. The regulation of fire safety, health, and other safety and environmental matters are not, however, matters for the planning service to regulate. Consequently, the ongoing currency of these documents will be the responsibility of the operator in consultation with the relevant agencies including the SFRS. The OBSSMP details the applicant's acceptance to liaise with relevant authorities and guidance in the development of emergency procedures.

7.59 The site has two access points to the BESS compound to provide an alternative external access point for emergency services, particularly if the combination of wind direction and smoke made one direction particularly onerous. The designed looped access track around the BESS units is noted to allow emergency vehicle access to all battery units. All internal access tracks are 5m wide with the applicant confirming there is adequate spacing for emergency vehicles to access all areas of the site if required. In addition, the applicant has also committed to providing the SFRS copies of the site access layouts. The application also incorporates passing places for the access roads to site, with turning circles or internal access loops to be implemented on the internal tracks on site to allow adequate access. In terms of spacing between the BESS units, the application proposes a separation distance of 3m between each unit. The standard minimum spacing as distinguished within the NFCC guidance (2023) between units of 6 metres is not achieved within the proposed development. However, the applicant states that the NFCC guidance requirement references FM Global 5-33 (2017) which has since been updated in 2024 to a separation distance of 1.5m for Lithium-ion phosphate battery units as proposed within the application. The applicant justifies the 3m spacing stating that they are compliant to updated standards, with the draft updated NFCC guidance published in 2024 not referencing such spacing requirement. The applicant states that the NFCC draft 2024 guidance references NFPA 855, which the proposed development complies with complying to. As such, given the separation distance between the battery units is in line with the most recent technical standards for BESS facilities, the 3m spacing between units can be considered acceptable. Regarding, the requirement for 10m separation distance between combustible vegetation and the BESS units as noted in the NFCC guidance, the applicant has advised that grass is proposed within the 10m setback distance, however shrub planting will maintain the 10m setback to ensure compliance. The applicant has committed to the management of the landscaping to ensure it does not increase the risk of a fire on the site, as required.

7.60 In terms, of water supply availability for firefighting, the application states that in line with the 2024 NFCC Draft Guidance, spacing has been provided within the proposed site layout to accommodate a static fire water tank with a capacity of 228,000 litres, situated adjacent to the BESS compound. This is noted to be much greater in capacity than the 180,000 litres stated within the guidance. The fire water tank has been included on the submitted plans, and will be secured by condition. The application advises that any fire water tank installed on site would be connected via a ring main around the perimeter of the BESS compound to ensure that the distance from any hydrant to any piece of BESS equipment is limited to no more than 90 m. The ring main would be controlled by a pump which will be set at the correct pressure

as agreed with the local fire and rescue service, which is accepted. An attenuation basin with a capacity of 3,200 m3 (equivalent of 3,200,000 litres) is provided at the northwest of the BESS compound is proposed within the application. As already mentioned, the councils Flood Team has recommended a planning condition requiring the size of the basin to be increased to 4,288 m3 (equivalent of 4,288,000 litres) in order to allow for a 1:200 year + climate change, to which the applicant has advised they are happy to comply with. The basin capacity does not consider the 300 mm freeboard at the top of the basin, and therefore as detailed within the application, the Planning Authority is content that the volume of the attenuation basin is significantly greater than the volume of fire water that requires to be stored on site.

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

Traffic and Transport

7.62 Access to the site is to be made via an existing agricultural track which is formed off private access roads located to the north. The primary access is via the Philips Mains private access road which extends approximately 1.8km northeast from the site to link with the C1033 via an existing access junction. From the Philips Mains private access road junction, the C1033 extends approximately 375m to the west to link with U1633. The U1633 is an unclassified road which extends approximately 750m to the northwest to link with the A836. The proposed BESS compound has two access junctions one from the northwest and another to the south, with the internal access tracks splitting throughout the BESS facility, allowing access to the compound from both the north and south of the site in the event of emergency, in line with the NFFC guidance. The councils Transport Planning Team have reviewed the proposed access arrangements and stated that presently the application drawings detail insufficient information regarding the proposed access junction, with a condition to be secured to ensure final design details are submitted for the approval of Transport Planning prior to the commencement of development.

7.63 There will be a higher level of traffic during construction along the local road network, with the construction phase noted to last for an approximate 2-year period, with the Gills Bay Substation and Hollandmey Renewable Energy Development likely to also be constructed concurrently with this proposed development. Construction will involve taking construction machinery to site, delivery of aggregate for the site track, delivery of site components including the battery containers and other equipment and materials, a mixture of light commercial and HGV loads. The application confirms that construction traffic will use the A836, C1023 and U1633. While the A836 is

expected to see a 9% increase in HGV traffic, the more sensitive U and C class roads are forecast to experience HGV increases of 160% and 100%, respectively, levels that would be considered extraordinary. The councils Transport Planning Team have previously advised that the majority of roads in the surrounding area, especially the single-track roads, are essentially farm tracks that have been repeatedly surfaced over a period of time. They are not designed roads and are only capable of safely transporting the current levels of traffic, not the repeated loadings of additional HGVs associated with large scale energy schemes. In addition, many of the roads are built on peat which further increases their vulnerability to damage from any significant increase in traffic, especially HGV traffic. For the adjacent Mey BESS development (24/02621/S36), which shares the same construction routes as proposed, the local roads team advised of various road improvements and a package of mitigation measures for the U1633 and C1023. Given the similarities between the developments and the time constraints, Transport Planning have advised the same recommended conditions to be attached to this application to secure such improvements to the public road network. In addition, Transport Planning have also advised that the applicant will require to enter into a Section 96 Legal Agreement which should include a requirement for a traffic counter at the access, given the shared use of construction routes with other developments in the area.

7.64 A revised Construction Traffic Management Plan (CTMP) is also to be conditioned to ensure that construction and ongoing operational access is effectively managed and controlled. With regards to Abnormal Indivisible Loads (AIL), the application states that the maximum load has been assessed at 88.4 tonnes. The submission includes various swept path analysis within the local road network in the vicinity of the site, with the assessment detailing that the left turn from the C1033 onto the private track at Bruach House, may be overrun and oversail onto third party land out with the red line boundary. Transport Planning have advised that given a lack of clarity on the AIL movements particularly regarding impact on structures, a condition should be attached regarding AIL movements with full details to be submitted prior to the satisfaction of the road's authority prior to development commencement. Overall, Transport Planning and Transport Scotland have no objections subject to conditions. The conditions requested by Transport Scotland, which regard AIL movements along the trunk road network and any mitigation such as traffic managements arrangements as a statutory consultee are required to be added by the ECU if deemed necessary.

Public Access

7.65 The location of the proposed development limited or no know use fort recreational use, with no core paths perceived to be impacted during construction or in the operational period. Nevertheless, in consultation with the councils Access Officer, existing tracks in and surrounding the site are, in practice, accessible to the public for none motorised recreational use and main access tracks which will be upgraded for this development should be open for such use during any operation on the proposal. A basic recreational access management plan as advised by the Access Officer should be secured by condition to ensure tracks required to remain accessible to the public do so, and that any signage and access control infrastructure such as gates or fences do not restrict such use.

Decommissioning and Reinstatement

7.66 It is understood that BESS facilities have a limited operational lifetime, generally within the region of 50 years. While there is no suggestion to limit the lifetime of this development by condition, it is appropriate as well as required under NPF4 Policy 11 e) and HwLDP Policy 67 to condition an outline Decommissioning and Reinstatement Plan (DRP) prior to the commencement of development on site. The DRP shall inform measures to safeguard and guarantee finances, prior to the commencement of development, to effectively implement the DRP in the event the operator or owner is no longer solvent, which should also be secured by condition. The strategy and financial safeguard would also require to be reviewed at regular intervals. Although a DRP has been submitted in support of the application, given prior to installation at detailed design phase the proposed arrangements may alter, the condition is still attached to ensure the council are provided with the finalised details.

8. MATTERS TO BE SECURED BY LEGAL AGREEMENT

8.1 None prior to determination of the application. A financial guarantee to secure decommissioning of the site can be secured via condition. Similarly, Transport Planning have also advised that the applicant will require to enter into a Section 96 Legal Agreement to cover any excessive wear and tear on the local road network. This is expected to be secured when assessing the provisions of the Construction Traffic Management Plan to be secured by condition.

9. CONCLUSION

9.1 The proposed development has the potential to play a role in addressing supply and demand peaks and troughs within the electricity transmission network by virtue of storing excess energy produced by generating stations, including from renewable sources. In that way, the proposal is considered to contribute to national climate change and carbon net-zero targets. It is a technology that has strong support within National Planning Framework 4 Policy 11 Energy. Following the submission of additional information and amendments made to the proposal, with a reduction in the overall development footprint, and securement of further landscape mitigation, suitable biodiversity enhancements, and fire risk mitigation it is considered that the proposed development is acceptable and will not be significantly detrimental overall. Although industrial in appearance, the proposal would be well sited, set back at a distance from the public roadside and residential properties. In time it would also be relatively well screened, built into the site, making use of the surrounding landform with the landscape and visual impact of the development being suitably mitigated.

10. IMPLICATIONS

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

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

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

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

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before consultation response issued to Scottish Ministers: None.

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

A. The Committee granting delegated authority to the Area Planning Manager - North to agree the finished condition wording, with any substantive amendments to be subject to prior consultation with the Chair of the North Planning Applications Committee; and

B. The following conditions and reasons.

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

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

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

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

2. **Commencement of Development**

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

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

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

3. **Non-assignation**

(1) This consent shall not be assigned without the prior written authorisation of the Scottish Ministers. The Scottish Ministers may authorise the assignation, with or without conditions.

(2) The Company shall notify the Planning Authority and the Scottish Ministers in writing of the name of the assignee, principal named contact and contact details within fourteen days of the consent being assigned.

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

4. **Serious Incident Reporting**

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

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

Conditions to be attached to any deemed Planning Permission

5. **Commencement of Development**

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

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

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

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

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

- Up to 4,800 battery storage units;
- Up to 50 MV Skids;
- An underground 132 kV grid connection cable;
- Power converters, switching and electrical gear;
- A Substation Compound comprising, a High Voltage Transformer, Substation Building, Switchgear, and Auxilary Transformer
- A 132kV Interface Substation comprising a TO Metering Building and Switchgear;
- Spare and communication container;
- Fencing;

- Landscaping and biodiversity enhancement;
- Area of hardstanding;
- Parking for maintenance vehicles;
- Welfare units
- Temporary construction compound
- Access tracks and junctions;
- Water tanks;
- SuDS.

(2) Prior to the final commissioning of the development hereby approved, all elements of the development that relate to Part (1) above, and as approved in writing by the Planning Authority under Condition 7 below, along with site drainage and flood mitigation infrastructure, site security measures, and fire safety measures including the means of containment of fire suppressant materials shall be constructed and installed in full, made available for use, and thereafter maintained for this use for the lifetime of the development.

(3) In the event of the Development not storing and supplying electricity on a commercial basis to the grid network for a continuous period of 12 months from 50% or more batteries installed and commissioned from time to time, the Company shall immediately notify the Planning Authority in writing of that situation and shall, if the Planning Authority direct in writing, decommission the development and reinstate the site to the specification and satisfaction of the Planning Authority in accordance with an approved Decommissioning, Restoration, and Aftercare Plan, which shall be based on the principles of the Decommissioning, Restoration, and Aftercare Strategy approved under Condition 8 of this permission and updated according with the relevant guidance and best practice at the time. The Planning Authority shall have due regard to the circumstances surrounding the failure to store electricity.

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

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

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

(1) No development shall commence unless and until full siting and design details of the development including all proposed battery cabinets, buildings, and ancillary infrastructure hereby permitted, have been submitted to, and approved in writing by, the Planning Authority. These details shall include:

a. the make, model, design, power rating, sound power level of the batteries, the dimensions of the battery storage cabinets and ancillary infrastructure, control building, storage and office facilities to be installed, and show

separation distances between battery storage units which shall comply with the prevailing fire safety legislation and best practice guidelines at the time of installation; and,

b. the external colour and/or finish of the storage containers, buildings, and ancillary infrastructure on site, which shall have a dark-neutral, non-reflective, semi-matte finish.

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

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

All cables between the storage containers, buildings, and ancillary infrastructure shall be installed and kept underground.

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

8. **Decommissioning, Restoration and, Aftercare**

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

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

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

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

d) details of measures for soil storage and management;

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

f) temporary site illumination;

g) management and timing of the works; and

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

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

9. **Financial Guarantee**

No development shall commence until:

(1) Full details of a guarantee, bond or other financial provision to be put in place to cover all of the decommissioning and site restoration measures outlined in the Decommissioning and Restoration Plan approved under Condition 8 of this permission have been submitted to, and approved in writing by, the Planning Authority. For the avoidance of doubt the bond must be able to be called upon by The Highland Council and be enforceable against the operator and landowner and/ or leaseholder; and

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

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

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

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

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

(5) Each review shall be:

a) conducted by a suitably qualified independent professional; and

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

Planning Authority; and

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

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

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

10. **Drainage**

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

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

11. **External Lighting**

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

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

12. **Habitat Management Plan**

(1) No Development shall commence unless and until a Habitat Management Plan (HMP) has been submitted to, and approved in writing by, the Planning Authority, in consultation with the councils Ecology Team. The HMP shall set out the proposed habitat management of the site during the period of construction, operation, and decommissioning, restoration and aftercare, including full details of biodiversity enhancement measures.
(2) The HMP shall provide for the maintenance, monitoring, and reporting of the habitat within the HMP area.
(3) The HMP shall include provision for regular monitoring and review to be undertaken against the HMP objectives and measures for securing amendments or additions to the HMP in the event that the HMP objectives are not being met.
(4) Unless and until otherwise agreed in advance in writing with the Planning Authority, the approved HMP (as amended from time to time with written approval of the Planning Authority) shall be implemented within 12 months of following ground works commencing on site and shall remain in place for a minimum of 30 years.
(5) GIS shapefiles of HMP areas shall be supplied with the HMP to the Planning Authority prior to the commencement of works.

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

13. **Species Protection**

(1) No development or Site Enabling Works shall commence until pre-construction ecological surveys are undertaken, which shall be undertaken at the appropriate time of year and no more than 3 months prior to works commencing on site, and a report of the survey has been submitted to, and approved in writing by, the Planning Authority. The surveys shall cover the application site including an appropriate buffer from its boundary and the HMP areas with the report including mitigation measures where any impact, or potential impact, on protected species including but not limited to otter or their habitat has been identified.

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

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

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

14. **Species Protection Plan**

No development shall commence until Species Protection Plans have been submitted to and approved in writing by the Planning Authority, in consultation with the councils Ecology Team. For the avoidance of doubt, the submitted plans shall include a Bird Protection Plan, and any other protected species identified on site during the preconstruction surveys. Thereafter, the development shall be constructed in accordance with the approved details and maintained in perpetuity.

Reason: To ensure that all construction and operation of the proposed development has a limited impact on the aforementioned protected species, and to ensure that the mitigation measures contained in the Ecological Impact Assessment Report which accompanied the application, or as otherwise agreed, are fully implemented.

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, in consultation with NatureScot and SEPA. Thereafter the construction of the development shall only be carried out in accordance with the approved CEMD, subject to any variations approved in writing by the Planning Authority. The CEMD shall include, but is not limited to:

a) details of the phasing of construction works;
b) details of any temporary site construction compound including temporary structures/buildings, fencing, parking and storage provision to be used in connection with the construction of the development;
c) details and implementation and a timetable for post construction restoration/reinstatement of the temporary working areas, and the construction compound;
d) details of the method of construction and erection of the structures and any underbuilding/platforms;
e) details of pollution control via a Pollution Prevention Plan (PPP): protection of the water environment and existing private water supplies, bunding of fuel storage areas, surface water drainage, sewage disposal and discharge of foul drainage;
f) details of temporary site illumination during the construction period;
g) details of timing of works;
h) details of surface treatments and the construction of all hard surfaces and access tracks between each element of the proposed development This shall include details of the tracks in a dark, non-reflective finish with details of the chemical properties of any and all imported stone provided;
i) details of routeing of onsite cabling;
j) details of emergency procedures and pollution response plans;
k) siting and details of wheel washing facilities;
l) cleaning of site entrances, site tracks and the adjacent public

highway and the sheeting of all HGVs taking spoil or construction materials to/from the site to prevent spillage or deposit of any materials on the highway;

m) details of working practices for protecting nearby residential dwellings, including general measures to control noise and vibration arising from on-site activities, to be adopted as set out in British Standard 5228 Part 1: 2009;
n) details of the location of tree protection fencing to be erected between the development site and the trees to the west;
o) a Species Protection Plan;
p) details of areas on the site designated for the storage, loading, off-loading, parking and manoeuvring of heavy-duty plant, equipment and vehicles; and,
q) details of how the best practicable measures will be implemented to reduce the impact of construction noise at noise sensitive locations.

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

16. **Ecological Clerk of Works**

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

The terms of appointment shall:

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

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

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

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

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

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

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

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

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

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

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

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

e) Traffic management measures on the routes to site for construction traffic including details of traffic management proposals to prevent HGVs meeting on the private access to the site or at its junction with the public road. In addition, measures such as temporary speed limits, suitable temporary signage, road markings and the use of speed activated signs and banksman/escort details should be considered. During the delivery period of construction materials any additional signing or temporary traffic control measures deemed necessary due to the size or length of any loads being delivered or removed must be undertaken by a recognised Quality Assured traffic management consultant, to be approved by the Local Roads Authority before delivery commences;

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

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

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

construction period;

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

j) Provisions for emergency vehicle access;

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

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

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

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

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

18. **Abnormal Loads**

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

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

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

c) A contingency plan prepared by the abnormal load haulier. The plan shall be adopted only after consultation and agreement with the Police and the respective Roads Authorities. It shall include measures to deal

with any haulage incidents that may result in public roads becoming temporarily closed or restricted.

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

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

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

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

19. **Cumulative Impact of Construction Traffic**

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

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

b) An engineering assessment of the carriageway strength of the proposed HGV construction traffic routes and their ability to support the significant increase in loading where the HGV traffic flows will increase above 10% on the C1033 and U1633 from the A836 to the site access and on any single-track roads serving bulk suppliers. Detailed designs will be required to provide full width strengthening and any necessary reshaping of the carriageway identified in the assessment.

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

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

Thereafter, the approved details shall be implemented in full.

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

20. **Access**

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

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

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

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

21. **Landscaping**

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

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

All landscaping works approved under the Landscape Masterplan shall be undertaken under the supervision of the landscape consultant who shall be employed at the developer's expense. The Landscape Consultant shall be appointed as a minimum for the period from the commencement of the development until the completion of the approved landscaping work and their remit shall include:

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

(b) The preparation of Certificates of Compliance for each stage of work involved in the development, which shall be submitted to the Planning Authority upon completion of the stage to which they relate. Prior to

the commencement of development, site excavation or groundwork commencing, details of each stage of work (including a general description of the type and extent of work to be carried out within that stage) shall be submitted to, and approved in writing by the Planning Authority.

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

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

22. **Operational Maintenance**

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

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

23. **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.

24. **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.

25. **Construction Noise**

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

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

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

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

4. A description of noise mitigation methods that will be put in place including any proposals for community liaison. The best practice found in BS5228 Code of practice for noise and vibration control on construction and open sites should be followed. Any divergence requires to be justified.

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

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

26. **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.

27. **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 or 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.

28. **Socio-Economic Benefit**

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

The Scheme shall include the following:

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

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

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

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

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

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

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

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

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

29. **Dust Mitigation**

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

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

30. **Operational Noise**

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 background level at the curtilage of any noise sensitive receptor.

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

31. **Changes to Noise**

Prior to the development becoming operational, if there are any changes to the proposed equipment or mitigation measures which could result in an increased noise level, a revised noise impact assessment shall be submitted to and approved in writing by the Planning Authority. Thereafter the development shall proceed in accordance with the revised assessment.

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

32. **Compliance with Noise Mitigation**

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

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

33. **Site Security**

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

Reason: In the interests of amenity.

34. **Compliance Monitoring**

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

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

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

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

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

35. **Mandatory Compliance Monitoring**

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

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

development becoming fully operational. If the noise level exceeds the prescribed noise limits, the assessment report shall include a scheme of mitigation to be enacted, including timescales for implementation, to ensure compliance with consented noise limits. Details of the proposed compliance monitoring must be agreed in writing beforehand with the Council's Environmental Health Service.
Reason: In order to safeguard the amenity of neighbouring properties and occupants.

36. **Recreational Access Management Plan**

No development shall commence until a Recreational Access Management Plan public access across the site (as existing, during construction and following completion) has been submitted to, and approved in writing by, the Planning Authority. The plan shall include details to ensure any signage and access control infrastructure does not restrict such use. The approved plan shall be implemented in full prior to the energisation date of the development or as otherwise may be agreed within the approved plan.

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

37. **Private Water Supply**

A private water supply risk assessment which identifies any supply, including pipework, which may be adversely affected by the development shall be submitted for the approval in writing of the Planning Authority prior to the commencement of development. A report which includes details of the measures proposed to prevent contamination or physical disruption shall thereafter be submitted for the written approval of the Planning Authority. The report shall include details of any monitoring prior to, during and following construction and proposals for contingency measures in the event of an incident. Highland Council has some information on known supplies which can be provided on request however, it is not definitive. An on-site survey will be required.
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.

Signature:

Designation: Area Manager – North

Author: Liam Burnside

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

Relevant Plans: Plan 1 - 002.1 REV 7 – Location Plan

Plan 2 - 009.3 REV 0 – Floor/Elevation – BESS Compound

Plan 3 - 009.2 REV 0 – Floor/Elevation – Substation Compound

Plan 4 - 009.1 REV 0 – Floor/Elevation – Interface Substation

Plan 5 - 004.1 REV 01 - Floor/Elevation – Substation Building

Plan 6 - 004.2 REV 00 - Floor/Elevation – MV SKID

Plan 7 - 004.3 REV 00 - Floor/Elevation – Battery String

Plan 8 - 004.4 REV 00 – Floor/Elevation – Auxiliary Transformer

Plan 9 - 004.5 REV 00 – Floor/Elevation – LV Cabinet

Plan 10 - 004.6 REV 00 – Floor/Elevation – Lighting and CCTV Column

Plan 11 - 004.7 REV 01 – Floor/Elevation – Typical Fencing

Plan 12 - 004.8 REV 01 – Floor/Elevation – High Voltage Transformer

Plan 13 - 004.9 REV 00 – Floor/Elevation – TO Metering Building

Plan 14 - 005.2 REV 02 – Site Layout Plan – Interface Substation Layout

Plan 15 - 005.3 REV 03 – Site Layout Plan – Substation Compound Layout

Plan 16 – 005.7 REV 04 - Site Level Plan

Plan 17 - 0885-SHRSK-XX-XX-DR-L-1002 REV 00 - Site Section Plan – Illustrative Landscape Sections

Plan 18 - 005.9 REV 01 – Site Layout Plan – Fire Safety Plan

Plan 19 - 005.9.1 REV 01 – Site Layout Plan – Detailed Fire Safety Plan

Plan 20 - 0885-SHRSK-XX-XX-DR-L-1001 – Landscaping Plan – Figure 6B

Plan 21 - 0885-SHRSK-XX-XX-DR-L-1000 REV 02 – Landscaping Plan – Figure 6A

Plan 22 - 001.1 REV 10 – Site Layout Plan – Indicative

Plan 23 - 005.4 REV 06 - Site Layout Plan - Detailed

Appendix 2: Development Plan and Other Material Policy Considerations

DEVELOPMENT PLAN

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

National Planning Framework 4 (2023) (NPF4)

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

Highland Wide Local Development Plan 2012 (HwLDP)

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

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

No specific policies apply.

Highland Council Supplementary Planning Policy Guidance

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

OTHER MATERIAL POLICY CONSIDERATIONS

Scottish and UK Government Planning Policy and Other Guidance

Control of Woodland Removal (2009)

Onshore Wind Policy Statement (Dec 2022)

Scottish Energy Strategy (2017)

Draft Energy Strategy and Just Transition Plan (2023)

2020 Routemap for Renewable Energy (Jun 2011)

Energy Efficient Scotland Route Map (May 2018)

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

PAN 68 – Design Statements (Aug 2003)

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

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

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

National Planning Framework 4

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

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

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

NPF4 Policy 20 for Blue and Green Infrastructure supports facilities that design protect and enhance blue and green infrastructure and their networks by making climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management integral to design. In this instance drainage within the proposal site will require to be managed through a sustainable urban drainage systems (SUDS), which should seek to minimise the area of impermeable surfaces pursuant to Policy 22 for Flood risk and water management. Policy 23 for Health and safety is also relevant to the assessment as it seeks to protect people and places from environmental harm, mitigate risks arising from safety hazards, and encourage, promote, and facilitate development that improves health and wellbeing. Furthermore, NPF4 Policy 25 for Community Wealth Building sets out at Part a) that development proposals should contribute to local or regional community wealth building strategies and be consistent with local economic priorities.

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

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

Highland-wide Local Development Plan (HwLDP)

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

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

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

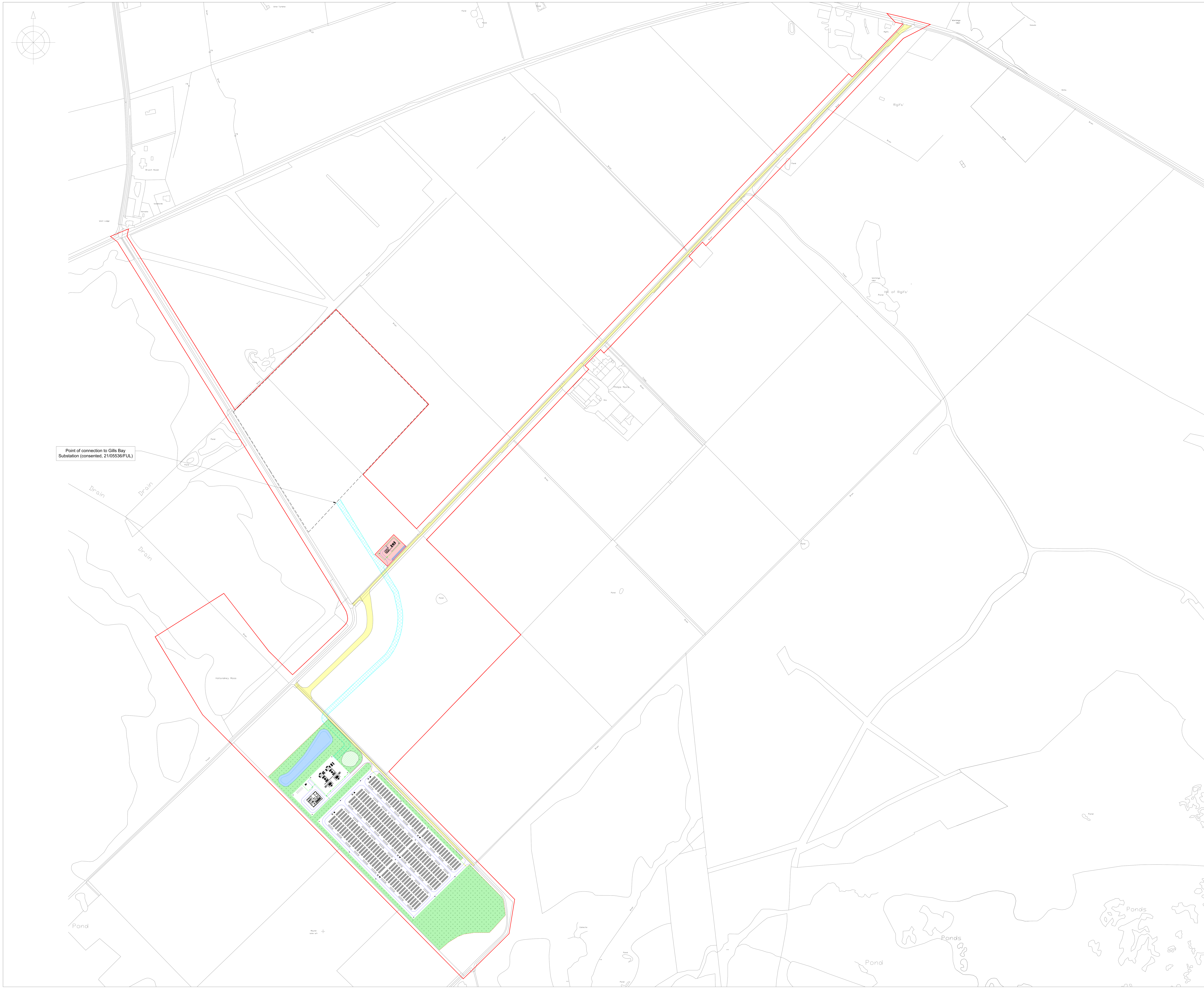
Onshore Wind Energy Supplementary Guidance (OWESG)

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

Draft Energy Strategy and Just Transition Plan (2023)

The Draft Energy Strategy and Just Transition Plan acknowledges that BESS can increase flexibility to our electricity system and provide wider benefits for consumers and society. The

draft sets out that by September 2021, Scotland had approximately 864MW of installed electricity storage capacity with 2.2GW of battery storage approved through the planning system, but that Scotland requires to increase its storage capacity significantly. Since that publication, the published Quarter 2 2024 Energy Statistics for Scotland show that there is currently an estimated 12 BESS facilities under construction across Scotland, which will increase battery storage capacity by 1.4GW and that there is a total of 18.6GW of BESS projects in the pipeline, that is schemes that are in planning, awaiting construction or undergoing construction, of which this application is only one.



Drawing Notes:

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.
3. Planning boundary area = 45.381ha

Legend

- Planning Boundary
- Access Route
- Indicative Cable Route
- Consented SSE Gills Bay Substation Compound (By Others)
- Attenuation Basin/Swale
- Planting/Landscaping
- 1.5m High Bund (Landscaping)

1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm 1m
1:20			0.5m			1m			1.5m	2m
1:25		0.5m		1m			1.5m	2m		2.5m
1:50		1m		2m			3m	4m		5m
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	10m
1:200			5m			10m			15m	20m
1:250		5m		10m			15m	20m		25m
1:500		10m		20m			30m	40m		50m
1:1000	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m
1:2000			50m			100m			150m	200m
1:2500		50m		100m			150m	200m		250m
1:5000		100m		200m			300m	400m		500m

REV	DATE	DESCRIPTION	BY	CHK'D
10	27.09.2024	Sheet size and scale amended to 1:2500.	JH	AP
9	18.09.2024	Planting/Landscaping area and access into interface substation amended.	JH	AP
8	12.09.2024	BESS compound layout amended and planting/landscaping area increased. Interface substation position amended.	JH	AP
7	22.07.2024	Site layout amended with reduced number of BESS blocks	JH	AP
6	12.07.2024	Site layout amended for larger attenuation basin	JH	AP
5	19.04.2024	1:5000 scale added to scale bar	JH	AP
4	15.04.2024	Site layout and planning boundary amended	JH	JM
3	25.01.2024	Site layout plan amended. Drawing title amended.	JH	AP
2	19.07.2023	Option area amended	WL	RS
1	23.02.2023	Site location moved NW to avoid peat	WL	RS
0	10.02.2023	Proposed Site/Block Plan - for information	WL	RS

FIELD

Field
Fora - Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

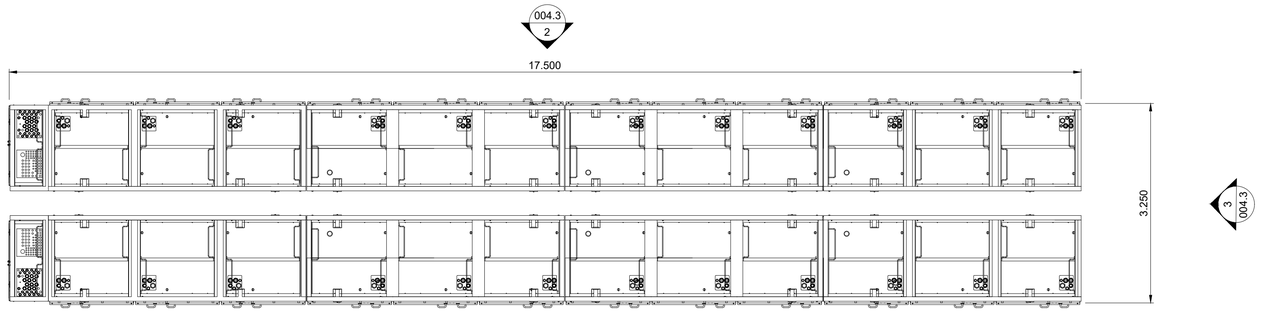
TITLE
Indicative Site Layout Plan

DISCIPLINE
PLANNING

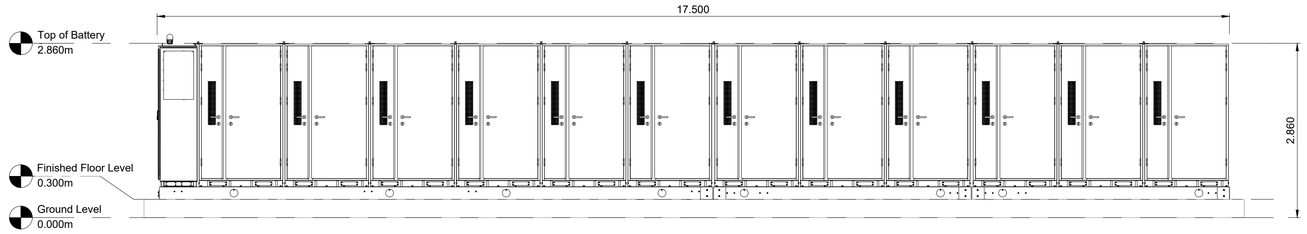
DRAWING STATUS
FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:2,500 @ A0	10.02.2023	WL	RS	RS

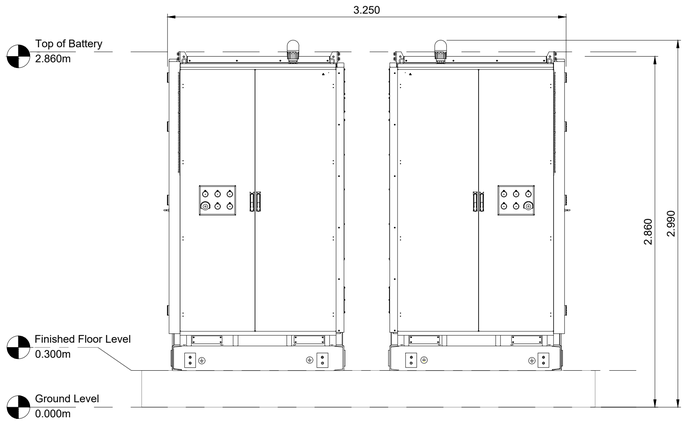
PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	001.1	10



1 Battery String Plan
Scale 1:50 @ A1



2 Battery String North Elevation
Scale 1:50 @ A1



3 Battery String East Elevation
Scale 1:25 @ A1

Drawing Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

REV	DATE	DESCRIPTION	BY	CHK'D
0	18.09.2024	Battery String Plan and Elevations - Original	JH	EW

Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

TITLE
Battery String
Plan and Elevations

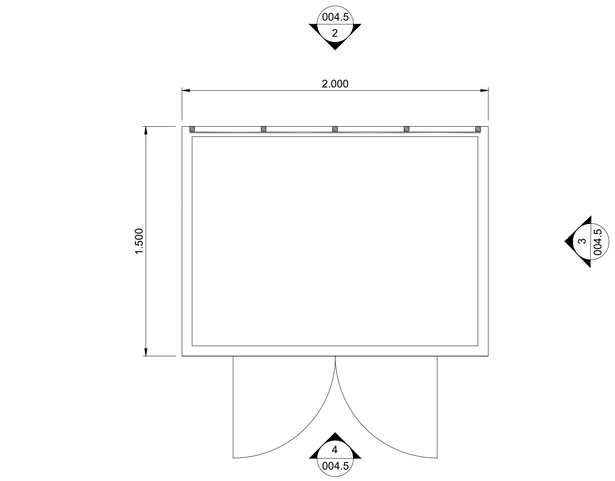
DISCIPLINE: PLANNING

DRAWING STATUS: FOR PLANNING

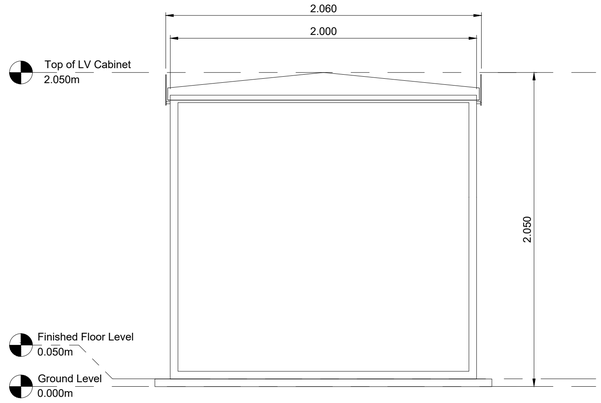
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
As Shown	18.09.2024	JH	EW	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	004.3	00

1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20		0.5m		1m		1.5m		2m			
1:25		0.5mm		1m		1.5m		2m			2.5m
1:50		1m		2m		3m		4m			5m
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m		10m
1:200		5m		10m		15m			20m		
1:250		5m		10m		15m		20m			25m
1:500		10m		20m		30m		40m			50m
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m



1 LV Cabinet Plan
Scale 1:20 @ A1



2 LV Cabinet North Elevation
Scale 1:20 @ A1

3 LV Cabinet East Elevation
Scale 1:20 @ A1

4 LV Cabinet South Elevation
Scale 1:20 @ A1

1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20			0.5m			1m			1.5m		2m
1:25		0.5mm		1m			1.5m			2m	2.5m
1:50		1m		2m		3m		4m			5m
1:100		1m	2m	3m	4m	5m	6m	7m	8m	9m	10m
1:200			5m			10m			15m		20m
1:250			5m		10m		15m		20m		25m
1:500			10m		20m		30m		40m		50m
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m

Drawing Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

REV	DATE	DESCRIPTION	BY	CHK'D
0	19.09.2024	LV Cabinet Plan and Elevations - Original	JH	EW

Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

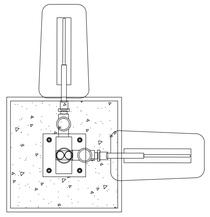
TITLE
LV Cabinet
Plan and Elevations

DISCIPLINE
PLANNING

DRAWING STATUS
FOR PLANNING

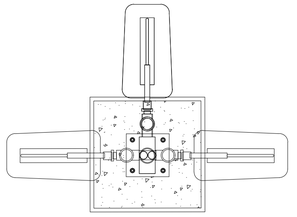
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:20 @ A1	19.09.2024	JH	EW	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	004.5	00



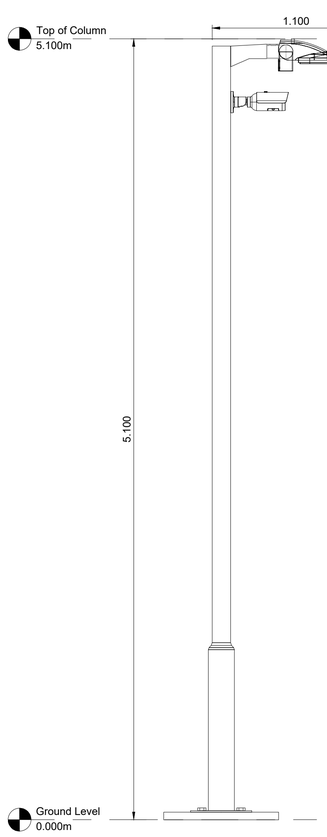
3
004.6

1 Lighting and CCTV Column Plan - Double Bracket
Scale 1:20 @ A1

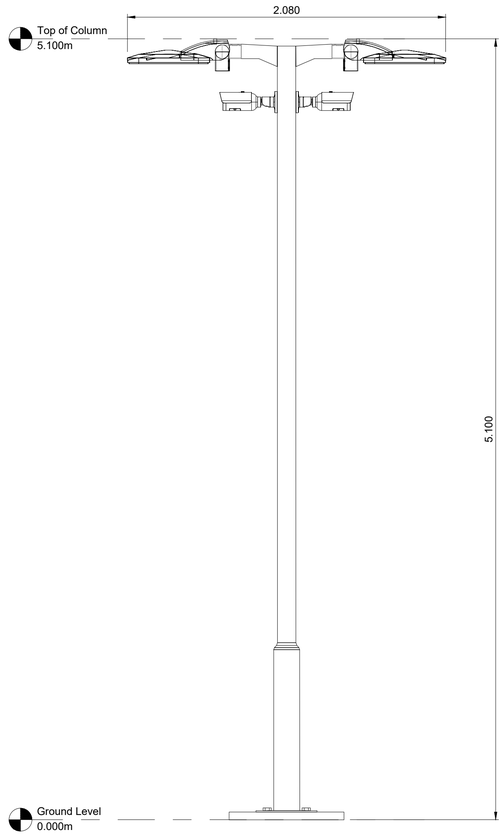


4
004.6

2 Lighting and CCTV Column Plan - Triple Bracket
Scale 1:20 @ A1



3 Lighting and CCTV Column Elevation - Double Bracket
Scale 1:20 @ A1



4 Lighting and CCTV Column Elevation - Triple Bracket
Scale 1:20 @ A1

1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20			0.5m			1m			1.5m		2m
1:25		0.5mm		1m		1.5m		2m		2.5m	
1:50		1m		2m		3m		4m		5m	
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	10m	
1:200		5m			10m			15m		20m	
1:250		5m		10m		15m		20m		25m	
1:500		10m		20m		30m		40m		50m	
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m

Drawing Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

REV	DATE	DESCRIPTION	BY	CHK'D
0	19.09.2024	Lighting and CCTV Column Plan and Elevations - Original	JH	EW

Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

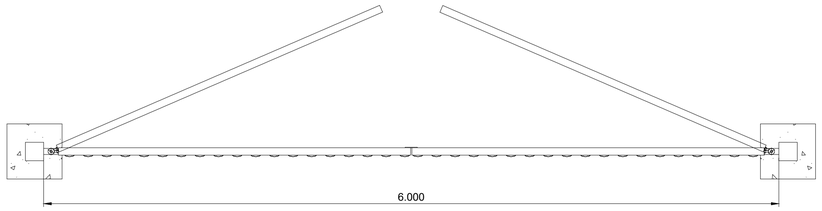
TITLE
Lighting and CCTV Column
Plan and Elevations

DISCIPLINE
PLANNING

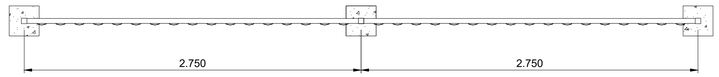
DRAWING STATUS
FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:20 @ A1	19.09.2024	JH	EW	RS

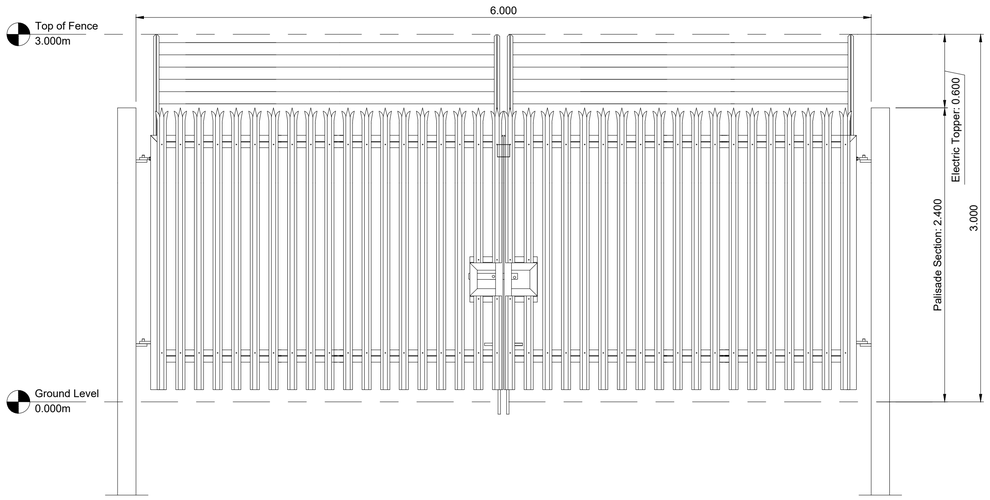
PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	004.6	00



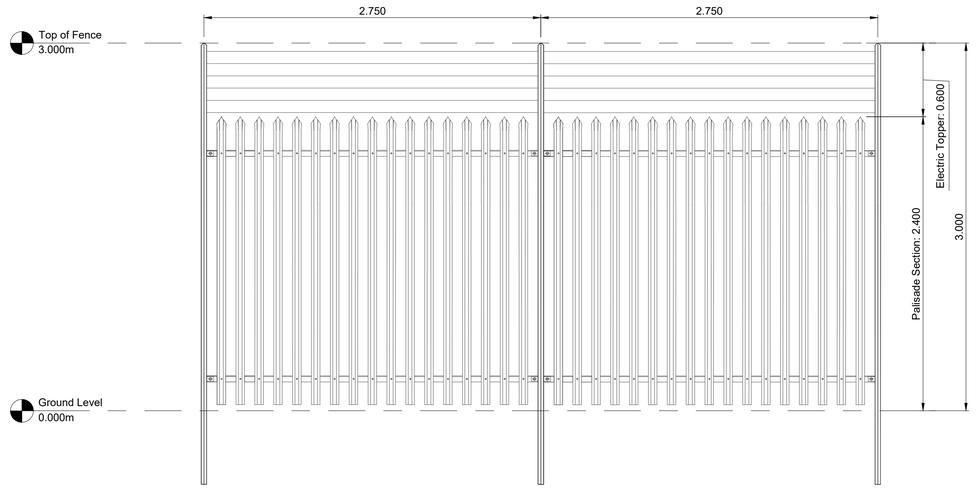
1 6 Metre Access Gate Plan
Scale 1:25 @ A1



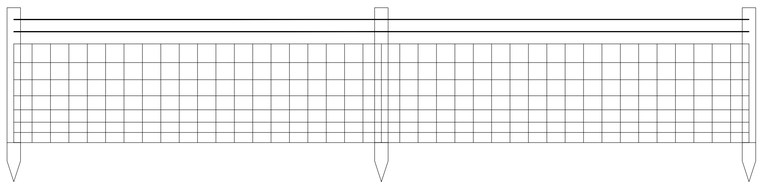
2 Typical Palisade Fence Plan
Scale 1:25 @ A1



3 6 Metre Access Gate Elevation
Scale 1:25 @ A1



4 Typical Palisade Fence Elevation
Scale 1:25 @ A1



5 Stock Proof Fencing Elevation
Scale 1:25 @ A1

1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20			0.5m			1m			1.5m		2m
1:25		0.5mm		1m			1.5m		2m		2.5m
1:50		1m		2m		3m		4m			5m
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m		10m
1:200		5m			10m			15m			20m
1:250		5m		10m			15m		20m		25m
1:500		10m		20m			30m		40m		50m
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m

Drawing Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

REV	DATE	DESCRIPTION	BY	CHK'D
1	27.09.2024	Stock proof fencing added. Drawing title amended.	JH	AP
0	19.09.2024	Typical Fencing Plan and Elevations - Original	JH	EW

FIELD
Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

TITLE
Typical Fencing
Plan and Elevations

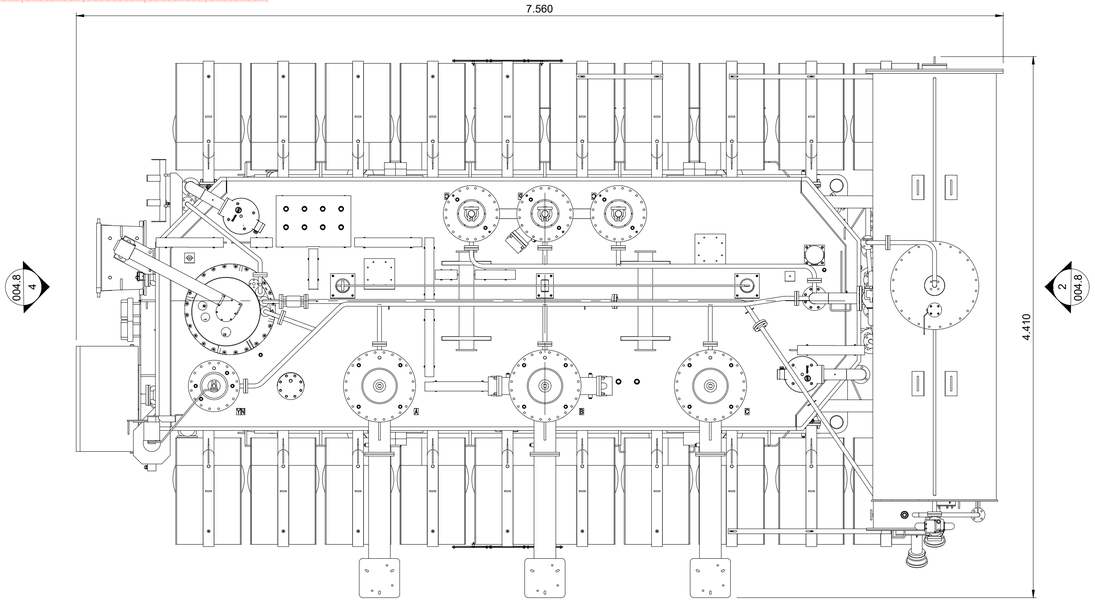
DISCIPLINE
PLANNING

DRAWING STATUS
FOR PLANNING

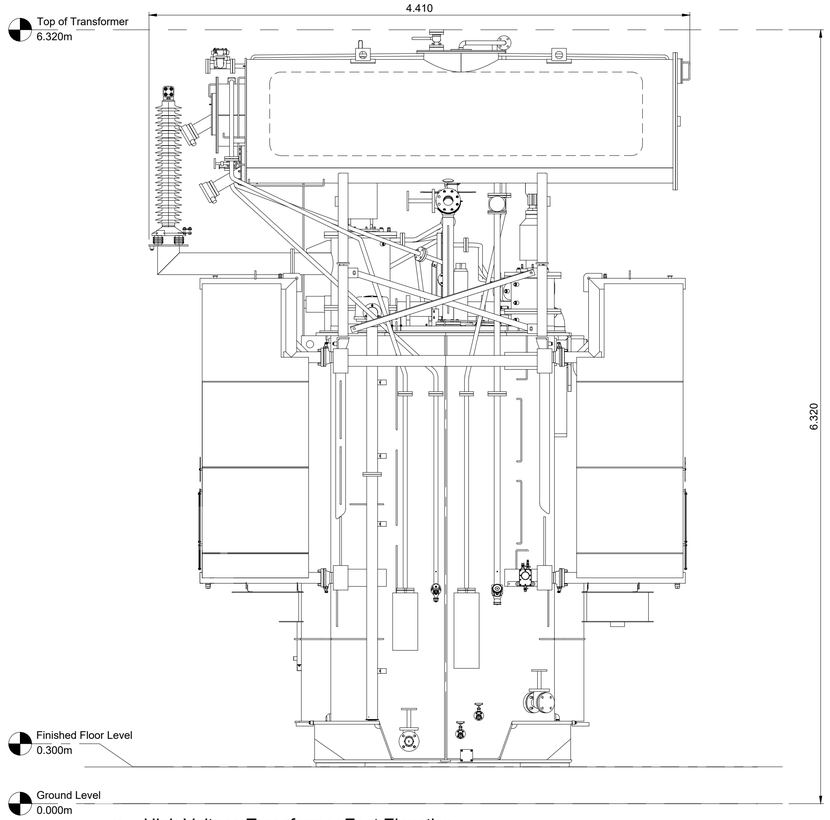
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:25 @ A1	19.09.2024	JH	EW	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	004.7	01

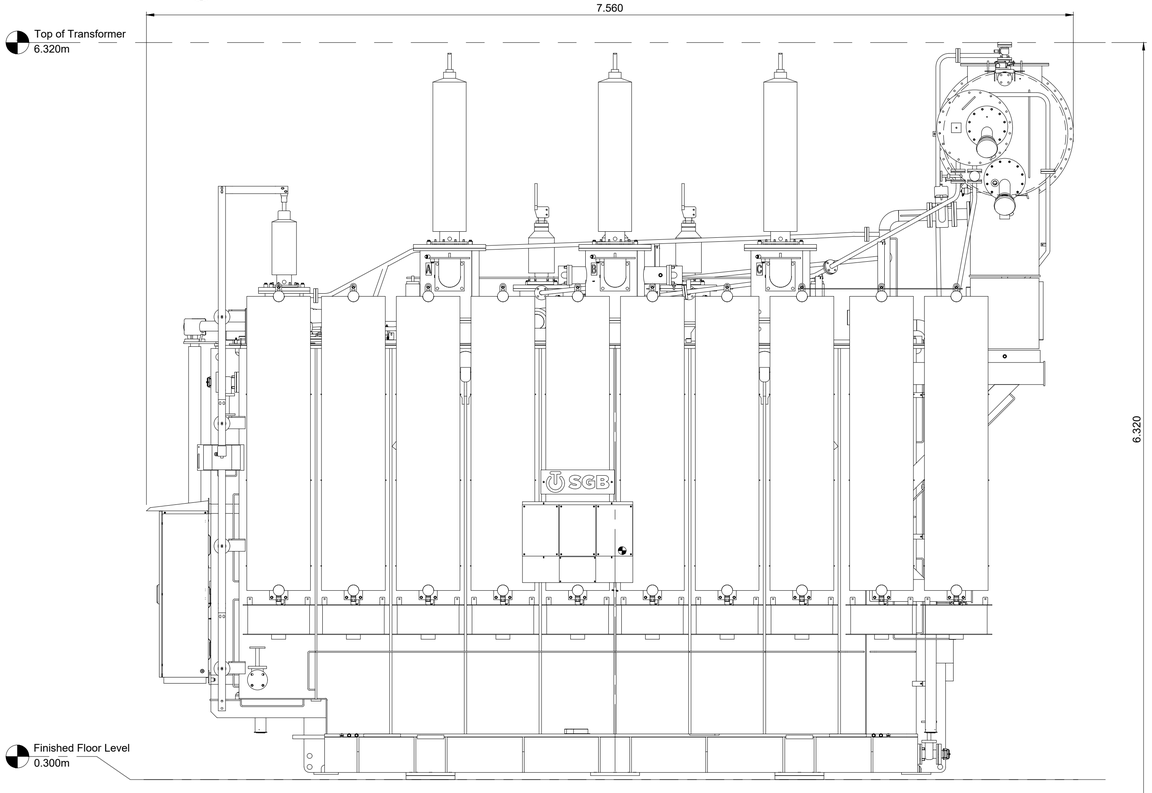
1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20			0.5m			1m			1.5m		2m
1:25		0.5mm		1m		1.5m		2m			2.5m
1:50		1m		2m		3m		4m			5m
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	10m	
1:200		5m			10m			15m			20m
1:250		5m		10m		15m		20m			25m
1:500		10m		20m		30m		40m			50m
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m



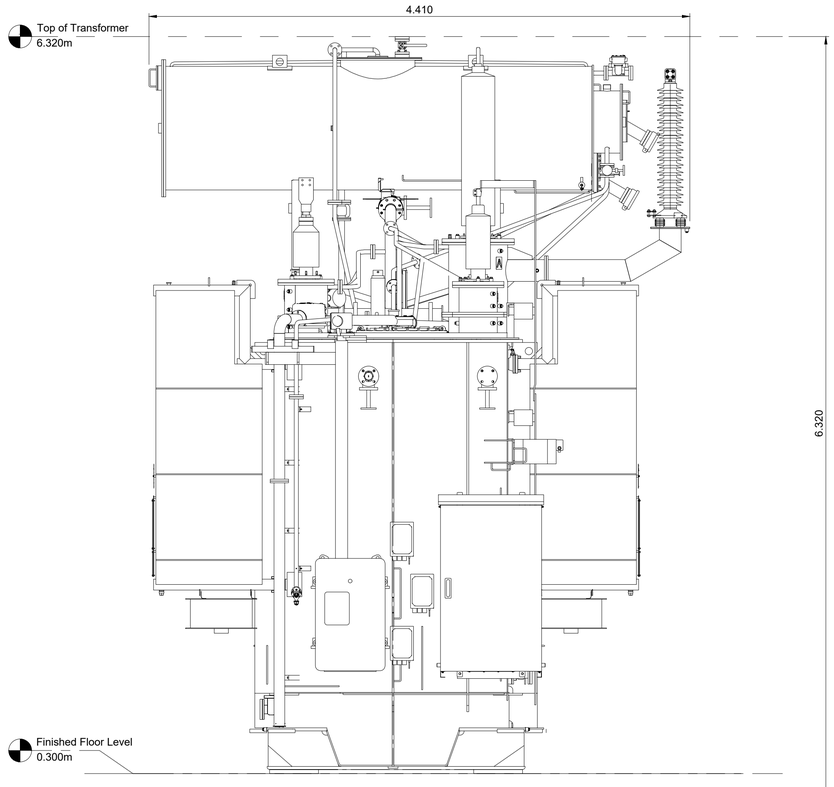
1 High Voltage Transformer Plan
Scale 1:25 @ A1



2 High Voltage Transformer East Elevation
Scale 1:25 @ A1



1 High Voltage Transformer Plan
Scale 1:25 @ A1



2 High Voltage Transformer West Elevation
Scale 1:25 @ A1

Drawing Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

REV	DATE	DESCRIPTION	BY	CHK'D
1	07.10.2024	Section arrow sheet numbers amended.	JH	JH
0	19.09.2024	High Voltage Transformer Plan and Elevations	JH	EW

Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

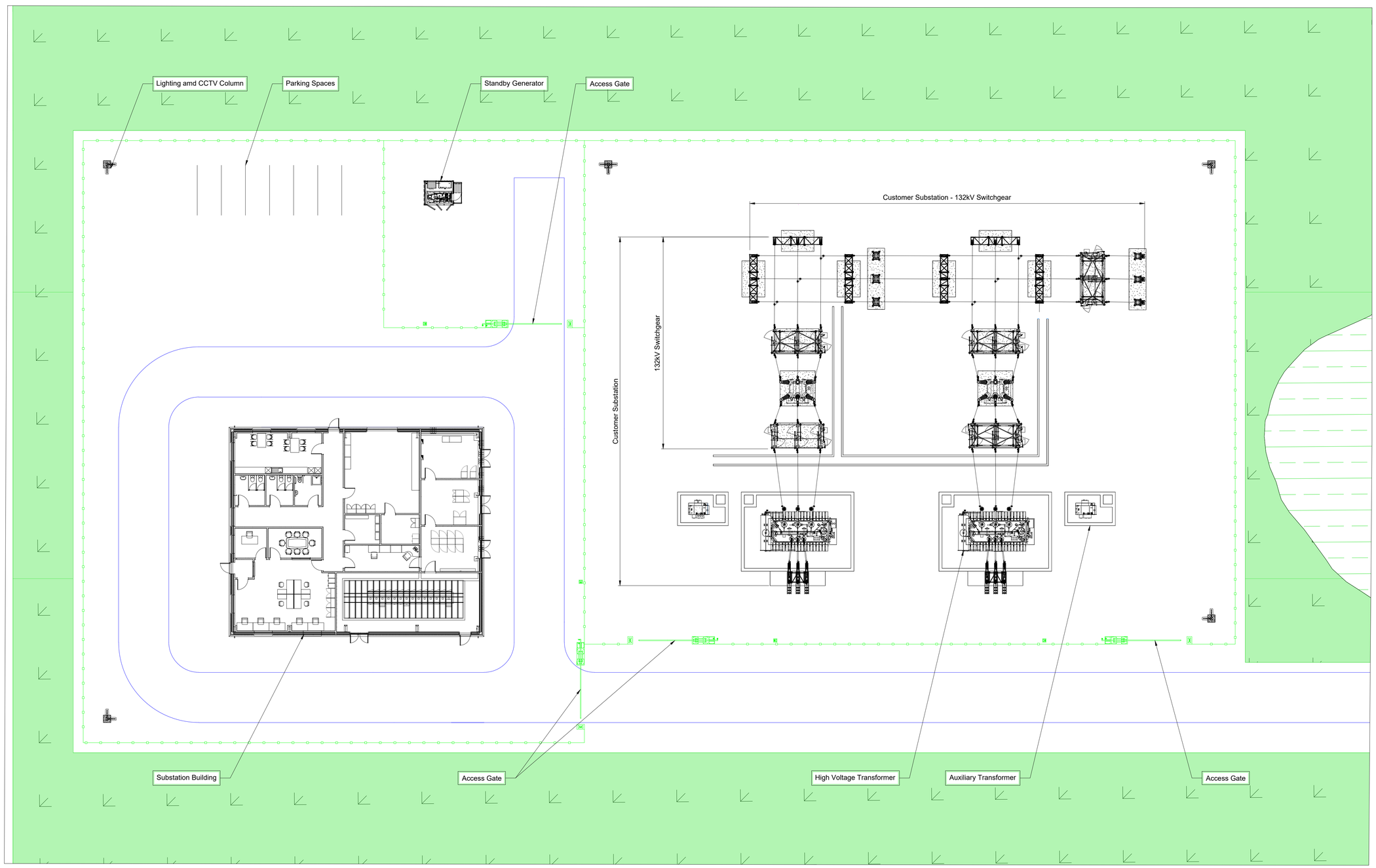
TITLE
High Voltage Transformer
Plan and Elevations

DISCIPLINE
PLANNING

DRAWING STATUS
FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:25 @A1	19.09.2024	JH	EW	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	004.8	01



1 Substation Compound Layout
Scale 1:200 @ A1

Drawing Notes:

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

Legend

- Access Road
- Fencing
- Planting/Landscaping
- 1.5m High Bund (Landscaping)

REV	DATE	DESCRIPTION	BY	CHK'D
3	18.09.2024	Annotations amended	JH	AP
2	12.07.2024	Substation relocated and annotations added	JH	AP
1	12.04.2024	Substation layout amended	JH	JM
0	13.03.2024	132kV Substation Layout - Original	JH	JM

Field
Fora - Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT: RIGIFA

TITLE: Substation Compound Layout

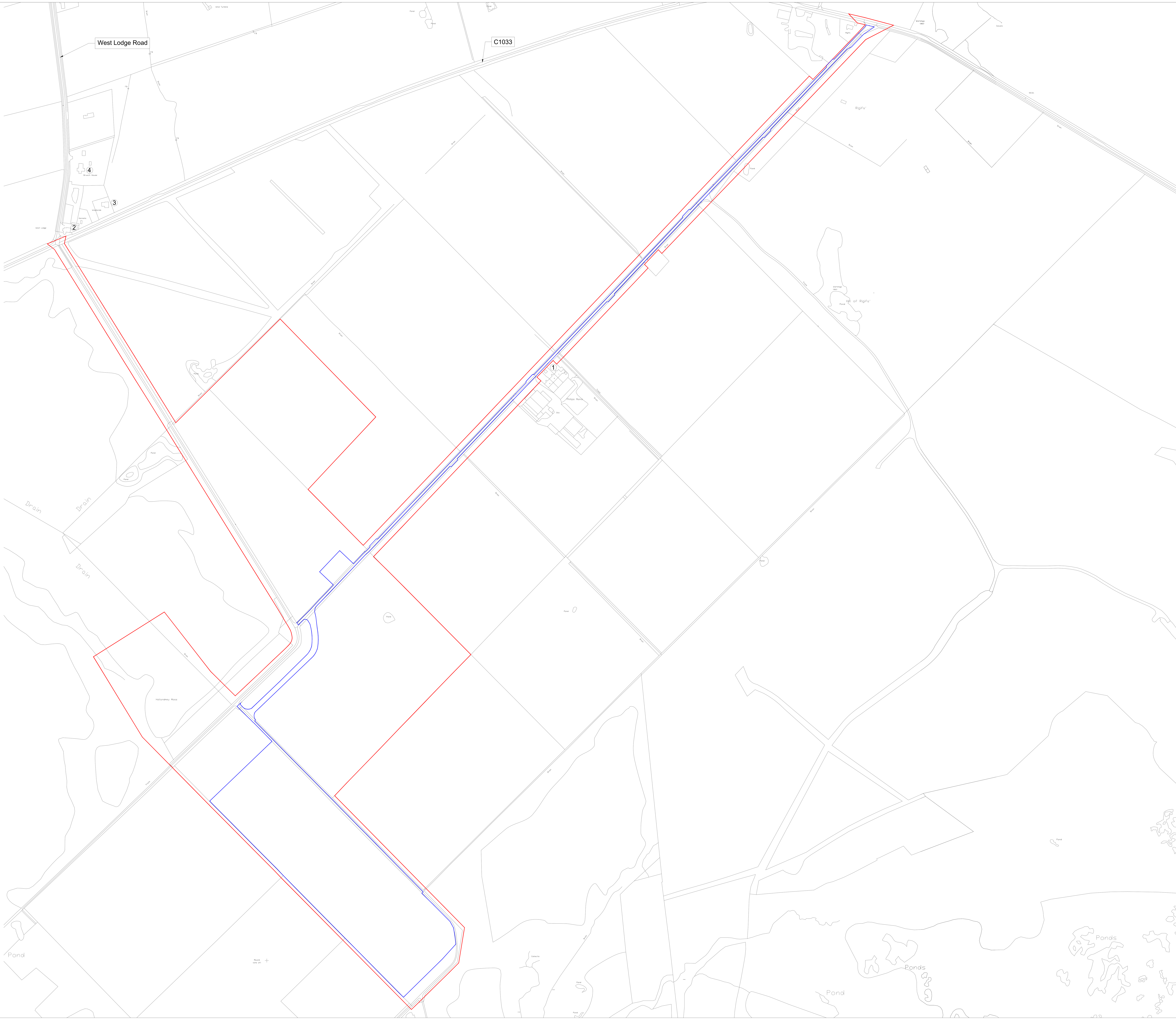
DISCIPLINE: PLANNING

DRAWING STATUS: FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:200 @ A1	13.03.2024	JH	JM	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	005.3	03

1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20		0.5m		1m		1.5m		2m			
1:25		0.5mm		1m		1.5m		2m			2.5m
1:50		1m		2m		3m		4m			5m
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	10m	
1:200		5m		10m		15m		20m			
1:250		5m		10m		15m		20m			25m
1:500		10m		20m		30m		40m			50m
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m



Drawing Notes:

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.
3. Planning boundary area = 45.381ha

List of Addresses	
1	2 Phillips Mains, Mey, Thurso, KW14 8XH
2	West Lodge, Mey, Thurso, KW14 8XH
3	Woodlands, Mey, Thurso, KW14 8XH
4	Bruach House, Mey, Thurso, KW 14 8XH

Legend

Planning Boundary
Land to be leased by the applicant

1:10 0 100mm 200mm 300mm 400mm 500mm 600mm 700mm 800mm 900mm 1m
1:20 0.5m 1m 1.5m 2m
1:25 0.5m 1m 1.5m 2m 2.5m
1:50 1m 2m 3m 4m 5m
1:100 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m
1:200 5m 10m 15m 20m
1:250 5m 10m 15m 20m 25m
1:500 10m 20m 30m 40m 50m
1:1000 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m
1:2000 50m 100m 150m 200m
1:2500 50m 100m 150m 200m 250m
1:5000 100m 200m 300m 400m 500m

REV	DATE	DESCRIPTION	BY	CHK'D
7	27.09.2024	Sheet size and scale amended	JH	AP
6	24.09.2024	Road names added	JH	AP
5	12.09.2024	Planning boundary area amended	JH	AP
4	19.04.2024	Landlord's property removed. 1:5000 scale added to scale bar	JH	AP
3	18.04.2024	Landlord's property and planning boundary amended	JH	JM
2	04.04.2024	Landlord's property amended	JH	RS
1	25.01.2024	Detailed added to site location plan	JH	AP
0	18.01.2024	Site Location Plan - Original	WL	JH

Field
Fora - Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

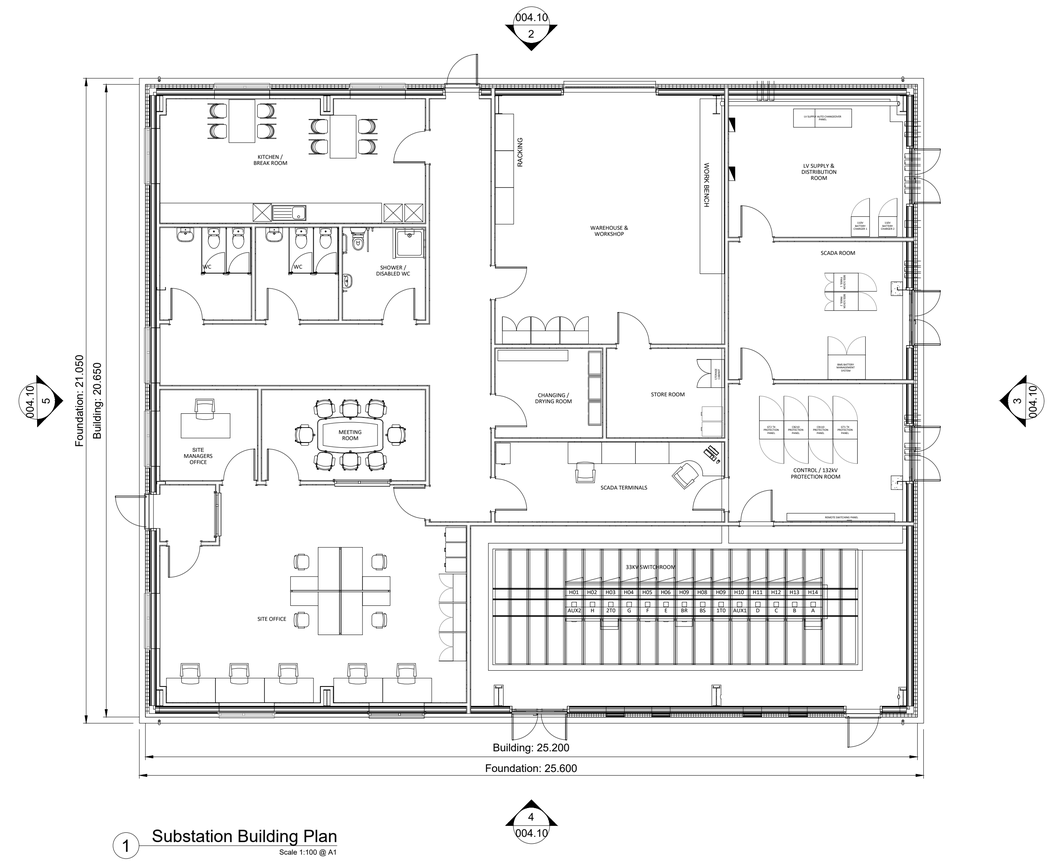
TITLE
Site Location Plan

DISCIPLINE
PLANNING

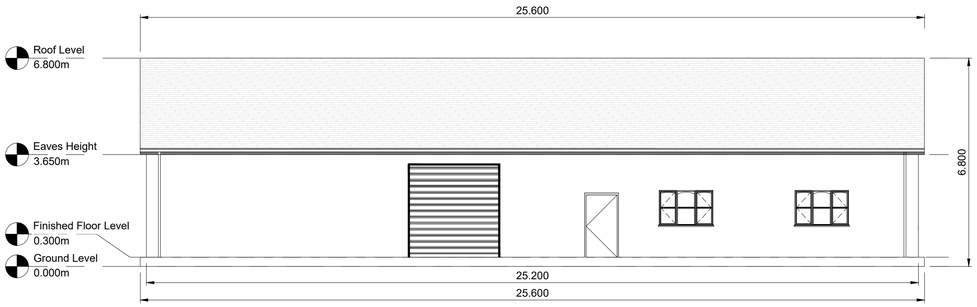
DRAWING STATUS
FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:2,500 @ A0	18.01.2024	WL	JH	RS

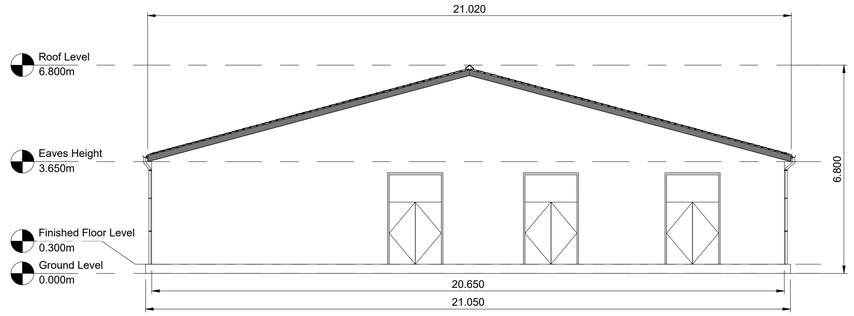
PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	002.1	7



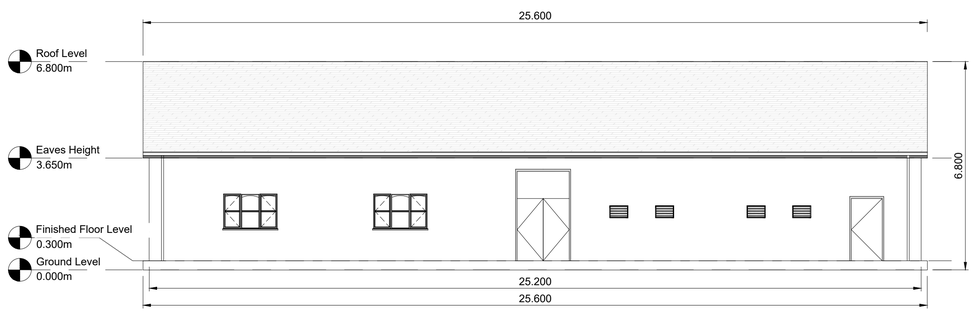
1 Substation Building Plan
Scale 1:100 @ A1



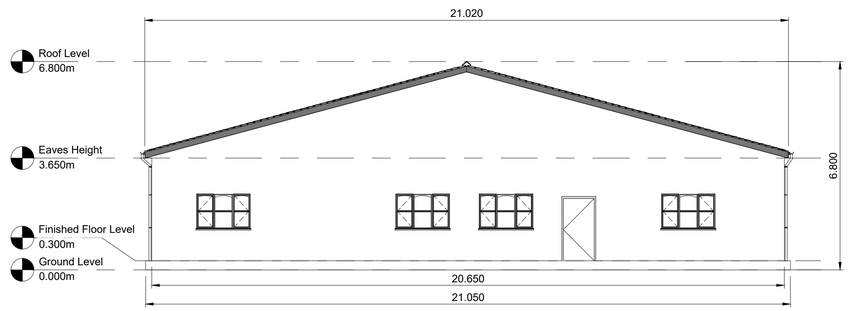
2 Substation Building North Elevation
Scale 1:100 @ A1



3 Substation Building East Elevation
Scale 1:100 @ A1



4 Substation Building South Elevation
Scale 1:100 @ A1



5 Substation Building West Elevation
Scale 1:100 @ A1

Drawing Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

REV	DATE	DESCRIPTION	BY	CHK'D
1	24.09.2024	Roof pitch amended to reduce height.	JH	AP
0	18.09.2024	Substation Building Plan and Elevations - Original	JH	EW

Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

TITLE
Substation Building
Plan and Elevations

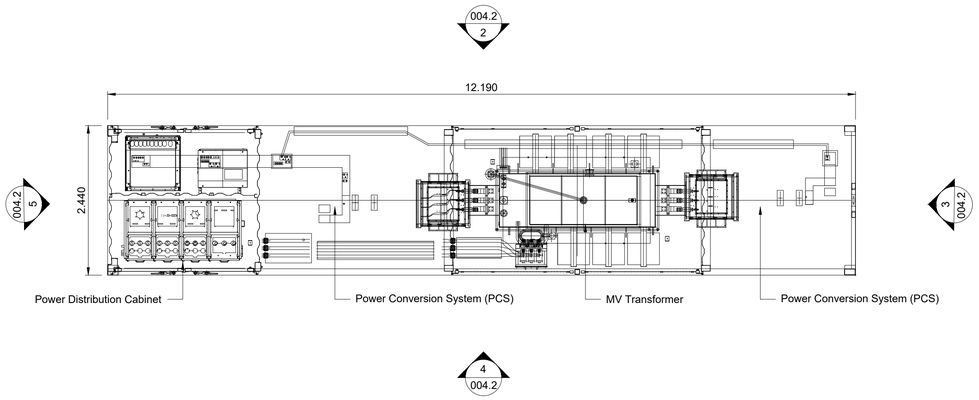
DISCIPLINE: PLANNING

DRAWING STATUS: FOR PLANNING

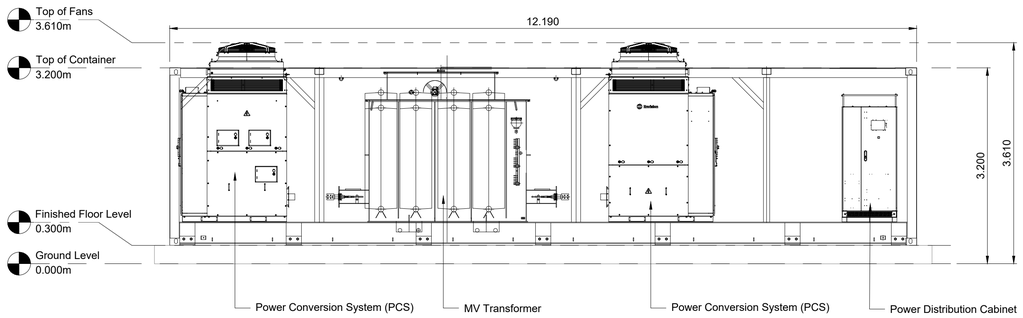
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:100 @A1	18.09.2024	JH	EW	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	004.10	01

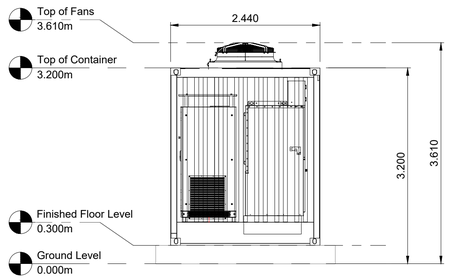
1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20		0.5m		1m		1.5m		2m			
1:25		0.5mm		1m		1.5m		2m		2.5m	
1:50		1m		2m		3m		4m		5m	
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	10m	
1:200		5m		10m		15m		20m			
1:250		5m		10m		15m		20m		25m	
1:500		10m		20m		30m		40m		50m	
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m



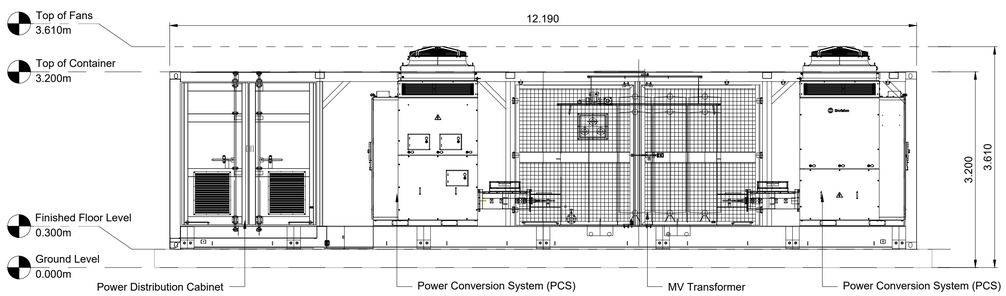
1 MV Skid Plan
Scale 1:50 @ A1



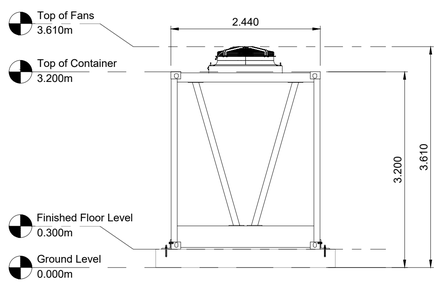
2 MV Skid North Elevation
Scale 1:50 @ A1



3 MV Skid East Elevation
Scale 1:50 @ A1



4 MV Skid South Elevation
Scale 1:50 @ A1



5 MV Skid West Elevation
Scale 1:50 @ A1

Drawing Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

REV	DATE	DESCRIPTION	BY	CHK'D
0	18.09.2024	MV Skid Plan and Elevations - Original	JH	EW

Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

TITLE
MV Skid
Plan and Elevations

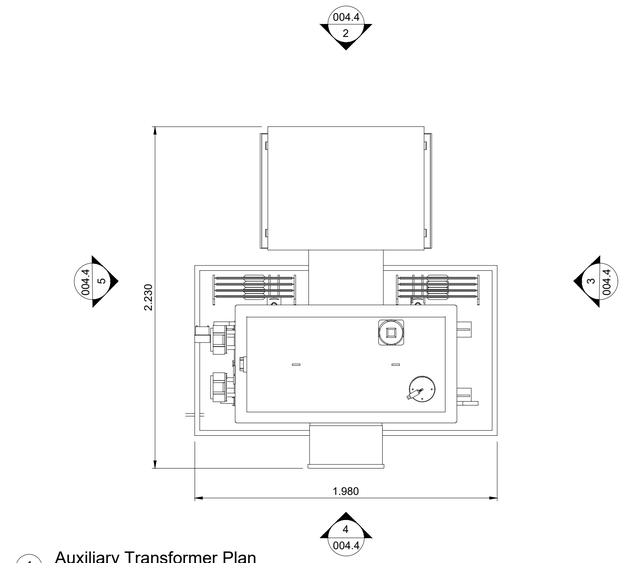
1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20			0.5m			1m			1.5m		2m
1:25		0.5mm		1m		1.5m		2m		2.5m	
1:50		1m		2m		3m		4m		5m	
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	10m	
1:200		5m		10m		15m		20m			
1:250		5m		10m		15m		20m		25m	
1:500		10m		20m		30m		40m		50m	
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m

DISCIPLINE
PLANNING

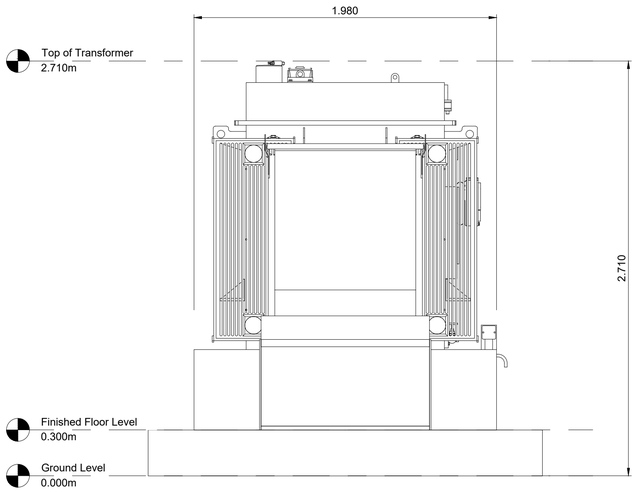
DRAWING STATUS
FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:50 @ A1	18.09.2024	JH	EW	RS

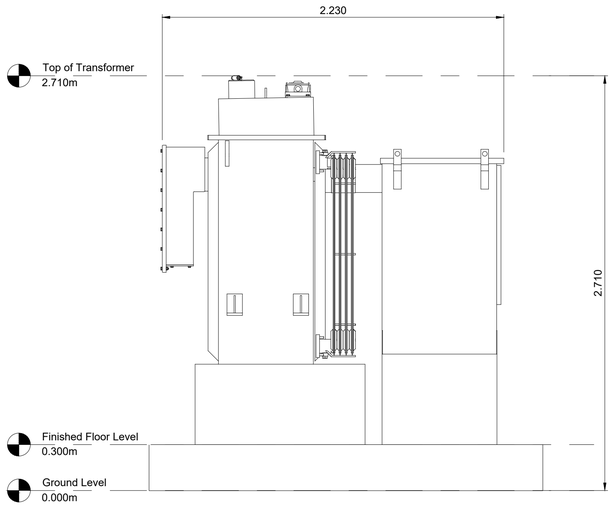
PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	004.2	00



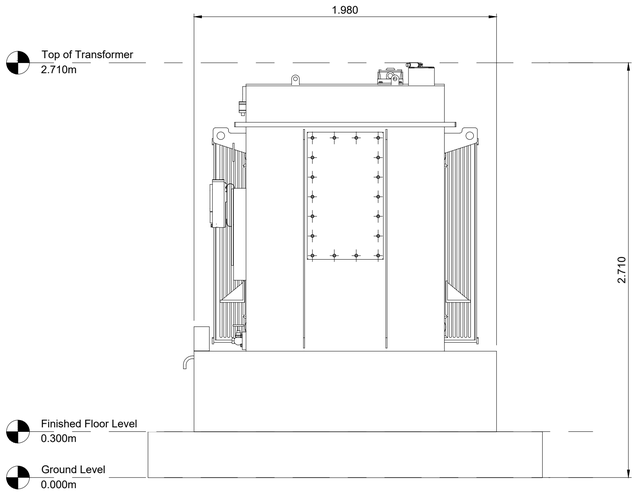
1 Auxiliary Transformer Plan
Scale 1:20 @ A1



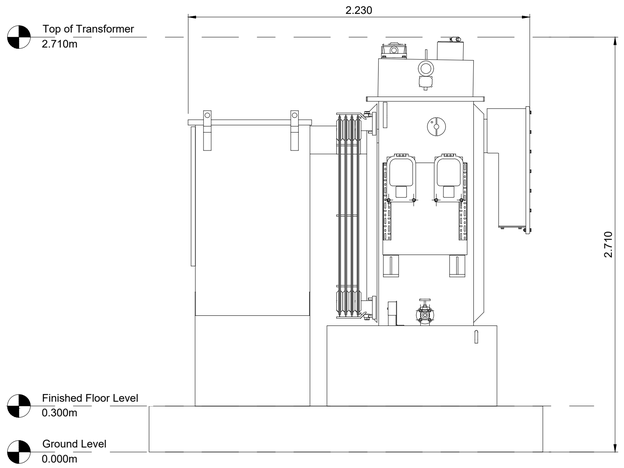
2 Auxiliary Transformer North Elevation
Scale 1:20 @ A1



3 Auxiliary Transformer East Elevation
Scale 1:20 @ A1



4 Auxiliary Transformer South Elevation
Scale 1:20 @ A1



5 Auxiliary Transformer West Elevation
Scale 1:20 @ A1

Drawing Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

0	19.09.2024	Auxiliary Transformer Plan and Elevations - Original	JH	EW
REV	DATE	DESCRIPTION	BY	CHK'D

Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

TITLE
Auxiliary Transformer
Plan and Elevations

DISCIPLINE
PLANNING

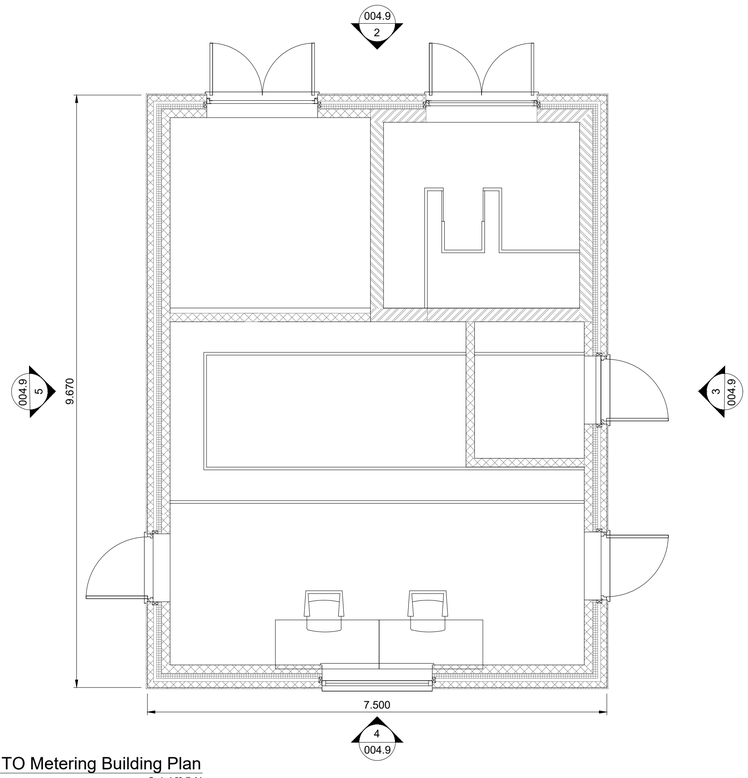
DRAWING STATUS
FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:20 @ A1	19.09.2024	JH	EW	RS

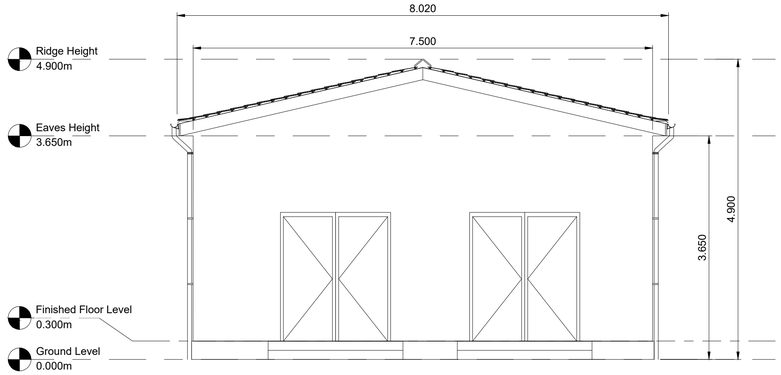
PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	004.4	00

1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20			0.5m			1m			1.5m		2m
1:25		0.5mm		1m			1.5m		2m		2.5m
1:50		1m		2m		3m		4m			5m
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m		10m
1:200		5m			10m			15m			20m
1:250		5m		10m		15m		20m			25m
1:500		10m		20m		30m		40m			50m
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m

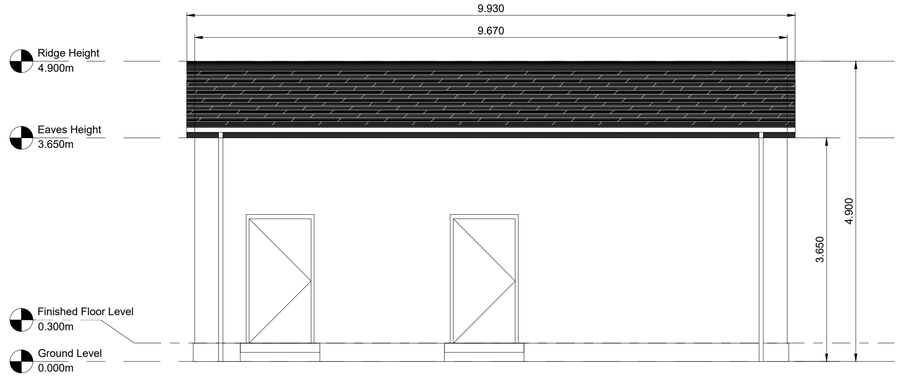
1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20		0.5m		1m		1.5m		2m			
1:25		0.5mm		1m		1.5m		2m			2.5m
1:50		1m		2m		3m		4m			5m
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	10m	
1:200		5m		10m		15m		20m			
1:250		5m		10m		15m		20m			25m
1:500		10m		20m		30m		40m			50m
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m



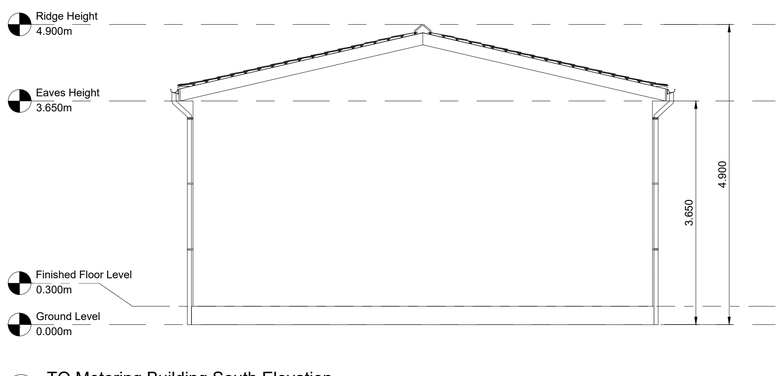
1 TO Metering Building Plan
Scale 1:50 @ A1



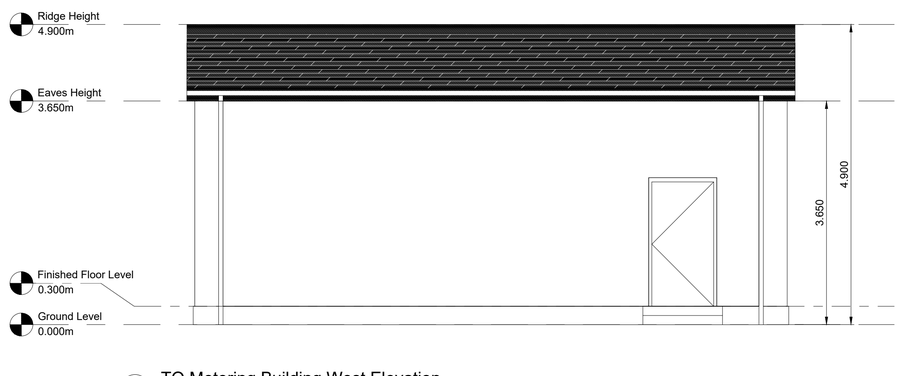
2 TO Metering Building North Elevation
Scale 1:50 @ A1



3 TO Metering Building East Elevation
Scale 1:50 @ A1



4 TO Metering Building South Elevation
Scale 1:50 @ A1



5 TO Metering Building West Elevation
Scale 1:50 @ A1

Drawing Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

REV	DATE	DESCRIPTION	BY	CHK'D
0	19.09.2024	TO Metering Building Plan and Elevations - Original	JH	EW

Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

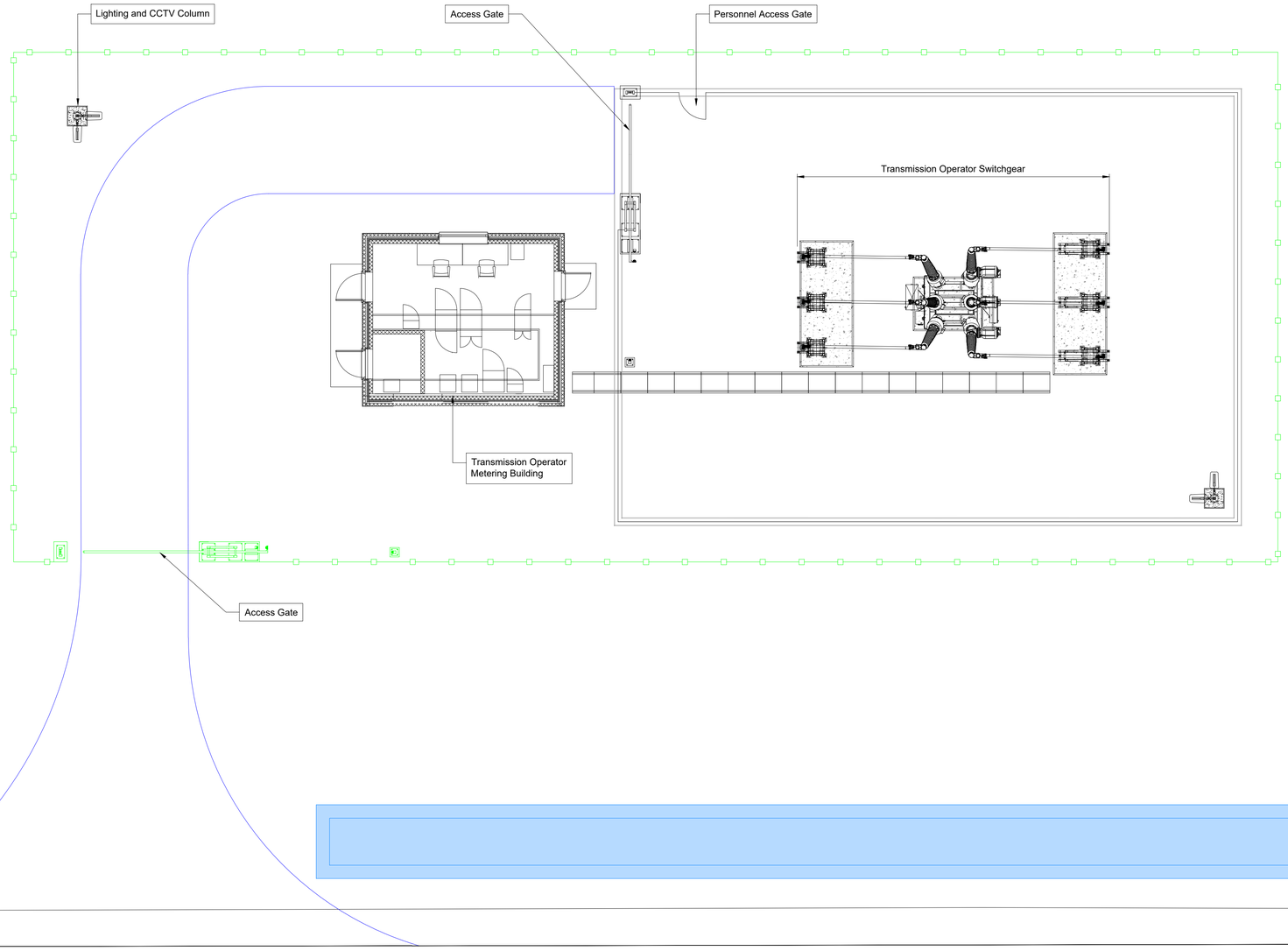
TITLE
TO Metering Building
Plan and Elevations

DISCIPLINE
PLANNING

DRAWING STATUS
FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:50 @A1	19.09.2024	JH	EW	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	004.9	00



1 Interface Substation Layout
Scale 1:100 @ A1

Drawing Notes:

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

Legend

- Access Road
- Fencing
- Proposed Swale

REV	DATE	DESCRIPTION	BY	CHK'D
2	18.09.2024	Annotations added. Access into interface substation amended.	JH	AP
1	12.09.2024	Interface substation area increased and position amended.	JH	AP
0	13.03.2024	Interface Substation Layout - Original	JH	JM

Field
Fora - Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
RIGIFA

TITLE
Interface Substation Layout

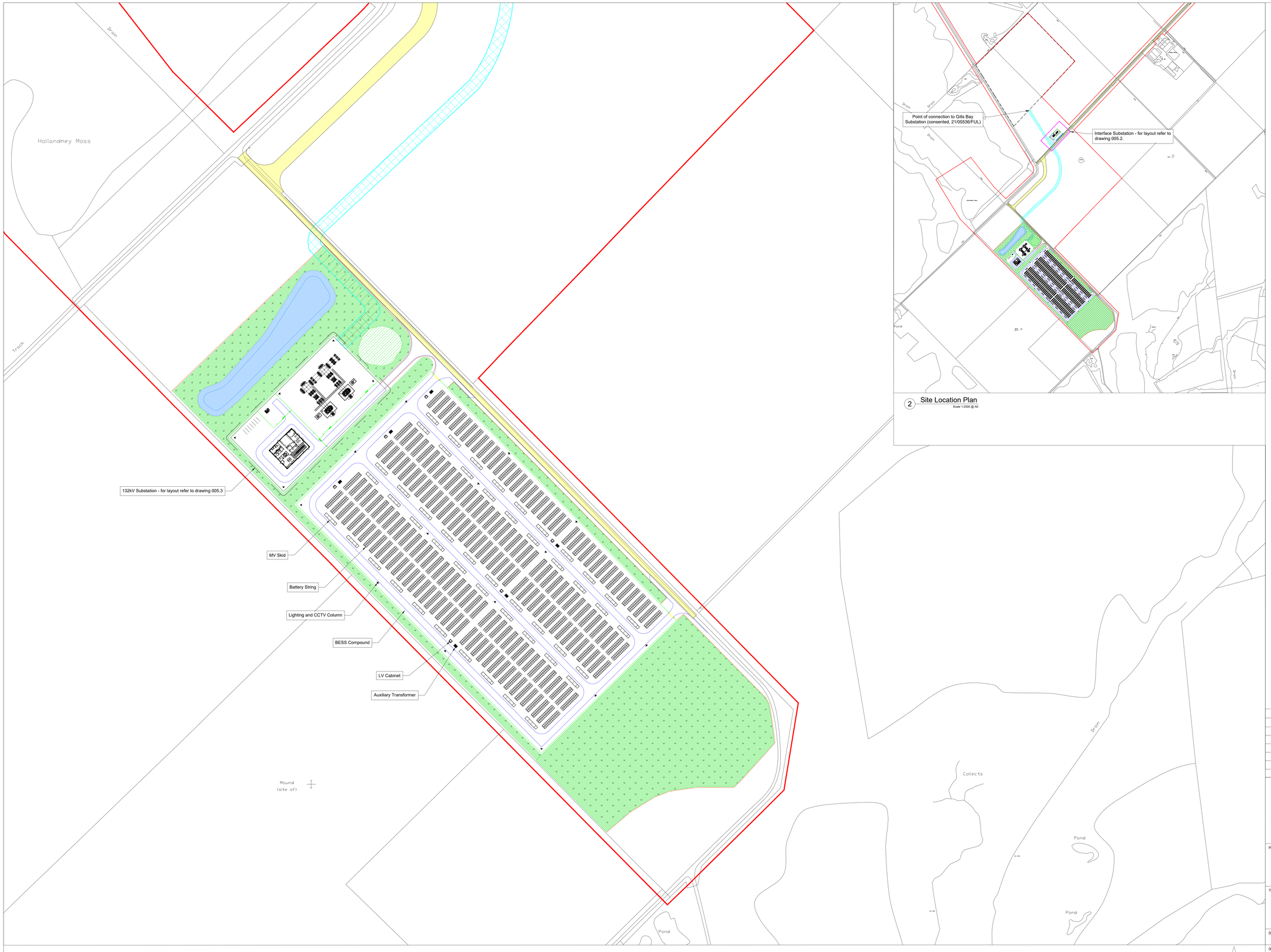
1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20		0.5m		1m		1.5m		2m			
1:25		0.5mm		1m		1.5m		2m			2.5m
1:50		1m		2m		3m		4m			5m
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	10m	
1:200		5m		10m		15m		20m			
1:250		5m		10m		15m		20m			25m
1:500		10m		20m		30m		40m			50m
1:1000	0	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m

DISCIPLINE
PLANNING

DRAWING STATUS
FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1:100 @ A1	13.03.2024	JH	JM	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	005.2	02



2 Site Location Plan
Scale 1:2500 @ A0

1 Detailed Site Layout Plan
Scale 1:1000 @ A0

Drawing Notes:

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.

Legend

- Planning Boundary
- Access Route
- Indicative Cable Route
- Consented SSE Gills Bay Substation (By Others)
- Access Road
- Fencing - Palisade Fence
- Fencing - Stock Proof Fence
- Attenuation Basin/Swale
- Planting/Landscaping
- 1.5m High Bund (Landscaping)

1:10	0	100mm	200mm	300mm	400mm	500mm	600mm	700mm	800mm	900mm	1m
1:20		0.5m		1m		1.5m		2m			
1:25		0.5m		1m		1.5m		2m			2.5m
1:50		1m		2m		3m		4m			5m
1:100	1m	2m	3m	4m	5m	6m	7m	8m	9m	10m	
1:200		5m		10m		15m		20m			
1:250		5m		10m		15m		20m			25m
1:500		10m		20m		30m		40m			50m
1:1000	10m	20m	30m	40m	50m	60m	70m	80m	90m	100m	
1:2000		50m		100m		150m		200m			
1:2500		50m		100m		150m		200m			250m
1:5000		100m		200m		300m		400m			500m

REV	DATE	DESCRIPTION	BY	CHK'D
6	24.09.2024	Drawing amended for planning submission	JH	AP
5	12.09.2024	BESS compound amended and planting/landscaping area increased. Interface substation position amended.	JH	AP
4	22.07.2024	Site layout amended with reduced number of BESS blocks	JH	AP
3	12.07.2024	Site layout amended for larger attenuation basin.	JH	AP
2	12.04.2024	Temporary construction compound areas amended	JH	JM
1	04.04.2024	Construction compound amended and temporary construction working area added	JH	RS
0	13.03.2024	Detailed Location Plan - Original	JH	JM

FIELD

Field
Fora - Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
RIGIFA

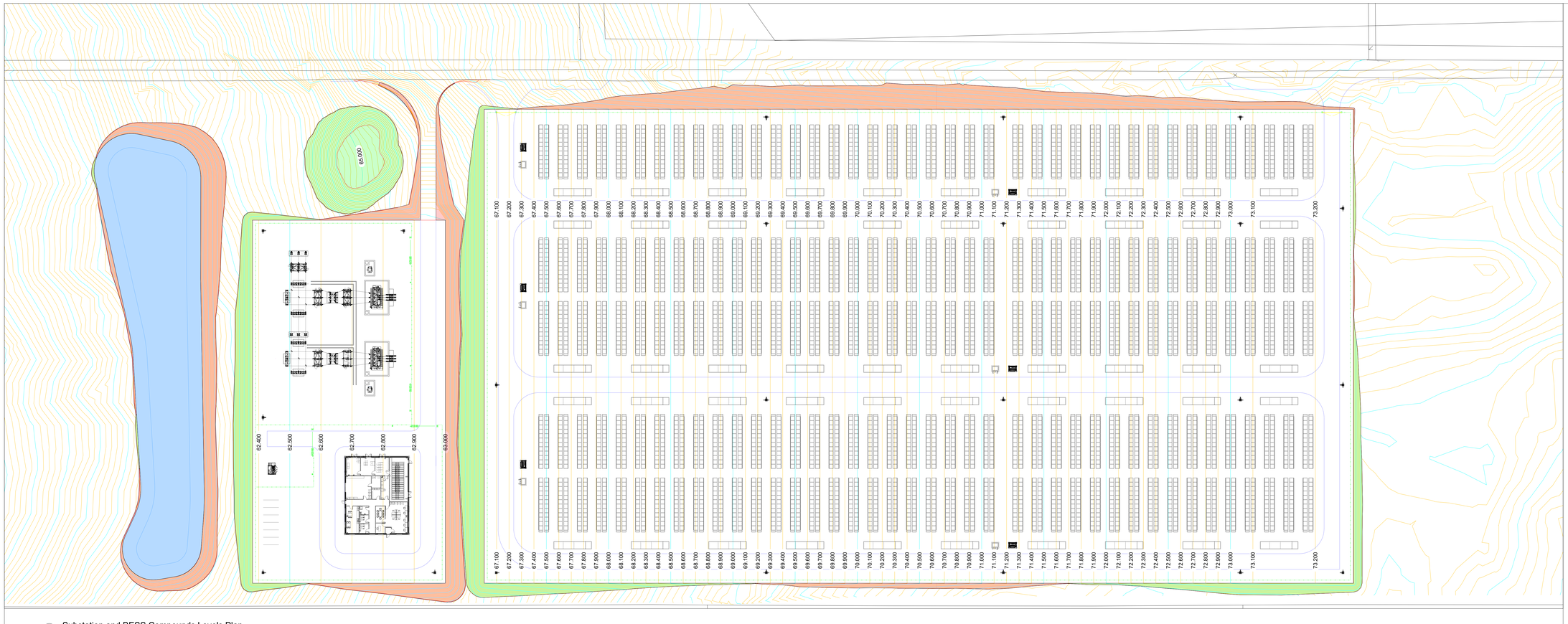
TITLE
Detailed Site Layout Plan

DISCIPLINE
PLANNING

DRAWING STATUS
FOR PLANNING

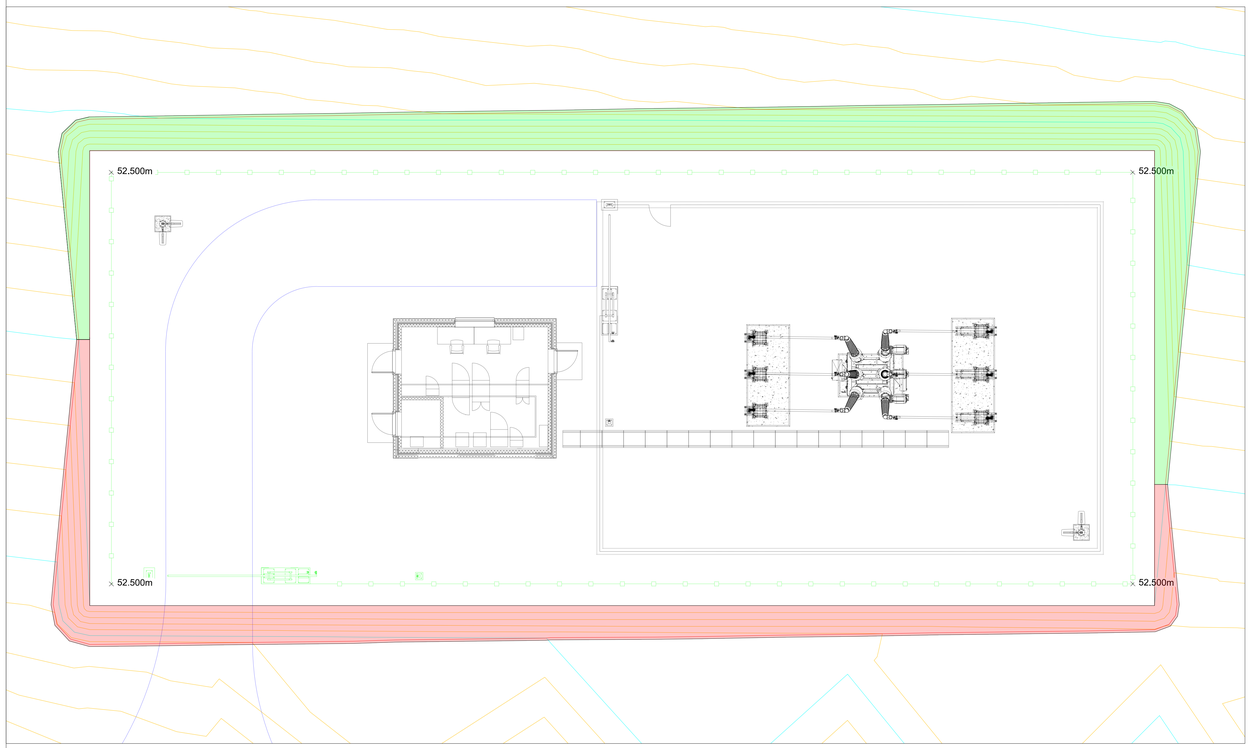
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
As Shown	13.03.2024	JH	JM	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	005.4	06



1 Substation and BESS Compounds Levels Plan

Scale 1:500 @ A0



2 Interface Substation Finish Levels Plan

Scale 1:100 @ A0

Substation and BESS Compounds Volume Summary		
Description	Unit	Volume
Actual Cut Volume	m^3	15,500.515
Additional Cut for Attenuation Basin	m^3	4,232.561
Actual Fill Volume	m^3	16,623.969
Net (Cut)	m^3	3,109.107
Import Fill Required	N/A	No
Topsoil Reused (Grading Area)	m^3	1,633.464
Topsoil Remaining	m^3	14,853.116
Site Aggregate Volume (Assumed 225mm CGA)	m^3	9,627.502
Site Finish Volume (Assumed 75mm Chippings)	m^3	3,209.167
Access Road Sub Base Volume (Assumed 350mm 6F5)	m^3	2,352.522
Access Road Finish Volume (Assumed 150mm Type 1)	m^3	1,008.224

Interface Substation Volume Summary		
Description	Unit	Volume
Cut Volume	m^3	21.558
Fill Volume	m^3	58.571
Net (Fill)	m^3	37.013
Topsoil Reused (Grading Area)	m^3	44.395
Topsoil Remaining	m^3	309.544
Site Aggregate Volume (Assumed 225mm CGA)	m^3	201.287
Site Finish Volume (Assumed 75mm Chippings)	m^3	67.096
Access Road Sub Base Volume (Assumed 350mm 6F5)	m^3	48.021
Access Road Finish Volume (Assumed 150mm Type 1)	m^3	20.580

Drawing Notes:

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.
3. Refer to drawing 005.1 for site layout details
4. Levels shown are metres above ordnance datum (AOD).
5. Volumes for the access roads to the site and foundations have not been included in the volume summary calculations.

Legend

- Major Contour (0.5m)
- Minor Contour (0.1m)
- Site Grading (Fill)
- Site Grading (Cut)

4	27.09.2024	Interface substation added to drawing and volume summaries condensed.	JH	AP
3	12.09.2024	Site layout and levels amended	JH	AP
2	22.07.2024	Site layout, finish levels and volume summaries amended	JH	AP
1	12.07.2024	Site layout and finish levels amended	JH	AP
0	12.04.2024	Site Finish Levels Plan - Original	JH	JH
REV	DATE	DESCRIPTION	BY	CHK'D

Field
Fora Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
Rigifa

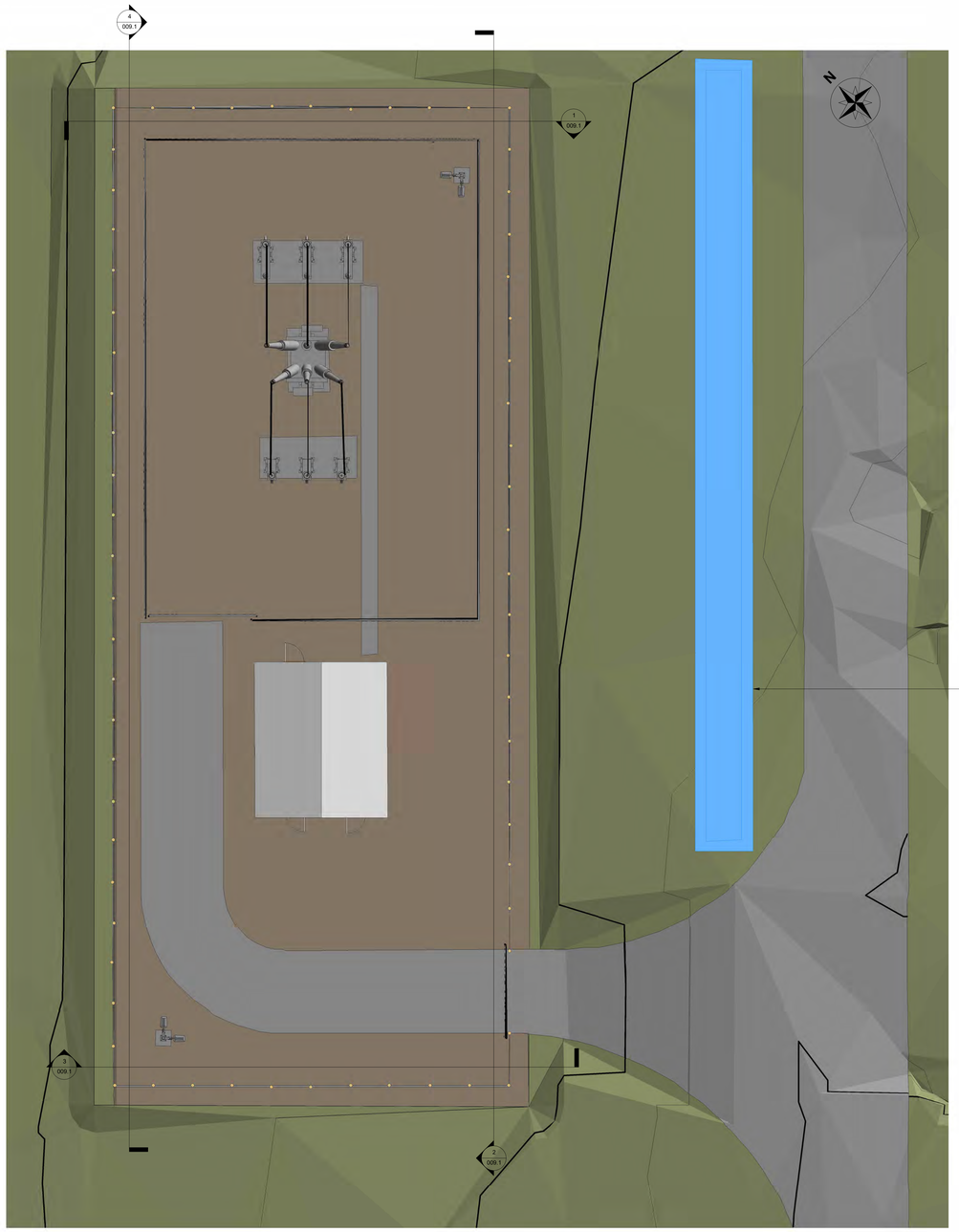
TITLE
Site Finish Levels Plan

DISCIPLINE
PLANNING

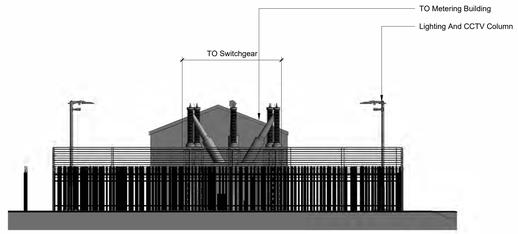
DRAWING STATUS
FOR PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
As Shown	12.04.2024	JH	JH	JM

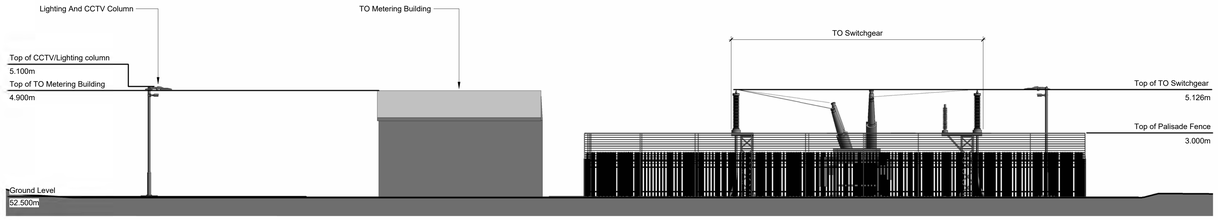
PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	005.7	04



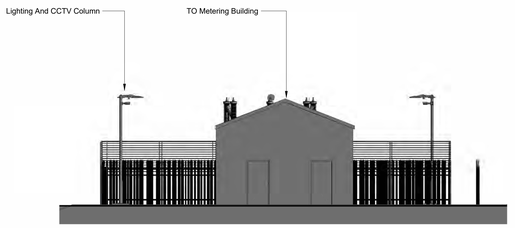
0 INTERFACE SUBSTATION COMPOUND - PLAN VIEW
1 : 100



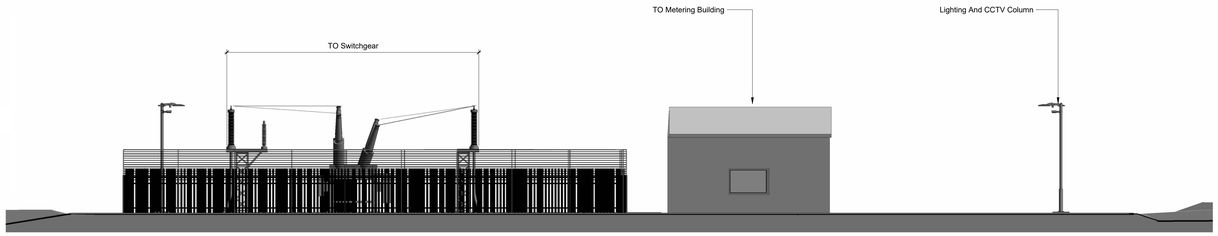
1 NORTH-EASTERN ELEVATION
1 : 100



2 SOUTH-EASTERN ELEVATION
1 : 100



3 SOUTH-WESTERN ELEVATION
1 : 100



4 NORTH-WESTERN ELEVATION
1 : 100

1 0 1 2 3 4 5
SCALE 1 : 100 m

Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.
3. This drawing is indicative only and the site layout is likely to change as more information becomes available.
4. GL is AOD. The hieghts of equiptment is the height above ground level.

REV	DATE	DESCRIPTION	BY	CHK'D
0	23/09/2024	Interface Substation Elevations original	MS	JH

FIELD
Field, Fora Montacute Yards, 186 Shoreditch High Street, London, E1 6HU

PROJECT: Rigifa

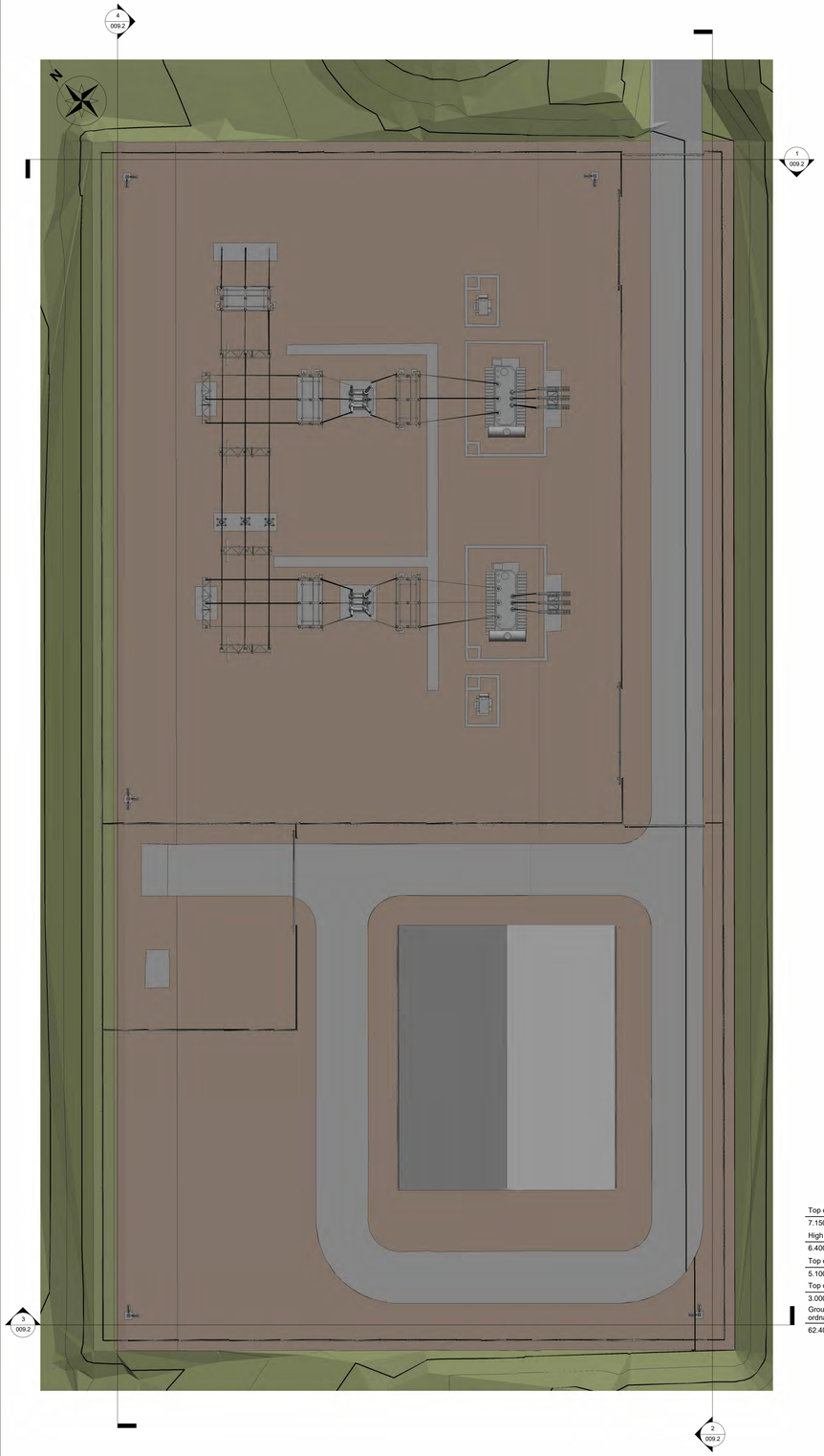
TITLE: Interface Substation Elevations

DISCIPLINE: Planning

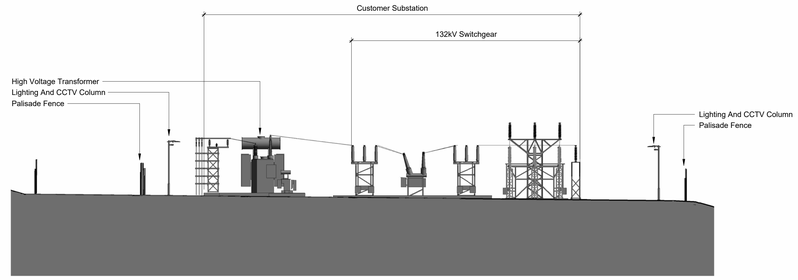
DRAWING STATUS: For Planning

SCALE @ A0	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1 : 100	23/09/2024	MS	JH	RS

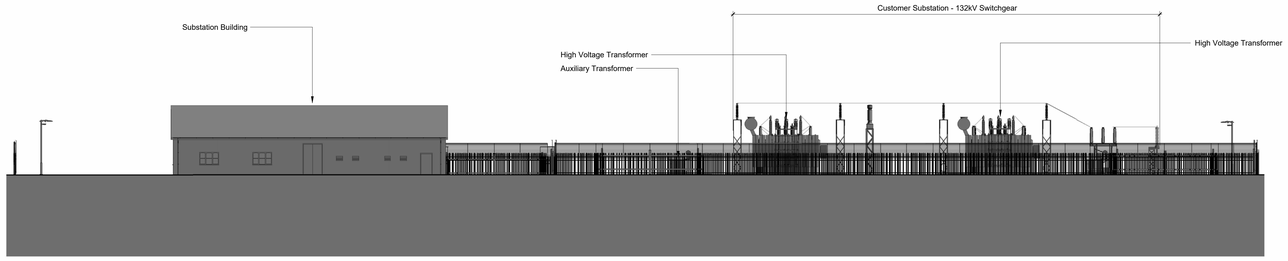
PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	009.1	0



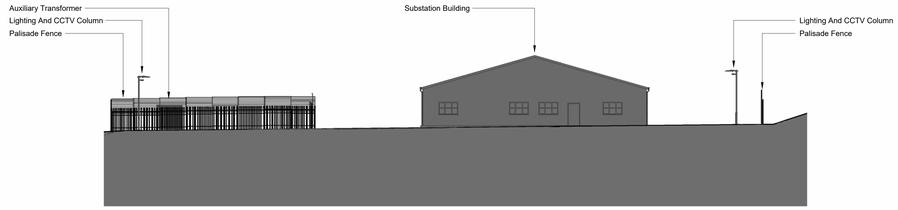
0 SUBSTATION COMPOUND - PLAN VIEW
1 : 200



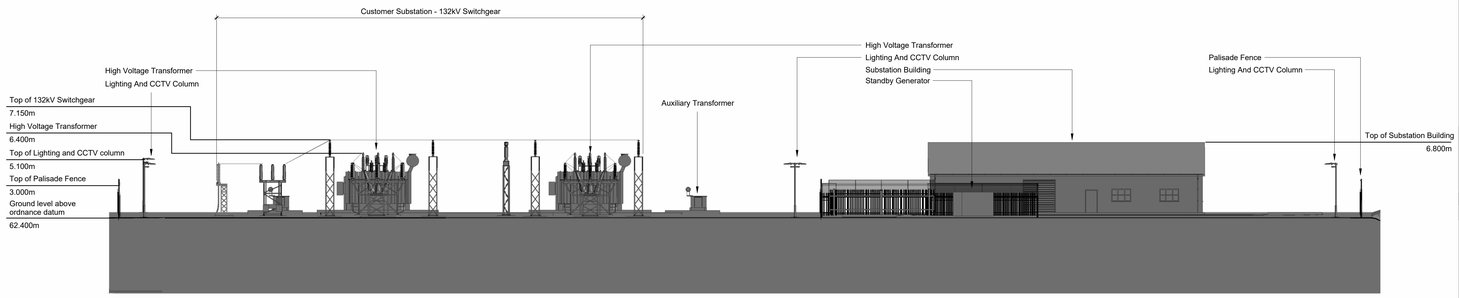
1 NORTH-EASTERN ELEVATION
1 : 200



2 SOUTH-EASTERN ELEVATION
1 : 200



3 SOUTH-WESTERN ELEVATION
1 : 200



4 NORTH-WESTERN ELEVATION
1 : 200

Notes

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.
3. This drawing is indicative only and the site layout is likely to change as more information becomes available.
4. GL is AOD. The hieghts of equiptment is the height above ground level.

2 0 2 4 6 8 10 m
SCALE 1: 200

REV	DATE	DESCRIPTION	BY	CHK'D
0	23/09/2024	132kV Compound Elevations original	MS	JH

FIELD
Field, Fora Montacute Yards, 186 Shoreditch High Street, London, E1 6HU

PROJECT
Rigifa

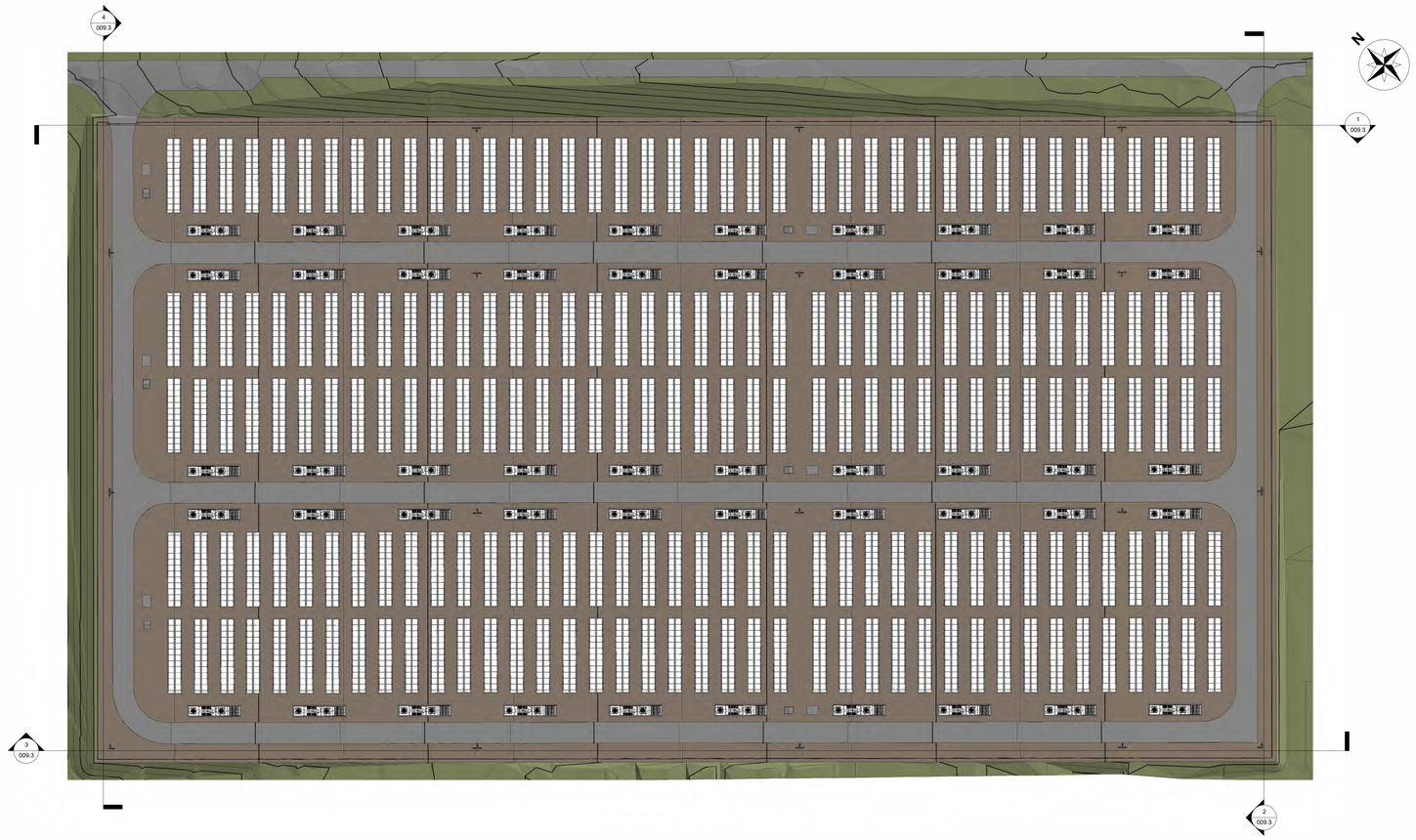
TITLE
Substation Compound Elevations

DISCIPLINE
Planning

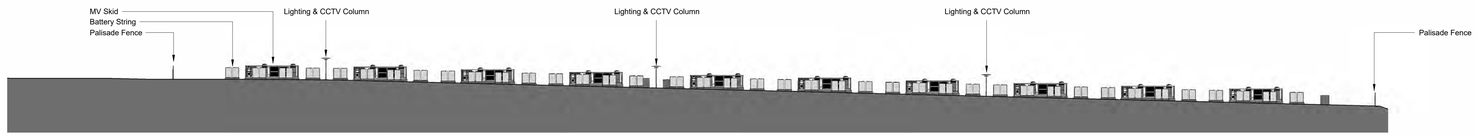
DRAWING STATUS
For Planning

SCALE @ A0	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1 : 200	23/09/2024	MS	JH	RS

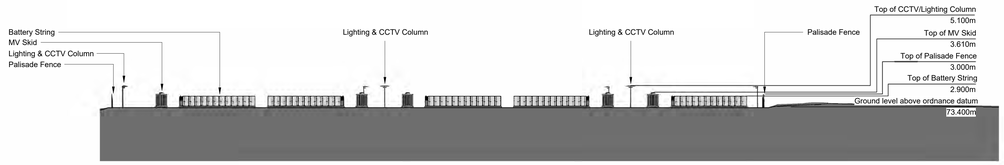
PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	009.2	0



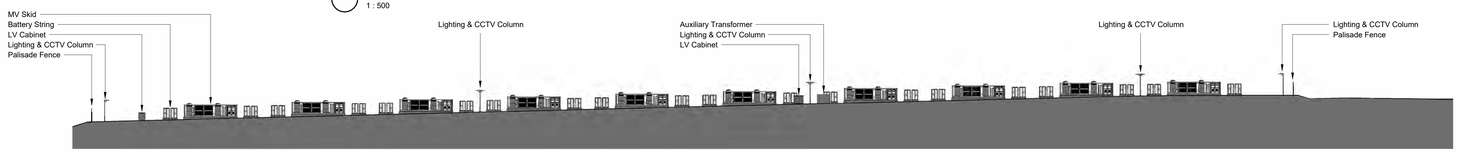
0 BESS COMPOUND - PLAN VIEW
1 : 500



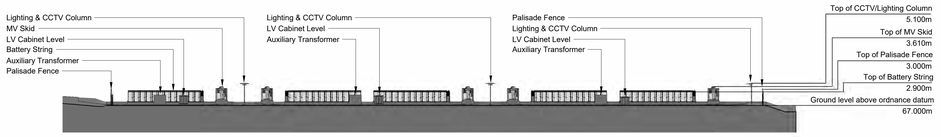
1 NORTH-EASTERN ELEVATION
1 : 500



2 SOUTH-EASTERN ELEVATION
1 : 500



3 SOUTH-WESTERN ELEVATION
1 : 500



4 NORTH-WESTERN ELEVATION
1 : 500

Notes

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3. This drawing is indicative only and the site layout is likely to change as more information becomes available.
4. GL is AOD. The hieghts of equipment is the height above ground level.

REV	DATE	DESCRIPTION	BY	CHK'D
0	23/09/2024	BESS Compound Elevations original	MS	JH

FIELD
Field, Fora Montacute Yards, 186 Shoreditch High Street, London, E1 6HU

PROJECT: Rigifa

TITLE: BESS Compound Elevations

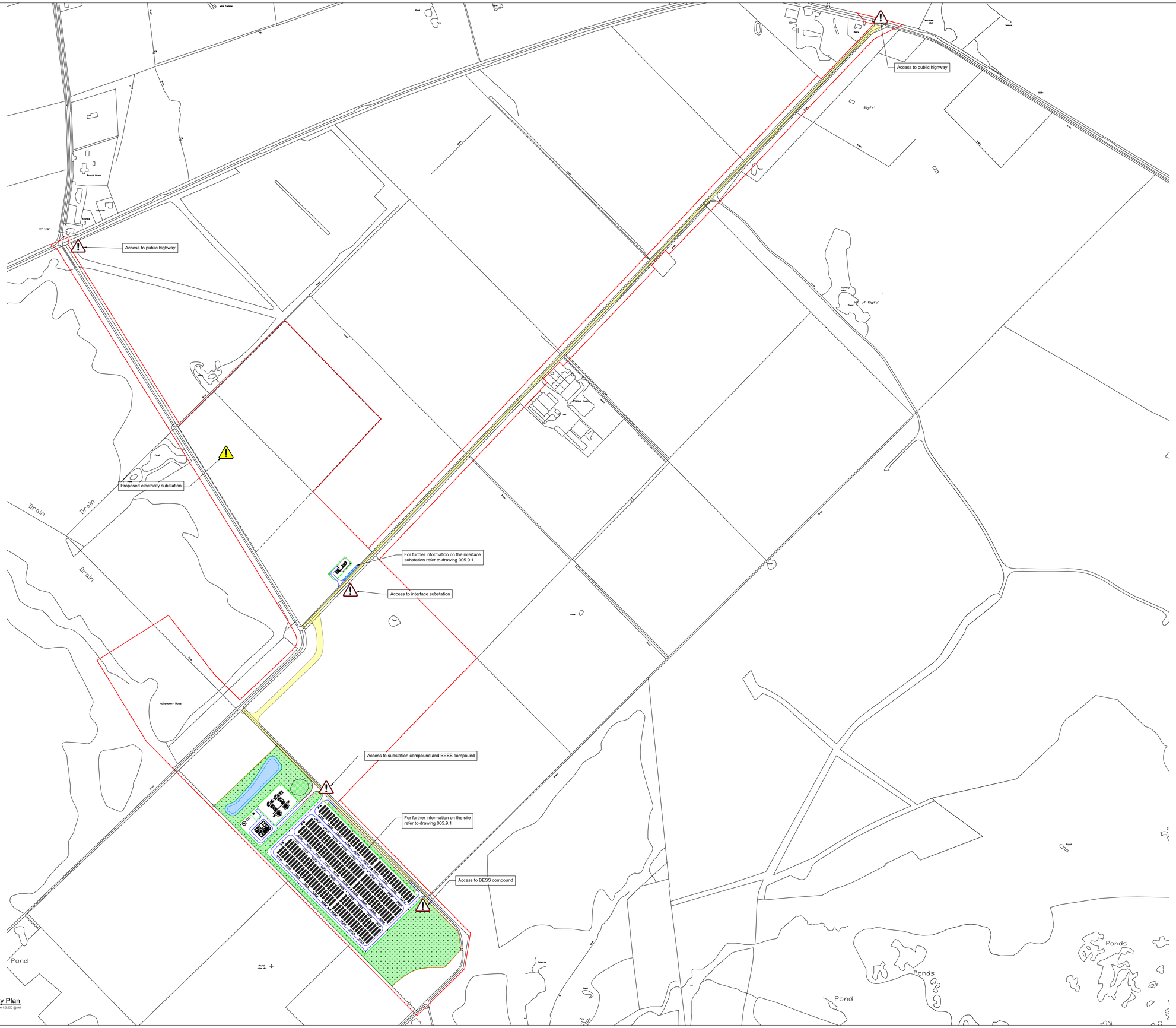
DISCIPLINE: Planning

DRAWING STATUS: For Planning

SCALE @ A0	DATE	DRAWN BY	CHECKED BY	APPROVED BY
1 : 500	23/09/2024	MS	JH	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	009.3	0

5 0 5 10 15 20 25
SCALE 1: 500 m



1 Fire Safety Plan
Scale 1:2,500 @ A0

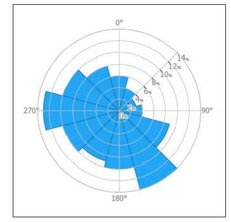
Drawing Notes:

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.
3. Fire water tanks are to feed a fire water ring main that limits the distance from any internal hydrant to the BESS equipment to less than 90m.

Legend

- Planning Boundary
- Access Route
- New SSE Substation Compound
- Access Road
- Fencing - Palisade Fence
- Fencing - Stock Proof Fence
- Attenuation Basin/Swale
- Planting/Landscaping
- 1.5m High Bund (Landscaping)
- Information Identification
- Hazard Identification

Wind Direction Rose Diagram



01	16.07.2025	Fire water storage tank added. Drawing notes amended	WL	AP
0	23.09.2024	Fire Strategy Plan - Original	JH	RS
REV	DATE	DESCRIPTION	BY	CHK'D

Field
Fora - Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
RIGIFA

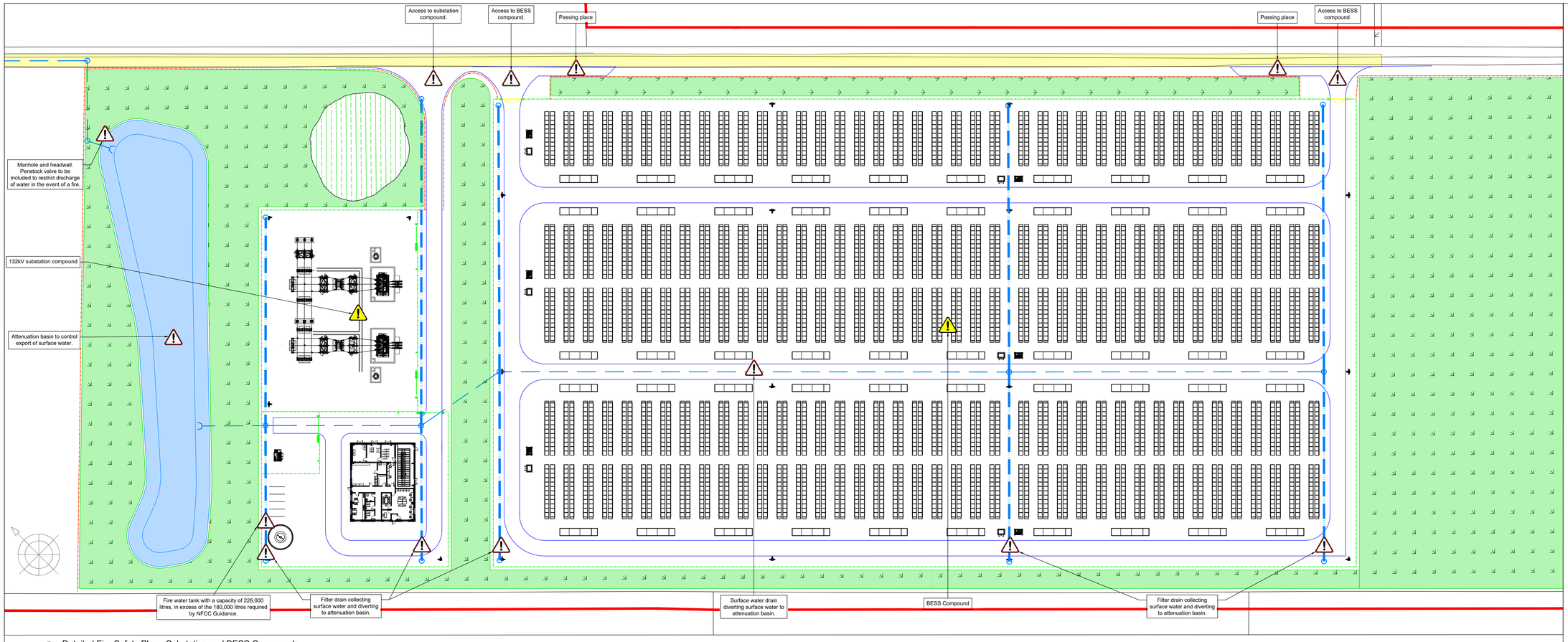
TITLE
Fire Safety Plan

DISCIPLINE
DESIGN

DRAWING STATUS
FOR INFORMATION

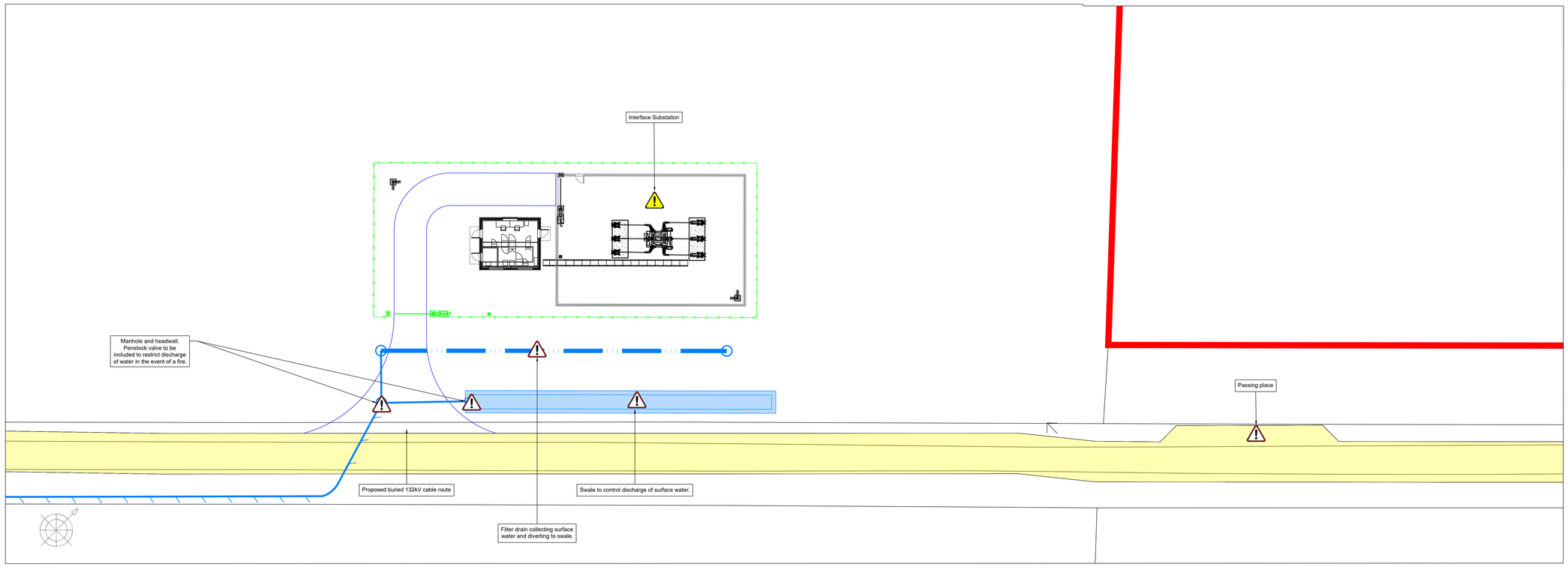
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
As Shown	23.09.2024	JH	AP	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	005.9	01



1 Detailed Fire Safety Plan - Substation and BESS Compounds

Scale 1:500 @ A0



1 Detailed Fire Safety Plan - Interface Substation

Scale 1:200 @ A0

Drawing Notes:

1. All dimensions are shown in metres unless noted otherwise.
2. Do not scale from this drawing.
3. Fire water tanks are to feed a fire water ring main that limits the distance from any internal hydrant to the BESS equipment to less than 90m.

Legend

- Planning Boundary
- Access Route
- Access Road
- Fencing - Palisade Fence
- Fencing - Stock Proof Fence
- Attenuation Basin/Swale
- Planting/Landscaping
- 1.5m High Bund (Landscaping)
- Surface Water Drain
- Filter Drain
- Surface Water Rising Main
- Surface Water Manhole
- Information Identification
- Hazard Identification

01	16.07.2025	Fire water storage tank added. Drawing notes amended	WL	AP
0	23.09.2024	Detailed Fire Strategy Plans - Original	JH	AP
REV	DATE	DESCRIPTION	BY	CHK'D

Field
Fora - Montacute Yards
186 Shoreditch High Street
London
E1 6HU

PROJECT
RIGIFA

TITLE
Detailed Fire Safety Plans

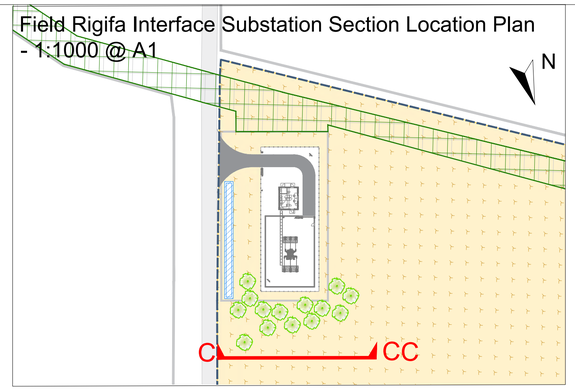
DISCIPLINE
DESIGN

DRAWING STATUS
FOR INFORMATION

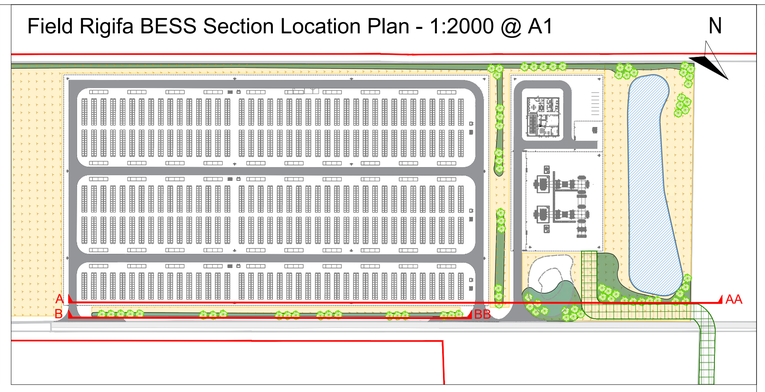
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
As Shown	23.09.2024	JH	AP	RS

PROJECT NO.	DRAWING NO.	REV.
BTGBRIG01	005.9.1	01

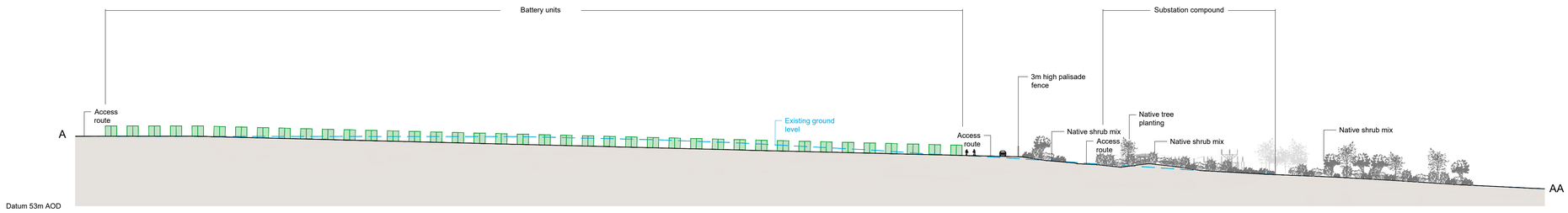
Field Rigifa Interface Substation Section Location Plan - 1:1000 @ A1



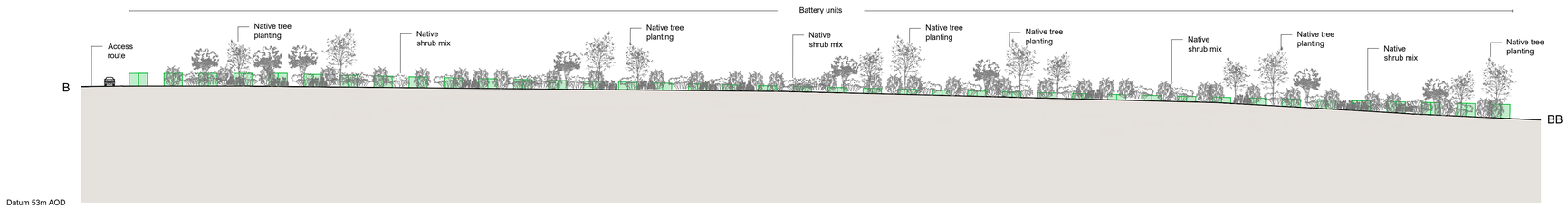
Field Rigifa BESS Section Location Plan - 1:2000 @ A1



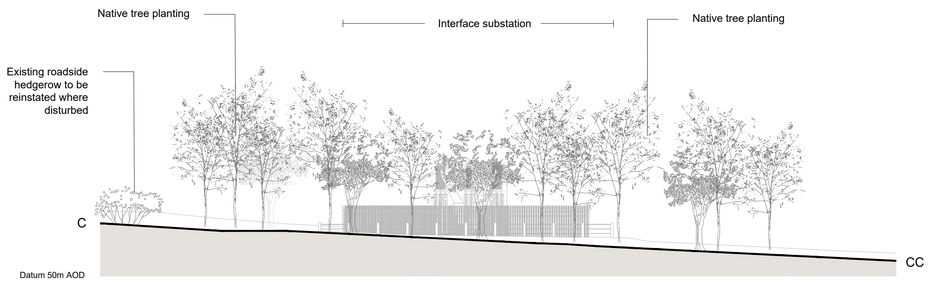
Field Rigifa BESS Section A:AA - 1:750 @ A1



Field Rigifa BESS Section B:BB - 1:500 @ A1



Field Rigifa Interface Substation Section C:CC – 1:200 @A1



GENERAL NOTES

Do not scale from this drawing.

Only work to written dimensions.

Drawing is for planning purposes only not for construction.

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

All contractors should ascertain the location of all underground services/utilities before undertaking any work and conflicts resolved.

It is assumed all work will be carried out by an experienced competent contractor working to an approved method statement.

RESIDUAL DESIGN HAZARDS

This information has been collated as part of the CDM Regulations, and identifies hazards and risks associated with the design proposals

Rev.	Date	Amendment	Drawn	Chkd.	Appd.
00	30/07/25	First issue	ML	SB	SB

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Email: info@stephenson-halliday.com
Web: www.stephenson-halliday.com

Client

Field Rigifa Ltd.

Project Title

FIELD RIGIFA BESS

Drawing Title

Illustrative Landscape Sections

Drawn	Date	Checked	Date	Approved	Date
ML	30/07/25	SB	31/07/25	SB	31/07/25

Scale	Orig Size	Status
Various	A1	P

Drawing No.	Rev.
0885-SHRSK-XX-XX-DR-L-1002	00

File Path
0885-05-04

Scale
0 12.5 25 37.5 50

PLANTING SCHEDULE

TREES			
Number	Species	Specification	Density
30	Betula pubescens	Standard; clear stem 175-200cm; 3 breaks; Bareroot	Counted
10	Betula pubescens	2x; Multi-stem 175-200cm; bushy; 3 stems minimum	Counted
40	Sorbus aucuparia	Standard; clear stem 175-200cm; 3 breaks;Bareroot	Counted
Total : 80			

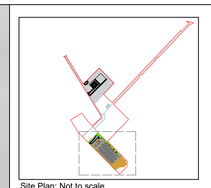
Notes:
Standard trees to be planted in groups of 3-5.

NATIVE SHRUB MIX	Area: 4138 m²		
Species	Specification	Density	Percentage
Calluna vulgaris	2 Ltr Container	1.5 Ctr	30%
Juniperus communis	3 Ltr Container	1.5 Ctr	35%
Salix repens	Branched; 3 breaks	1.5 Ctr	35%

Notes:
Species to be planted in groups of 5,7 or 9 number at 1.5m centres.

GRASS LAND MIX	Area: 29292 m²
Scotia Seeds (3g/m²)	

WETLAND MEADOW MIX	Area: 3527m²
Scotia Seeds(3g/m²)	



Site Plan: Not to scale

GENERAL NOTES

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RESIDUAL DESIGN HAZARDS

This information has been collated as part of the CDM Regulations, and identifies hazards and risks associated with the design proposals

KEY

- Planning boundary
- Proposed Bund (max 1.5m height)
- Perimeter Fencing
- Access road
- Indicative Underground Cable Route Corridor
- Proposed Trees 80 no.
- Proposed Native Shrub Mix Total area: 4138 m²
- Proposed Highland Grassland Mix Total area: 29292 m²
- Proposed Wet Meadow Mix Total area: 3527m²
- Attenuation Basin

Rev.	Date	Amendment	Drawn	Chkd.	Appd.
02	16/07/25	Planning Update	KW	RH	RH

STEPHENSON HALLIDAY
Planning, Landscape & Environment
an RSK company

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57 Hilton Street,
Manchester,
M1 2EJ

Tel: +44 (0)330 002 1780
Email: info@stephenson-halliday.com
Web: www.stephenson-halliday.com

Client
Field Rigifa Ltd.

Project Title
FIELD RIGIFA BESS

Drawing Title
Figure 6A
Landscape Masterplan

Drawn	Date	Checked	Date	Approved	Date
KW	16/07/2025	RH	16/07/2025	RH	16/07/2025

Scale	Orig Size	Status
1:1000	A1	P

Drawing No. 0885-SHRSK-XX-XX-DR-L-1000
Rev. 02

File Path
0885-05-04

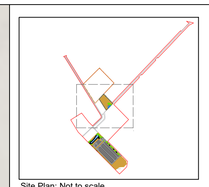
Scale
0 10 20 30 40 50m

TREES			
Number	Species	Specification	Density
4	Betula pubescens	Standard; clear stem 175-200cm; 3 breaks; Bareroot	Counted
4	Betula pubescens	2x; Multi-stem 175-200cm; bushy; 3 stems minimum	Counted
6	Sorbus aucuparia	Standard; clear stem 175-200cm; 3 breaks;Bareroot	Counted
Total : 14			

Notes:
Standard trees to be planted in groups of 3-5.

HIGHLAND GRASSLAND MIX	Area: 15502 m^2
Scotia Seeds (3g/m^2)	

WETLAND MEADOW MIX	Area: 105 m^2
Scotia Seeds (3g/m^2)	



Site Plan: Not to scale

GENERAL NOTES

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RESIDUAL DESIGN HAZARDS

This information has been collated as part of the CDM Regulations, and identifies hazards and risks associated with the design proposals

KEY

- Planning boundary
- Biodiversity Enhancement Area
- 21/05536/FUL Gills Bay Substation Planning Boundary
- Perimeter Fencing
- Access road
- Indicative Underground Cable Route Corridor
- Proposed Trees 14 no.
- Proposed Highland Grassland Mix Total area: 15502 m²
- Proposed Swale seeded with the Wetland Meadow Mix Total area: 105 m²

Rev.	Date	Amendment	Drawn	Chkd.	Appd.
04	30/07/25	Planning Update	ML	SB	SB
03	28/07/25	Planning Update	CU	SB	SB

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Web: www.stephenson-halliday.com

Client

Field Rigifa Ltd.

Project Title

FIELD RIGIFA BESS

Drawing Title

Figure 6B
Landscape Masterplan

Drawn	Date	Checked	Date	Approved	Date
ML	30/07/2025	SB	31/07/2025	SB	31/07/2025

Scale	Orig Size	Status
1:1000	A1	P

Drawing No. 0885-SHRSK-XX-XX-DR-L-1001

Rev. 04

File Path 0885-05-04

Scale
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