Agenda Item	**7.7**
Report No	**PLS/74/25**

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 03 December 2025

Report Title: 25/00154/FUL: Opdenergy UK 16

Land 330M East of Grigorhill Cottage, Grigorhill, Nairn

Report By: Area Planning Manager - South

Purpose/Executive Summary

Description: Construction of a 49.9MW battery energy storage facility, battery storage units, ancillary buildings and equipment, access road and associated work

Ward: 18 – Nairn and Cawdor

Development category: Electricity Generation - Major

Reason referred to Committee: Major Development

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

Recommendation

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

1. PROPOSED DEVELOPMENT

1.1 The application seeks full planning permission for the installation and operation of a battery energy storage system (BESS) with a generating capacity of up to 49.9MW, comprising:

- 56 battery containers mounted on concrete plinths, with the cabinets measuring 6m x 2.5m x 3m(h) [each battery container to have a capacity of up to 4800KWh and the battery composition to be Lithium Iron Phosphate]
- 14 invertors (5.7m x 2m x 2.3m(h); 7 transformers (3m x 2m x 2.3m(h) and an aux transformer (2.4 x 2.4 x 2.1m(h))
- Two substation buildings (5.4m x 4.7m x 3.8m high and 3.6m x 3.1m x 2.3m)
- Control Room (11m x 7m x 3.5m(h))
- 4m high acoustic fencing (timber) enclosing the compound
- 2.4m high metal palisade security fencing and gates
- 4m wide access track and hardstanding
- Hard surfacing within the main BESS area
- Attenuation basin for surface water drainage and firewater runoff
- Infrared CCTV security cameras on poles approximately 4.2m high
- 12m wide landscaping belt around the north, west and south elevations and woodland edge planting along the east elevation

1.2 The BESS will be located within a fenced compound which measures approximately 56m x 225m and will be accessed via the U3010 (to the south). An additional secondary access is proposed off the B9101 (to the north) to be used only during construction and in an emergency.

1.3 It is anticipated that the facility would contribute to National Grid's Balancing Services Programme which aims to ensure security of electricity supply by providing reliable sources of electrical capacity when needed. The proposed BESS would provide back-up electricity capacity to meet peaks in demand on the National Grid and used in response to calls for extra supply or to absorb excess generation. Consequently, the equipment would not be in continuous use and may be called upon for a few minutes at a time, or up to several hours. Required cabling connections do not form part of the current application and would be undertaken under permitted development rights should this be installed by a licenced electricity operator. BESS projects require to be located where they can be connected to the electricity network, at points which can provide the capacity for the required import and export of electricity. The Nairn substation lies approximately 1.7km to the NW of the site on Granny Barbour Road. While not part of this planning application, it is anticipated that the site will be connected to the substation via undergrounded cables.

1.4 Pre-Application Consultation: Preapplication advice (24/00011/PREMAJ) was provided through the Council's Major Pre-application Advice Service in 2024. The applicant undertook an in-person pre-application consultation event in the Dunbar Village Hall, Auldearn on 11 July 2024 and a presentation to the Community Council and interested members of the community was made at the Lethan Hall in Auldearn on 16 September 2024. A leaflet drop to 1,757 households was undertaken in June 2024 and adverts were published in the Inverness Courier on 21 June and 03 September to inform the exhibitions. Details were also uploaded to a website. The

PAC Report advises that the issues raised by members of the public and other consultees have been addressed in the proposal, for example through increasing the vegetation screening belt from 7m to 12m.

1.5 Supporting Information: The proposed development has undergone EIA Screening, with the Planning Authority advising that the proposal does not constitute EIA Development. The application is supported by a suite of supporting information:

- Pre-application Consultation Report
- Design and Access Statement
- Landscape and Visual Impact Assessment
- Construction and Transport management plan
- Noise Impact Assessment
- Ecological Appraisal and Biodiversity Net Gain calculation
- Firewater Management Plan Assessment
- Flood Risk and Drainage Assessment
- Transport Statement
- Historic Environment Desk-based Assessment
- Arboricultural Impact Assessment
- Photomontages
- Battery Safety Strategy
- Community Wealth Building Plan

1.6 Post submission of the application, the following variations have been made:

- Revised layout, number and type of batteries and associated infrastructure in order to reduce noise impact
- Secondary emergency access onto B9101 added
- Acoustic fencing added
- Landscaping amended
- Amendments to submitted topographical information and site sections

2. SITE DESCRIPTION

2.1 The application site comprises 4.4ha of agricultural land approximately 2.2km southeast of Nairn, and just under 1km SW of Auldearn. It sits within a gently undulating rural landscape characterised by open fields interspersed with tree belts and hedgerows. The field in which the site lies is roughly triangular in shape and is bounded on three sides by public roads: the B9101 to the north, and a minor access road to the south and southwest, beyond which lies an area of forestry. A mature tree belt runs along the entire eastern boundary, providing good screening from this direction. Along the northern boundary, the NE section is partially screened by roadside trees, however, the majority of this boundary, adjacent to the B9101, remains open, allowing views across the site towards the south and southeast.

2.2 The proposed BESS compound occupies around 1.26ha centrally within the site and is set back approximately 160 metres from the B9101. Nairn electricity sub-station is located approximately 1.7km to the northwest.

2.3 The nearest property to the application site is Grigorhill, a C-Listed detached house located in the northwest corner of the field, approximately 300 metres from the site.

Grigorhill is oriented to the southeast and is enclosed by high hedging on three sides, with an open outlook to the south. Another property lies around 310 metres to the west, beyond a woodland area, while a larger cluster of housing is located at Newmill, approximately 500 metres to the east.

2.4 The site lies within the southwestern extent of the Battlefield of Auldearn, as identified in the Historic Battlefield Inventory. There are no natural heritage designations on the site or within its immediate surroundings. A high-pressure gas pipeline crosses the northern part of the site in an east–west direction, and road orders are in place for the Dualling of the A96 Trunk Road on land approximately 900m northwest of the site.

3. PLANNING HISTORY

3.1	14.06.2024	24/02660/SCRE: EIA Screening Request for Installation of battery energy storage system (BESS) (up to 49.9MW)	EIA not required
3.2	19.08.2024	24/02747/PAN: Installation of battery energy storage system (BESS) (up to 49.9MW)	Reported to planning Committee for noting
	24.05.2024	24/00011/PREMAJ 49.9MW Stand Alone Battery Electricity Storage System	

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour; Schedule 3 Development

Date Advertised: 18.02.2025

Representation deadline: 07.03.2025

Timeous representations: 0

Late representations: 2 Representations (from 2 households). Includes a representation from Nairn River Community Council (neighbouring CC to the application site)

4.2 Material considerations raised are summarised as follows:

a) Insufficient information on emergency planning and fire safety (lack of evidence of engagement with SFRS despite proximity to homes and roads; doesn't meet NFCC guidance; concern over potential remote monitoring)
b) Site is one of 5 BESS development proposed within a 2km radius; risks of co-location not properly assessed; no cumulative risk assessment provided.
c) Significant disruption from underground cabling on Granny Barbour Road will affect local businesses and residents
d) Access road is narrow and lacks pedestrian infrastructure; NRCC requests a one-way traffic system and emergency access
e) Proximity to sensitive receptors; concerns about smoke/vapour clouds from fire events and future impact on A96 corridor/Nairn Bypass

f) Lack of clarity on firewater containment and drainage strategy
g) Application lacking in detail (e.g. maintenance plan, emergency response plan, fire management plan, sensitive receptors etc)
h) Site not allocated for business/industry in IMFLDP2
i) No community benefit statement – no evidence of tangible local benefits
j) Concern over impact on tourism and local business development

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

5. CONSULTATIONS

5.1 **Auldearn Community Council:** No comments received

5.2 **Development Plans:** The proposed development has been assessed against National Planning Framework 4 (NPF4) and aligns with key policies. It supports Policy 1 by contributing to climate and nature objectives and meets Policy 3 through a biodiversity net gain of 167.49% and additional enhancements. Policy 6 is addressed by maintaining a 20-metre buffer to protect surrounding woodland, while Policy 7 is relevant due to nearby historic assets, requiring consideration of mitigation measures and consultation with Historic Environment Scotland. The proposal complies with Policy 11 by enabling renewable energy storage and includes noise and visual impact assessments. Integrated drainage design and elevated battery units satisfy Policy 22, and noise and fire safety measures address Policy 23. Under Policy 25, the development is expected to support local economic growth and community wealth, aligning with the Highland Social Value Charter.

In relation to the Inner Moray Firth Local Development Plan 2 (IMFLDP2), the site lies outside any Settlement Development Area but within the plan area. Compliance with Policy 2 is demonstrated through biodiversity enhancements and future management commitments, while Policy 5 is met by maintaining and extending habitat networks as outlined in the Ecology Appraisal. The Highland-wide Local Development Plan (HwLDP) 2012 remains relevant, particularly Policies 67, 57, and 61 on renewable energy, heritage, and landscape. Developer contributions may be required under Policy 31 and supplementary guidance, covering transport, green infrastructure, water, waste, and public art, though contributions for housing, education, and community facilities are not applicable due to the industrial nature of the proposal.

5.3 **Transport Planning**: Notes a revised submission confirming that the northern-most passing place improvement on the U3010 will be permanent and adopted. Conditions are recommended requiring detailed designs for passing places and site accesses to be approved before works commence, including visibility splays and construction standards. Accesses must be implemented in time for construction use, with gates set back and a bound surface for 20 metres. A Construction Traffic Management Plan (CTMP) is required prior to works, covering the temporary 40mph speed limit on the B9101, works on Granny Barbour's Road, and a 'Wear and Tear' agreement. An informative should clarify that a Road Opening Permit is needed before any works on or adjacent to public roads. Updated HGV forecasts have increased to 268 loads over 23 weeks, and while still considered low, the promoter's agreement to road improvements and traffic monitoring is noted. The CTMP should include traffic

counters and regular reporting to assess impacts and determine if further mitigation is required.

5.4 **Ecology Team:** Ecological surveys undertaken between June and September 2024 confirmed suitable habitats for badgers, red squirrels, roosting bats, and common breeding birds within the wider area, though no direct impacts from the development were identified. To protect species during construction, measures must address breeding birds, badgers, and red squirrels. Vegetation clearance should occur outside the March–September bird breeding season, or be preceded by a nesting bird survey by a qualified ecologist if unavoidable. Lighting should follow Bat Conservation Trust guidelines.

The proposal meets National Planning Framework 4 Policy 3 on biodiversity enhancement, supported by a Defra metric showing net gain through creation of biodiverse grassland, scrub, and native trees. Wildflower and scrub mixes are appropriate, and the Biodiversity Net Gain Report must be implemented during and after construction. No objection is raised subject to conditions requiring biodiversity enhancement, a Construction Environmental Management Plan, and pre-construction species surveys.

5.5 **Flood Risk Management:** The submitted Flood Risk Assessment has been reviewed and the FRM Team are content that the flood risk to the site is low. No objection subject to a condition to ensure that the final surface water drainage design is submitted for review. Discharge will be limited to pre-development greenfield rates and the assessment contains simulations to demonstrate that this can be achieved. The case officer should note that the discharge route to the watercourse is outwith the planning application site. The Firewater Management Plan has been reviewed and, although this does not fall within our remit as it is primarily a water quality consideration, it is proposed that the SUDS basin will be used to store fire water. Reasonable assumptions have been made with regard to the capacity available in the SUDS basin for the storage of fire water.

5.6 **Community Wealth Building:** The Community Wealth Building Team note the application and will be in touch with the developer/applicant regarding the Highland Social Value Charter.

5.7 **Contaminated Land:** No evidence of a former potentially contaminated land use therefore no further comments

5.8 **Access Officer:** No comment

5.9 **Historic Environment Team – Conservation:** The proposal has been assessed with regard to its impact upon the setting of Grigorhill House, a C-listed building which sits approximately 300m to the west. The proposed battery facility will not have a positive impact upon the setting, but the relatively low height of the installation should limit the severity of its impacts; this will however be reliant upon a tree/bush planting buffer-screen being implemented to the western side of the proposal.

5.10 **Historic Environment Team – Archaeology:** The proposed development site lies entirely within the Inventory Battlefield of Auldearn. A desk-based assessment has been submitted in support of the application; however, its conclusions differ from those of Historic Environment Scotland (HES), particularly regarding the level of

impact on the battlefield. HES has advised that pre-determination mitigation should be considered. In response, it is considered appropriate that a metal-detecting survey be undertaken across the site to enhance understanding of the battlefield's historic baseline. Alternatively, this survey could be incorporated into a broader programme of archaeological works.

In addition to its battlefield context, the site is located within an area of archaeological potential. In accordance with condition ARC01, an archaeological evaluation must be carried out to determine the presence and significance of any remains. Depending on the findings, further investigation may be required both prior to and during construction to ensure proper recording of any archaeological features. This evaluation will be supported by desk-based research and must result in a report outlining the findings and any necessary mitigation strategy. The applicant will be required to appoint a professional archaeological contractor to undertake this work.

5.11 **Environmental Health**: Initially objected due to predicted noise from the original battery design. Following revisions to the number and type of units, the updated assessment shows compliance with Council criteria. Operational noise should not exceed the existing background noise level at noise sensitive properties, although the Service allows a relaxation where the background noise level is very low, allowing a limit of 30dB or background +5 dB, whichever is lower.

The assessment predicts levels between 8 and 23dB at the nearest receptor, with no tonal component, and includes mitigation such as a noise barrier and inverter attenuation kits. Daytime noise is expected to remain below background, and night-time levels at 26dB are within the relaxed limit. On this basis, Environmental Health withdraws its objection subject to conditions securing these measures.

5.12 **Scottish Water:** No objection

5.13 **SEPA:** Do not provide site specific planning advice on drainage, including from BESS sites. Standard advice is available from SEPA's BESS website page includes further information including for the management of fire water.

5.14 **Health and Safety Executive:** Battery Energy Storage facilities are usually not a relevant development in relation to land-use planning in the vicinity. However, if the development is over a major accident hazard pipeline or in the easement around a major accident hazard pipeline, please consult the pipeline operator.

5.15 **Scottish Gas Network:** Objected pending a site meeting, due to the proximity of a High Pressure Gas Transmission Pipeline (Pipeline A11), which is classified as a Major Accident Hazard Pipeline under the Pipelines Safety Regulations 1996. The required building proximity distance is 32 metres, as per IGEM/TD/1 Edition 5.

Following a site meeting with the developer SGN confirmed that the developer has agreed to liaise with SGN throughout the planning process as well as confirm earthing/fault mitigation measures on the site. SGN have subsequently formally withdrawn their objection to the planning application.

5.16 **Historic Environment Scotland:** The development site lies within the Inventory Battlefield of Auldearn (BTL3) and near the Scheduled Monument Dooket Hill, motte and doocot (SM9293). The site lies at the south-west edge of the battlefield, potentially crossed by Covenanter forces during their retreat. The proposed

development's industrial scale may significantly alter the open, rural character of the battlefield landscape. Although partially screened by existing shelter belts, views from the west and south remain a concern. A proposed 12m wide planting belt to the south, west and north is welcomed but must be maintained for the lifetime of the development. HES recommends this be secured by condition.

While the site has been cultivated, there remains potential for stray finds or battlefield remains. HES supports the recommendation for a post-determination archaeological evaluation but advises the Council to consider whether a pre-determination evaluation would be more appropriate.

HES does not object to the application, as it does not raise issues of national significance. However, their advice should be treated as a material consideration, and the application should be determined in line with national and local historic environment policy.

5.17 **Transport Scotland:** The applicants should make themselves aware of the proposed alignment and current status of the A96 Inverness to Nairn including Nairn Bypass Scheme in the vicinity of the proposed development. No objection to the proposal subject to conditions ensuring prior agreement of the cable routing plan for the connection to the grid to ensure that the future improvement of the trunk road is not prejudiced and submission and approval of a Construction Traffic Management Plan including identification of measures to control the use of any direct access onto the trunk road.

6. DEVELOPMENT PLAN POLICY

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

6.1 National Planning Framework 4 (2023) (NPF4)

Policy 1 - Tackling the Climate and Nature Crises
Policy 2 - Climate Mitigation and Adaptation
Policy 3 - Biodiversity
Policy 4 - Natural Places
Policy 5 - Soils
Policy 6 - Forestry, Woodland and Trees
Policy 7 - Historic Assets and Places
Policy 11 - Energy
Policy 18 - Infrastructure First
Policy 20 - Blue and Green Infrastructure
Policy 22 - Flood Risk and Water Management
Policy 23 - Health and Safety
Policy 25 - Community Wealth Building
Policy 29 - Rural Development

6.2 Highland Wide Local Development Plan 2012 (HwLDP)

28 - Sustainable Design
29 - Design Quality and Place-making
30 - Physical Constraints
31 - Developer Contributions

36 - Development in the Wider Countryside
51 - Trees and Development
55 - Peat and Soils
56 - Travel
57 - Natural, Built and Cultural Heritage
58 - Protected Species
61 - Landscape
63 - Water Environment
64 - Flood Risk
66 - Surface Water Drainage
67 - Renewable Energy Developments
69 - Electricity Transmission Infrastructure
72 - Pollution

6.3 **Inner Moray Firth Local Development Plan 2 (2024) (IMFLDP2)**

Policy 1 – Low Carbon Developments
Policy 2 – Nature Protection, Preservation and Enhancement
Policy 5 – Green Networks

6.4 **Highland Council Supplementary Planning Policy Guidance**

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

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 **Scottish Government Planning Policy and Guidance**

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

7.2 Nairnshire Local Place Plan (August 2025)

8. PLANNING APPRAISAL

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

Determining Issues

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

Planning Considerations

8.3 The key considerations in this case are:

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

Development plan/other planning policy

8.4 The Development Plan comprises National Planning Framework 4 (NPF4), the adopted Highland-wide Local Development Plan (HwLDP), the Inner Moray Firth Local Development Plan 2 (IMFLDP2), and all statutorily adopted supplementary guidance. NPF4 recognises that strategic renewable electricity generation and transmission infrastructure will help deliver the Spatial Strategy and priorities for the north of Scotland, enabling Highland to make a strong contribution toward Scotland's net zero ambitions. This strategy seeks to balance climate objectives with the protection of environmental assets and the stimulation of investment in natural and engineered solutions to address climate change.

8.5 NPF4 Policies 1, 2 and 3 apply to all development proposals across Scotland. These policies give significant weight to the global climate and nature crises, requiring developments to minimise lifecycle greenhouse gas emissions and to conserve, restore and enhance biodiversity so that nature networks are in a demonstrably better state than without intervention. Policy 4 complements these requirements by ensuring that natural places and protected species are adequately considered prior to determination. Policy 5 seeks to safeguard carbon-rich soils and peatlands and minimise soil disturbance; in this case, the site comprises Class 3.2 agricultural soil, avoiding prime agricultural land. Policy 6 promotes the protection and expansion of woodland and forestry, while Policy 7 focuses on safeguarding historic assets,

including nationally important Historic Battlefields and states that development proposals affecting nationally important Historic Battlefields will only be supported where they protect and, where appropriate, enhance their cultural significance, key landscape characteristics, physical remains, and special qualities.

8.6 Further relevant policies include Policy 20, which supports blue and green infrastructure as integral to climate mitigation, biodiversity enhancement, and water management, alongside Policy 22 on flood risk and water management. Policy 23 addresses health and safety by requiring developments to mitigate risks and protect people and places from environmental harm. Policy 25 encourages proposals to contribute to local or regional community wealth building strategies and align with local economic priorities.

8.7 The principal NPF4 policy for energy developments is Policy 11, which provides in-principle support for renewable, low-carbon and zero-emission technologies, including Battery Energy Storage Systems (BESS). This support is qualified by requirements to maximise socio-economic benefits, such as employment and supply chain opportunities, and to address and mitigate impacts, including cumulative effects, on communities, amenity, landscape, historic environment, ecology, water, site restoration and other relevant considerations.

8.8 Within the HwLDP, Policy 67 is the key policy for renewable energy developments. It requires proposals to contribute to renewable energy targets and avoid significant adverse effects, either individually or cumulatively, while complying with other relevant policies. For BESS, the primary resource is the national grid rather than local renewable sources, as the technology supports grid balancing rather than generation. Policy 67 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. It aligns with Policy 28 on sustainable design, reinforcing the principle of achieving the right development in the right place rather than permitting development at any cost.

8.9 The Inner Moray Firth Local Development Plan 2 (IMFLDP2) is the Area Local Development Plan covering the application site. Area LDPs do not contain any specific land allocations related to the proposed type of development.

8.10 The Scottish Government's Draft Energy Strategy and Just Transition Plan (2023) recognises that Battery Energy Storage Systems (BESS) can increase flexibility within the electricity system and deliver wider benefits for consumers and society. In September 2021, only 124 MW of Scotland's 864 MW of energy storage capacity was provided by BESS, although a further 2.1 GW had secured planning permission. Since then, Quarter 2 2025 Energy Statistics show that by the end of June 2025 there were 1,114 renewable energy projects in Scotland's planning pipeline with an estimated capacity of 76.5 GW. Of this, battery storage accounts for the largest share at 26.3 GW, although only 2.1 GW is currently under construction, with the remainder either in planning (10 GW) or awaiting construction (14.2 GW). This represents an 18% increase from the same period in 2024 (18.6 GW), highlighting battery storage as a rapidly growing and important contributor to Government targets.

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

8.12 The Development Plan, including 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

8.13 The proposal is not co-located with an electricity generating station but will connect to the grid's transmission and distribution network at the electricity substation on Granny Barbours Road, approximately 1.7 km north of the site. BESS facilities draw energy from the grid when supply exceeds demand and store it until required, making a commercial return by buying electricity at lower rates and selling it back when rates are higher. The development will also provide electricity and other grid services when needed. Depending on the mix of electricity at the time of storage, the facility may or may not be releasing renewable energy; however, as all generation in the region is renewable, the proposal is considered to 'regenerate' renewable energy.

8.14 The key benefit of BESS is its ability to store excess energy generated by renewables, such as wind farms, when the grid reaches capacity - energy that would otherwise be lost. This allows renewable generators to operate for longer periods and provides flexibility to the grid to manage peaks and troughs in demand. In doing so, the technology supports government policy to reduce reliance on fossil fuel backup generation and maximise the carbon-saving benefits of renewables.

Socio-Economic Impacts

8.15 Energy storage facilities are an emerging technology expected to become a significant component of national energy infrastructure and support jobs and economic development. The Council's Highland Outcome Improvement Plan 2024 - 2027 sets a vision to maximise opportunities and tackle inequality through priorities around people, place and prosperity. A Community Wealth Building Strategy, approved in September 2024, promotes an approach that retains wealth locally and ensures communities benefit from economic activity. Local Place Plans will likely identify further opportunities. In June 2024, the Council adopted a Social Values Charter for Renewables Investment, setting expectations for developers wishing to invest in renewables related projects in the Highland area, and outlining how the Highland partnership will support and enable contributions, namely:

- embed an approach to community wealth building into Highland;
- maximise economic benefits from our natural environment and resources;

- engage and involve relevant stakeholders to understand how we can continually improve our impact; and,
- unlock economic opportunities for the area.

8.16 The developer has submitted a Community Wealth Building Plan outlining how the proposal will seek to maximise economic impact and contribute to local and regional strategies in line with NPF4 Policies 11 and 25. The approach includes improving community resilience and job creation through local employment and training opportunities with schools and colleges; increasing local spend by using local suppliers and contractors where feasible; identifying opportunities for new businesses linked to construction and operation; and exploring mechanisms for community benefit such as funds, in-kind contributions, or support for community-led initiatives. These commitments align with the Council's Social Values Charter and the emerging Community Wealth Building Strategy, ensuring the proposal delivers long-term socio-economic benefits for the local community.

8.17 A condition is proposed to secure a Local Employment Scheme aimed at maximising socio-economic benefits through the use of local contractors for construction and specialists for site landscaping and habitat management. Compliance with NPF4 Policies 11 and 25 is therefore capable of being demonstrated, as they relate to maximising socio-economic benefits and building community wealth.

Siting, Design, Landscape and Visual Impact

8.18 The site has been selected primarily for its proximity to existing grid infrastructure, with the anticipated connection point being SSE's electricity sub-station on Granny Barbour's Road, Nairn, which is located approximately 1.7km to the NW of the application site. Being close to existing infrastructure improves efficiency while minimising connection costs and materials required. A site selection process was carried out taking into account the technical suitability of the site and availability of grid connection, in addition to planning and amenity issues and land ownership.

8.19 The site occupies the south-eastern part of a large, rectangular field south of the B9101. It is bounded to the east by Newman Belts, a parcel of ancient woodland that provides effective screening from the east. The northern and southern boundaries are currently undefined within the open field. To the south, the field in which the site sits is enclosed by a drystone wall and the minor U3010 road, beyond which lies Craig's Wood (also ancient woodland); and to the north by the B9101 and post and wire fencing. The wider setting comprises farmland interspersed with woodland blocks. Auldearn lies approximately 1km to the northeast and Nairn 2.2km to the northwest. The site is within agricultural use but is not classed as Prime Agricultural Land (Class 3.2). The BESS compound itself sits around 160m south of the B9101.

8.20 The proposal adopts a functional, utilitarian design. The main BESS area (30m x 130m) will accommodate 56 battery containers (6m x 2.5m x 3m high) arranged in four rows, with inverters and transformers spaced out along the centre. Additional infrastructure to be contained within the compound includes a control room and 2 substation buildings and an attenuation basin to the north. The compound measures approximately 56m x 225m and will be enclosed by a 2.4m high green metal palisade fence, with the main BESS area surfaced in compacted aggregate. Infrared CCTV security cameras will be mounted on 4.2m high posts. The tallest elements of the

BESS infrastructure range from 3.3m to 3.8m, but the entire installation will be screened by a 4m high acoustic fence to mitigate noise. While this will be effective in helping to conceal the site's industrial character, the height and solid form of the fence may, itself, appear incongruous in the rural setting. To reduce visual impact, it is recommended that the fence be finished in a recessive colour - dark green being most appropriate given its woodland backdrop.

8.21 The site lies within the Coastal Farmlands – Moray and Nairn Landscape Character Type (LCT 284) as defined by NatureScot and is characterised by an open, flat to undulating, coastal plains landscape, with expansive, open, long-distance views across the farmland belt to moorland hills and occasional sea views, interspersed with more intimate views, foreshortened by undulations and folds in the landform, tree groups, small forests and coastal forests.

8.22 The applicant has submitted a Landscape and Visual Review which acknowledges that poorly designed developments of this type can lead to adverse landscape and visual impacts. To address this, they state that a landscape-led approach has been adopted to ensure the design responds sensitively to the site's context and aligns with landscape character assessments and planning guidance. Key measures include:

- A comprehensive planting scheme using locally native species;
- Retention of dry stone walls along the southern boundary;
- A 15m buffer from the ancient woodland, with transitional woodland edge habitat;
- Wildflower and scrub planting in undeveloped areas to enhance biodiversity;
- A 12m wide native scrub belt with scattered trees along key boundaries to contain the development and screen views, particularly from the residential property to the west and local roads.

They state that although the development introduces change, impacts are expected to be localised due to surrounding woodland; that the BESS is temporary (approximately 40 years), after which the land will revert to agriculture; and despite the area's expansive views, woodland blocks limit visibility, reducing wider visual impact.

8.23 The introduction of an industrial development of this nature into an open, rural landscape will inevitably result in some visual impact. While the proposal will have limited visibility from nearby roads, the flat, low-lying site and surrounding woodland will significantly limit long-distance views. Submitted photomontages for years 1, 5 and 10 demonstrate that when viewed from the U3010, the development will sit against a woodland backdrop, aiding integration into the landscape, and will be largely screened by proposed landscaping by year 10. From the B9101, views are more distant at approximately 160 metres from the compound edge and will also be seen against a woodland background. From the B9101 views will primarily affect passing traffic and will be short-lived along a stretch of around 250 metres before being obscured by vegetation or out of sight.

8.24 The most significant visual impact will therefore be experienced by regular users of the U3010, including a small number of properties which take access off the U3010 to the west, for whom this is their primary access; and Grigorhill which sits in the northwest

corner of the field. Properties at Newmill can also take access via the U3010, although these properties do also benefit from an alternative, more direct access onto the road network. While this impact is acknowledged, no property directly faces the proposed development, meaning views will be passing rather than constant. Even Grigorhill is oriented south and benefits from high hedging along its eastern boundary, which will help mitigate direct views. NPF4 Policy 11 states that where landscape and visual impacts are "localised and/or appropriate design mitigation has been applied, they will generally be considered to be acceptable". Consequently, with the proposed landscape screening in place, the visual impact is considered to be acceptable.

8.25 It is noted that planning permission has been granted for three other BESS developments within approximately 2 km of the application site. Two of these are located around 1 km to the northwest, off Granny Barbour's Road (24/05019/FUL and 23/04254/S42), and a third at Househill, off the A939, approximately 1.8 km to the northwest (22/03638/FUL). The cumulative impact of these developments therefore requires consideration. At present, none of the consented schemes have commenced construction, and the Planning Authority has received no indication that works are likely to begin in the near future. Consequently, it is difficult to assess the likelihood of these projects being delivered or to predict timescales for implementation. That said, these proposals were each assessed on their own merits and deemed acceptable in terms of visual impact, primarily due to their siting in relation to established woodland, which provides effective screening. While they introduce an industrial use, once operational the associated impacts are considered to be very low in terms of activity when compared to other industrial operations. By contrast, the proposed A96 dualling (Nairn Bypass) project, which would sit some 900m to the north of the application site, between it and the consented BESS developments, would have a far more significant effect on the character of this wider area.

Built Heritage

8.26 The site lies just inside the southwestern boundary of the Battle of Auldearn, which is included on Inventory of Historic Battlefields (BTL3). While it is some distance from the core battlefield area, it is within an area that may have been crossed by Covenanter forces during their retreat. Historic Environment Scotland were consulted on the application and note that the application site is in part screened from the core of the battlefield by a long-established broadleaf shelter belt to the east and north that appears on the Ordnance Survey 1st edition mapping. The majority of the battlefield is open and rural and, with the exception of an expansion of Auldearn, the area has been subject to little development or significant change in the last few hundred years.

8.27 Historic Environment Scotland have not objected to the proposal as it is not considered to raise matters of national significance, however they do state that the proposed development's industrial appearance and scale has the potential to have a significant adverse impact on the appreciation of the character of this part of the battlefield landscape, as it represents a substantial alteration to the open agricultural fields that form the baseline of the battlefield landscape. They note that the existing woodland and tree belts to the north and east of the proposed development will screen it from the core battlefield but that there will remain inward views from the west and south. They note the proposed wide planting belt to screen the development, and while they agree that such planting would assist in mitigating the

proposed alteration to the character of the battlefield landscape, such amelioration of impact will only occur if the planting is maintained for the lifetime of the development. They therefore recommend that this is secured by planning condition.

8.28 Historic Environment Scotland and the Council's Archaeology Team further note that despite the long-established agricultural activity on the site there does remain potential for battlefield remains, and a full archaeological evaluation will need to be carried out by a professional archaeological contractor. The Council's archaeologist has agreed that this could be carried out as a pre-commencement condition of development, and a full Programme of Archaeological Work will be required. This will include a metal detecting survey to help to inform subsequent mitigation - for example sample trenching and excavation where needed and/or a watching brief. Interpretation of any identified features can also be required where justified.

8.29 The application has also been assessed by the Council's Historic Environment Team (HET) on the extent to which the development will impact the nearby C-Listed property, Grigorhill, which sits approximately 240m to the west in the NW corner of the field. HET conclude that while the proposed development will not have a positive impact upon the setting of the historic building, its relatively low height should limit the severity of its impact, particularly when screened by a comprehensive planting buffer.

Natural Heritage / Biodiversity / Habitats

8.30 The application is supported by a landscaping plan, arboricultural impact assessment, ecological appraisal, and a biodiversity net gain report. The site is not located within, or close to, any designated natural heritage area.

8.31 Under NPF4 Policy 3(b), major developments must demonstrate that they conserve, restore, and enhance biodiversity so that the site is in a demonstrably better state than without intervention. This aligns with the Council's Biodiversity Enhancement Planning Guidance (May 2024).

8.32 A biodiversity assessment using the DEFRA Biodiversity Metric has been submitted. This is a tool which quantifies biodiversity value by comparing existing habitats with proposed enhancements. The current habitat is classed as a cropland of low distinctiveness. The proposal introduces higher-value habitats, including species-rich wildflower grassland, 84 native trees, and species-rich shrubland around the compound perimeter. This results int a predicted Biodiversity Net Gain of 167.49%. Additional measures such as insect hotels and log piles are recommended and will be secured through a Landscape and Biodiversity Enhancement Plan, required by condition prior to commencement.

8.33 There are no trees within the application site itself, but Newmill Belts (east) and Craig's Wood (south) are classified as Ancient Woodland. No tree or hedgerow removal is proposed. A 20m buffer beyond the Root Protection Area of Newmill Belts will be maintained, with protective fencing during construction. The development will not negatively impact existing woodland and will add 84 new native trees as shown in the landscaping plan.

Protected Species

8.34 An Ecological Appraisal, including a Phase 1 Habitat Survey and Protected Species surveys, has been submitted. While the wider area contains woodland and grassland habitats, the application site itself comprises arable land, which offers limited suitability for most protected species. Field signs of badger were recorded within the survey area; however, the BESS layout ensures no construction will occur within 30 metres of any sett. To confirm up-to-date information, a pre-commencement badger survey will be required before any construction takes place.

8.35 The Council's Ecology Officer confirms that surveys were undertaken at an appropriate time. Although habitats for badger, red squirrel, and roosting bats exist in the surrounding area, no direct impacts are anticipated. Species Protection Plans to protect wildlife during the construction period will be secured through a Construction Environmental Management Plan (CEMP) condition.

Amenity

8.36 Construction Noise: There is likely to be some disruption during the anticipated 48-week construction period, particularly as construction materials are being delivered and during works to connect the site to related infrastructure. Developers and contractors are required by Section 60 of the Control of Pollution Act 1974 (regulated by Environmental Health) to comply with reasonable operational practices so as not to cause construction noise-related nuisance. 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. Construction activities that do not generate impacts beyond the site boundary are permissible outwith these hours.

8.37 Operational Noise: The BESS facility employs inverters, switchgear, transformers and batteries, with the battery storage containers also fitted with air cooling units. As such, the operation of the facility will create a degree of noise with potential to impact residential amenity. The closest residential property is located approximately 240m NW of the application site. The application is supported by a noise assessment which assesses the background noise environment, considers the existing sensitive receptors (such as nearby houses) and the impacts of the development on the noise environment.

8.38 Environmental Health objected to the original submission on the grounds that the proposal would result in an adverse impact at noise sensitive receptors and would exceed the background noise criteria (and the Council's noise criteria) by +4dB during the daytime and +8dB during the night-time. Following this, the applicant has revised the proposal to include alternative infrastructure which produce less noise, and to include noise attenuation kits to be fitted to the invertors. A 4m high acoustic fence is also proposed to surround the BESS compound.

8.39 The amended proposal was accompanied by a revised Noise Impact Assessment which predicts that the operational noise associated with the development will comply with the Council's noise criteria, albeit with little margin for error. Subject to the inclusion of a planning condition to ensure that the noise levels arising from the development do not exceed 32dB(A) during the daytime and 26dB during the night-time at the curtilage of any noise sensitive barrier, Environmental Health have no

objection to the proposal. It will be the developer's responsibility to employ an independent consultant to assess the noise levels in terms of compliance with consented noise limits within 21 days of becoming operational.

Health and Safety

8.40 NPF4 Policy 23 aims to protect people and places from environmental harm and mitigate safety risks. While noise impacts have been addressed, fire risk is not a material planning consideration and is regulated under separate health and safety legislation. Battery energy storage systems do not fall under hazardous substances regulations but are covered by Health and Safety at Work legislation and other controls. From a planning perspective, the focus is on ensuring environmental risks are properly considered and mitigated.

8.41 The submission does, however, include a technical statement describing the fire protection system for liquid-cooled BESS units such as those that are proposed. The safety approach focuses on preventing and containing thermal runaway events through a multi-tiered protocol covering prevention, detection, suppression and containment, all in compliance with relevant technical standards. Key measures include:

- the use of lithium iron phosphate cells for enhanced stability;
- integrated Battery Management System (BMS) to monitor temperature, detect cell degradation and trigger mitigation;
- independent liquid-cooling system with mechanical ventilation and automatic shutdown on failure.
- emergency exhaust system designed to safely vent flames and gases outside the enclosure
- explosion protection to limit overpressure and ensure structural integrity;
- fire detection measures incorporating smoke, heat and gas sensors, supported by a two-level alarm system that activates an aerosol suppression system within 25 seconds and optional dry pipe sprinkler system
- fire extinguishers to be positioned throughout the site for quick access, and as agreed as part of a Fire Management and Emergency Response Plan.

8.42 Fully implementable Fire Management and Emergency Response Plans must be prepared in consultation with the Scottish Fire and Rescue Service and submitted for approval prior to the delivery of battery equipment to the site. This requirement is secured by planning condition. These plans will be required to demonstrate that the proposal's potential for significant adverse impacts on human health, safety, and the environment, in the unlikely event of a battery fire, has been thoroughly assessed and appropriately mitigated. On this basis, the proposal is considered to comply with NPF4 Policy 23: Health and Safety.

8.43 It should be noted that both plans will be working documents, subject to periodic review and updates in line with best practice and to reflect any changes in equipment or site conditions. The regulation of fire safety, health, and other safety or environmental matters does not fall within the remit of the Planning Service. Accordingly, responsibility for maintaining the currency of these documents rests

with the site operator, in consultation with relevant agencies, including the Scottish Fire and Rescue Service, without further involvement from the Planning Authority.

8.44 Given the inherent fire risks associated with lithium battery facilities, the Council consulted the Scottish Fire and Rescue Service (SFRS). At the time of preparing this report, no response has been received, and it is understood that SFRS does not provide comments on individual planning applications. Currently, there is no formalised guidance from SFRS specific to Battery Energy Storage System (BESS) developments. In the absence of a national approach, no regional office advice can be offered; however, general guidance from the National Fire Chiefs Council (NFCC) 2022 has informed the Planning Authority's assessment.

8.45 NFCC guidance recommends consideration of emergency access arrangements, measures for containment of contaminated water run-off from potential firefighting operations, battery unit spacing and demonstration of adequate water supply sources for firefighting. The proposal includes a secondary emergency access onto the B9101, and internal tracks are suitable for emergency vehicles. The proposed drainage strategy (discussed later in this report) makes provision for the management of potentially contaminated run-off in the event of a fire. The current NFCC guidance (2022) recommends a spacing of 6m between battery units. This is greater than the 3.5m between battery units proposed in this application, however the applicant has highlighted that this advice is now outdated, as confirmed by the draft revised NFCC guidance (2024) which recommends a minimum of only 0.914m between BESS units, provided UL 9540A testing has confirmed that thermal runway propagation does not occur. The applicant has confirmed that the proposed equipment has undergone UL 9540A testing which demonstrates that the proposed spacing is acceptable. The applicant has also provided details of the fire protection system, as outlined above, with full details to be secured through a Fire Safety Plan by condition.

Transport and Infrastructure

8.46 The proposal is for the main vehicular access to the site to be via an existing minor road (U3010) which leads southwards from the B9101 immediately west of the site and follows the perimeter of the field in which the development is proposed along its southern boundary before continuing eastward through the hamlet of Newmill and onto Lethen Road. An existing field access to the SW of the apparatus would be utilised as the access point into the site. Further to the construction of 2 passing places along the single track U3010 road, the access route is considered to be acceptable. NFCC guidance advises that there should be at least two separate access points to a BESS development to account for opposite wind conditions/direction in the event of a fire, therefore in addition to this main access point, a secondary access route is proposed directly off the B9101, which would approach the proposed development from the north.

8.47 The applicant's Transport Statement (revised) predicts around 268 loads (536 movements) over a period of around 23 weeks. Transport Planning note that this appears low in comparison to other proposed similar developments and have suggested that the CTMP includes a requirement for ongoing monitoring and reporting to the Roads Authority of traffic movements. This data can be used

alongside information on the condition of the road to determine if additional mitigation to the impacted network is required.

8.48 Once operational, daily vehicle movements associated with the BESS will be minimal. The most intensive period for traffic generation will therefore occur during construction. On the advice of the Transport Planning Team, a one-way construction traffic system is proposed: inbound traffic will access the site via the U3010, while outbound vehicles will exit directly onto the B9101 via the proposed secondary access. A temporary reduction in the speed limit to 40 mph along the affected section of the B9101 during the construction period is also proposed and is likely to be acceptable. Full details will be required as part of a Construction Traffic Management Plan, together with final detailed access designs, all of which must be approved in writing by the Roads Authority prior to commencement of development. Following completion of construction, the B9101 secondary access will revert to emergency use only, and all operational traffic will use the main access located to the south of the development.

8.49 A high-pressure gas pipeline crosses the northern part of the site in an east–west direction, just north of the proposed SUDS location. Following discussions between the pipeline operator, Scottish Gas Network (SGN), and the applicant, SGN has withdrawn its original objection, subject to ongoing liaison with the applicant.

8.50 The 11kV electricity cabling required to connect the proposed site to the substation is likely to be installed under Permitted Development Rights, with the route determined following a detailed cable survey. It is noted that the cabling will need to cross the proposed route of the A96 Dualling project, which runs east–west between the site and the substation. This introduces the potential for conflict between the cable route and construction works associated with the bypass. Transport Scotland has not objected to the application but has requested a condition requiring details of the cable routing proposals to be approved by the Planning Authority in consultation with Transport Scotland, to ensure that future trunk road improvements are not prejudiced. The Construction Traffic Management Plan should also identify measures to control any direct access onto the trunk road.

Flood Risk, Drainage and Firewater Management

8.51 A Flood Risk and Drainage Assessment has been submitted in support of the application. This concludes that the site is of “low risk” or below of flooding from all sources and therefore no bespoke flood mitigation measures are required. The development is not in a ‘flood risk area’ therefore the proposal is compliant with Policy 22 of NPF4.

8.52 A drainage strategy designed to manage the surface water runoff from the development has been put forward. The top layer of the BESS area will be constructed from permeable materials such as crushed gravel which will allow rainwater to infiltrate to the impermeable base layer where it will be intercepted by perforated pipework and conveyed into a SUDS attenuation basin. The internal access tracks will be drained via perimeter drains and permeable areas, again being collected via the perforated substructure to the attenuation basin. Outwith the main BESS area, the access tracks shall be constructed from permeable materials, and no positive drainage will be required. The SUDS basin is located to the north of the

BESS infrastructure and will provide suitable treatment and attenuation prior to discharge to the adjacent watercourse, to the east of the site. The SUDS basin will be fully lined as it will serve as a dual purpose for firewater runoff storage. The drainage strategy has been assessed by the Council's FRM Team who do not object to the application as discharge will be limited to the required pre-development greenfield rates. A condition is included to ensure that a final surface water drainage design is submitted for review.

8.53 The National Fire Chief's Council guidance advises that developers of BESS should demonstrate how firewater runoff would be controlled and managed on site. As any such water could be contaminated it is critical that it can be intercepted and not permitted to make its way into the water environment. As stated above, the surface water drainage strategy for the site includes all surface water to be directed to the SUDS attenuation basin to the north of the site. The applicant has submitted a Firewater Management Plan for the development which is based on full containment of approximately 2,855 cubic metres of firewater, equivalent to 25 hours of storage at a flow rate of 1,900 litres per minute. This significantly exceeds the 2-hour minimum requirements stated in the NFCC guidance. The containment will be achieved through:

- lined SuDS attenuation basin integrated with the site drainage system and supported by impermeable surfaces and perimeter cut-off ditches;
- a penstock valve to be fitted at the outlet of the attenuation basis which will isolate the basin outlet during an incident (can be remotely triggered) – to be fully incorporated into the site's Operation and Maintenance and Incident Response Plans;
- the operator would enter into an agreement with local waste disposal services for emergency removal of contaminated water and provisions for water quality testing to determine appropriate disposal methods; and
- post-incident remediation would involve inspection, cleaning, and soil sampling before normal discharge resumes.

The Council's FRM Team reviewed the submitted Firewater Management Plan and are content that reasonable assumptions have been made with regard to the capacity available in the SUDS basin for storage of fire water. Final details would be required by planning condition.

8.54 Water supply for firefighting purposes is likely to be supplied via an existing water main which runs parallel to the B9101. This is subject to it being capable of providing the required minimum flow rate stipulated by the NFCC guidance. Available flow rates would need to be confirmed with Scottish Water and a new water mains layout submitted for approval. In the even that flow rates are lower than required, buried firewater supply tanks could be provided within the development area. Final arrangements for firewater supply are covered by a planning condition.

Decommissioning and Reinstatement

8.55 It is understood that BESS facilities have a limited operational lifetime, generally within the region of 30 – 40 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). The DRP would be prepared in consultation with and approved by the Planning Authority prior to the commencement of any works. Decommissioning works would then be undertaken in accordance with a statement of operations covering safety and environmental issues, including the safe removal of electrical equipment and foundations down to 1m below ground level, to ensure the site can be effectively returned to its former use. The DRP will also outline measures to safeguard and guarantee finances in the event the operator or owner is no longer solvent. The strategy and financial safeguard would also require to be reviewed at regular intervals.

Other material considerations

8.56 There are no other material considerations.

Non-material considerations

8.57 Issues related to compliance with fire safety regulations are not material planning considerations.

Matters to be secured by Legal Agreement / Upfront Payment

8.58 None.

9. CONCLUSION

9.1 The development will help balance electricity supply and demand by storing excess energy, including from renewables, supporting national net-zero targets. This technology is strongly supported by NPF4 Policy 11 (Energy).

9.2 The proposal has attracted a small number of objections. Several material planning considerations have been raised and as a result amendments have been made to the application through the determination process with additional supporting information having been provided.

9.3 Although industrial in appearance the apparatus will be largely screened behind the proposed 4m high timber acoustic fencing, which will itself, in time, be well screened by the proposed 12m wide tree and shrub screening belt. Views from the B9101 public road are relatively distant and against a backdrop of woodland. Views from the minor B3010 access road and Grigorhill property are closer and more pronounced but will be mitigated by the screening over time. There are currently few industrial uses in the vicinity of the application site, but it is noted that the proposed route of the A96(T) dualling project sits around 900m to the north and will have a significant impact on the rural character of the area.

9.4 The traffic and environmental impact of construction will need to be carefully managed, however once operational the facility will have a low impact on the area, and the proposal will significantly increase biodiversity of the site. While its location within the Inventory Battlefield of Auldearn raises concerns about its impact upon the ability to appreciate the battlefield's character, Historic Environment Scotland has not objected and considers that proposed landscape screening will help mitigate effects

A comprehensive programme of archaeological evaluation and monitoring will be required.

9.5 Overall, it is considered that the proposal accords with NPF4 Policy 11 (Energy) and HwLDP Policy 67 (Renewable Energy Developments) in that its benefits outweigh potential harm caused by the development of the site, which can be satisfactorily addressed by the proposed mitigation measures set out in the proposal.

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

10. IMPLICATIONS

10.1 Resource: Not applicable

10.2 Legal: Not applicable

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

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

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued	N
Notification to Scottish Ministers	N
Conclusion of Section 75 Obligation	N
Revocation of previous permission	N

Recommended to **GRANT** the application subject to the following conditions and reasons:

1. **Commencement of Development**

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

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

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

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

- 56No. battery containers mounted on concrete plinths, with the cabinets measuring 6m x 2.5m x 3m(h)
- 14No. invertors (5.7m x 2m x 2.3m(h) and 7 transformers (3m x 2m x 2.3m(h)
- Two substation buildings (5.4m x 4.7m x 3.8m high and 3.6m x 3.1m x 2.3m
- Control Room measuring 11m x 7m x 3.5m(h)
- Aux transformer (2.4m x 2.4m x 2.1m (h))
- 4m high acoustic fencing (timber) enclosing the compound
- 2.4m high metal palisade security fencing and gates
- 4m wide access track and hardstanding
- Hard surfacing within the main BESS area
- Attenuation Basin for surface water drainage and firewater runoff
- Infrared CCTV security cameras on poles approximately 4.2m high
- 12m wide landscaping belt around the north, west and south elevations and woodland edge planting along the east elevation

(2) Prior to the final commissioning of the development hereby approved, all elements of the development that relate to Part (1) above, and as approved in writing by the Planning Authority under Condition 3 below, along with site drainage 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 Developer shall immediately notify the Planning Authority in writing of that situation and shall, if the Planning Authority direct in writing, decommission the development and reinstate the site to the specification and satisfaction of the Planning Authority in accordance with an approved Decommissioning, Restoration, and Aftercare Plan, which shall be based on the principles of the Decommissioning, Restoration, and Aftercare Strategy approved under Condition 5 of this permission and updated according with the relevant guidance and best practice at the time. The Planning Authority shall have due regard to the circumstances surrounding the failure to store electricity.

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

Reason: In order to clarify the terms of the planning permission and ensure the development proceeds as approved. To secure the decommissioning and removal of the

development in an appropriate and environmentally responsible manner along with the restoration of the site in the interests of safety, amenity, and environmental protection.

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

(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;
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;
c) colour of the acoustic fencing (dark green or similar recessive colour); and
d) dimensioned plans (and swept path) showing access and turning within the site to enable safe access/egress in a forward gear.

(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.

4. **Battery Removal**

In the event that any battery installed and commissioned fails to store electricity, transmit, and/or distribute electricity to the public network when required on a commercial basis for a continuous period of 6 months, then unless otherwise agreed in writing with the Planning Authority, such infrastructure (including battery and synchronous compressors) shall be deemed to have ceased to be required. If deemed to have ceased to be required, the battery, battery storage container and other associated ancillary equipment shall be dismantled and removed from the site, with the battery being recycled, by the applicant within the following 3-month period, and the ground reinstated to the specification and satisfaction of the Planning Authority.

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

5. **Decommissioning, Restoration, and Aftercare**

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, 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.

6. **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 5 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.

7. **External Lighting**

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

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

8. **Historic Environment**

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.

9. **Tree Safeguarding**

No development, site excavation or groundwork shall commence until a Tree Protection Plan in accordance with BS5837:2012 - Trees in Relation to Design, Demolition and Construction (or any superseding document prevailing at the time) and the approved Arboricultural Impact Assessment, has been submitted to, and approved in writing by, the Planning Authority. Barriers shall then be installed and shall not be moved or removed during the construction period without the prior written approval of the Planning Authority.

Reason: In order to ensure the protection of retained trees which are important amenity assets, both during construction and thereafter.

10. **Landscape and Biodiversity**

No development shall commence until details of a scheme of hard and soft landscaping works, to include a 12m wide (minimum) tree/shrub screening belt along the north, south and west elevations of the BESS compound, to be retained for the lifetime of the development, have been submitted to, and approved in writing by, the Planning Authority. Details of the scheme shall include:

a) All earthworks and existing and finished ground levels in relation to an identified fixed datum point;
b) A plan showing existing landscaping features and vegetation to be retained;
c) The location and design, including materials, of any existing or proposed bunds, walls, fences and gates;
d) All soft landscaping and planting works, including plans and schedules showing the location, species and size of each individual tree and/or shrub and planting densities;
e) A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works;
f) Measures to ensure no trees are within 10m of a BESS unit, and maintenance regimes ensure a 10m set back is maintained between trees and any BESS unit.
g) Measures to implement the approved Net Biodiversity Gain Report (IMTECO, September 2024)

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

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

Reason: In order to satisfactorily screen the development and to provide appropriate levels of Biodiversity Net Gain.

11. **Biodiversity Shapefiles**

Prior to the commencement of development, the developer shall provide GIS Shapefiles of biodiversity net gain compensation and enhancement areas for the approval in writing of the Planning Authority.

Reason: To allow the compensation and enhancement areas to be mapped to ensure no developments occur on these sites for a minimum of 30 years.

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

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

a) details of the phasing of construction works;

b) details of any temporary site construction compound including temporary structures/buildings, fencing, parking and storage provision to be used in connection with the construction of the development;

c) details and implementation and a timetable for post construction restoration/reinstatement of the temporary working areas, and the construction compound;

d) details of the method of construction and erection of the structures and any underbuilding/platforms;

e) details of pollution control: protection of the water environment, bunding of fuel storage areas, surface water drainage, sewage disposal and discharge of foul drainage;

f) details of a scheme of mitigation for construction dust;

g) details for management and operation of any concrete batching plant (including disposal of pH rich waste water and substances);

h) the maximum height and location of all stockpiles of aggregate

i) risk assessment of potentially damaging construction-type activities on the environment;

j) details of temporary site illumination during the construction period, which must be wildlife friendly;

k) details of timing of works;

l) 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;

m) details of routeing of onsite cabling;

n) details of emergency procedures and pollution response plans;

o) siting and details of wheel washing facilities;

p) 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;

q) details of working practices for protecting nearby residential dwellings, including general measures to control noise and vibration arising from on-site activities, to be adopted as set out in British Standard 5228 Part 1: 2009;

r) details of the location of tree protection fencing;

s) Species and Habitat Protection Plans, (including badgers and breeding bird);

t) details of areas on the site designated for the storage, loading, off-loading, parking and manoeuvring of heavy duty plant, equipment and vehicles; and,

u). Mitigation to protect the ecological resources on site, including biodiversity protection zones, location and timing of works.

Reason: To ensure that construction works are undertaken in accordance with applicable standards in the interests of environmental protection, amenity, and safety, and that the mitigation measures contained in the Biodiversity Net Gain and Ecological Appraisal reports that accompanied the application, or as otherwise agreed, are fully implemented.

13. **Protected Species and Habitats**

(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 with the report including mitigation measures where any impact, or potential impact, on protected species 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. **Access**

No works shall commence on site until detailed designs of the site accesses from both the U3010 and B9010 public roads shall have been submitted to and approved in writing by the Planning Authority in consultation with the Roads Authority. The submitted design shall include full details of the access geometry, visibility splays, surfacing materials and drainage arrangements and meet the standards as set out in the Council guidance document 'Roads and Transport Guidelines for New Developments' and shall ensure that any gates are set back from the public road and include a bound surface for a minimum of 20m from the edge of the public road carriageway. The approved access works shall be fully installed on site prior to the commencement of any other development works. For the avoidance of doubt the access onto the B9101 shall be for emergency access only, other than that which may be agreed under Condition 16 during the construction period. All operational access to the site shall be via the U3010.

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

15. **Passing Places**

Prior to the commencement of any works on site, the detailed location and design of the two new passing places on the U3010 shall be submitted to and approved in writing by the Planning Authority in consultation with the Roads Authority. The approved passing places shall be fully constructed and installed on site before any other development works commence. For the avoidance of doubt, the design of the passing places shall comply with the standards for a Larger Passing Place as set out in the Council's guidance and shall be in general accordance with the submitted Technical note, Appendix C, (OPD Energy, July 2025).

Reason: In order to ensure the safety and free flow of traffic on the public road.

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

(1) No development shall commence on site until a finalised Construction Traffic Management Plan has been submitted to, and approved in writing by, the Planning Authority in consultation with the Roads Authority. The construction traffic management plan shall thereafter be implemented as approved and shall include:

a) identification of the routes to site for general construction traffic and details of the number and type of vehicle movements anticipated on these routes during the construction period. Unless otherwise agreed by the planning authority in consultation with the roads authority this shall include a one-way traffic system

with all construction traffic entering the site via the U3010 and existing the site via the B9101, in general accordance with the submitted Technical note, Appendix C, (OPD Energy, July 2025).

b) identification of all Council maintained roads likely to be affected by the various stages of the development and proposals of any measures to mitigate the impact of development traffic, especially at affected settlements.

c) measures to control the use of any direct access onto the Trunk Road network, to be agreed in consultation with Transport Scotland.

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

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 the proposed temporary 40mph speed limit on the B9101, 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 shall be undertaken by a recognised Quality Assured traffic management consultant, to be approved by the 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 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;

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

i) provisions for emergency vehicle access;

j) location of site compound, staff and visitor parking;

k) locations for loading and unloading for materials, plant and machinery;

l) location of storage for materials, skips and plant;

m) proposals for consultation with local residents and businesses;

n) construction traffic hours of operation;

o) details of traffic counters to determine the types and quantum of construction vehicles accessing the site and a programme of reporting to the Planning

Authority at regular intervals through the proposed works. Should this identify significantly greater traffic movements than proposed, further mitigation may be required.

p) a timetable for implementation of the measures detailed in the CTMP; and

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

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

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

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

17. **Cable Routing Plan**

No development shall commence until the proposed cable routing plan for connection to the grid has been submitted to, and approved in writing by, the Planning Authority in consultation with Transport Scotland.

Reason: To ensure that the future improvement of the trunk road is not prejudiced.

18. **Drainage**

No development shall commence until details of the final drainage design (including final ground levels and discharge rates information) have been submitted to, and approved in writing by, the Planning Authority, which shall include measures for the testing of spent fire suppressant water and where necessary its containment and disposal, as well as calculations to demonstrate that all storm events up to the 1 in 200 year plus climate change storm event shall be managed from within the application site boundary. Thereafter, the development shall be constructed in accordance with the approved details, which shall be made available for use prior to the development's first occupation and maintained in perpetuity.

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

19. **Noise and Dust**

Construction

1) No development shall commence until a Construction Noise and Vibration Mitigation Scheme has been submitted to, and approved in writing by, the Planning Authority in consultation with the Environmental Health Authority, which demonstrates how the

applicant/contractor will ensure the best practicable measures are implemented in order to reduce the impact of construction noise and vibration. The assessment shall include but is not limited to the following:

- A description of the most significant noise sources in terms of equipment; processes or phases of construction;
- The proposed operating hours and the estimated duration of the works for each phase;
- A detailed plan showing the location of noise sources, noise sensitive premises and any survey measurement locations (if required).
- A description of noise mitigation methods that will be put in place including any proposals for community liaison. The best practice found in BS5228 Code of practice for noise and vibration control on construction and open sites should be followed. Any divergence requires to be justified.

Thereafter the development shall progress in accordance with the approved Noise and Vibration 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.

2) No development shall commence until a dust mitigation scheme has been submitted to, and approved in writing by, the Planning Authority in consultation with the Environmental Health Authority, which demonstrates how neighbouring properties will be protected from dust arising from the construction of this development. Thereafter the development shall progress in accordance with the approved dust mitigation scheme and all approved mitigation measures shall be in place prior to the commencement of any construction or as otherwise may be agreed in writing by the Planning Authority.

<u>Operational</u>

3) The Rating Level of noise arising from this development as determined in accordance with BS4142 2014+A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound shall not exceed 32dB(A) during the daytime and 26dB during the night-time at the Flare 223994/ZS02604curtilage of any noise sensitive receptor

4) 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 in consultation with the Environmental Health Authority. Thereafter the development shall proceed in accordance with the revised assessment.

5) Within 21 days of the site 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 part 3) of this condition. The site operator shall submit the report of the independent consultant's assessment for the approval of the Planning Authority in consultation with the Environmental Health 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 part 3) of this condition.

Details of the proposed compliance monitoring, including any proposals to use proxy monitoring locations, shall be agreed in writing beforehand with the in consultation with the Environmental Health Authority.

Reason: To ensure that the noise impact of the development does not exceed the predicted noise levels set out within the supporting noise assessment.

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

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

i. a complete and fully implementable Fire Risk Management Plan; and,
ii. a complete and fully implementable Fire Emergency Response Plan. The developer shall thereafter undertake any review and amendment to both documents as may be required from time to time, in consultation with the relevant agencies.

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

21. **Battery Safety Management Plan**

No development shall commence until a full Battery Safety Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted Plan shall include detailed specifications of all points raised in the submitted Battery Safety Note, received by the Planning Authority on 07 November 2025.

Thereafter the construction of the development shall only be carried out in strict accordance with the approved Plan's specifications.

22. **Record Keeping**

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

Reason: To ensure end of life decommissioning of the site.

23. **Socio-Economic Benefit**

Prior to the Commencement of Development, a Local Employment Scheme for the construction of the development shall be submitted to and agreed in writing by the Planning Authority. The submitted Scheme shall make reference to the supporting statement 'Community Wealth Building Plan (not dated, received 07 November 2025).

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.

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,

b) that the development can be sufficiently served by a private water supply through an appraisal specifying the means by which a water supply shall be provided and thereafter maintained to the development.

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

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

25. **Firewater Disposal**

No development shall commence until full details of an appropriate disposal method statement to remove any contaminated spent firewater from the application site has been submitted to and agreed in writing by the Planning Authority. Details shall include a methodology explaining which contamination test results would merit which of a range of disposal methods, as well as full details of each proposed disposal method (e.g. on-site treatment and controlled release, and conveyance from the site via tanker vehicle).

Reason: In the interest of environmental protection, to ensure no compromise to nearby designated sites.

REASON FOR DECISION

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

INFORMATIVES

Initiation and Completion Notices

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

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

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

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

Flood Risk

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

Scottish Water

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any

enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

Trunk Road

The applicants should make themselves aware of the proposed alignment and current status of the A96 Inverness to Nairn including Nairn Bypass Scheme in the vicinity of the proposed development. Please see Transport Scotland's website for links to the A96 Inverness to Nairn (including Nairn bypass) Transport Scotland project webpage and links to the Made Road Orders and Compulsory Purchase Order for your information.

Trunk Road Consent

The applicant should be informed that the granting of planning consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland Roads Directorate.

Where any works are required on the trunk road, contact details are provided on Transport Scotland's response to the Planning Authority which is available on the Council's planning portal.

Trunk Road modification works shall, in all respects, comply with the Design Manual for Roads and Bridges and the Specification for Highway Works published by HMSO. The developer shall issue a certificate to that effect, signed by the design organisation.

Trunk Road modifications shall, in all respects, be designed and constructed to arrangements that comply with the Disability Discrimination Act: Good Practice Guide for Roads published by Transport Scotland. The developer shall provide written confirmation of this, signed by the design organisation.

Any trunk road works will necessitate a Minute of Agreement with the Trunk Roads Authority prior to commencement.

Local Roads Authority Consent

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

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

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

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

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

Mud and Debris on Road

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

Damage to the Public Road

Please note that the Council, under Section 96 of the Roads (Scotland) Act 1984, reserves the right to recover all costs for repairing any damage to the public road (and/or pavement) which can be attributed to construction works for this development.

Construction Hours and Noise-Generating Activities

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

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

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

Protected Species – Halting of Work

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

Signature:	Bob Robertson
Designation:	Area Planning Manager - South
Author:	Christine Macleod

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

Relevant Plans: Plan 1 - 000006 rev A - Location Plan

Plan 2 - 000002 REV C - Site Plan

Plan 3 - 8418/ASP6/LSP REV C - Landscaping Plan

Plan 4 - FRDA-003 REV 04 - Drainage Layout Plan

Plan 5 – SCOT5020-2PD-001 – Access Layout Plan (U3010)

Plan 6 - SCOT5020-2PD-003 – Access Layout Plan (B9010)

Plan 7 - 1.0 - Battery Invertor/Transformer Elevation Plan

Plan 8 - 2.0 - Battery Container Elevation Plan

Plan 9 - 3.0 – Aux Transformer Elevation Plan

Plan 10 - 5.0 – Control Room Elevation and Floor Plan

Plan 11 - 6.0 - Substation Buildings Elevation and Floor Plan

Plan 12 - 9.0 - Acoustic Fence Elevation Plan

Plan 13 - 4.0 - Security Fencing Elevation Plan

Plan 14 000003 rev 5 - Site Plan

Plan 15 - 000004 rev 5 – Site Section Plan

Plan 16 - 000004 rev 5 – Site Section Plan



N
W E
S

0 250 500
Metres

LEGEND	
	Red Line Boundary
	Landlord Premises
	Access Track

PROJECT SITE	
Coordinates	57.566036, -3.823936
Location	Park Farm, Nairn, IV12 5RZ

VERSION				
3.0				
2.0				
1.0	COUNTRYSIDE LOCATION PLAN			
	B.G.G.	M.C.P.	D.U.F.	06/02/2025
V	Description			
	DESIGN	REVIEWED	APPROVED	DATE

PROJECT: Newton of Park

SCALE: 1:10000

opdenergy
OTRAS PRODUCCIONES DE ENERGÍA FOTOVOLTAICA
Torre Spínola, Planta 5,
Cardenal Marcelo Spínola, 42,
28016 Madrid, Spain
Tel +34 914 559 996



N
W E
S

0 50 100 Metres

LEGEND	
	Security Fence
	Red Line Boundary
	Landlord Premises
	Road
	Battery + Inverter
	Site Access
	CCTV
	Customer Building
	DNO Building
	Control Room
	Attenuation Basin
	Noise Barrier

PROJECT SITE	
Coordinates	57.566036, -3.823936
Location	Park Farm, Nairn, IV12 5RZ

VERSION				
3.0				
2.0				
1.0	PRELIMINAR LAYOUT			
	A.B.C.	M.C.P.	D.U.F.	13/11/2025
V	Description			
	DESIGN	REVIEWED	APPROVED	DATE

PROJECT:
Newton Of Park BESS

SCALE:
1:2500

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NATIVE SCRUB PLANTING

Corylus avellana
Crataegus monogyna
Prunus spinosa
Rosa canina
Sorbus aucuparia



NATIVE TREE PLANTING

Whips, Half Standards and Select Standards
Alnus glutinosa
Betula pendula
Pinus sylvestris
Quercus petraea
Salix fragilis
Sorbus aucuparia
Ulmus glabra



Proposed attenuation basin

Native planting along the edge of the ancient woodland to include scrub interspersed with trees and tussocky grassland planting in order to create a transitional habitat which enhances the woodland edge.

12m wide mixed native shrub mix and scattered trees to contain the proposals from the north, west and south and create new woodland habitat.

SCOTTISH HIGHLAND MEADOW MIX (SCM9)

For areas adjacent to scrub and woodlands, to be over-sown within existing grassland areas at a seeding rate of 4g per square metre. Supplier Scotia Seeds or similar approved.



NOTES:
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0m 10m 20m 50m

Key:

- Site Boundary
- Land Ownership
- Proposed Boundary Tree Planting
- Proposed Native Shrub Planting
- Transition woodland edge habitat
- 12m wide native boundary Planting
- Proposed Scottish Highland Meadow Mix (SCM9)
- Proposed Acoustic Barrier
- Proposed Security Fence

REV	DATE	NOTE	DRAWN	CHK'D
C	23.09.25	Updated to latest layout	SB	JJ
B	19.12.24	Updated to latest layout	SB	JJ
A	09.09.24	Updated to latest layout	SB	JJ

REVISIONS

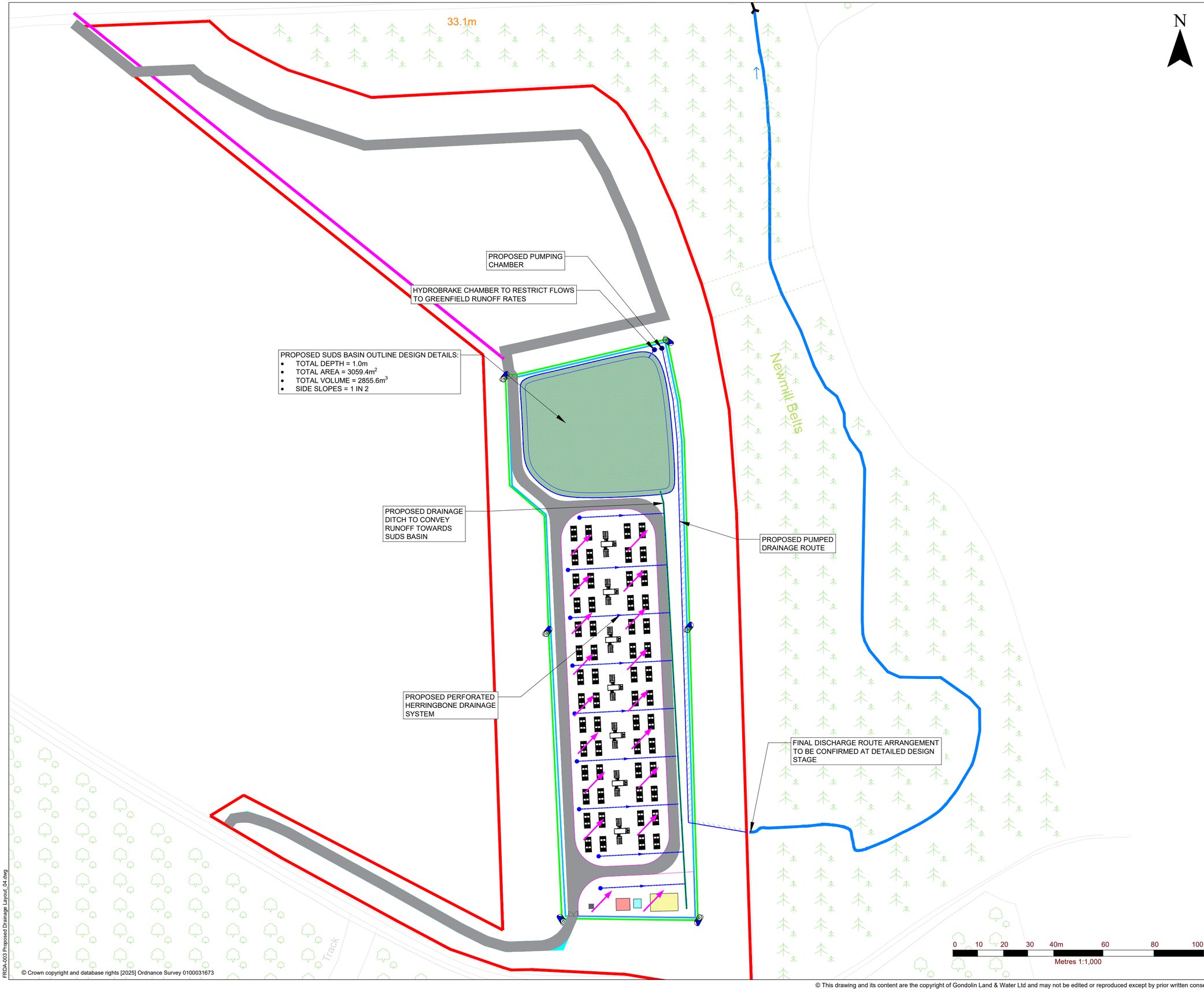
aspect landscape planning

TITLE
Newton of Park Farm
Landscape Strategy Plan

CLIENT
opdenergy

SCALE	DATE	DRAWN	CHK'D
1:1,250@ A3	APR 2024	AS	AJ

DRAWING NUMBER: 8418 / ASP6 / LSP
REVISION: C



NOTES

1. SITE PLAN TAKING FROM DRAWING '20250801 - NEWTON OF PARK' PROVIDED BY OPDENERGY.
2. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS.
3. DESIGN SHOULD BE CONSIDERED OUTLINE DETAIL AND NOT FOR CONSTRUCTION. FINAL LEVELS, GRADIENTS AND ALIGNMENTS TO BE CONFIRMED AT LATER DESIGN STAGES.

LEGEND

- PLANNING BOUNDARY
- EXISTING MINOR WATERCOURSE
- PROPOSED PERFORATED PIPEWORK
- PROPOSED CONVENTIONAL PIPEWORK
- PROPOSED SURFACE WATER MANHOLE CHAMBER / INSPECTION CHAMBER
- PROPOSED HYDROBRAKE CHAMBER
- PROPOSED PUMPING CHAMBER
- PROPOSED RISING MAINS PIPEWORK
- EXISTING CULVERT
- PROPOSED SUDS ATTENUATION BASIN
- PROPOSED DRAIN / DITCH
- PROPOSED ACCESS ROUTE
- PROPOSED CABLE ROUTE
- PROPOSED GRADING DIRECTIONS (SUBSURFACE & SURFACE)

REV	DATE	DESCRIPTION	BY	CHK
04	11/25	BASIN AND DISCHARGE ROUTE UPDATED	GD	SD
03	09/25	SITE LAYOUT UPDATED	GD	SD
02	08/25	SITE BOUNDARY & LAYOUT UPDATED	GD	SD
01	11/24	SITE BOUNDARY & LAYOUT UPDATED	GD	SD
00	09/24	INITIAL ISSUE	CK	SD

CLIENT: OPDENERGY

PROJECT: NEWTON OF PARK BESS

DRAWING TITLE: **PROPOSED DRAINAGE LAYOUT**

SCALE: 1:1,000 @ A2

DATE: NOVEMBER 2025

DRAWING NUMBER: **FRDA-003**

REV: **04**

DRAWING STATUS: FOR PLANNING

GONDOLIN LAND & WATER LTD
15 Quayside Street
Edinburgh
EH6 6EJ
Registered Company No. SC706920

GONDOLIN Land & Water

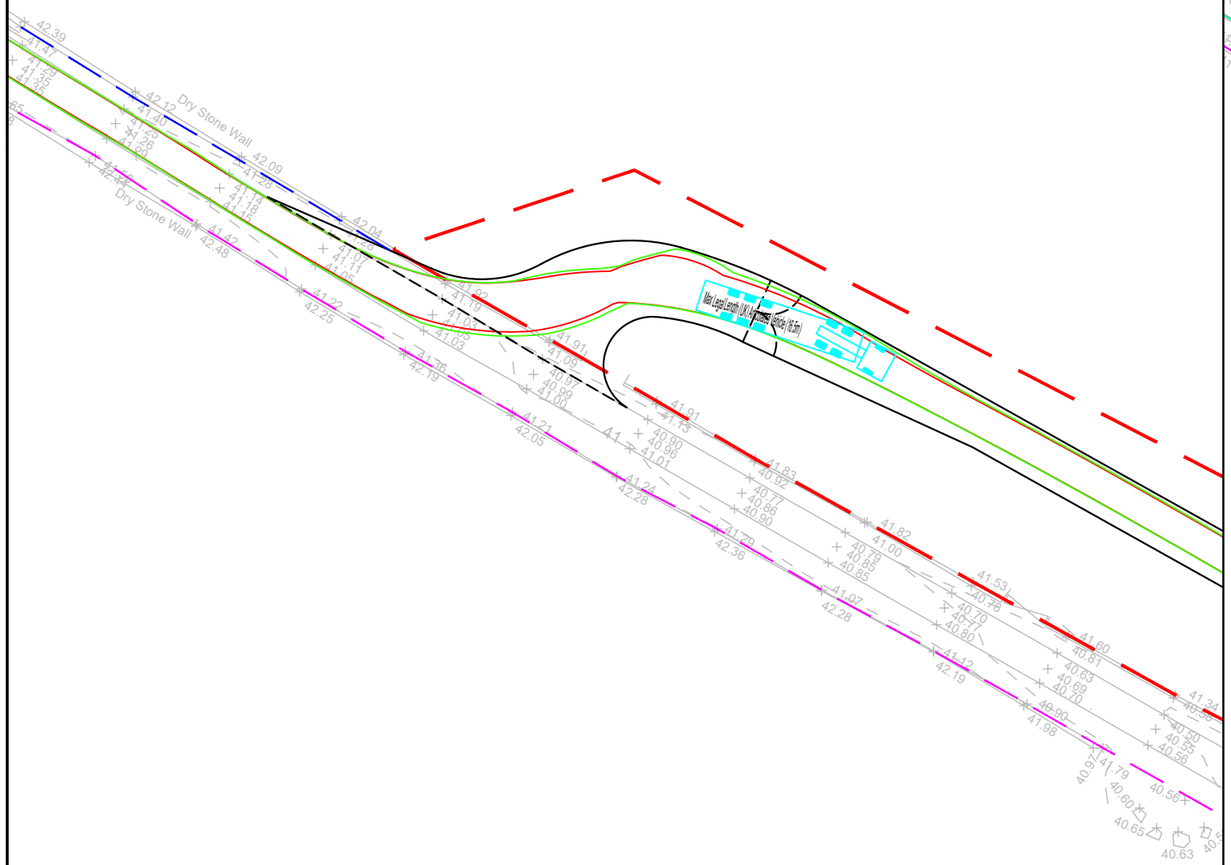
FRDA-003 Proposed Drainage Layout_04.dwg

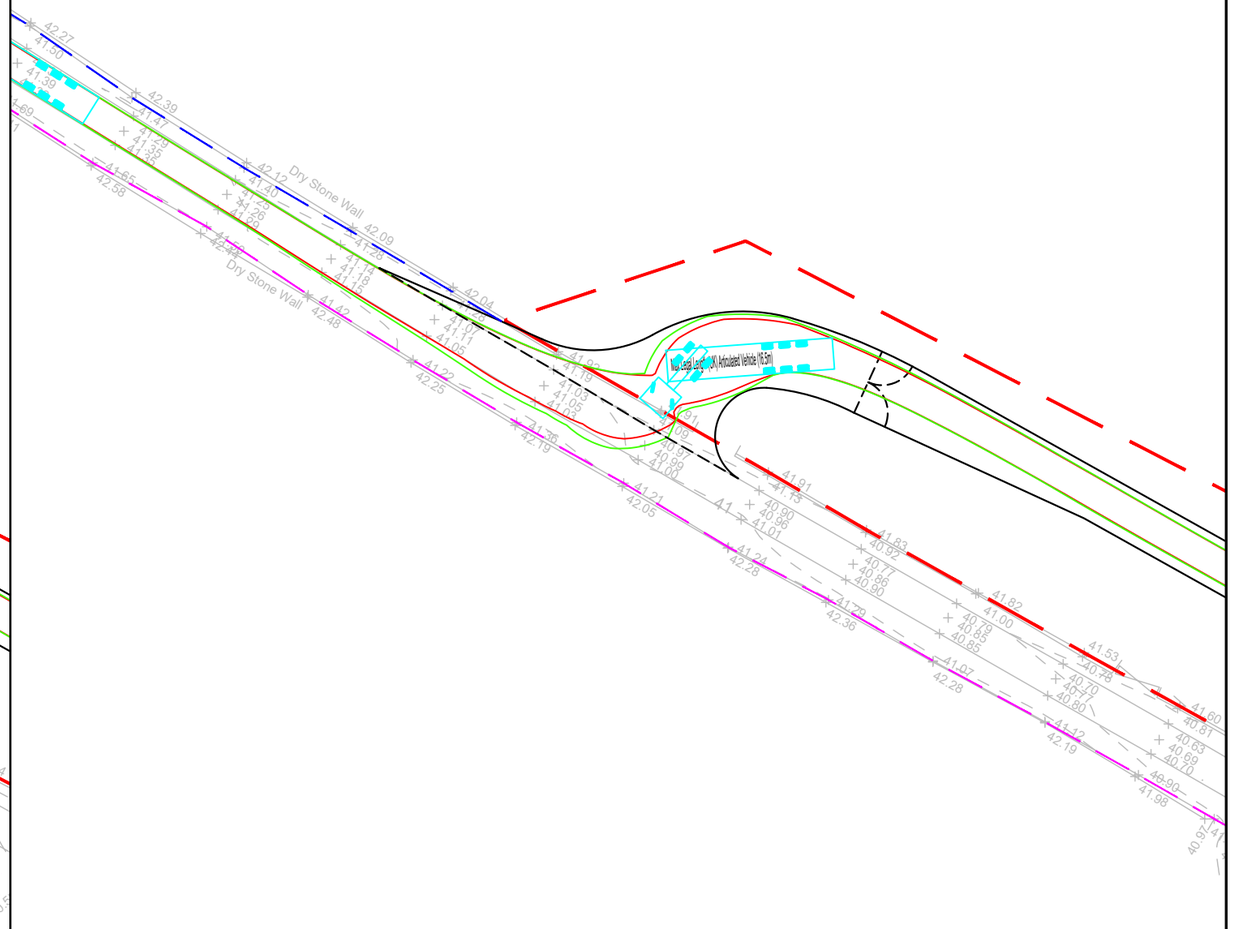
© Crown copyright and database rights [2025] Ordnance Survey 0100031673

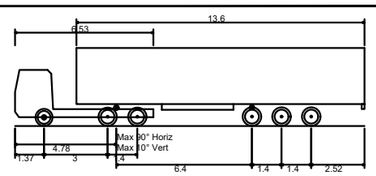
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0m 5 10 15 20 25 30 35 40 45 50

1: 500







Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

X	XXXX	XX	XX	XX	XXXX
REV		DR	CH	AP	DATE

CAD FILE NAME : SCOT5020-2PD-001

PROJECT
NEWTON OF PARK BESS, AULDEARN

CLIENT
OPD ENERGY

DRAWING TITLE
PROPOSED CONSTRUCTION INGRESS
& OPERATIONAL ACCESS OFF THE U3010

SHEET 2 OF 2

Transport & Infrastructure
e: transportandinfrastructure@dpconsultants.co.uk w: www.dpconsultants.co.uk

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
WL	KH	DB	06.06.25	AS SHOWN	PLANNING

DRAWING NUMBER
SCOT5020-2PD-001

REV.
-

0m 10 20 40 60 80 100

1: 1000

N

W E

S

2.4 X 120M VISIBILITY SPLAY TAKEN TO THE CENTRE OF THE CARRIAGEWAY IN THE NON-CRITICAL DIRECTION

2.4 X 215M VISIBILITY SPLAY TAKEN TO THE NEARSIDE EDGE OF THE CARRIAGEWAY THE CRITICAL DIRECTION

HIGHWAY BOUNDARY

B9101

33.1m

SITE BOUNDARY

ADDITIONAL LAND OWNED BY THE APPLICANT

INDICATIVE INTERNAL ACCESS TRACK

0m 5 10 15 20 25

1: 250

16m

R4m

R6m

4m

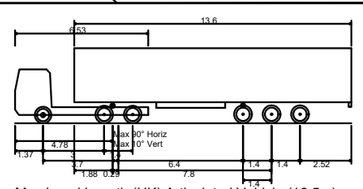
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1: 500

10mm 0 -10mm

CAD FILE NAME : SCOT5020-2PD-003

REV		DR	CH	AP	DATE
X	XXXX	XX	XX	XX	XXXX



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

PROJECT
NEWTON OF PARK BESS, AULDEARN

CLIENT
OPD ENERGY

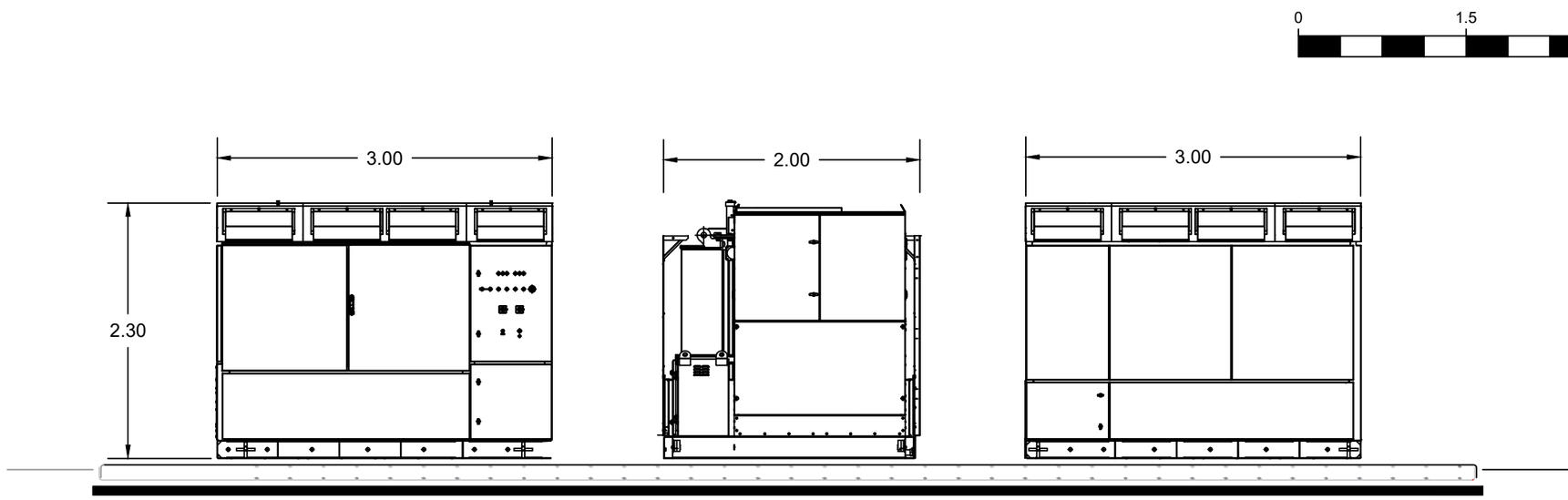
DRAWING TITLE
PROPOSED OPERATIONAL EMERGENCY ACCESS & CONSTRUCTION EGRESS

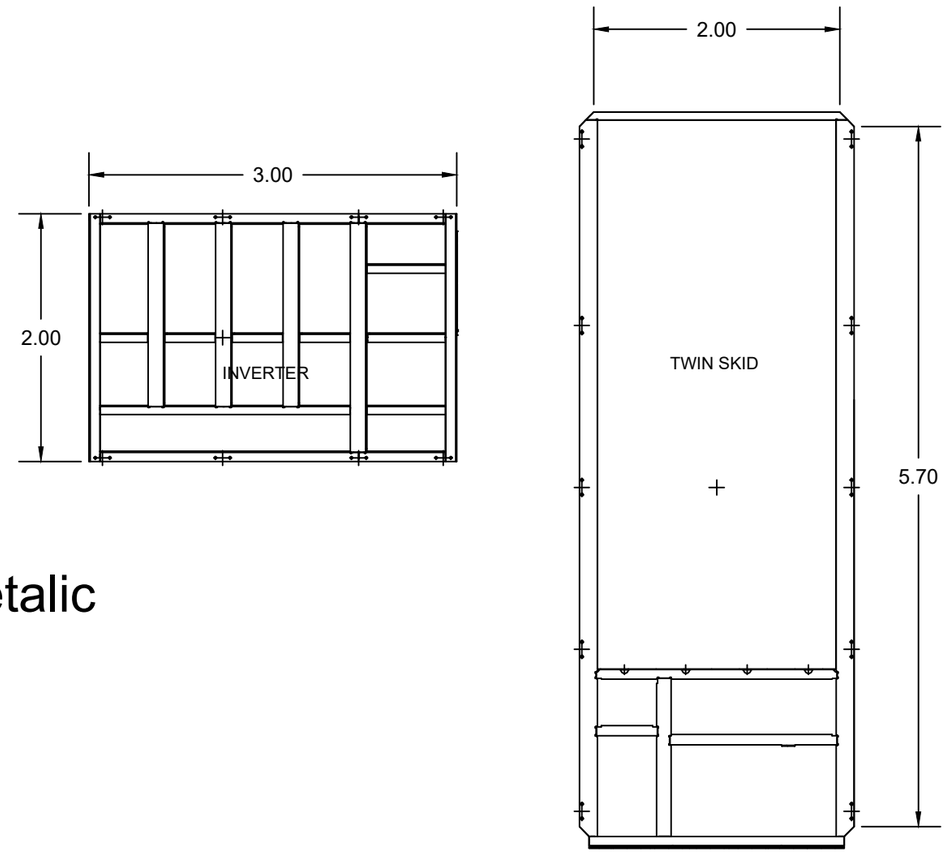
Transport & Infrastructure
e: transportandinfrastructure@dlpconsultants.co.uk w: www.dlpconsultants.co.uk

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
WL	KH	DB	09.06.25	AS SHOWN	PLANNING

DRAWING NUMBER
SCOT5020-2PD-003

REV.
-





Material: Metalic
RAL 6003

*Dimensions in m

opdenergy

PROJECT NAME:
Newton of Park
BESS

BATTERY INVERTER & TRANSFORMER ARRANGEMENT

LOCATION:
Park Farm, Nairn, IV12 5RZ

STAMP:

DATE:	09/06/2025
DRAWN BY:	B.G.G.
ENGINEER:	B.G.G.
APPROVED BY:	M.CB.

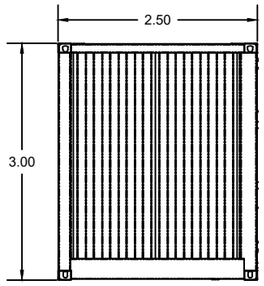
NO.	REVISION	DATE	INIT.

PROJECT PHASE: DEVELOPMENT

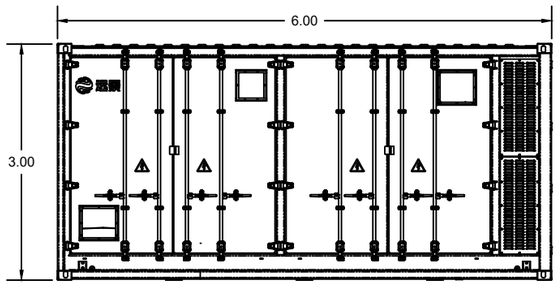
SCALE: 1:50 @A3

SHEET NO.: 1.0

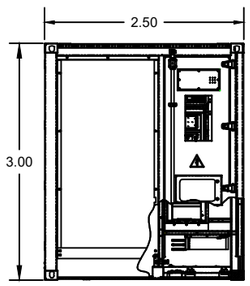
0 1 2 Metros



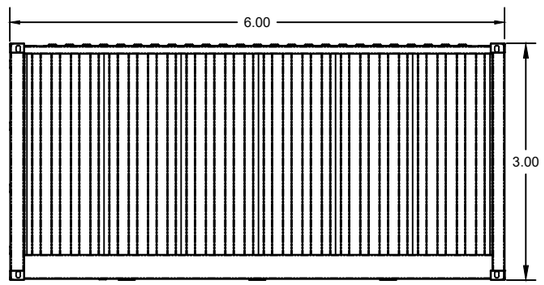
SIDE ELEVATION



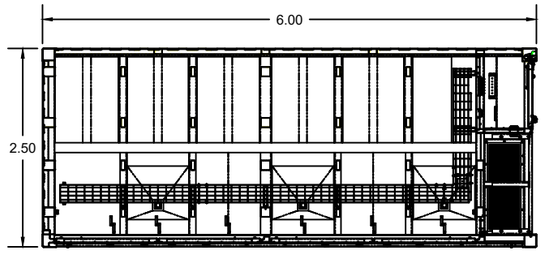
FRONT ELEVATION



SIDE ELEVATION



BACK ELEVATION



PLANT VIEW

Material: Metalic
RAL 6003

*Dimensions in m

opdenergy

PROJECT NAME:
Newton of Park
BESS

SHEET TITLE:
BATTERY STORAGE & CONTAINER ARRANGEMENT

LOCATION:
Park Farm, Nairn, IV12 5RZ

STAMP:

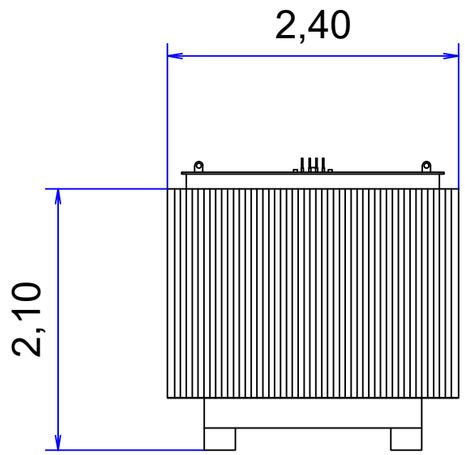
DATE:	09/06/2025
DRAWN BY:	B.G.G.
ENGINEER:	B.G.G.
APPROVED BY:	M.CB.

NO.	REVISION	DATE	INIT.

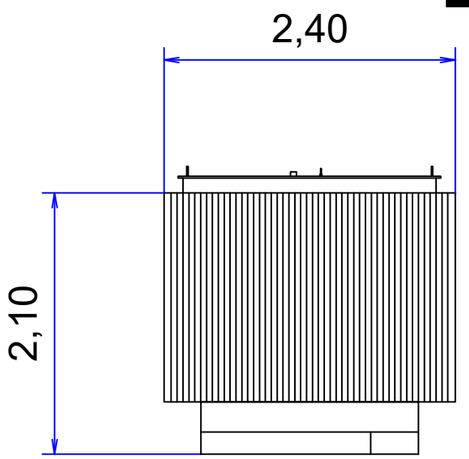
PROJECT PHASE: DEVELOPMENT

SCALE:
1:75 @A3

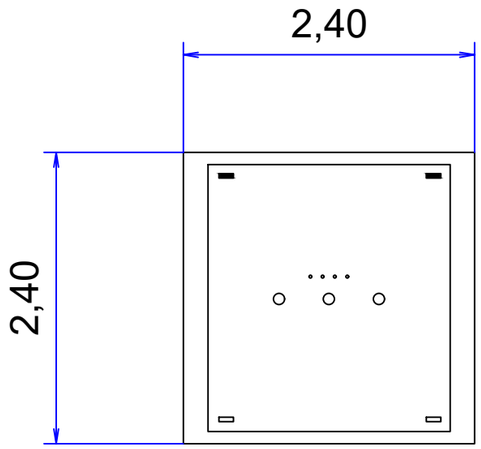
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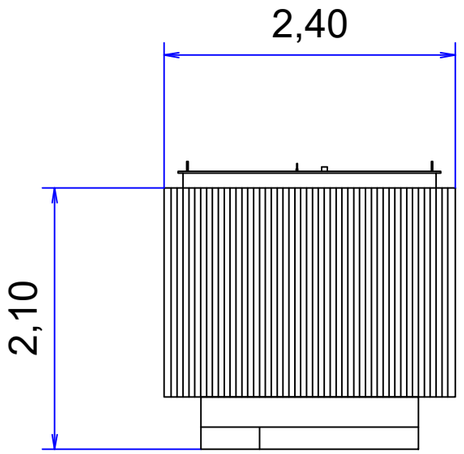
FRONT & REAR ELEVATION



SIDE ELEVATION A



PLANT VIEW



SIDE ELEVATION B

Material: Metalic
RAL 6003

*Dimensions in m

0 1 2 Metros

E D C B A

opdenergy

PROJECT NAME:
Newton of Park
BESS

SHEET TITLE:
AUX TRANSFORMER ARRANGEMENT

LOCATION:
Park Farm, Nairn, IV12 5RZ

STAMP:

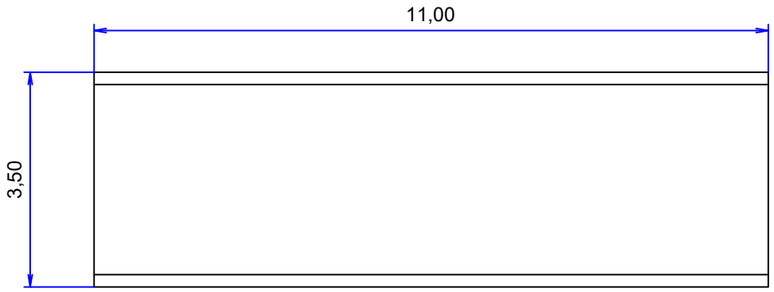
DATE:	09/06/2025
DRAWN BY:	B.G.G.
ENGINEER:	B.G.G.
APPROVED BY:	M.CB.

NO.	REVISION	DATE	INIT.

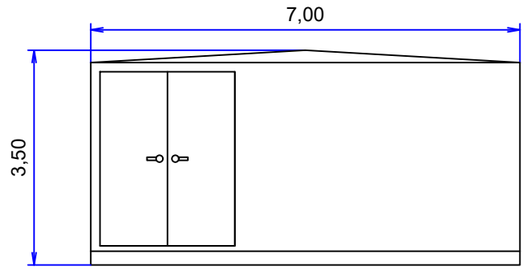
PROJECT PHASE: DEVELOPMENT

SCALE: 1:50 @A3

SHEET NO.: 3.0



FRONT ELEVATION



SIDE ELEVATIONS

PLANT VIEW

*Dimensions in m

opdenergy

PROJECT NAME:
Bridgend BESS

SHEET TITLE:
CONTROL ROOM, SWITCHGEAR, AND STORAGE ARRANGEMENT

LOCATION:
Land at Park Farm, Nairn, IV12 5RZ

STAMP:

DATE:	23/12/2024
DRAWN BY:	B.G.G.
ENGINEER:	B.G.G.
APPROVED BY:	M.CB.

NO.	REVISION	DATE	INIT.

PROJECT PHASE: DEVELOPMENT

SCALE:
1:100 @A3

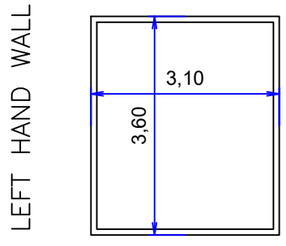
SHEET NO.:
5.0

1 2 3 4 5 6

E D C B A

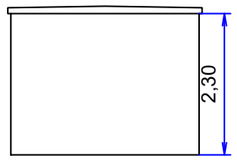
CUSTOMER BUILDING

REAR WALL

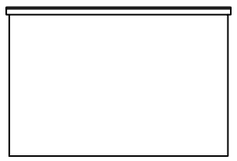


FRONT WALL

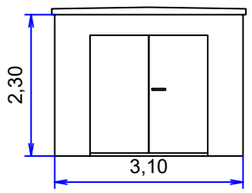
VIEW REAR WALL



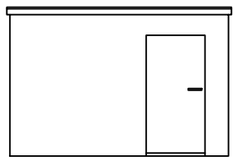
VIEW LEFT WALL



VIEW FRONT WALL

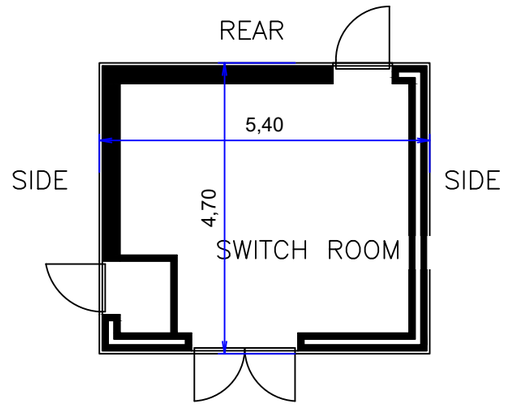


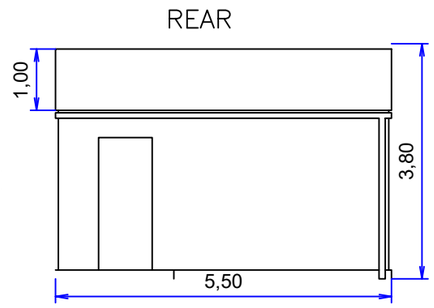
VIEW RIGHT WALL



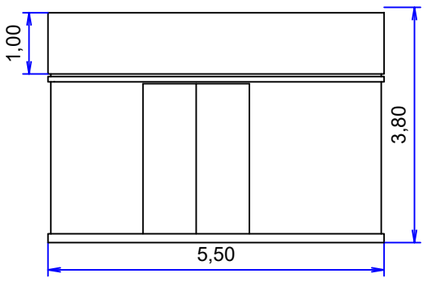
DNO BUILDING

PLAN VIEW OF SWITCH HOUSE

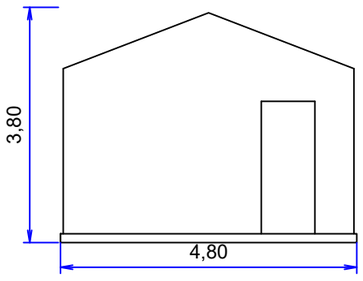




FRONT



SIDE



*Dimensions in m

opdenergy

PROJECT NAME: Bridgend BESS

SHEET TITLE: Typical Substation Housings Detail

LOCATION: Land at Park Farm, Nairn, IV12 5RZ

STAMP:

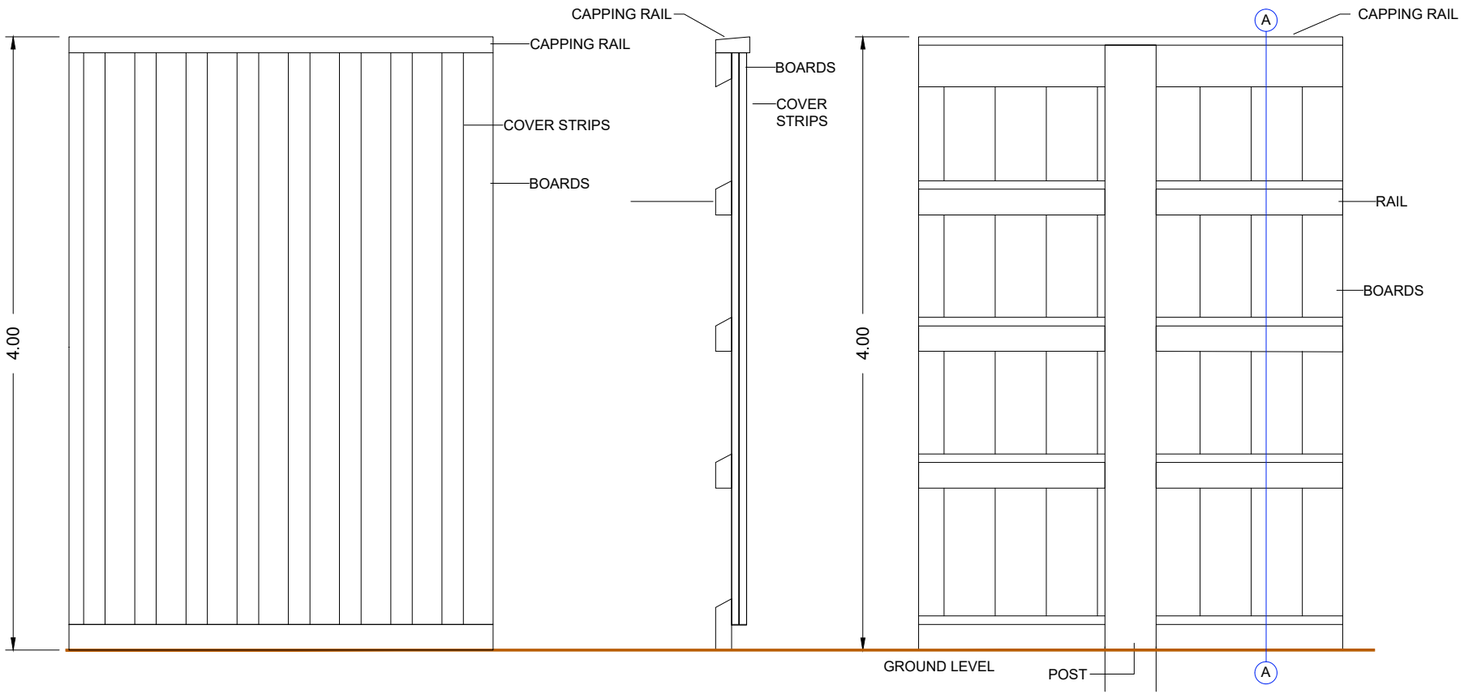
DATE:	23/12/2024
DRAWN BY:	B.G.G.
ENGINEER:	B.G.G.
APPROVED BY:	M.CB.

NO.	REVISION	DATE	INIT.

PROJECT PHASE: DEVELOPMENT

SCALE: 1:100 @A3

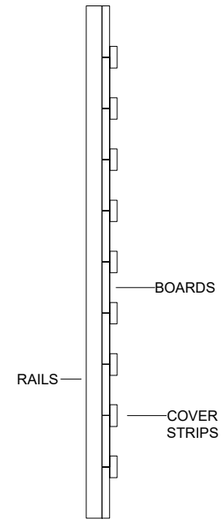
SHEET NO.: 6.0



FRONT VIEW

SECTION A-A

REAR VIEW



PLAN VIEW
(Capping omitted)

*Dimensions in m

0 1 2 Meters

opdenergy

PROJECT NAME:
Newton Of Park
BESS

SHEET TITLE:
Acoustic Fence Detail

LOCATION:
Park Farm, Nairn, IV12 5RZ

STAMP:

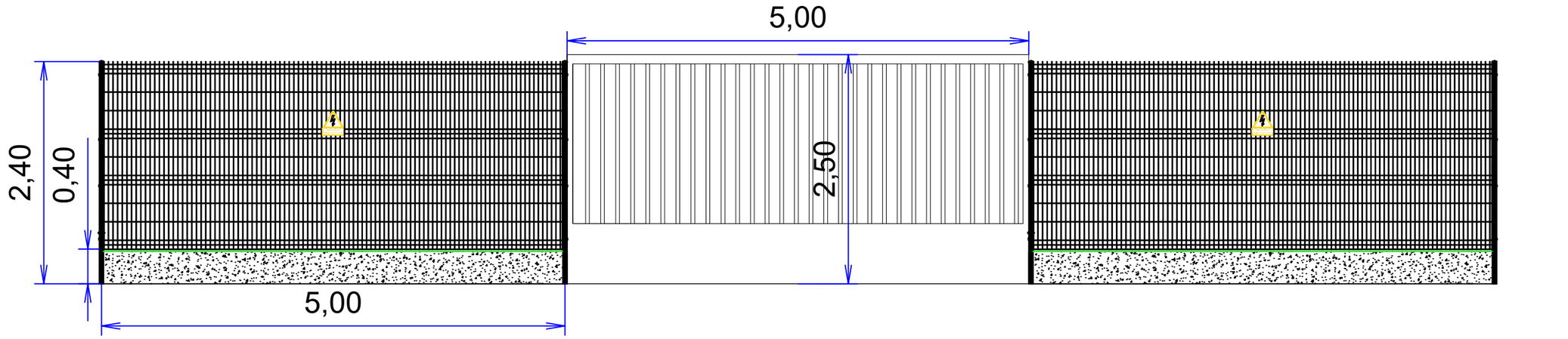
DATE:	01/08/2025
DRAWN BY:	J.C.S.
ENGINEER:	J.C.S.
APPROVED BY:	M.CB.

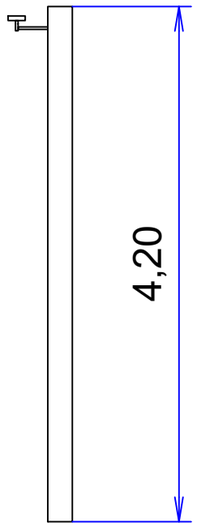
NO.	REVISION	DATE	INIT.

PROJECT PHASE: DEVELOPMENT

SCALE:
1:25 @A3

SHEET NO.:
9.0





CCTV ELEVATION

*Dimensions in m

0 1 2 Metros

opdenergy

PROJECT NAME: Bridgend BESS

SHEET TITLE: FENCING & CCTV DETAILS

LOCATION: Land at Park Farm, Nairn, IV12 5RZ

STAMP:

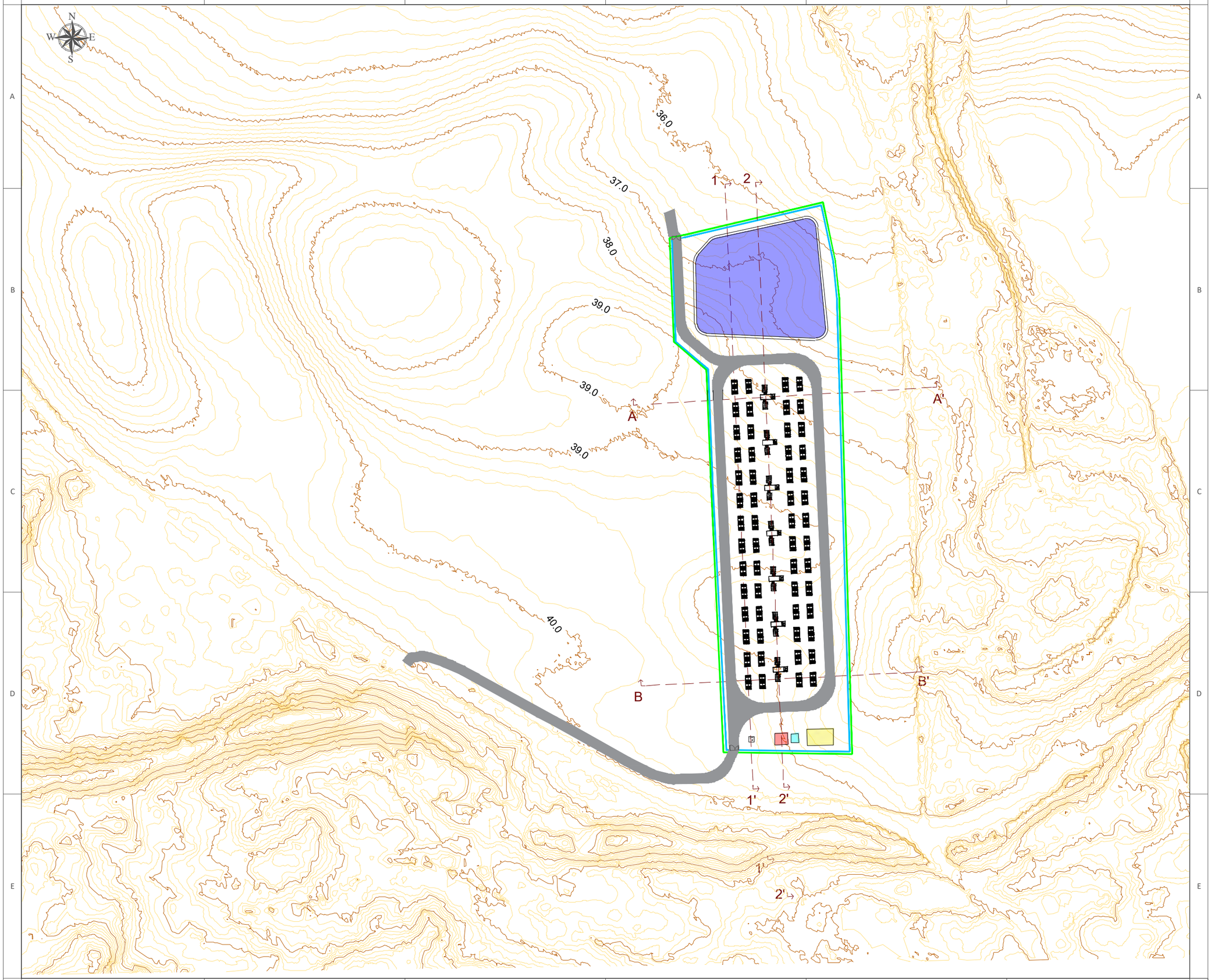
DATE:	23/12/2024
DRAWN BY:	B.G.G.
ENGINEER:	B.G.G.
APPROVED BY:	M.CB.

NO.	REVISION	DATE	INIT.

PROJECT PHASE: DEVELOPMENT

SCALE: 1:50 @A3

SHEET NO.: 4.0



0 30 60 Metros

LEGEND

	Security Fence
	Road
	Main Contour Line
	Contour Line
	Substation
	Battery + Inverter
	Site Access
	Tree
	CCTV
	Noise barrier

PROJECT SITE

Coordinates	57.566036, -3.823936
Location	Park Farm, Nairn, IV12 5RZ

VERSION

3.0				
2.0				
1.0	PRELIMINAR LAYOUT			
	F.F.P.	M.C.P.	D.U.F.	13/11/2025
V	Description			
	DESIGN	REVIEWED	APPROVED	DATE

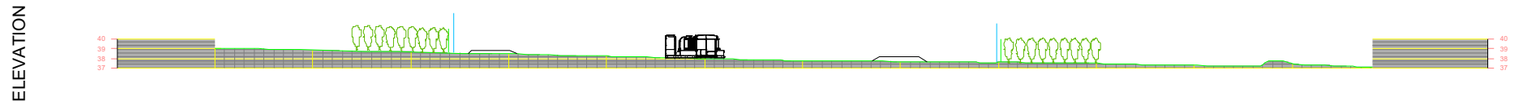
PROJECT: Newton BESS

SCALE: 1 : 1500

opdenergy
OTRAS PRODUCCIONES DE ENERGÍA FOTOVOLTAICA
Torre Spinola, Planta 5,
Cardenal Marcelo Spinola, 42,
28016 Madrid, Spain
Tel +34 914 559 996

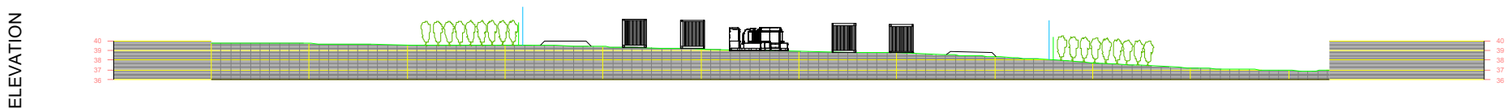


LONGITUDINAL PROFILE- A-A'



STA.	0+000	0+020	0+040	0+060	0+080	0+100	0+120
SUBGRADE ELEVATION	39.006	38.711	38.249	37.788	37.602	37.299	

LONGITUDINAL PROFILE- B-B'



STA.	0+000	0+020	0+040	0+060	0+080	0+100	0+120
SUBGRADE ELEVATION	39.750	39.527	39.375	38.907	38.361	37.238	

PROJECT SITE	
Coordinates	57.566036, -3.823936
Location	Park Farm, Nairn, IV12 5RZ

VERSION				
3.0				
2.0				
1.0	PRELIMINAR LAYOUT			
	F.F.P.	M.C.P.	D.U.F.	13/11/2025
V	Description			
	DESIGN	REVIEWED	APPROVED	DATE

PROJECT: Newton BESS

SCALE: Personal

OTRAS PRODUCCIONES DE ENERGÍA FOTOVOLTAICA
Torre Spinola, Planta 5,
Cardenal Marcelo Spinola, 42,
28016 Madrid, Spain
Tel +34 914 559 996