Agenda Item	**6.4**
Report No	**PLS/10/25**

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 06 February 2025

Report Title: 24/01548/FUL: LG-B-50a Limited

Land 340M SW Of Balblair Quarry, Balblair Beauly

Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Erection and operation of battery energy storage system (BESS) up to 49.9MW, substations, switchgear and control buildings, landscaping, fencing and ancillary infrastructure

Ward: 12 – Aird and Loch Ness

Development category: Major development

Reason referred to Committee: Major development.

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

Recommendation

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

1. PROPOSED DEVELOPMENT

1.1 The application is in detail for a Battery Energy Storage System (BESS) capable of storing up to 50MW of electricity, comprising of:

- 64 Battery units;
- 16 Inverter units -each served by 4 battery storage units;
- Creation of new site tracks of approximately 0.283 kilometres (km);
- Underground electricity cables;
- Temporary construction and storage compounds;
- 2 no. substation buildings;
- A water tank; and
- 4 no. car parking spaces

1.2 As the specific BESS model has not yet been selected the current design has been based on the assumption that each battery unit will be contained within a 6m x 2.4m container, with a 2.5 MW capacity per container. One inverter unit is proposed per four battery storage units equalling a four-hour-system (2.5MW/10MWh). The inverter container will be the same dimensions and colouring as the battery units (6m x 2.4m). As the exact units will be picked using the most efficient technology available at the time there may be scope for each inverter unit to provide more energy but this would not exceed the 49.9MW capacity applied for.

1.3 2.5MW per unit comes from the inverter units and the layout shows 16 of these which would provide a capacity to export 40MW to the grid. Each inverter is served by 4 battery storage units where the energy is stored for the inverters to export. Each unit has around an hours' worth of "charge" giving a 4 hour system or 160MW hours (or 40MW per hour).

1.4 After consultation with SSEN the site has been relocated further to the southeast so the proposed two buildings and many of the proposed battery storage units lie outwith 35m of the centre of the 275kV high-voltage overhead line. This is to avoid encroaching into the SSEN's operational corridor, which would prevent SSEN from operating the overhead line safely.

1.5 The BESS infrastructure must physically connect to an electricity substation that has the capacity to recharge the batteries and accept the discharge from the batteries when the grid requires the stored energy. The existing Beauly substation is located approximately 300m from the site. Beauly Substation has the operational capacity to accommodate the proposed development. The BESS infrastructure will require a physical connection to the receiving substation. This is normally achieved through a copper wire cable. The cable can be underground or overhead (with associated pylon supports). Whilst both methods will achieve the physical connection required, in terms of visual impact, the underground cable has the advantage of being the option with the minimal visual impact. The Applicant has confirmed that the connection to the substation from the site will be achieved

utilising underground cabling.

1.6 Cable undergrounding is permitted development under the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended) if installed by a statutory undertaker. The applicant's submission indicates that there is already an agreement with SSEN for this. If overhead lines are required this would be subject to a separate application, under Section 37 of the Electricity Act 1989, to Scottish Ministers on which the Council, as Planning Authority, would be consulted. While this application has been submitted under the Town and Country Planning Act, were the installed capacity to reach 50MW or above, an application for Consent under Section 36 of the Electricity Act would be required.

1.7 Pre-Application Consultation: 23/03651/PAN and 23/03845/PAN

1.8 Supporting Information:

- Design and Access Statement;
- Environmental Report
- Ecology Report;
- Landscape and Visual Impact information including:
- Zone of Theoretical Visibility Map; and
- Visualisations;
- Noise Assessment;
- PAC Report;
- Site Selection Statement; and,
- Supporting Statement incorporating various chapters, appendices, and figures with information on:
- Project Description;
- Location Justification;
- Visual Impact;
- Historic Environment and Archaeology;
- Noise;
- Transport, Road Safety and Access; and,
- Drainage Assessment and Design.

1.9 Variations: 08.11.2024 Revised siting of development after comments from SSEN.

2. SITE DESCRIPTION

2.1 The application site is located approximately 200m to the southeast of the SSEN site at Beauly, and around 465m to the south of the settlement of Wester Balblair and covers an area of approximately 0.995Ha.

2.2 The site lies within a restored area of an operational quarry with a builders' merchant yard to the northeast. There are wooded areas surrounding most of the site with the proposed substation situated to the northwest across the quarry haul road.

2.3 There is grid connection capacity available at the nearby SSEN electricity substation, which is understood to have been agreed between the Applicant and SSEN.

2.4 The supporting information submitted with the application sets out that site selection has gone through a rigorous design process incorporating feedback from environmental surveys and public consultation. The initial site location was moved southeast from the position provided in the scoping report in order to provide built-in mitigation for environmental factors including noise.

2.5 The site lies within the strath of the River Beauly with the A831 road located farther to the north with the River Beauly located to the west and south. There is a large operational sand and gravel quarry located to the west towards Kilmorack and the Beauly Substation, which is currently being extended to the north. Currently, the site consists of an open grass covered area of restored land, which once lay within the boundary of the operational sand and gravel quarry. The elevation of the site is approximately 20m AOD. To the immediate north of the development area is an area of former restored sand and gravel quarry, with the Beauly Substation located farther to the north. To the east, there is a cement works with associated buildings and storage areas.

2.6 There will be no permanent buildings, and all the battery containers, inverters and electrical switchgear kiosks and ancillary units will be temporary structures. At the end of their lifespan the equipment will be removed and the site restored to its original condition.

2.7 Vehicular access for all traffic will be from the A831, to the north of the site. The precise origin of construction traffic is not currently known, however it is assumed that the majority of materials will approach the site from the direction of Inverness. Construction traffic will use the A862 from Inverness to approach the site before turning onto the A831 for approximately 200m before turning into the existing site entrance junction.

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

2.9 The site is not covered by any international, national, regional or local landscape designations.

3. PLANNING HISTORY

3.1	04.10.2023	23/03651/PAN - Proposed 49.9MW battery energy storage system (BESS)	Case Closed
3.2	10.12.2024	23/03113/FUL - Construction and operation of	Planning

	an energy storage facility with capacity of up to 49.9MW, comprising up to 36 energy storage modules, control building, electrical equipment, access, landscaping, fencing.	Permission Refused

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour and Schedule 3

Date Advertised: 10 May 2024 and 29 November 2024

Representation deadline: 24 May 2024 and 13 December 2024, overall expiry 30.01.2025

Timeous representations:	25 (27 Households)
Late representations:	0

4.2 Material considerations raised are summarised as follows:

Principle of Development:

- uncertain on need for battery storage; need results from the intermittency of wind energy. Not clear whether the further roll out of wind energy infrastructure is necessary

Site Selection:

- no locational requirement;
- increasing industrialisation of this area;
- loss of agricultural land; planning permission for quarry included stipulation that it be reinstated back to agricultural land and to replant woodland

Visual Impact:

- siting and design are detrimental to the area / visual amenity; industrialised visual impact

Screening and landscaping:

- existing level of existing screening and landscaping inadequate if there is no mitigation

Traffic:

- heavy industrial traffic on roads

Accommodation for workforce:

- difficulties with housing workforce during the build

Access:

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

using local roads;

- inconvenience of temporary closure of Lovat and Black Bridges during construction
- avoid night works

Noise and Lighting

- that noise from development will add to the level of noise from Balblair substation
- light pollution

Health and Safety:

- fire risk - need for sufficient firefighting water supply; resultant air pollution /toxic gasses released; lack of separation to nearby trees; no prescriptive Scottish Fire and Rescue Service management plan; or sufficient operational monitoring; lack of regulatory guidance from the Scotland Fire Service. Lithium batteries are still an unknown entity, there have been numerous accounts in the press concerning batteries that have caught fire.

Environment:

- adverse impact on habitats / ecology;
- cumulative impact of substations, pylons, and battery storage facility;
- adverse impacts on trees;
- light pollution;
- scarcity of lithium, cobalt and other minerals and environmentally damaging to mine;
- pollution risk for local watercourses; protected habitats and species downstream of Beauly;

Other

- adverse tourism impact;
- additional infrastructure required to connect the site to the grid;
- lack of end-of-life site restoration details; and
- inadequate public consultation.

Non-material Considerations

- impact on property value
- no community benefit being offered
- provide written evidence from other landowners to demonstrate that alternative sites are not available

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

5. CONSULTATIONS

5.1 **Kilmorack Community Council:** Object

Proposal not in accordance with the Development Plan on account of the scheme specific and cumulative adverse effects and risks not being outweighed by the asserted benefits of the scheme such that the proposal in not in accordance with the provisions of NPF4 Policies 3 and 11. As this is a planning application and not a S36 application, the presumption in law, therefore, is for refusal of planning permission.

Difficult to visualise the complexity and variety of cumulative effects arising from a range of renewable energy projects comprising existing, consented, and proposed elements. This cumulative aspect of a considerable number of renewable energy related projects coming forward in. short time frame is a very major concern to the Community Council.

Prior to consideration of any further renewable energy related projects, an OS based plan, for an area comprising a radius of 25km centred on the existing Beauly substation should be prepared.

BESS applications have scheme specific and cumulative risks including cumulative fire and cumulative pollution risks. These are regarded as serious risks that merit careful consideration. The Council should pause the consideration of all BESS applications pending the development of new policy and guidance (as has been provided to Planning Authorities in England).

5.2 **Access Officer:** No objections. There is part of the wider path network nearby that appears unaffected by this proposal. This and similar sites in the area were to be part of the quarry's reinstatement and returned variously to woodland, agricultural land and paths. If this proposal alters those plans suggests that we ask to see a revised masterplan for the reinstatement of the whole site updated to incorporate new proposals like this.

5.3 **Environmental Health:** No objection

Noise

Our main concerns for this type of development are that construction and operational noise from the proposed development could adversely impact on any noise sensitive properties within the vicinity.

Planning conditions are not used to control the impact of construction noise as similar powers are available to the Local Authority under Section 60 of the Control of Pollution Act 1974. Generally, people are tolerant of construction noise during typical working hours which are taken to be 8am to 7pm Monday to Friday and 8am to 1pm on Saturdays. Works for which noise is inaudible at the curtilage of any noise sensitive property could still be carried out outwith these times.

If the applicant intends to undertake noisy work outwith the aforementioned times, they will be required to submit a detailed construction noise assessment for the written approval of the Planning Authority. The assessment should include: -

1) A description of construction activities with reference to noise generating plant and equipment.

2) A detailed plan showing the location of noise sources, noise sensitive premises and any survey measurement locations.
3) A description of any noise mitigation methods that will be employed and the predicted effect of said methods on noise levels.
4) A prediction of noise levels resultant at the curtilage of noise sensitive receptors.
5) An assessment of the predicted noise levels in comparison with relevant standards.

Regardless of whether a construction noise assessment is required, it is expected that the developer/contractor will employ the best practicable means to reduce the impact of noise from construction activities.

It is understood that the applicant will submit a construction environmental management plan (CEMP), once the contractor has been appointed. The CEMP will require to include a scheme demonstrating how best practical means will be implemented in order to reduce the impact of construction noise/vibration. Particular attention should be given to the use of any ground compaction or earth moving plant which are often the most intrusive noise generating elements of a large construction project.

Dust

Given the close location of the development site, there is potential for dust from the construction works and any earth works, to adversely impact on neighbouring residential properties. Therefore, the applicant will require to submit a scheme of mitigation for construction dust.

Operational Noise

The proposal is proximate to the existing SSEN Balblair substation. As the applicant is aware, the local community has experienced significant disturbance from Balblair Sub-station over recent years.

In support of this application, the applicant has submitted an Environmental Assessment dated 24/04/2024 which includes an operational noise impact assessment (NIA) undertaken by TNEI Serviced Ltd (TNEI.)

The NIA has undertaken an assessment of the noise in terms of BS4142:2014+A1:2019 Method for rating and assessing industrial and commercial sound. Acceptable noise limits were discussed with TNEI during the pre-application process, and we agreed a fixed limit of a Rating Level of 26dB(A) at noise sensitive properties.

The NIA used modelling software to predict the noise level at the nearest noise sensitive properties. NIA states that “the model assumes all sound sources are operating continuously, simultaneously and at maximum noise output. In reality, not all sources will be operating at maximum noise level all of the time and operational noise levels may be lower than are presented in this report.”

The predicted noise levels have been based on a representative candidate plant, as the final plant specifications will vary during the tendering process. Therefore, applicant has proposed that a condition is attached such that no development shall commence unless and until full details of the proposed battery storage containers

and associated equipment are submitted to the Planning Authority

In addition, the predicted noise levels have included the installation of a 4m acoustic fence to the north and east side of the development.

The outcome of the NIA is that the predicted noise levels will meet that the set limit of rating level 26dB(A) at all noise sensitive receptors, provided the noise mitigation measures are installed. The mitigation measures include locating the development to the south of the quarry, consideration of best available plant and installation of a 4m acoustic fence.

We have no objection to the proposed development subject to the condition, as per the wording in Condition 15 below.

5.4 **Forestry Officer:** No objection (07.01.2025)

The applicant has provided a Planning Layout Update letter, Forestry Response letter and updated Indicative Site Layout drawing.

The layout has now been revised to remove the impact on 0.06ha of plantation woodland, which is welcome. There would still be loss of 0.113ha of oak and birch sapling woodland and the applicant has now proposed compensatory planting of at least the same area as would be lost.

The Forestry Response letter notes that regarding the mature coniferous and broadleaved plantation woodland within the areas surrounding the proposal, we would look for the final positioning of the design to avoid any removal of these trees. The closest proposed infrastructure is the acoustic wall which will be pulled back from the forestry edge to increase the distance from the site to surrounding woodland. Therefore, no woodland of high biodiversity value or mature trees will be removed. The position of proposed tree protection measures for retained mature trees during construction is therefore still not clear, but the intention to avoid these trees is welcome.

The proposals could be accepted subject to conditions 24 and 25 in the recommendation.

5.5 **Flood Risk Management Team:** No objection subject to a condition.

Flood Risk

i). We have reviewed the Environmental Report (Beauly BESS Environmental Report) and have no concerns regarding flood risk at this location.

Drainage

ii). The Environmental Report sets out a high-level drainage strategy for the site. SUDS will be provided, and all surface water discharge will be limited to pre-development greenfield rates. We request a condition that the final surface water drainage design is provided for review, this will need to include an updated Drainage Impact Assessment (DIA) written in accordance with The Highland Council's Supplementary Guidance: Flood Risk and Drainage Impact Assessment.

iii). It is noted that a climate change allowance of 38% has been used in the initial report, it is not clear how this figure has been derived. The latest SEPA recommended allowance should be used in the final DIA (42% for this location at the time of writing).

5.6 **Historic Environment Team (Archaeology):** No objection

5.7 **Historic Environment Team (Conservation):** No objection

5.8 **Transport Planning Team:** No objection

The proposal is for all construction and ongoing operational access for this development will be via the existing Balblair Quarry site access from the A831 local public road. This is a long-established access for large commercial goods vehicles, which recently had upgrades delivered in support of the construction access needs for the expansion of the adjacent Beauly Substation. Given this, the quarry access should be suitable for the standard road vehicles required for the construction and ongoing operation of this development. Any abnormal load (AIL) movements in and out of that existing access will need to be tested, with any required mitigation fully implemented prior to such movements being undertaken. This will need to be covered through a Construction Traffic Management Plan (CTMP) developed when more is known about the intended methods of construction. We recommend that any permission issued includes a suitably worded Condition requiring a CTMP be submitted to and accepted by the Planning Authority prior to any works commencing on site.

We will require any permission issued to include a suitably worded Condition requiring the Applicant to enter into a formal 'Wear & Tear Agreement' with The Council, as set out by Section 96 of the Roads (Scotland) Act 1984. Such an agreement will require a road bond be established to protect the Council from any extra-ordinary costs for repairing any damage to the local public roads that can be attributed to the construction activities of this development, which the Developer is not able to resolve. The scope of any such 'Wear & Tear Agreement' will need to be based on the proposed construction access routing through the above required CTMP. However, subject to that adhering with what has been included in the current submission, we would expect that agreement to be limited to the section of the A831 impacted and its junction with the A862. Also, any agreement will need to be cognisant of impacts from any other sizeable developments happening concurrently with this proposal.

Any permission issued should also include a suitably worded Informative clarifying that a Permit will be required from Highland Council, acting as the Local Roads Authority, before any works are undertaken on or directly adjacent to the local public road network.

The submission assumes that the majority of traffic accessing this development will be from Inverness via the A862. This will require access over the Lovat Bridge carrying the A862 over the River Beauly. It should be noted that no Abnormal Load (AIL) vehicles will be permitted over that bridge until suitable inspections and assessments have been undertaken and any agreed mitigation implemented. This is likely to include diving surveys of the bridge piers to check for the extent of potential scour damage, with the outcomes and nature of any mitigation needing to be agreed with Highland Council Structures Team prior to implementation. Any such requirement should be adequately dealt with through the above required CTMP.

The planning permission for the expansion of the adjacent Beauly Substation Ref. 21/04988/FUL included a requirement for financial contributions towards road

safety improvements in Beauly Town and active travel improvements along the A862 towards Inverness. Given that this development is also proposing to impact on the A862 towards Inverness and there are intentions to further extend the Beauly Firth Loop active travel provisions along that corridor, we recommend that suitable financial contributions are also sought from any permission gained by this Application. Any such contributions should be proportionate to those sought for the substation expansion. It is our understanding that the substation expansion project contributed £92,000.00, with predicted worst case AADT HGV movements along the A862 of 72No. HGV movements per day. This submission appears to be suggesting that during the busiest month there will be 20No. HGV movements a day. If correct and that data is used, this would equate to a contribution from this development of £25,555.00 (i.e. 20/72 x £92,000.00).

5.9 **NatureScot:** It is unlikely that this proposal will result in significant effects on the environment, in context to our remit.

Appraisal of impacts and our advice

This proposal lies approximately 1.7km from the Beauly Firth Site of Special Scientific Interest (SSSI), protected for its coastal habitats and species. This SSSI is a component part of the Inner Moray Firth Special Protection Area (SPA), which is protected for its coastal birds, such as osprey.

The habitat surrounding this development would appear suitable for nesting osprey linked to the Inner Moray Firth SPA. We note that if construction is to be carried out within the bird breeding season (March to August) then pre-construction Schedule 1 bird surveys will be undertaken for osprey within 750m of the proposed development. Should osprey be found to be nesting then construction works will cease and an exclusion zone established, following NatureScot guidance.

Given these measures, it is unlikely that the proposal will result in a likely significant effect to the osprey feature of the Inner Moray Firth SPA.

It would appear that there is no hydrological connectivity to the River Beauly, which sits approximately 500m to the east, eventually flowing into the above Protected Areas.

Nevertheless, we anticipate that Best Practice Guidelines will be adhered to regarding pollution prevention measures, helping to provide complete safeguard (e.g., groundwater movement).

We expect these Best Practice Measures to be included both within the CEMP and operational design of the development.

5.10 **Scottish Forestry:** No objection

We note that the woodland immediately adjacent to and potentially impacted by the development is recorded as Ancient Woodland and on the Woodland Survey of Scotland (NWSS). The NWSS describes the adjacent woodland as Upland birch which is a UK Biodiversity Action Plan Priority Habitat. There are broadleaf (believed native) woodlands identified within the development boundary.

The NVC map Figure 4.1 indicates woodland will be removed or impacted by this develop as does the Beauly BESS Environmental report, which states:

Section 4.4.2 “This area is a strip of planted Scot’s pine trees. Additionally, a small

section of semi-natural broadleaved woodland falls within the Proposed Development area. This woodland was dominated by oak and birch trees and was recorded as W16 (Quercus spp.-Betula spp.- Deschampsia flexuosa woodland). The part of the woodland that is within the Proposed Development area was dominated by birch trees."

Section 8.2 – "A small quantity of woodland associated with the restoration of the quarry would be removed as a result of the Proposed Development to facilitate cable connection to the substation. (see Section 4)."

Table 4.6 of the same report minimises the importance of woodland on site due to the age of the saplings, the woodland is mapped and recently surveyed and as such areas of the development site are afforested and the polices set out in this letter apply.

The biodiversity net gain section 4.7 of the same report does not reference the replacement or improvement of woodlands.

5.11 **SEPA:** No objection

5.12 **Scottish Fire and Rescue Service:**

Grid scale Battery Energy Storage Systems (BESS) are a fundamental part of the UK's move toward a sustainable energy system. The installation of BESS systems both in the UK and around the globe is increasing at an exponential rate. A number of high-profile incidents have taken place and learning from these incidents continues to emerge.

In the UK, approval for the majority of BESS installations takes place through the Local Authority planning process. Fire and Rescue Services (FRSs) may be engaged throughout the planning process, but this is not a statutory requirement. However, the National Fire Chiefs Council would encourage early engagement with the local FRS, continuing throughout the planning process.

The NFCC's expectation is that a comprehensive risk management process will be undertaken by operators to identify hazards and risks specific to the facility and develop, implement, maintain and review risk controls. From this process a robust Emergency Response Plan should be developed.

Given the rapidly developing nature of the technology, and ever evolving understanding of risks and mitigation measures, there is a need for guidance to support FRSs in providing consistent and evidence-based contributions to the planning process.

The guidance does not seek to provide a full specification or opinion on the entirety of a BESS system design. Instead, the aim is to limit the content to such matters that directly relate to facilitating a safe and effective response, by the fire and rescue service, to a fire or vapour cloud release involving a BESS installation. This includes factors such as facilities for the fire and rescue service, and design factors that contribute to reducing the escalation in the severity of an incident.

This guidance relates specifically to grid scale BESS in open air environments, using lithium-ion batteries.

The guidance is based upon a range of supporting materials including academic research, national and international standards, case studies, and industry

guidance. The content of this document is the result of analysis of that supporting material with subsequent professional judgement applied. Every BESS installation will be different, and fire and rescue services should not limit themselves to the content of this guidance. Particular reference has been made to the following:

- State of Victoria (County Fire Authority) (2022), Design Guidelines and Model Requirements: Renewable Energy Facilities
- FM Global (2017) Property Loss Prevention Data Sheets: Electrical Energy Storage Systems Data Sheet 5-33
- NFPA (2023) Standard for the Installation of Stationary Energy Storage Systems

Principles

This guidance has been developed with the safety of the public and emergency responders in mind. It is based on trying to help reduce the risk as far as reasonably practicable, whilst recognising that ultimate responsibility for the safe design and running of these facilities rests with the operator.

The guidelines are a starting point and cannot cover every eventuality or type of design. In developing these guidelines the hazards and risks from lithium-ion batteries, identified in National Operational Guidance, has been considered.

The following principles should be considered by Fire Services, when liaising with owners and operators, and form the basis of this guidance:

1) Effective identification and management of hazards and risks specific to the siting, infrastructure, layout, and operations at the facility.
2) Siting of renewable energy infrastructure so as to eliminate or reduce hazards to emergency responders.
3) Safe access for emergency responders in and around the facility, including to renewable energy and firefighting infrastructure.
4) Provision of adequate water supply and firefighting infrastructure to allow safe and effective emergency response.
5) Vegetation sited and managed so as to avoid increased bushfire and grassfire risk.
6) Prevention of fire ignition on-site.
7) Prevention of fire spread between site infrastructure (solar panel banks, wind turbines, battery containers/enclosures).
8) Prevention of external fire impacting and igniting site infrastructure.
9) Provision of accurate and current information for emergency responders during emergencies.
10) Effective emergency planning and management, specific to the site, infrastructure and operations.
11) Owner to have a comprehensive Emergency Response Plan, showing full understanding of hazards, risks, and consequences.

Information Requirements

Grid scale BESS should form part of FRS planning in accordance with arrangements required under section 7(2)(d) of the Fire and Rescue Services Act (2004). Site Specific Risk Information (SSRI) should be made available to crews in the form of an effective Emergency Response Plan.

Details of any site access arrangements, such as key codes, should be provided to the FRS.

System design, construction, testing and decommissioning

Information is required as early as possible from the applicant /developer/designer/manufacturer etc., to allow an initial appraisal of the BESS to be made. It is the responsibility of those above to provide this information to the FRS (via the Local Authority Planners in the first instance), with appropriate evidence provided to support any claims made on performance, and with appropriate standards cited for installation.

Such information should also be made available to FRSs for inclusion in Site Specific Risk Information (SSRI) records.

System design and construction

Information required:

1) The battery chemistries being proposed (e.g. Lithium-ion Phosphate (LFP), Lithium Nickel Manganese Cobalt Oxide (NMC)). Because:

a. Battery chemistries will directly affect the heat released when a cell goes into thermal runaway

b. Battery chemistries will influence vapour cloud formation.

c. An understanding of the battery chemistry is useful when requesting scientific advice during an incident.

2) The battery form factor (e.g. cylindrical, pouch, prismatic)

3) Type of BESS e.g. container or cabinet

4) Number of BESS containers/cabinets

5) Size/capacity of each BESS unit (typically in MWh)

6) How the BESS units will be laid out relative to one another.

7) A diagram / plan of the site.

8) Evidence that site geography has been taken into account (e.g. prevailing wind conditions).

9) Access to, and within, the site for FRS assets

10) Details of any fire-resisting design features

11) Details of any:

a. Fire suppression systems

b. On site water supplies (e.g. hydrants, EWS etc)

c. Smoke or fire detection systems

d. Gas detection systems
e. Temperature management systems
f. Ventilation systems
g. Exhaust systems
h. Deflagration venting systems

Testing

Details of any evidence-based testing of the system design should be requested, for example, conformity with UL 9540A Test Method.

Design

Design features should be made clear. These may include:

- Rack layout and setup
- Thermal barriers and insulation
- Container layout and access arrangements

Detection and monitoring

An effective and appropriate method of early detection of a fault within the batteries should be in place, with the ability to disconnect the affected battery/batteries remotely. This may be achieved automatically through the provision of an effective Battery Management System (BMS).

Should thermal runaway conditions be detected then there should be the facility in place for the early alerting of emergency services.

Detection systems should also be in place for alerting to other fires that do not involve thermal runaway (for example, fires involving electrical wiring).

Continuous combustible gas monitoring within units should be provided. Gas detectors should alarm at the presence of flammable gas (yes/no), shut down the ESS, and cause the switchover to full exhaust of the ventilation system. Gasses produced during a thermal runaway event can be lighter and/or heavier than air and, as such, the location of sensors should take this into account.

External audible and visual warning devices (such as cabinet level strobing lights), as well as addressable identification at control and indicating equipment, should be to linked to:

1) Battery Management System (when a thermal runaway event is identified)
2) Detection and suppression system activation

This will enable first responders to understand what the warning is in relation to. This will aid in their decision-making.

Suppression systems

Suitable fixed suppression systems should be installed in units in order to help prevent or limit propagation between modules.

Where it is suggested that suppression systems are not required in the design, this choice should be supported by an evidence-based justification and Emergency Response Plan that is designed with this approach in mind (for example, risk

assessed controlled burn strategies, and external sprinkler systems).

Whilst gaseous suppression systems have been proposed previously, current research indicates the installation of water-based suppression systems is more effective.

FM Global cite the following reasons for not recommending gaseous protection systems:

1) Efficacy relative to the hazard. As of 2019, there is no evidence that gaseous protection is effective in extinguishing or controlling a fire involving energy storage systems. Gaseous protection systems may inert or interrupt the chemical reaction of the fire, but only for the duration of the hold time. The hold time is generally ten minutes, not long enough to fully extinguish an ESS fire or to prevent thermal runaway from propagating to adjacent modules or racks.
2) Cooling. FM Global research has shown that cooling the surroundings is a critical factor to protecting the structure or surrounding occupancy because there is currently no way to extinguish an ESS fire with sprinklers. Gaseous protection systems do not provide cooling of the ESS or the surrounding occupancy.
3) Limited Discharge. FM Global research has shown that ESS fires can reignite hours after the initial event is believed to be extinguished. As gaseous protection systems can only be discharged once, the subsequent reignition would occur in an unprotected occupancy

The choice of a suppression system should be informed by liaison with a competent system designer who can relate the system choice to the risk identified and the duration of its required activation. Such a choice must be evidence based.

Any calculations for sufficient water supply for an appropriate suppression system will need to be completed by a competent person considering the appropriate risk and duration of any fire.

Lack of sufficient water supplies at a particular site location should not be considered as the basis for a suppression system choice. Such an approach could result in potentially ineffective and/or dangerous system designs.

Deflagration Prevention and Venting

BESS containers should be fitted with deflagration venting and explosion protection appropriate to the hazard. Designs should be developed by competent persons, with design suitability able to be evidenced. Exhaust systems designed to prevent deflagration should keep the environment below 25% of Lower Explosive Limit (LEL).

Flames and materials discharged as a result of any venting should be directed outside to a safe location and should not contribute to any further fire propagation beyond the unit involved.

Explosion/deflagration strategies should be built into the emergency plan such that responders are aware of their presence and the impact of their actions on these strategies.

Where emergency ventilation is used to mitigate an explosion hazard, the

disconnect for the ventilation system should be clearly marked to notify personnel or first responders to not disconnect the power supply to the ventilation system during an evolving incident.

Access

Site access

Suitable facilities for safely accessing and egressing the site should be provided. Designs should be developed in close liaison with the local FRS as specific requirements may apply due to variations in vehicles and equipment.

This should include:

- At least 2 separate access points to the site to account for opposite wind conditions/direction.
- Roads/hard standing capable of accommodating fire service vehicles in all weather conditions. As such there should be no extremes of grade.
- A perimeter road or roads with passing places suitable for fire service vehicles.
- Road networks on sites must enable unobstructed access to all areas of the facility.
- Turning circles, passing places etc size to be advised by FRS depending on fleet.

Access between BESS units and unit spacing

In the event of a fire involving a BESS unit, one of the primary tactics employed will be to prevent further unit to unit fire spread. Suitable access for firefighters to operate unimpeded between units will therefore be required. This should allow for the laying and movement of hose lines and, as such, access should be free of restrictions and obstacles. The presence of High Voltage DC Electrical Systems is a risk and their location should be identified. Exclusion zones should be identified.

A standard minimum spacing between units of 6 metres is suggested unless suitable design features can be introduced to reduce that spacing. If reducing distances a clear, evidence based, case for the reduction should be shown.

Any reduction in this separation distance should be design based by a competent fire engineer. There should be consideration for the fire separation internally and the total realistic load of fire. Proposed distances should be based on radiant heat flux (output) as an ignition source.

The NFCC does not support the stacking of containers/units on top of one another on the basis of the level of risk in relation to fire loading, potential fire spread, and restrictions on access.

Distance from BESS units to occupied buildings & site boundaries

Individual site designs will mean that distances between BESS units and occupied buildings/site boundaries will vary. Proposed distances should take into account risk and mitigation factors. However, an initial minimum distance of 25 metres is proposed prior to any mitigation such as blast walls. Where possible buildings should be located upwind.

Site Conditions

Sites should be maintained in order that, in the event of fire, the risk of propagation between units is reduced. This will include ensuring that combustibles are not stored adjacent to units and access is clear and maintained. Areas within 10 metres of BESS units should be cleared of combustible vegetation and any other vegetation on site should be kept in a condition such that they do not increase the risk of fire on site. Areas with wildfire risk or vegetation that would result in significant size fires should be factored into this assessment and additional cleared distances maintained as required.

Water Supplies

Water supplies will depend on the size of the installation. In the majority of cases, initial firefighting intervention will focus on defensive firefighting measures to prevent fire spread to adjacent containers. As a result, proposals for water supplies on site should be developed following liaison with the local fire and rescue service taking into account the likely flow rates required to achieve tactical priorities. This should also take account of the ability of/anticipated time for the fire and rescue service to bring larger volumes of water to site (for example through the provision of High Volume Pumps).

IP ratings of units should be known so that risks associated with boundary cooling can be understood.

As a minimum, it is recommended that hydrant supplies for boundary cooling purposes should be located close to BESS containers and should be capable of delivering no less than 1,900 litres per minute for at least 2 hours. Fire and rescue services may wish to increase this requirement dependant on location and their ability to bring supplementary supplies to site in a timely fashion.

Water supply for any automatic suppression system will be covered by the relevant standard/design depending on which system chosen as appropriate for the risk. For manual water, amounts should come from performance-based requirement rather than a reference to a code, unless it can be proven that the code specifically covers BESS. Regarding water storage tanks, volumes will again need to be informed on a performance-based need.

Any static water storage tanks designed to be used for firefighting must be located at least 10 metres away from any BESS container/cabinet. They must be clearly marked with appropriate signage. They must be easily accessible to FRS vehicles and their siting should be considered as part of a risk assessed approach that considers potential fire development/impacts. Outlets and connections should be agreed with the local FRS. Any outlets and hard suction points should be protected from mechanical damage (e.g. through use of bollards).

Consideration should be given, within the site design, to the management of water run-off (e.g. drainage systems, interceptors, bunded lagoons etc).

Signage

Signage should be installed in a suitable and visible location on the outside of BESS units identifying the presence of a BESS system. Signage should also include details of:

- Relevant hazards posed

- The type of technology associated with the BESS
- Any suppression system fitted
- 24/7 Emergency Contact Information

Emergency Plans

Site operators should develop emergency plans and share these with the Fire and Rescue Service. These include:

A **Risk Management Plan** should be developed by the operator, which provides advice in relation to potential emergency response implications including:

- The hazards and risks at and to the facility and their proposed management.
- Any safety issues for firefighters responding to emergencies at the facility.
- Safe access to and within the facility for emergency vehicles and responders, including to key site infrastructure and fire protection systems.
- The adequacy of proposed fire detection and suppression systems (eg., water supply) on-site.
- Natural and built infrastructure and on-site processes that may impact or delay effective emergency response.

An **Emergency Response Plan** should be developed to facilitate effective and safe emergency response and should include:

- How the fire service will be alerted
- A facility description, including infrastructure details, operations, number of personnel, and operating hours.
- A site plan depicting key infrastructure: site access points and internal roads; firefighting facilities (water tanks, pumps, booster systems, fire hydrants, fire hose reels etc); drainage; and neighbouring properties.
- Details of emergency resources, including fire detection and suppression systems and equipment; gas detection; emergency eye-wash and shower facilities; spill containment systems and equipment; emergency warning systems; communication systems; personal protective equipment; first aid.
- Up-to-date contact details for facility personnel, and any relevant off-site personnel that could provide technical support during an emergency.
- A list of dangerous goods stored on site.
- Site evacuation procedures.
- Emergency procedures for all credible hazards and risks, including building, infrastructure and vehicle fire, grassfire and bushfire

Environmental impacts

Suitable environmental protection measures should be provided. This should include systems for containing and managing water runoff. System capability/capacity should be based on anticipated water application rates, including the impact of water based fixed suppression systems.

Sites located in flood zones should have details of flood protection or mitigation measures.

Recovery

The operator should develop a post-incident recovery plan that addresses the potential for reignition of ESS and de-energizing the system, as well as removal and disposal of damaged equipment.

5.13 **Scottish Water:** No objection

5.14 **SSEN:** No objections. Confirm that we have had direct discussions with the applicant since we submitted our initial comments in October 2024 which objected to the proposals on the basis of the proximity of buildings and structures, including the battery storage units themselves, within the initial layout relative to our existing overhead 275kV Beauly to Knocknagael overhead line.

We are able to confirm that upon review of the amended site layout, we are now content the applicant has addressed our concerns and that should this proposal be consented and built, it would not pose an undue risk to the continued safe operation of our critical national infrastructure.

5.15 **Transport Scotland:** No objections subject to conditions

6. DEVELOPMENT PLAN POLICY

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

National Planning Framework 4 (2023) (NPF4)

6.2 NPF4 comprises three parts:

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

6.3 The following NPF4 Policies are pertinent:

1 - Tackling the Climate and Nature Crises
2 - Climate Mitigation and Adaptation

3 - Biodiversity
4 - Natural Places
5 - Soils
6 - Forestry, Woodland and Trees
11 - Energy
20 - Blue and Green Infrastructure
22 - Flood Risk and Water Management
23 - Health and Safety
25 - Community Wealth Building

6.4 **Highland Wide Local Development Plan 2012**

28 - Sustainable Design
29 - Design Quality & Place-making
30 - Physical Constraints
31 - Developer Contributions
36 - Development in the Wider Countryside
41 - Business and Industrial Land
42 - Previously Used Land
51 - Trees and Development
52 - Principle of Development in Woodland
55 - Peat and Soils
56 - Travel
57 - Natural, Built & Cultural Heritage
58 - Protected Species
59 - Other important Species
60 - Other Importance Habitats
61 - Landscape
63 - Water Environment
64 - Flood Risk
65 - Waste Water Treatment
66 - Surface Water Drainage
67 - Renewable Energy Developments
69 - Electricity Transmission Infrastructure
72 - Pollution
73 - Air Quality
74 - Green Networks
77 - Public Access

6.5 **Inner Moray Firth Local Development Plan 2024**

Policy 1 - Low and zero carbon development

Policy 2 - Nature protection, restoration and enhancement

No site-specific policies apply.

6.6 **Highland Council Supplementary Planning Policy Guidance**

Biodiversity Enhancement Planning Guidance (May 2024)
Construction Environmental Management Process for Large Scale Projects (August
2010)

Developer Contributions (March 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Green Networks (Jan 2013)
Highland Historic Environment Strategy (Jan 2013)
Physical Constraints (March 2013)
Public Art Strategy (March 2013)
Sustainable Design Guide (Jan 2013)
Trees, Woodlands and Development (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

Government Policy

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

Other Guidance

7.2 National Fire Chiefs Council - Guidance on Grid Scale Battery

Energy Storage System planning (Nov 2022) ('the NFCC guidance') and a related draft revision July 2024.

8. PLANNING APPRAISAL

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

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) Traffic and Transport
f) Natural Built and Cultural Heritage;
g) Noise
h) Water and Drainage
i) Health and Safety;
j) Impact on Infrastructure and Services

k) Decommissioning and Reinstatement
l) Other material considerations.

Development plan/other planning policy

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

8.5 Policy 67 sets out that renewable energy development should be well related to the source of the primary renewable resource needed for operation, the contribution of the proposed development in meeting renewable energy targets and positive/negative effects on the local and national economy as well as all other relevant policies of the Development Plan and other relevant guidance. In that context the Council will support proposals where it is satisfied, they are located, sited and designed such as they will not be significantly detrimental overall, individually or cumulatively with other developments having regard to 11 specified criteria. The 11 specified criteria are as follows:

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

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

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

industrial and business sites. Proposals will still need to comply with other policy requirements.

8.8 Although not a business or industrial development, this proposal is industrial in appearance, and this proposal relates to an emerging industry with uncertain size and locational characteristic requirements. The requirement to be located close to the generating source (i.e. on a wind farm) or within a 2km radius of a sub-station rules out its location within an existing allocated business / industrial site.

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

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

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

8.12 NPF4 Policy 5 for Soils seeks to protect carbon-rich soils, and restore peatlands, and minimise disturbance to soils from development. The site does not comprise peatland. The site consists of unimproved neutral grassland and poor condition dry heath that had been cut since the last growing season. As such, site selection accords with NPF4 Policy 5.

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

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

following impacts are addressed:

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

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

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

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

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

climate crisis.

8.18 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

8.19 The development will collect energy from the grid and then discharge that energy, later, to provide electricity or other grid services when needed. Depending on the mix of electricity in the grid at the time of the collection of energy, the battery storage facility may or may not be storing and then releasing renewable energy. However, the benefit of such facilities means that when generators such as wind farms are producing excess electricity beyond the capacity of the grid, the battery storage facility can allow generation from wind farms and other renewable sources to continue for a longer period. It therefore will contribute towards renewable energy generation targets and on greenhouse gas emissions reduction targets, as required by NPF4.

8.20 The applicant has confirmed that depending on the method of calculation, a 49.9MW/100 megawatts hours (MWh) battery would result in a saving of circa 63,802 tonnes of carbon dioxide saved from electricity stored and then used from renewable sources.

Socio-Economic Impacts

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

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

- unlock economic opportunities for the area.

Siting, Design, Landscape and Visual Impact

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

8.23 The site would be entirely located in the Enclosed Farmland Landscape Character Type in the Landscape Character Assessment produced by NatureScot. It lies within Balblair Quarry, an area which has been heavily modified with limited topographical features and enclosed by woodland and forestry. Following restoration of the original quarry, the site is now a combination of restored grassland, scrubland, woodland, and forestry located close to other industrial features including an operational quarry, industrial units and Beauly substation further to the west. The application has been accompanied by an assessment of the landscape character. This sets out that the Landscape susceptibility to the nature of development proposed is Medium, which when combined with a Medium landscape value results in a Medium landscape sensitivity.

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

8.25 The view towards the site from Balblair would be heavily filtered by intervening tree and vegetation cover located on the southern side of the A831 road. The main visual effects associated with the site would be the increase in construction traffic accessing the site via Balblair Quarry. This would be most noticeable during the delivery of the BESS units on articulated lorries. Other forms of construction traffic would be within the existing context of vehicle movements accessing Balblair Quarry and industrial units.

8.26 Visualisations have been submitted. These demonstrate that the scale and characteristics of the surrounding landscape are considered appropriate to accommodate the type of development proposed. Moderate adverse effects have been identified for the site due to the change from restored grassland to a BESS. This would be contained by landform and woodland within the original Balblair Quarry reducing the visual envelope to negligible levels for both landscape and visual receptors within 2.5 km from the site.

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

8.28 The use of downward facing motion sensor lighting provided at the entrances to the various buildings and storage units is welcomed as it means the visual impact of the development will not stretch into hours of darkness. Motion sensor lighting could, however, be set off by local wildlife, but this will be limited in view of the enclosure of the compound within a 4m high fence which will limit its accessibility

by wildlife.

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

8.30 The supporting statement notes that the grid connection offer (to the substation) is underground. There would be no requirement for any additional above ground pylons, poles or cabling.

8.31 Representations suggest that the proposal does not accord with HWLDP policy 36 Development in the Wider Countyside. The policy notes that proposals can have a significant impact upon the character of the landscape, and that they should be sympathetic to this and landscape.

8.32 Development proposals will be assessed for the extent to which they:

- are acceptable in terms of siting and design;
- are sympathetic to existing patterns of development in the area;
- are compatible with landscape character and capacity;
- avoid incremental expansion of one particular development type within a landscape whose distinct character relies on an intrinsic mix/distribution of a range of characteristics
- avoid, where possible, the loss of locally important croft land; and
- would address drainage constraints and can otherwise be adequately serviced, particularly in terms of foul drainage, road access and water supply, without involving undue public expenditure or infrastructure that would be out of keeping with the rural character of the area.

Development proposals may be supported if they are judged to be not significantly detrimental under the terms of this policy.

8.33 Given the character of the site and the adjacent land uses – restored former quarry land and agricultural field, and the adjacent mineral quarry and electrical substation – the immediate landscape has already seen development of a considerable size, extent and scale. The character of this broader area is not therefore of relatively undeveloped open countryside. Accordingly, it is considered that, given this previous land use, and adjacent current land uses, the siting and design of the proposal is sympathetic to the existing pattern of development in the area, and within this context, it is compatible with its landscape character and is not significantly detrimental to it, and therefore accords with HwLDP Policies 28, 29, 36 and 67.

Traffic and Transport

8.34 The construction programme is anticipated to be delivered over 12 months. The site will be accessed by all traffic from the A831 to the north through the existing quarry entrance. The precise origin of construction traffic is not currently known, however it is assumed that the majority of materials will approach the site from the direction of Inverness. Construction traffic will use the A862 from Inverness to approach the site before turning onto the A831 for approximately 200m before

turning into the existing site entrance junction. The site is located adjacent to an existing quarry and aggregate supplier and a major electrical substation, therefore the routes to site have a consistent and longstanding baseline level of HGV traffic. These routes are therefore not particularly sensitive to HGV traffic.

8.35 Transport Planning has advised that a Construction Traffic Management Plan is required in order to control the timing and routes of construction traffic, and thus support the safe and effective interactions on the roads between construction traffic and other general road users, minimising the impact on the amenity and safety of local residents. This can be secured by condition.

8.36 In addition, a wear and tear agreement under s96 of the Roads (Scotland) Act 1984 would be required. While this cannot be conditioned, an Informative attached to a planning permission is appropriate.

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

Natural, Built and Cultural Heritage

8.38 Ecological and ornithological assessments have been carried out on the site. Ecology surveys were undertaken in 2023 and 2024 to assess the potential impacts of the site on protected species and habitats. Surveys included an extended Phase 1 habitat survey and protected mammal surveys. An extended Phase 1 habitat survey was undertaken on 23 June 2023 in accordance with JNCC (2010) to classify and map the vegetation and habitats present. A walkover survey was carried out within the original site and a 100m buffer, and habitat codes were assigned based on the vegetation present. The proposed development site was moved in early 2024, therefore an additional extended Phase 1 habitat survey was undertaken on 1 March 2024 in order to cover the full site. Due to the previous use of the site as a quarry, and its subsequent restoration to improved agricultural grassland, it is not considered that the site has significant ecological value. No protected species were recorded within the site.

8.39 Notwithstanding this, it should be noted that the developer has indicated that an Ecological Clerk of Works (ECoW) will be present during enabling works and available throughout the construction period of the Proposed Development. They will be a suitably experienced individual, whose role would be to provide advice so that that works are carried out in accordance with environmental measures detailed in a Construction Environmental Management Plan (CEMP), and to monitor compliance with relevant legislation and good practice.

Noise

8.40 In relation to construction noise, developers and contractors must comply with reasonable operational practices so as not to cause nuisance, as required by Section 60 of the Control of Pollution Act 1974, which is regulated by the Environmental Health Authority. They have advised that working hours on a 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. Members will note that in the event of any noise issues on the site, then these would be assessed as a potential statutory noise complaint by the Environmental Health Authority.

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

Water and Drainage

8.42 The hardstanding within the majority of the area of the site upon which the energy storage modules would be sited would consist of local which will be permeable to maximise the ability of the site to drain through direct percolation.

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

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

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

8.46 The Flood Risk Management Team is satisfied that, given these proposals, the flood risk to the site will be low. They request a condition to address the final surface water drainage design for the site, including containment and disposal measures prior, to any development commencing on site. This will help minimise the risk of contaminated water entering the environment in the unlikely event of a fire. This will need to include an updated Drainage Impact Assessment (DIA) written in accordance with The Highland Council's Supplementary Guidance: Flood Risk and Drainage Impact Assessment.

Health and Safety

8.47 NPF4 Policy 23, Health and Safety, seeks to ensure that people and places are protected from environmental harm and that risks arising from safety hazards are

mitigated. The impact of noise generating activities is discussed above.

8.48 While raised within representations, fire safety, in itself, is not a material planning consideration. It is not for the Council to regulate safety in this regard. The Planning Authority does have a locus where facilities involve hazardous substances (at the required level) or are within the vicinity of a major accident hazard sites in which case consultation is required with the Health and Safety Executive, which is the Regulator. Battery energy storage systems do not fall within the scope of this legislation. They are however covered by Health and Safety at Work legislation and the batteries themselves are subject to other controls. The Scottish Fire and Rescue Service is not currently a consultee to the planning process. However, the SFRS has provided a consultation response on this proposal (at section 5.12), and that generally refers to the guidance produced by the National Fire Chiefs Council. The main focus from a land use perspective is to ensure that risks to the environment are considered and mitigated.

8.49 The applicant has provided a Battery Safety Management Plan with the submission, and this includes a safety management plan.

8.50 The Scottish Fire and Rescue Service expect that a comprehensive risk management process will be undertaken by the operators to identify hazards and risks specific to the facility and develop, implement, maintain and review risk controls. The provision of an Emergency Response Plan, and a Fire Risk Management Plan can be controlled by condition, thus providing a level of control over the site.

8.51 There are no fire hydrants in the area around the site or mains water supply. The applicant will therefore be required to investigate alternative sources of supply to serve the site, with this to be detailed within their fire risk management plan.

Impact on Infrastructure and Services

8.52 The proposed construction and operational access to the site is through the existing quarry and its access from the A831 to the north. No changes or works are required to this existing arrangement. Scottish Water have advised that they have no objections to the proposal.

Decommissioning and Reinstatement

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

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

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

Other material considerations

8.56 None

Non-material considerations

8.57 Representations refers to the potential impact on property values. This is not a material planning consideration.

8.58 In addition, representations also highlight the mining of lithium and its production methods and safe disposal. This is not a material planning consideration.

8.59 Representations also suggest that there are alternative sites that may be suitable. Members will note that applications are assessed on their individual merits

Matters to be secured by Legal Agreement

8.60 Transport Planning has identified that financial contributions would be necessary towards road safety improvements in Beauly Town and active travel improvements along the A862 towards Inverness and this would be in the order of £25,555.00. This is required to be secured by way of legal agreement or up front payment prior to the issued of any permission. Given the proposal type and its lack of public prominence it would be inappropriate to seek a developer contribution for public art. The provision and maintenance of additional planting with amenity and habitat value is an appropriate contribution to green infrastructure.

9. CONCLUSION

9.1 The proposed development has the potential to play a role in addressing supply and demand peaks and troughs within the electricity transmission network by virtue of storing excess energy produced by generating stations, including from renewable sources. In that way, the proposal is considered to contribute to national climate change and carbon net-zero targets. It is a technology that has strong

support within National Planning Framework 4 Policy 11 Energy.

9.2 Although industrial in appearance, the proposal is placed at a lower level in the landscape than the proximate substation and quarry.

9.3 Given the character of the site and the adjacent land uses – restored former quarry land and agricultural field, and the adjacent mineral quarry and electrical substation – the immediate landscape has already seen development of a considerable size, extent and scale. The character of this broader area is not therefore of relatively undeveloped open countryside. Accordingly, it is considered that, given this previous land use, and adjacent current land uses, the siting and design of the proposal is sympathetic to the existing pattern of development in the area, and within this context, it is compatible with its landscape character and is not significantly detrimental to it, and therefore accords with HwLDP Policies 28, 29, 36 and 67.

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

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

10. IMPLICATIONS

10.1 Resource: Not applicable

10.2 Legal: Not applicable

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

10.4 Climate Change/Carbon Clever: Not applicable

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued

Notification to Scottish Ministers	N
Conclusion of Section 69 or Section 75 Obligation	Y
Revocation of previous permission	N

Subject to the above actions, it is recommended to **GRANT** the application subject to the conclusion of a legal agreement and the following conditions

and reasons:

1. **Commencement of Development**

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

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

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

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

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

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

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

d) details of measures for soil storage and management;

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

f) temporary site illumination;

g) management and timing of the works; and

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

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

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

In the event that the development is no longer operational for a period of 2 years, or the operator, leaseholder and / or landlord advises that the

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

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

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

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

d) details of measures for soil storage and management;

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

f) temporary site illumination;

g) management and timing of the works; and

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

The development shall thereafter be undertaken in accordance with the approved Decommissioning, Restoration and Aftercare Plan.

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.

4. **Financial Restoration Guarantee**

No development shall commence until:

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

(2) Confirmation in writing by a suitably qualified independent professional

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

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

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

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

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

(5) Each review shall be:

a) conducted by a suitably qualified independent professional; and

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

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

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

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

5. **Battery Removal**

In the event that any battery installed and commissioned fails to store electricity and release it to the public network when required on a commercial basis for a continuous period of 6 months, then unless otherwise agreed in writing with the Planning Authority, such battery will be deemed to have ceased to be required. If deemed to have ceased to be required, the battery, battery storage container and its ancillary equipment 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 site, in the interests of safety, amenity and environmental protection.

6. **Decommissioning**

In the event of the Development not storing electricity on a commercial basis to the grid network for a continuous period of 12 months from 50% or more batteries installed and commissioned from time to time, the Company shall immediately notify the Planning Authority in writing of that situation and shall, if the Planning Authority direct decommissioning of the development, reinstate the site of the development to the specification and satisfaction of the Planning Authority, in accordance with the Decommissioning, Restoration and Aftercare Plan as approved under Condition 3 of this permission. The Planning Authority shall have due regard to the circumstances surrounding the failure to store electricity.

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

7. **Details of Development**

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

a) the make, model, design, power rating, sound power level and dimensions of the battery storage containers (and ancillary infrastructure) to be installed, and

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

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

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

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

(5) details of an acoustic fence up to a minimum of 4 metres in height to be located on the north and east boundary of the site.

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

8. **Drainage**

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

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

9. **Surface Water Drainage**

Prior to the commencement of development, the developer shall provide detailed written and plans details of the surface water drainage system for the site for the approval in writing of the Planning Authority in consultation with the Drainage Authority. For the avoidance of doubt the details shall:

- demonstrate that surface water discharge from the site will be limited to pre-development greenfield rates for a range of storms up to and including the 1 in 200 year plus climate change return period event; and
- include an updated Drainage Impact Assessment (DIA) written in accordance with The Highland Council's Supplementary Guidance: Flood Risk and Drainage Impact Assessment.

The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of flood prevention.

10. **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.

11. **Landscaping**

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

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

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

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

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

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

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

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

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

12. **Tree Safeguarding**

No development, site excavation or groundwork shall commence until a Tree Protection Plan in accordance with BS 5837:2012 (Trees in Relation to Design, Demolition and Construction) shall have been submitted to and subsequently 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: To ensure the protection of retained trees during construction and thereafter.

13. No development shall commence until a detailed scheme of Compensatory Planting (including future maintenance) of at least 0.113ha has been submitted to and approved in writing by the Planning Authority. All planting shall be implemented in full no later than 1st April 2026 or prior to first commissioning of the BESS (whichever is first), or as otherwise agreed with

the Planning Authority. The planting shall be maintained thereafter in accordance with the approved scheme, until established to the full satisfaction of the Planning Authority.

Reason: To protect Scotland's woodland resource, in accordance with the Scottish Governments policy on the Control of Woodland Removal.

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

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

Reason: In the interests of amenity

15. **Operational Noise Mitigation Scheme**

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

i. a maximum Rating level of 27dB (including applicable acoustic penalties) when measured and/or calculated at the curtilage of any noise sensitive property;

ii. the submission of a Noise Mitigation Scheme to ensure that the noise emissions do not exceed the prescribed limits; and

iii. compliance monitoring

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

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

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

requires to be justified.

Thereafter the development shall progress in accordance with the approved Noise 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. Prior to any construction commencing, the applicant shall submit, for the written approval of the Planning Authority, details of a dust mitigation scheme designed to protect neighbouring properties from dust arising from the construction of this development.

Thereafter the development shall progress in accordance with the approved dust suppression scheme.

3. The Rating Level of noise arising from this development as determined in accordance with B BS4142:2014+A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound, shall not exceed 26dB(A) at the curtilage if any noise sensitive receptor.

4. No development shall commence until full details of the proposed battery storage containers (and ancillary infrastructure) and the metering building are submitted to and approved in writing by the Planning Authority. The details shall include: - The make, model, design, power rating, sound power level and dimensions of the battery storage containers (and ancillary infrastructure) and the metering building to be installed.

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

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

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

The site operator shall submit the report of the independent consultant's assessment for the approval of the Planning Authority within 2 months of receiving the written request. If the noise level exceeds the prescribed noise limits, the assessment report shall include a scheme of mitigation to be enacted, including timescales for implementation, to ensure compliance with consented noise limits.

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

Reason: In the interests of amenity.

16. **Record Keeping**

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

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

17. **Construction Environment Management Plan**

No development shall commence until a Construction Environment Management Plan (CEMP) 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 CEMP, subject to any variations approved in writing by the Planning Authority. The CEMP shall include:

a) details of the phasing of construction works;

b) details of the formation of temporary construction compounds, access tracks and any areas of hardstanding;

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

d) details of the maintenance of visibility splays on the entrance to the site;

e) details of the method of construction and erection of the structures;

f) details of dust management;

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

h) an assessment of private water supplies (PWS) to ascertain if the site has any potential connectivity with any PWS source, along with details of proposed mitigation measures should any potential connectivity be identified.

i) details of temporary site illumination during the construction period;

j) details of timing of works;

k) details of surface treatments and the construction of all hard surfaces and access tracks between each element of the proposed development This shall include details of the tracks in a dark, non-reflective finish with details of the chemical properties of any and all imported stone provided;

l) details of routeing of onsite cabling;

m) details of emergency procedures and pollution response plans;

n) siting and details of wheel washing facilities;

o) cleaning of site entrances, site tracks and the adjacent public highway and the sheeting of all HGVs taking spoil or construction materials to/from the site

to prevent spillage or deposit of any materials on the highway;

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

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

r) details of the location of tree protection fencing;

s) a Species Protection Plan; and

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

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

18. **Traffic Management Plan**

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

a) an assessment of the suitability of Lovat Bridge carrying the A862 over the River Beauly until suitable inspections and assessments have been undertaken and any agreed mitigation implemented

b) scheduling and timing of movements;

c) the management of junctions to and crossings of the public highway and other public rights of way;

d) any identified works to accommodate abnormal loads (including the number and timing of deliveries and the length, width and axle configuration of all extraordinary traffic accessing the site) along the delivery route including any temporary warning signs;

e) temporary removal and replacement of highway infrastructure/street furniture;

f) details of all signage and lining arrangements to be put in place and the reinstatement of any signs, verges or other items displaced by construction traffic;

g) banksman/escort details;

h) a procedure for monitoring road conditions and applying remedial measures where required as well as reinstatement measures;

i) a timetable for implementation of the measures detailed in the TMP;

j) Provisions for emergency vehicle access; and

k) Identification of a nominated person to whom any road safety issues can be referred.

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

18. Prior to commencement of deliveries to site, the proposed route for any abnormal loads on the trunk road network shall be submitted to and approved in writing by the Planning Authority, in consultation with the Roads Authority.

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

19. Prior to the movement of any components and/or construction materials, any additional signing or temporary traffic control measures deemed necessary due to the size or length of any loads being transported shall be undertaken by a recognised QA traffic management consultant, to be approved by the Planning Authority in consultation with the Roads Authority.

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

20. Prior to the movement of any abnormal load, any accommodation measures required, including the removal of street furniture, junction widening and traffic management shall be approved and implemented to the satisfaction of the Planning Authority, in consultation with the Roads Authority.

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

21. **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. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In order to provide the Planning Authority sight of on-site 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.

22. **Firefighting Water Supply**

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

a) confirmation from Scottish Water that sufficient capacity is reserved at its water treatment plant to serve the development; or

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

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

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

23. **Habitat Management Plan**

Prior to the commencement of development, a Habitat Management Plan shall be submitted to and approved in writing by the Planning Authority. The HMP shall include a monitoring and maintenance plan for a minimum of 30 years. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of biodiversity gain.

24. **Species Protection**

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

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

25. **Socio-Economic Benefit**

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

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

information about employment opportunities;

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

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

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

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

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

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

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

REASON FOR DECISION

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

TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

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

INFORMATIVES

Initiation and Completion Notices

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

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

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

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

Flood Risk

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

Scottish Water

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

Septic Tanks & Soakaways

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

Local Roads Authority Consent

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

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

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

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

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

Mud & 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.

Wear & Tear Agreement

The applicant needs to enter into a formal "Wear & Tear Agreement" with The Council, as set out by Section 96 of the Roads (Scotland) Act 1984. Such an agreement will require a road bond be established to protect The Council from any extra-ordinary costs for repairing any damage to the local public roads that can be attributed to the construction activities of this development, which the Developer is not able to resolve. The scope of any such 'Wear & Tear Agreement' will need to be based on the proposed construction access routing through the above required CTMP.

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:	David Mudie
Designation:	Area Planning Manager – South
Author:	Keith Gibson
Background Papers:	Documents referred to in report and in case file.

Relevant Plans:

000001 LOCATION PLAN

17947_LAY_1000 REV E LOCATION/SITE LAYOUT PLAN

17947_DET_3001 REV A FLOOR PLAN

17947_DET_3002 REV A ELEVATIONS

17947_DET_3000 REV A SECTION PLAN

17947_DET_3003 REV A SECTION PLAN

17947_DET_3004 REV A SECTION PLAN

17947_DET_3005REVA SECTION PLAN

Appendix 2

Transport									
Road Safety Improvements	Road safety improvements in Beauly Town and active travel improvements along the A862 towards Inverness	£25,555.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Public Art		£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Other (Please Specify)	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20

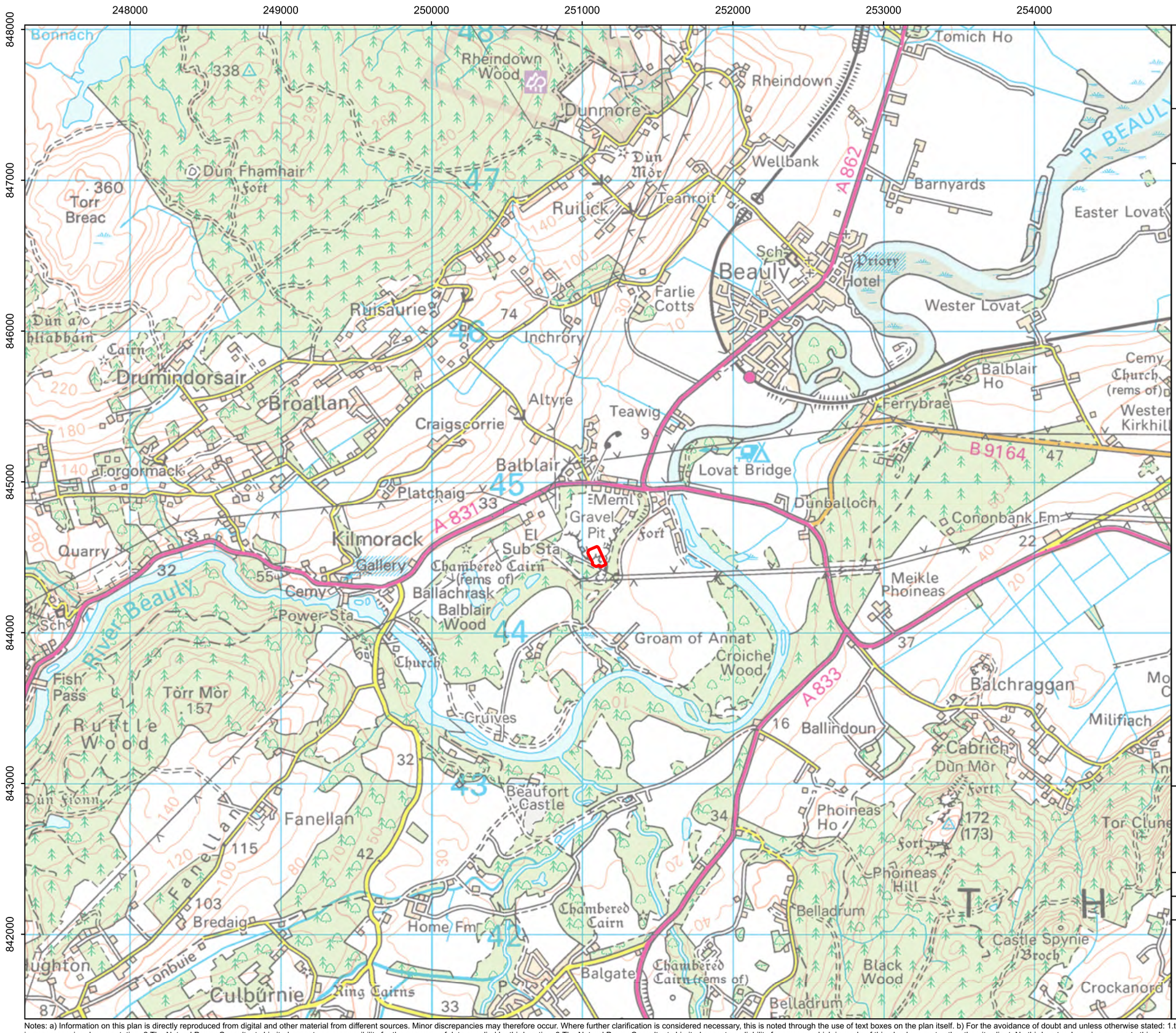
*1 Adjust total to take account of flat exemptions

*2 Base Date – Set out in Supplementary Guidance on Developer Contributions

*3 TOC/CC – The earlier of the issue of either a temporary occupation certificate or a completion certificate – or specify alternative time if appropriate

*4 Accounting dates - 1 April and 1 October each year of development (if the contribution is to be paid on a basis other than related to units completed in the preceding 6 months (e.g. lump sum on a specific date) then indicate this instead of the Apr/Oct payment dates)

*5 Clawback – 15 years for Major development; 20 years for Local development



Project:

Beauly Battery Storage, Scottish Highlands

Title:

Figure 1.1: Site Location

Key

Battery storage site boundary

Scale @ A3: 1:25,000

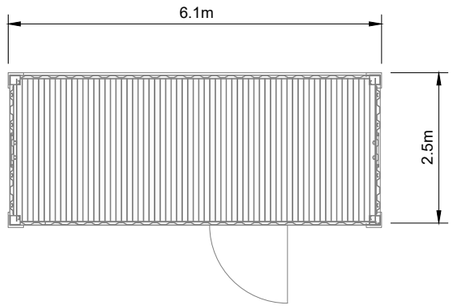
Coordinate System: British National Grid

0 0.25 0.5 0.75 1 km

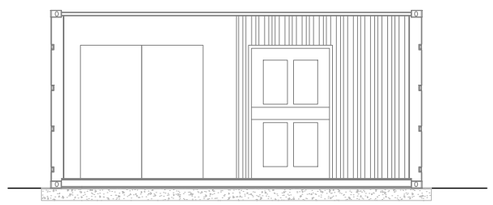
N

Date: 29-03-24	Prepared by: LH	Checked by: JL
Ref: GB211234_M_004_B		

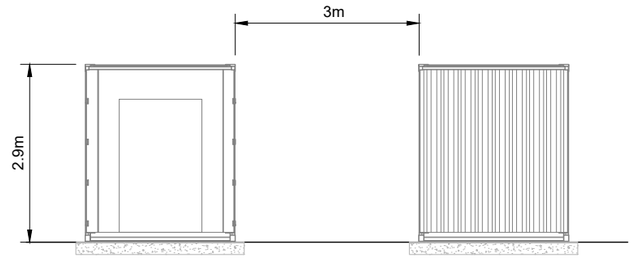
Drawing by:
The Natural Power Consultants Limited
The Green House
Forrest Estate, Dalry
Castle Douglas, DG7 3XS, UK
Tel: +44 (0)1644 430008
Fax: +44 (0)845 299 1236
Email: sayhello@naturalpower.com
www.naturalpower.com



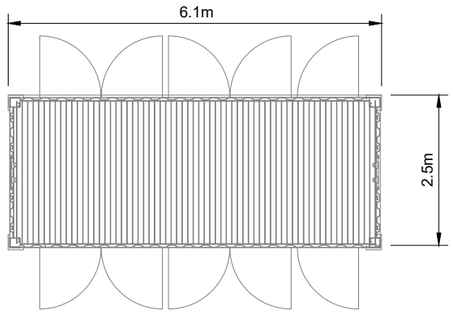
INVERTER UNIT PLAN
SCALE 1:100



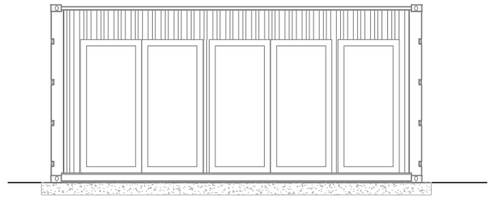
INVERTER UNIT FRONT ELEVATION
SCALE 1:100



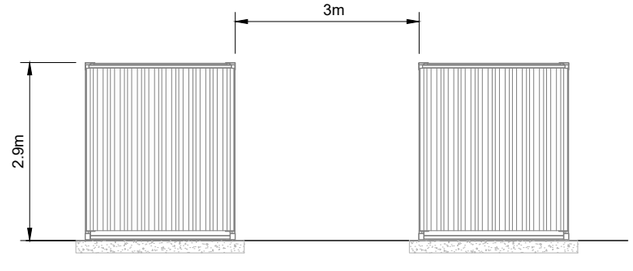
PCS & TRANSFORMER UNIT SIDE ELEVATIONS
SCALE 1:100



BATTERY UNIT PLAN
SCALE 1:100



BATTERY UNIT FRONT ELEVATION
SCALE 1:100



BATTERY UNIT SIDE ELEVATIONS
SCALE 1:100

SCALE AT 1:100

LEGAL: NATURAL POWER CONSULTANTS LTD TAKE NO RESPONSIBILITY FOR THE ACCURACY OF DATA PROVIDED BY THIRD PARTIES.

NOTES:

1. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION.
2. BATTERY EXTERNAL FINISHES ARE TO BE CONFIRMED DURING DETAILED DESIGN.

REV	DESCRIPTION	BY	CH	APP	DATE
A	INITIAL ISSUE	MH	KL	MB	03/04/23

CLIENT:
LOVAT ESTATES LTD

NATURAL POWER CONSULTANTS LTD.
120 BATH STREET
SECOND FLOOR
GLASGOW
G2 2EN
SCOTLAND,UK
TEL: +44 (0) 1786 542 300
WWW.NATURALPOWER.COM

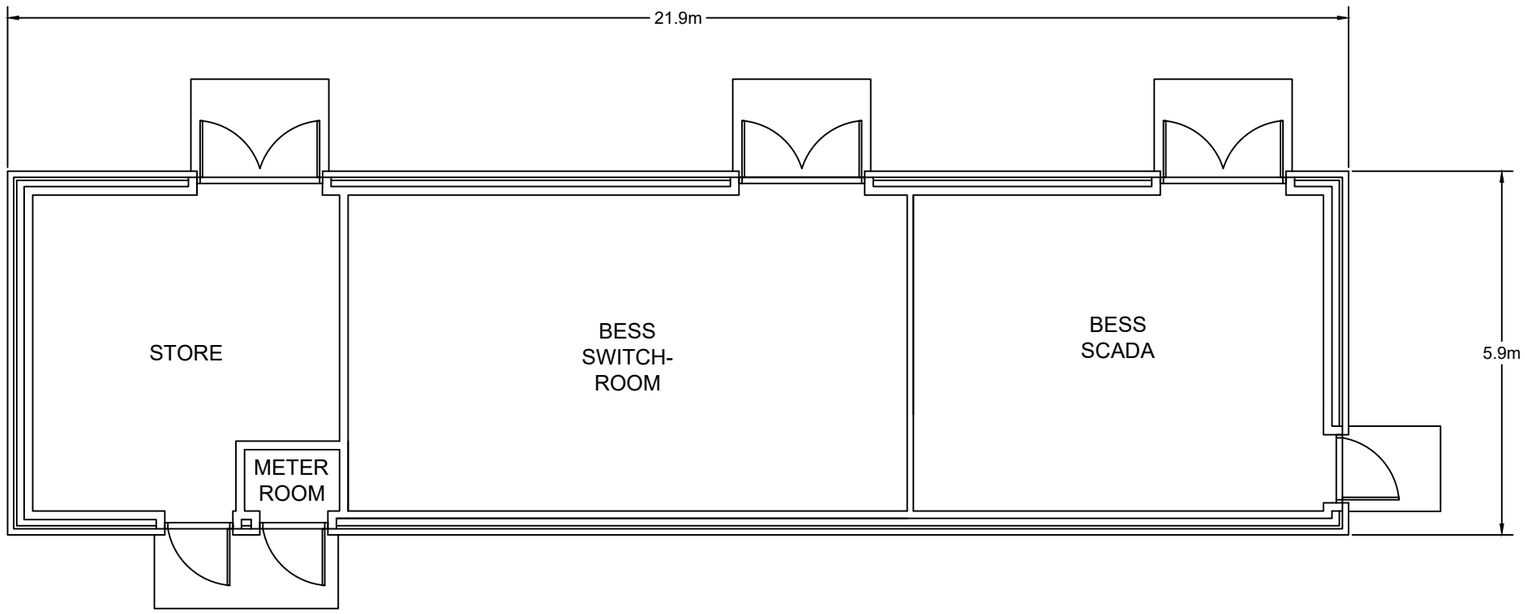
IFS DOC NO.: 1350645	IFS ACTIVITY: 50.5010
SCALE: 1:100 @ A3	SHEET NO.: 1 OF 1

STATUS: **FOR INFORMATION**

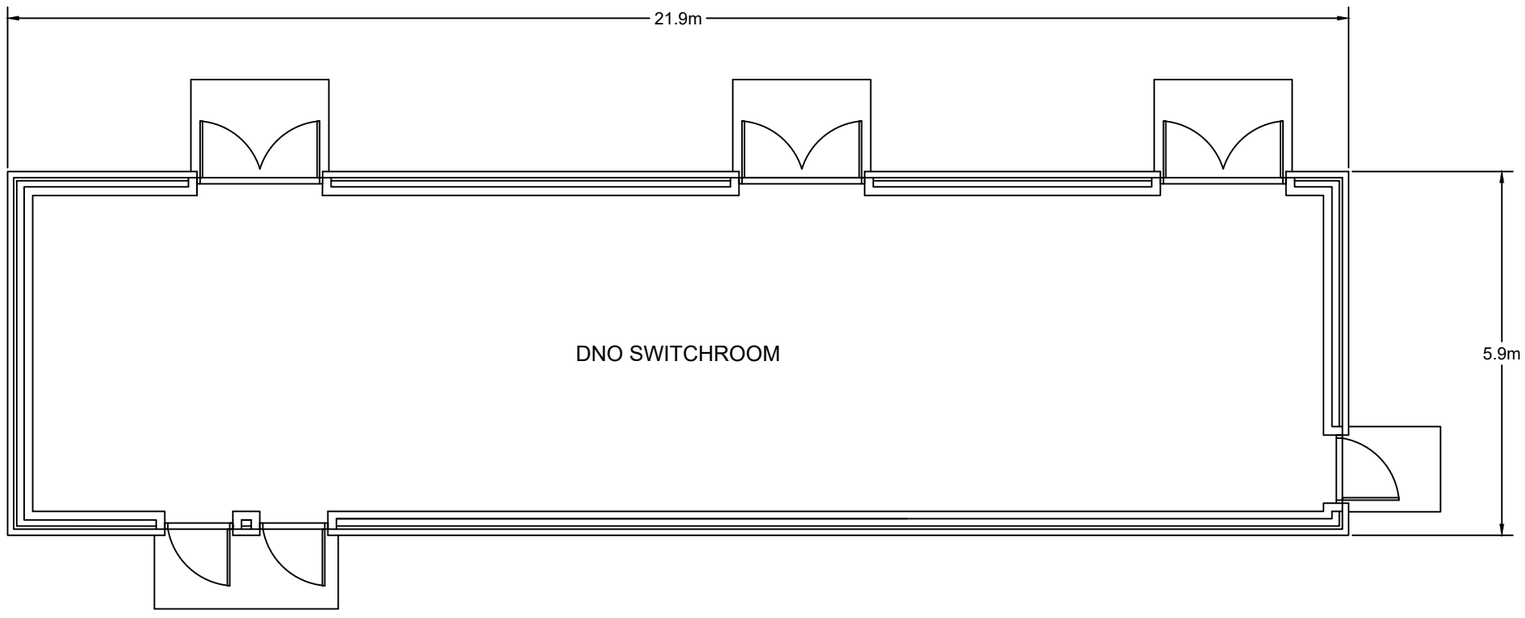
PROJECT: BEAULY BESS

DRAWING TITLE: INDICATIVE 20ft BATTERY AND INVERTER UNITS TYPICAL ELEVATIONS

DRAWING NO.:	REVISION
17947_DET_3000	A



CLIENT SUBSTATION FLOOR PLAN
SCALE: 1:100



DNO SUBSTATION FLOOR PLAN
SCALE: 1:100

SCALE AT 1:100

0m 2 4 6 8 10m

LEGAL: NATURAL POWER CONSULTANTS LTD TAKE NO RESPONSIBILITY FOR THE ACCURACY OF DATA PROVIDED BY THIRD PARTIES.

NOTES:

1. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION.
2. BUILDING EXTERNAL FINISHES ARE TO BE CONFIRMED DURING DETAILED DESIGN.
3. SUBSTATION LAYOUT SUBJECT TO DETAILED DESIGN.

REV	DESCRIPTION	BY	CH	APP	DATE
A	INITIAL ISSUE	MH	KL	MB	03/04/23

CLIENT: LOVAT ESTATES LTD

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120 BATH STREET
SECOND FLOOR
GLASGOW
G2 2EN
SCOTLAND,UK
TEL: +44 (0) 1786 542 300
WWW.NATURALPOWER.COM

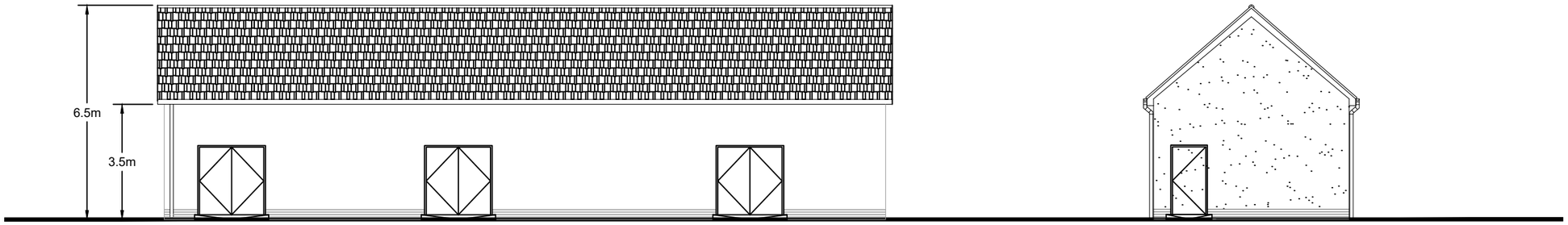
IFS DOC NO.: 1350646	IFS ACTIVITY: 50.5010
SCALE: 1:100 @ A3	SHEET NO.: 1 OF 1

STATUS: **FOR INFORMATION**

PROJECT: BEAULY BESS

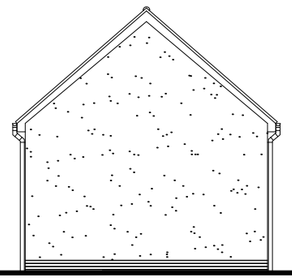
DRAWING TITLE: INDICATIVE SUBSTATION FLOOR PLAN

DRAWING NO.:	REVISION
17947_DET_3001	A

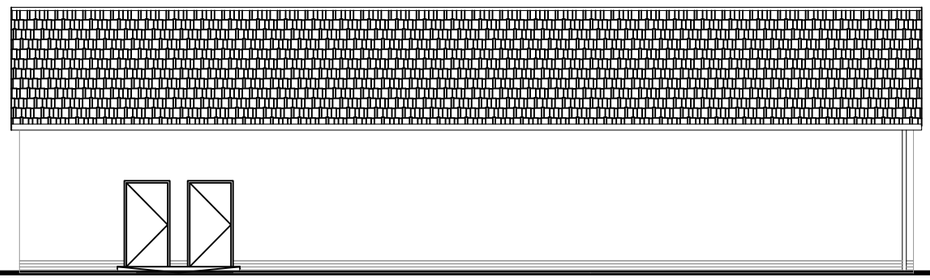


FRONT ELEVATION
SCALE: 1:150

SIDE ELEVATION
SCALE: 1:150



SIDE ELEVATION
SCALE: 1:150



REAR ELEVATION
SCALE: 1:150

SCALE AT 1:150

LEGAL: NATURAL POWER CONSULTANTS LTD TAKE NO RESPONSIBILITY FOR THE ACCURACY OF DATA PROVIDED BY THIRD PARTIES.

NOTES:

1. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION.
2. BUILDING EXTERNAL FINISHES ARE TO BE CONFIRMED DURING DETAILED DESIGN.

REV	DESCRIPTION	BY	CH	APP	DATE
A	INITIAL ISSUE	MH	KL	MB	03/04/23

CLIENT:
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NATURAL POWER CONSULTANTS LTD.
120 BATH STREET
SECOND FLOOR
GLASGOW
G2 2EN
SCOTLAND,UK
TEL: +44 (0) 1786 542 300
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IFS DOC NO.:	1350647	IFS ACTIVITY:	50.5010
SCALE:	1:150 @ A3	SHEET NO.:	1 OF 1

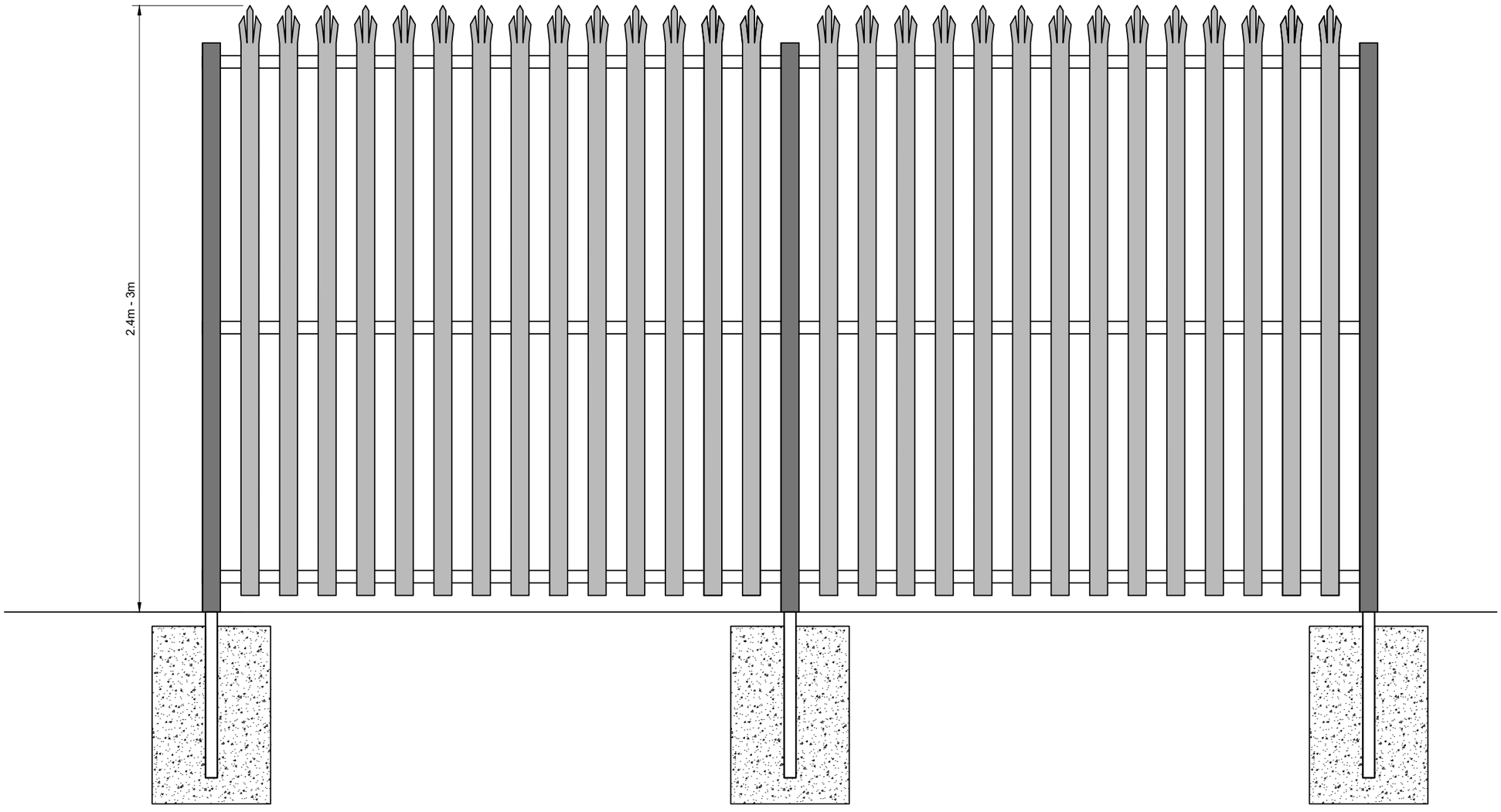
STATUS: **FOR INFORMATION**

PROJECT: BEAULY BESS

DRAWING TITLE: INDICATIVE SUBSTATION ELEVATIONS

DRAWING NO.: 17947_DET_3002

REVISION: **A**



SCALE AT 1:20

0m 0.4 0.8 1.2 1.6m

NOTES:

1. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION.

REV	DESCRIPTION	BY	CH	APP	DATE
A	INITIAL ISSUE	MH	KL	MB	03/04/23

CLIENT: LOVAT ESTATES LTD

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120 BATH STREET
SECOND FLOOR
GLASGOW
G2 2EN
SCOTLAND,UK
TEL: +44 (0) 1786 542 300
WWW.NATURALPOWER.COM

IFS DOC NO.: 1350648 | IFS ACTIVITY: 50.5010

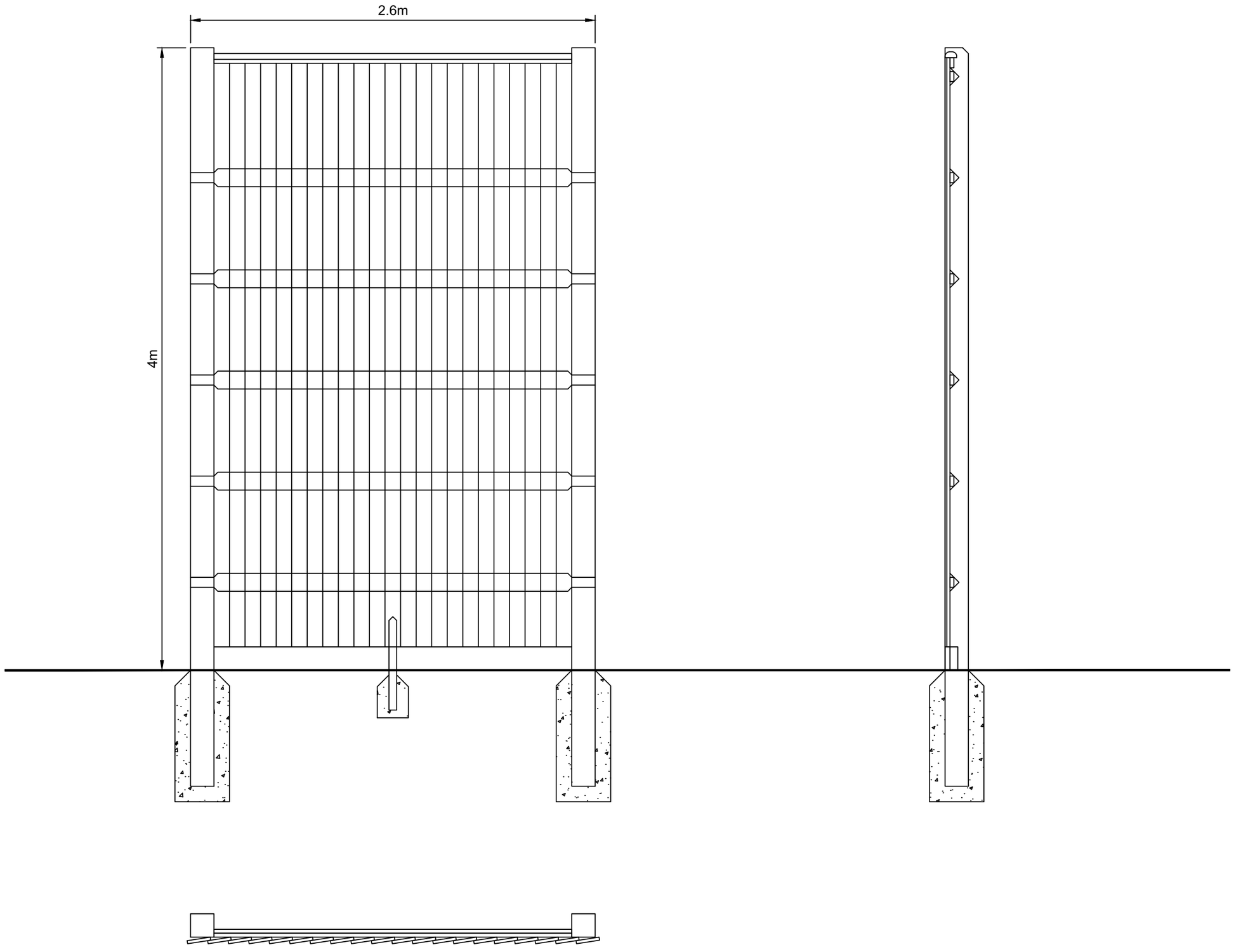
SCALE: 1:20 @ A3 | SHEET NO.: 1 OF 1

STATUS: **FOR INFORMATION**

PROJECT: BEAULY BESS

DRAWING TITLE: INDICATIVE PALISADE FENCE DETAIL

DRAWING NO.: 17947_DET_3003 | REVISION: A



SCALE AT 1:25

0m 0.5 1 1.5 2m

NOTES:

1. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND FURTHER INFORMATION WILL BE PROVIDED AT DETAILED DESIGN STAGE.
2. DETAILS OF ACOUSTIC FENCE SHOWN ARE INDICATIVE. FINAL SELECTION/DESIGN OF FENCE TO BE UNDERTAKEN IN CONSULTATION WITH ACOUSTICS CONSULTANT.

REV	DESCRIPTION	BY	CH	APP	DATE
A	INITIAL ISSUE	MH	KL	MB	03/04/23

CLIENT: LOVAT ESTATES LTD

NATURAL POWER CONSULTANTS LTD.
120 BATH STREET
SECOND FLOOR
GLASGOW
G2 2EN
SCOTLAND,UK
TEL: +44 (0) 1786 542 300
WWW.NATURALPOWER.COM

IFS DOC NO.: 1350649 | IFS ACTIVITY: 50.5010

SCALE: 1:25 @ A3 | SHEET NO.: 1 OF 1

STATUS: **FOR INFORMATION**

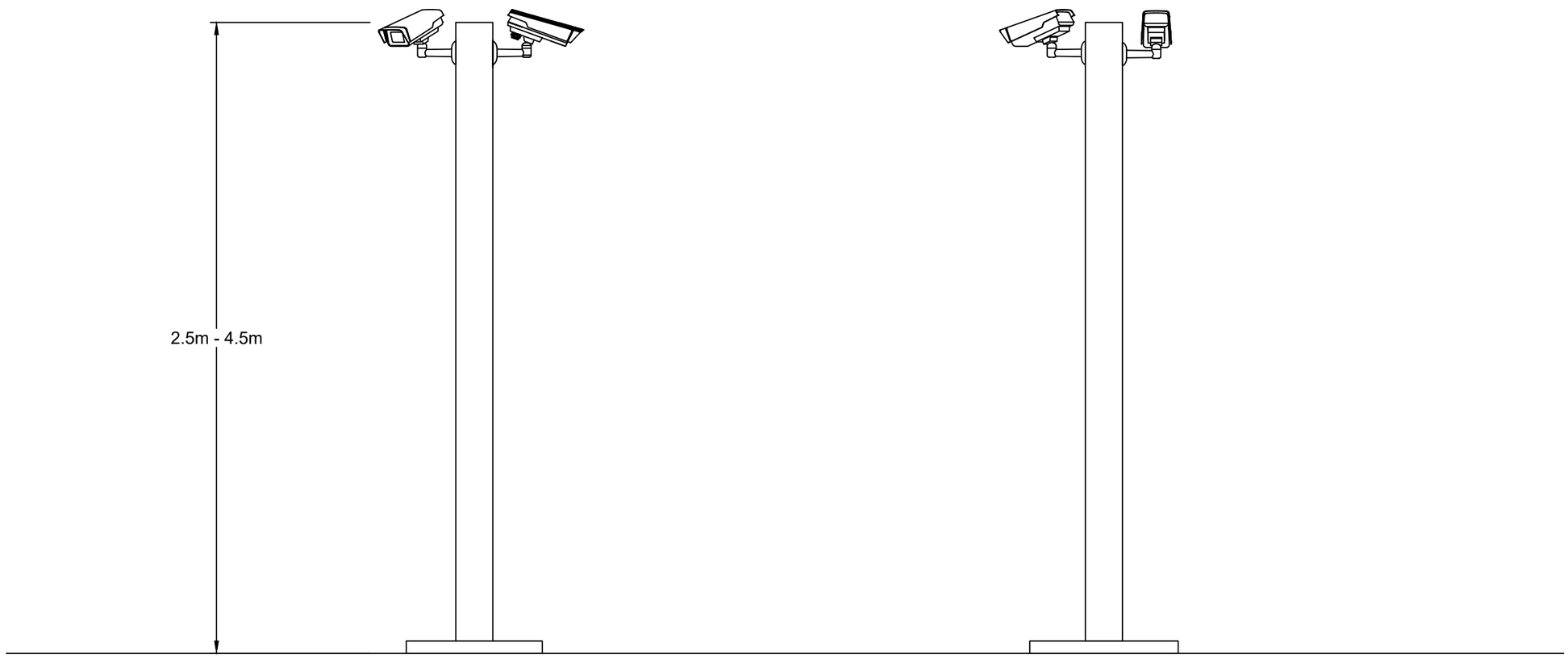
PROJECT: BEAULY BESS

DRAWING TITLE: INDICATIVE ACOUSTIC FENCE DETAIL

DRAWING NO.: 17947_DET_3004 | REVISION: A

NOTES:

1. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION.



CCTV DETAIL
SCALE: 1:20

SCALE AT 1:20

0m 0.4 0.8 1.2 1.6m

REV	DESCRIPTION	BY	CH	APP	DATE
A	INITIAL ISSUE	MH	KL	MB	03/04/23

CLIENT:
LOVAT ESTATES LTD

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120 BATH STREET
SECOND FLOOR
GLASGOW
G2 2EN
SCOTLAND,UK
TEL: +44 (0) 1786 542 300
WWW.NATURALPOWER.COM

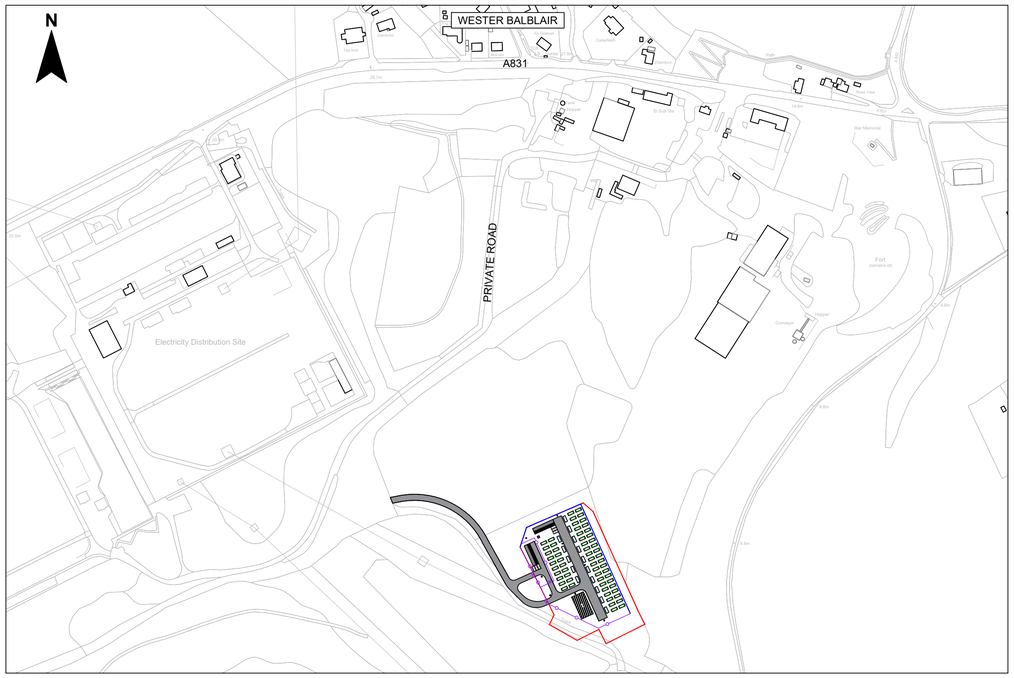
IFS DOC NO.: 1350650	IFS ACTIVITY: 50.5010
SCALE: 1:20 @ A3	SHEET NO.: 1 OF 1

STATUS: **FOR INFORMATION**

PROJECT: BEAULY BESS

DRAWING TITLE: INDICATIVE CCTV DETAIL

DRAWING NO.:	REVISION
17947_DET_3005	**A**

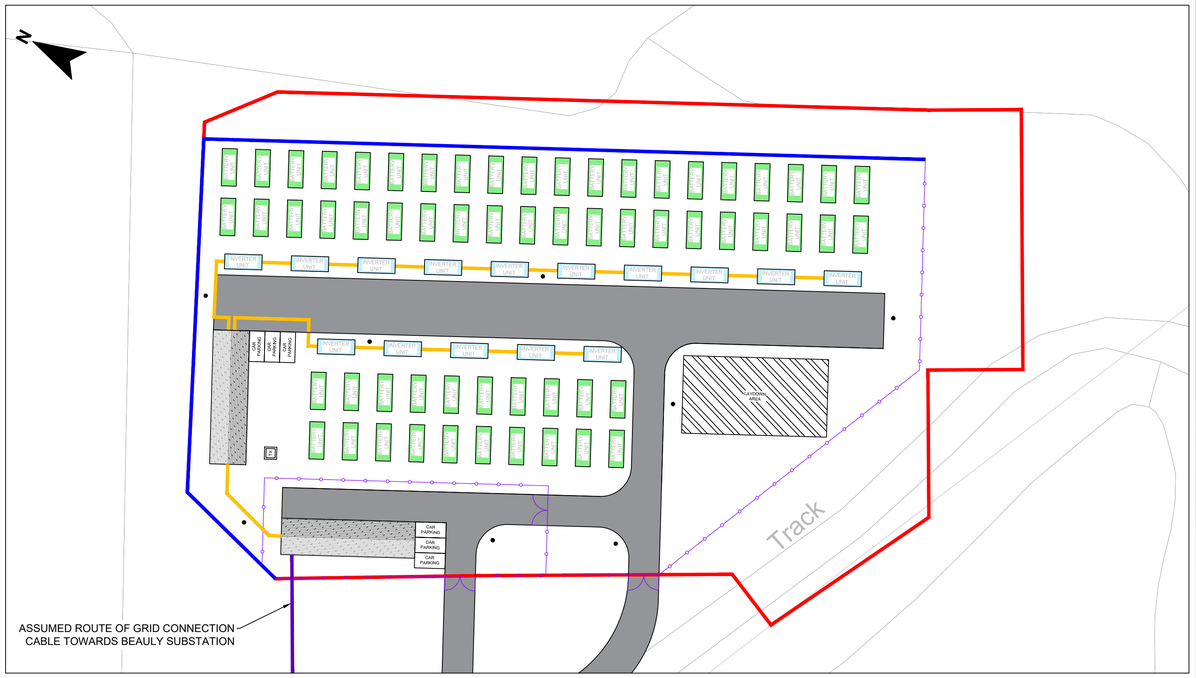


LOCATION PLAN

SCALE - 1:3,000

SCALE AT 1:3,000

0m 50 100 150 200 250 300m

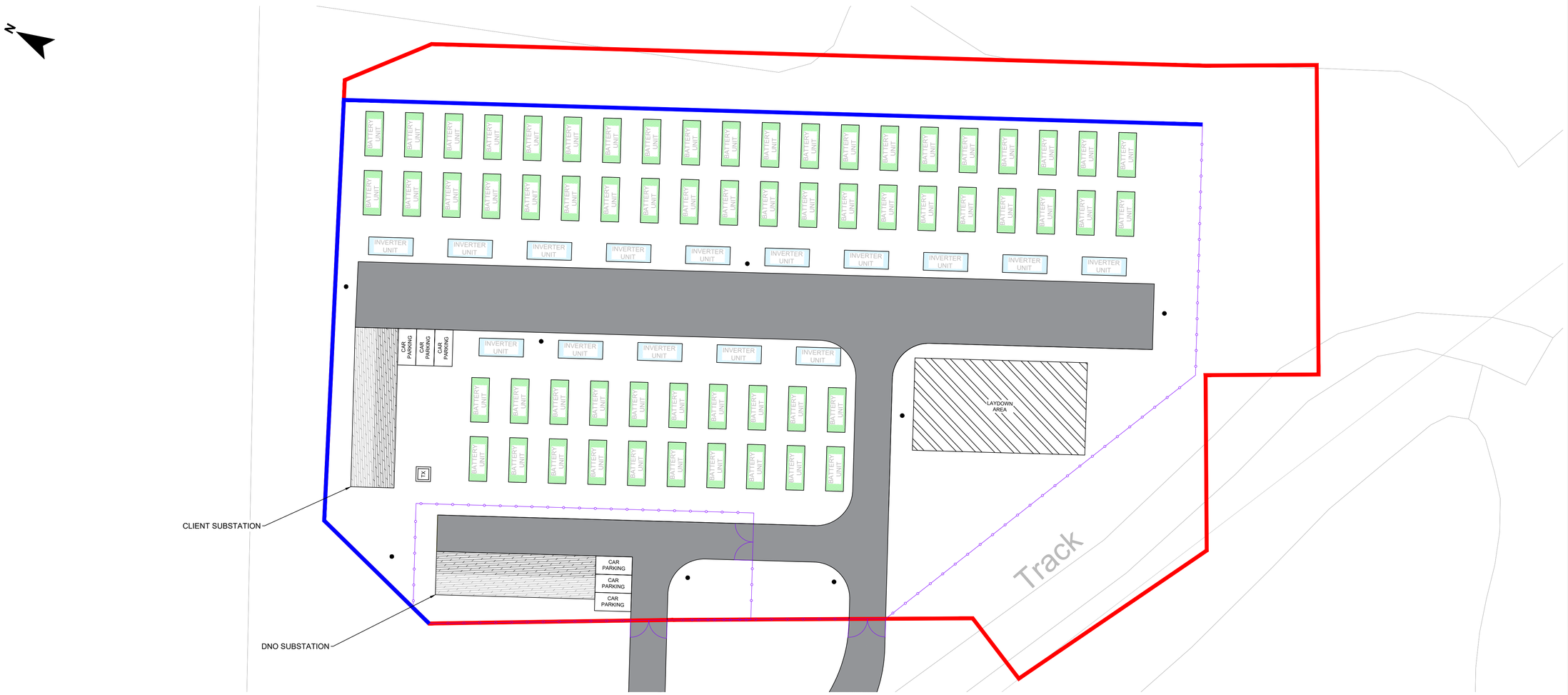


INDICATIVE BESS CABLE LAYOUT

SCALE - 1:500

SCALE AT 1:500

0m 10 20 30 40m



INDICATIVE BESS LAYOUT

SCALE - 1:300

SCALE AT 1:300

0m 5 10 15 20 25 30m

LEGAL: NATURAL POWER CONSULTANTS LTD TAKE NO RESPONSIBILITY FOR THE ACCURACY OF DATA PROVIDED BY THIRD PARTIES.

NOTES:

1. ALL DIMENSIONS ARE IN METRES AND ANGLES IN DEGREES UNLESS OTHERWISE STATED.
2. ONLY WRITTEN DIMENSIONS IN ALL CASES SHALL BE FOLLOWED.
3. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT, PLEASE ASK.
4. THE PLAN SHOWN IS FOR PLANNING PURPOSES ONLY.
5. LAYOUT AND BUILDINGS SHOWN ARE SUBJECT TO DETAILED DESIGN FOR CONSTRUCTION PURPOSES.

KEY:

- BOUNDARY - PLANNING APPLICATION
- PALISADE FENCE - NEW
- GATE
- 4m ACOUSTIC FENCE
- PROPOSED TRACK
- BATTERY UNITS
- INVERTER UNITS
- GRID CONNECTION CABLE
- 33kV CABLES
- LAYDOWN AREA
- INDICATIVE CCTV / LIGHTING

ASSUMPTIONS:

1. 6m x 2.4m (20FT x 8FT) CONTAINER.
2. 3 MWh CAPACITY PER 6m x 2.4m (20FT x 8FT) CONTAINER.
3. POINT OF CONNECTION AT SUBSTATION LOCATED TO THE WEST OF THE PROPOSED SITE AREA.
4. SITE DESIGN IS BASED ON SPACE OPTIMISATION AND PRELIMINARY ELECTRICAL OPTIMISATION AND DOES NOT CONSIDER ANY STRUCTURAL, DETAILED ELECTRICAL OR MECHANICAL OPTIMISATIONS. THIS DRAWING IS ONLY INTENDED TO BE USED FOR INDICATIVE PURPOSES.

REV	DESCRIPTION	BY	CH	APP	DATE
E	LAYOUT UPDATED	GC	KL	CG	??/11/24
D	TRACK UPDATED	MH	KL	KL	03/09/24
C	LAYOUT UPDATED	MH	KL	MB	14/03/24
B	BOUNDARY UPDATED	MH	JL	KL	11/08/23
A	INITIAL DWG ISSUE	MH	JL	KL	09/08/23

CLIENT: LOVAT ESTATES LTD

NATURAL POWER CONSULTANTS LTD.
120 BATH STREET
SECOND FLOOR
GLASGOW
G2 2EN
SCOTLAND, UK
TEL: +44 (0) 1644 430 008
WWW.NATURALPOWER.COM

IFS DOC NO.:	1328098	IFS ACTIVITY:	50.5010
SCALE:	VARIOUS @ A1	SHEET NO.:	1 OF 1

STATUS: **FOR PLANNING**

PROJECT: BEAULY BESS

DRAWING TITLE: INDICATIVE BESS SITE LAYOUT, CABLE LAYOUT & LOCATION PLAN

DRAWING NO.: 17947_LAY_1000

REVISION: **E**