Report of the Chief Executive

APPLICATION NUMBER:	**22/00799/FUL**
LOCATION:	**Southfields Farm, Common Lane, Bramcote, Nottinghamshire, NG9 3DT**
PROPOSAL:	**Construction and operation of two adjacent Battery Energy Storage Systems (BESS) facilities operating at different voltages (132kV and 33kV) in order to fully support the local electricity network. Both facilities are adjacent to each other within a single new overall site compound comprising: the erection of battery containers, switchgear containers, inverters, control building, and new substations; installation of new underground cable circuits to connect the new BESS substations; improvements to access from Common Lane; establishing new internal access roads, resurfaced compound, and turning area; installation of perimeter fencing and access gate; associated ground works; and landscaping.**

The application is brought to the Committee at request of Councillor D K Watts. The proposal is also a departure from the Broxtowe Part 2 Local Plan 2019.

1. Purpose of the Report

1.1 The application seeks full planning permission for the construction and operation of two adjacent Battery Energy Storage Systems (BESS) facilities operating at different voltages (132kV and 33kV) in order to fully support the local electricity network. Both facilities are adjacent to each other within a single new overall site compound comprising: the erection of battery containers, switchgear containers, inverters, control building, and new substations; installation of new underground cable circuits to connect the new BESS substations; improvements to access from Common Lane; establishing new internal access roads, resurfaced compound, and turning area; installation of perimeter fencing and access gate; associated ground works; and landscaping.

2. Recommendation

2.1 The Committee is asked to resolve that planning permission be granted subject to conditions outlined in the appendix.

3. Detail

3.1 The application seeks full planning permission for the development as outlined in paragraph 1.1 above.

3.2 The application site approximately 4.38 hectares (ha), with approximately 2 hectares (ha) of this being dedicated to the BESS facility, 1.7ha for landscaping and tree planting, and the remainder for the subterranean cable routing. The site currently forms agricultural land within the Green Belt.

3.3 The main issues relate to whether the principle of the development in the Green Belt is acceptable; the impact on the openness of the Green Belt; the impact on the visual amenity and Prominent Area of Special Protection; the impact on heritage assets and archaeology; the impact on the living conditions of neighbouring properties; the impact on highway safety; the impact on ecology; and the impact on drainage.

3.4 What is proposed is considered to be inappropriate development in the Green Belt. The main issue to assess is whether any of the matters within the report contained within Appendix 1 taken individually or collectively, amount to the Very Special Circumstances (VSC) necessary to outweigh the harm to the Green Belt through inappropriateness. What constitutes VSC will depend on the weight of each of the factors put forward and the degree of weight to be accorded to each is a matter for the decision taker. Firstly, it is to determine whether any individual factor taken by itself outweighs the harm. Secondly, to consider whether a number of factors combine to create VSC.

3.5 Substantial weight is afforded to the proposal which contributes to meeting these wider environmental main objectives of energy management, resource conservation, climate protection and cost savings. The benefits of the scheme are that the proposal would support and supplement renewable energy through the storage of energy produced. National government policy is to significantly increase the delivery of all forms of renewable and low carbon energy, and this cannot be achieved without battery storage to support the network at all levels. Battery storage is the critical enabling and supporting technology for renewable energy. The development would be in accordance with the policies contained within the development plan. This is given significant weight.

3.6 It is considered that, the above factors taken collectively do amount to the VSC and are sufficient to clearly outweigh the harm by reason of inappropriateness, the harm to the openness of the Green Belt and the harm to the character and appearance of the area.

4. Financial Implications

4.1 The comments from the Head of Finance Services were as follows:
There are no additional financial implications for the Council with the costs/income being within the normal course of business and contained within existing budgets. Any separate financial issues associated with S106s (or similar legal documents) are covered elsewhere in the report.

5. Legal Implications

5.1 The comments from the Head of Legal Services were as follows: The Legal implications are set out in the report where relevant, a Legal advisor will also be present at the meeting should legal considerations arise.

6. Data Protection Compliance Implications

6.1 Due consideration has been given to keeping the planning process as transparent as possible, whilst ensuring that data protection legislation is complied with.

7. Background Papers:

- Planning, Design and Access Statement (PDAS);
- Planning drawings (as listed at Appendix 1 of the PDAS);
- Alternative Site Assessment;
- Noise & Vibration Assessment;
- Agricultural Land Classification (ALC) Report;
- Flood Risk Assessment (including sustainable drainage strategy);
- Heritage Assessment;
- Landscape and Visual Assessment;
- Pre-Development Arboricultural Impact Assessment (AIA);
- Transport Assessment and Access Strategy; and
- Ecological Impact Assessment.

APPENDIX

1. Details of the application

1.1 The application seeks full planning consent for the construction and operation of two adjacent Battery Energy Storage Systems (BESS) facilities operating at different voltages (132kV and 33kV) for the storage of electricity to support the National Grid in balancing electricity supply and demand. This would be a battery storage facility, which would hold electricity already generated.

1.2 There is a very clear and urgent national and local requirement for battery storage to be provided at key substations throughout the 400/275kV transmission and 132/33kV distribution network to ensure that we have an efficient, resilient, secure and reliable electricity generation system which meets increasing electricity demands and the requirement to decarbonise the electricity system by 2035.

1.3 Battery storage needs to be provided to support both the strategic transmission and local distribution network. In order to achieve this, it needs to be provided at both transmission substations and 132/33kV distribution substations like Toton, with the ability to both import and export power, into the wider network. This is to ensure that the capability exists at all levels to manage, balance and optimise the whole country for cost and security in the new distributed electricity system.

1.4 Government policy is to significantly increase the delivery of all forms of renewable and low carbon energy, and this cannot be achieved without battery storage to support the network at all levels. Battery storage is the critical enabling and supporting technology for renewable energy.

1.5 The development would comprise of:

- 104 x battery containers, in 26 blocks – 12.2m x 3.5m x 2.4m (each group of batteries includes 1 transformer and 2 invertors)
- 26 x transformers - 2.6m x 2.7m x 2.3m
- 52 x inverters – 2.8m x 2.9m x 1.6m
- 2 x switch rooms (one for each BESS) – 20m x 4.1m x 3.5m
- 1 x substation (includes 1 x transformer) – 17.5m x 6.4m x 23.5m
- 1 x DNO control room (with 2 x attached switch rooms) – 20.3m x 6.7m x 4.5m
- 4m acoustic fencing
- 2.4m perimeter fencing
- 3 x access gates (1 x 4.4m in height / 2 x 2.4m in height)
- Access tracks, turning circle and parking paces
- CCTV camera / security lighting
- 2km of underground cabling connecting Toton substation to the battery site substation.

1.6 Most components of the proposed development would be housed in steel container-style units and any associated infrastructure can be finished in green colour. The majority of the northern part of the site comprises of the battery compound. The substation, DNO control room and switch rooms are to be sited in the south-west part of the site.

1.7 The underground cabling required to connect the BESS with Toton substation will need to measure up to 2,000m. The indicative routing for this cabling is provided on the Indicative Cable Route drawing (drawing ref: AUG- TOTON GRID-114), submitted in support of this application.

1.8 The site would incorporate tree planting buffer zones along the north-west and north-east boundaries including new woodland areas in the south-west and south-east corners of the battery compound.

1.9 The development would have an operational life of 30 years. There would be an 18-month construction period. The development once operational, would be followed by a 3-6-month decommissioning period and the site restored and returned to its agricultural use.

2. Site and surroundings

2.1 The site comprises approximately 4.38 hectares of agricultural land located within the Green Belt. The main area of the site is located immediately to the east of the dual carriageway A52 (Brian Clough Way) and approximately 230m north of Common Lane, Bramcote. Immediately to the east of the site includes well-established woodland and extensive agricultural fields to the north and south of the main part of the site. In the wider context, the site is situated between the western outer suburbs of Nottingham. Residential development is located on the other side of the A52.

2.2 The main area of the site lies level along the north-western and north-eastern boundaries, rising gradually to the south and east, then more significantly to the south and south east.

2.3 The site lies partly within the Burnt Hill Bramcote Prominent Area for Special Protection under Policy 28 – Green Infrastructure Assets of the Part 2 Local Plan 2019. The Bramcote Conservation Area also lies to its immediate east as well as Blue Bell Wood Local Wildlife Site to the east.

3 Relevant Planning History

3.1 None.

4 Relevant Policies and Guidance

4.1 Due consideration has been given to keeping the planning process as transparent as possible, whilst ensuring that data protection legislation is complied with.

4.2 **Broxtowe Aligned Core Strategy Part 1 Local Plan 2014:**

4.3 The Council adopted the Core Strategy (CS) on 17 September 2014:

- Policy A: Presumption in Favour of Sustainable Development
- Policy 1: Climate Change
- Policy 3: The Green Belt
- Policy 10: Design and Enhancing Local Identity
- Policy 11: The Historic Environment
- Policy 16: Green Infrastructure, Parks and Open Space
- Policy 17: Biodiversity

4.4 **Part 2 Local Plan 2019:**

- Policy 8: Development in the Green Belt
- Policy 17: Place-making, Design and Amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions
- Policy 23: Proposals Affecting Designated and Non-Designated Heritage Assets
- Policy 28: Green Infrastructure Assets
- Policy 30: Landscape
- Policy 31: Biodiversity
- Policy 32: Developer Contributions

4.5 **National Planning Policy Framework 2021:**

- Part 2: Achieving Sustainable Development
- Part 6: Building a Strong, Competitive Economy
- Part 11: Making Effective Use of Land
- Part 12: Achieving Well-designed Places
- Part 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Part 15: Conserving and Enhancing the Natural Environment
- Part 16: Conserving and Enhancing the Historic Environment

5 Consultations

5.1 **County Highways** – Response to first consultation; Highways required confirmation of the maximum number of vehicles likely to be travelling to site per day and its duration in a busy period. In addition to this, further HGV tracking was requested showing the full journey for construction vehicles through the Common Lane/Chilwell Lane junction and the full length of Common Lane to establish whether the existing highway extents are sufficient to facilitate access by this type of vehicle.

Response to second consultation; Highways have reviewed additional HGV tracking details and have provided no objections subject to conditioning details of a construction traffic management plan and a dilapidation survey along

Common Lane has been provided detailing condition of Common Lane both before and after construction works take place. Necessary repair works will also be included as part of this condition to ensure the condition of Common Lane is restored to its original form should any damages occur.

5.2 **County Rights of Way** – No objections. Beeston Footpaths 22 and 25, Stapleford Bridleway 21 and Beeston Bridleway 26 all run in the vicinity of the application. None of the rights of way will be affected by the proposal.

5.3 **National Highways** – No objections. Part of the cable route is 5.5m set back from the A52 (National Highways land). It is recommended that a condition is included requiring a detailed cabling plan to be submitted and agreed in writing by the Local Planning Authority in consultation with National Highways and the County Council Highway Authority. The cabling plan shall include the exact layout including cross sections of the proposed cabling.

5.4 **County Archaeology** – No objections (no programme for mitigation is required). Trial trenching was completed 13th – 17th March 2023. The scope of the archaeological evaluation was agreed in the form of the Written Scheme of Investigation. The location of the evaluation trenching was based on the results from the Geophysical Survey. The geophysical anomalies do not appear to match up to anything in the trenches and most of the trenches were devoid of archaeological features. The trench over the circular anomaly was not undertaken as this area is outside of the red line boundary for development.

The following pre-determination assessment has been undertaken:

- Archaeological Desk Based Assessment Desk (January 2023)
- Geophysical Survey Report (January 2023)
- Written Scheme of Investigation for Archaeological Trial Trenching (March 2023)
- Report on an Archaeological Trial Trench Evaluation (March 2023)

5.5 **County Lead Local Flood Authority** – No objections. Porous paving within site compound and infiltration area in north corner of the site to be implemented to mitigate surface water flooding.

5.6 **Broxtowe Environmental Health** – No objections. Noise report and proposed 4m high acoustic fencing along western boundary considered acceptable.

5.7 **Broxtowe Tree Officer** - No objections. There will be an amount of tree loss however nothing of any special significance. The supplied tree survey and arboricultural impact assessment detail the trees to be removed, required pruning works to gain clearance, there is going to replanting of trees in the location which will mitigate for any tree loss from the site of the proposal.

5.8 **Broxtowe Conservation Officer** – No objections. Heritage report reviewed, 3 key heritage assets assessed: Bramcote Conservation Area; the Grade II listed Church of St Michael and All Angels; and Non-designated asset: The grounds

of Bramcote Hall. With due regard to the siting of the proposal and proposed tree planning to offer screening as mitigation, it is considered that the proposal would cause limited harm to the heritage assets.

5.9 **Nottinghamshire Wildlife Trust** – no objections subject to conditioning: Landscape Ecological Management Plan (grassland enhancement and tree planting), Construction Environmental Management Plan (including construction mitigation measures) and restricting any cabling works are timed to be carried out over the winter months to avoid the main breeding bird season.

5.10 **Cadent** - No objection, informative note required.

5.11 **Bramcote Neighbourhood Forum** – following concerns raised:

- Inappropriate development in the Green belt.
- Alternative site assessment unacceptable – HS2 land should be considered.
- Noise mitigation has not been fully addressed.
- Visual – use of green materials to assist integrating / screening the proposal.
- Should permission be granted, a condition should require the land to be restored to its original condition.

5.12 **Resident comments:** 127 comments received comprising of 124 objections and 3 letters of support.

Principle of Development

- No very special circumstances have been provided.
- Alternative site assessment is not adequate.
- The proposed battery storage facility should be located on brownfield/industrial sites within urban areas of the Borough.
- The current use of the site for walking/leisure would be lost affecting mental and physical health.
- The application does not demonstrate how the proposal will safeguard electricity for Bramcote or provide any local benefits in terms of electricity supply for the Borough.
- Concerns regarding the duration of consent and how this would be controlled.
- Battery storage is not environmentally friendly and is high carbon in manufacture. Battery storage is inefficient.

Visual Impact

- The proposal would be detrimental to the character and appearance of the area.
- The proposal would be detrimental to the adjacent Bramcote Conservation Area.
- The proposal would result in the loss and harm to Burnt Hill Prominent Areas for Special Protection and the wider agricultural landscape. The

proposal would be contrary to Policy 28: Green Infrastructure Assets of the Part 2 Local Plan 2019.
- Concerns raised in relation to the adequacy of proposed screening.
- Concerns regarding the urbanising impact of the proposed access track on the agricultural character in this location.

Residential Amenity

- Concerns relating to the proximity of the proposal in relation to neighbouring properties.
- Concerns relating to noise from increased use of Common Lane.
- Concerns in relation to the adequacy of the noise assessment and noise mitigation submitted.
- Concerns relating to the disruption and noise resulting from the construction period.

Highway Safety

- Safety concerns relating to traffic increased on Common Lane affecting pedestrians using nearby public rights of way.
- Wider road infrastructure is not suitable for HGVs (Town Street / Chilwell Lane).

Ecology

- Concerns relating to the loss and harm to existing habitats and ecology on and surrounding the site.

Drainage

- Concerns relating to the impact of the proposed development on surrounding areas in terms of surface water flooding.
- Concerns relating to contamination of agricultural land.

Other Matters

- Concerns relating to lighting and whether there will be light pollution at night.
- Concerns relating to public safety in relation to electromagnetic emission from the batteries and potential battery fires.
- Concerns in relation to the security of the site to deter anyone from the public entering the site.
- Concerns relating to the adequacy of the consultation process.
- Concerns relating to the design of the proposed footpaths within the site.
- Concerns as to whether the proposal would affect the frequency of broadband and mobile phone signal.
- The proposed development would set a precedent for further development in the Green Belt and loss of countryside.

6 Assessment

6.1 The main issues to be taken into account when assessing this application are:

- The Principle of the Development in the Green Belt
- The Impact on the Openness of the Green Belt
- The Impact on the Visual Amenity and Prominent Area of Special Protection
- Heritage Assets and Archaeology
- Residential Amenity
- Highway Safety
- Ecology
- Drainage

Principle of the development in the Green Belt

6.2 Policy 8 – Development in Green Belt of the Part 2 Local Plan states that applications for development in the Green Belt will be determined in accordance with the NPPF, as supplemented by the following Broxtowe-specific points 1-4.

6.3 Paragraph 137 of the NPPF explains that the government attach great importance to Green Belts. The fundamental aim is to prevent urban sprawl by keeping land permanently open. Their essential characteristics are their openness and their permanence. One of their five main purposes is to assist in safeguarding the countryside from encroachment.

6.4 Paragraph 147 of the NPPF advises that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 148 states that substantial weight should be given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal is clearly outweighed by other considerations.

6.5 Paragraph 149 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt and sets out a number of limited exceptions which can be regarded as appropriate development. Paragraph 150 lists further exceptions subject to them preserving the openness.

6.6 Paragraph 151 of the NPPF states that when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

6.7 This proposal does not fall within any of the exceptions referred to in paragraphs 149 and 150 of the NPPF. The development would therefore be

inappropriate development and is therefore harmful, by definition, to the Green Belt.

6.8 The National Planning Policy Framework is supportive of low carbon and renewable energy proposals in principle as is the Planning Practice Guidance which states “Increasing the amount of energy from renewable and low carbon technologies will help to make sure the UK has a secure energy supply, reduce greenhouse gas emissions to slow down climate change and stimulate investment in new jobs and businesses. Planning has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable”.

6.9 While national and local policies are broadly supportive of low carbon and renewable energy proposals in principle, the impacts of the proposals need to be given full and careful consideration which are discussed in more detail in further sections below.

6.10 Notwithstanding the positive approach in the NPPF to renewable energy projects, this does not outweigh the approach to inappropriate development within the Green Belt. This proposal is unacceptable in principle in the Green Belt since it does not meet any of the exceptions of appropriate development set out in the NPPF. The proposal should therefore be refused unless the harm by definition and any other harm arising from the impacts of the development are clearly outweighed by other considerations. These must, either collectively or individually, amount to the VSC necessary to outweigh the harm and justify the development. The final section of this report makes this assessment.

Openness of the Green belt

6.11 The essential character of the Green Belt is its openness (lack of development) and permanence (enduring in the long). Paragraph 137 of the NPPF advises that openness is an essential characteristic of the Green Belt and is generally defined as the absence of built form.

6.12 The National Planning Practice Guidance (PPG), advises that assessments on the openness of Green Belts requires consideration of matters such as, but not limited to:

- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;
- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
- the degree of activity likely to be generated, such as traffic generation.

6.13 The Applicants supporting Planning, Design and Access Statement suggests the proposed development has very limited inter-visibility within the surrounding area due to the visual screening provided by the topography and vegetation adjacent to the site, which serves to reduce any perception of built form from

within the site. Further to this, the effects on openness are not purely created by built form.

6.14 Another consideration is 'the degree of activity likely to be generated, such as traffic generation'. The Applicants statement suggests that such urban activity includes noise and lighting. The site is adjacent to the busy A52 and the noise is present across the site as is the influence of lighting. Whilst the absence of built form, and the influence of built form, creates a sense of openness within the site, the presence of noise and lighting adjacent to the site boundary associated with the A52 reduces the perception of openness.

6.15 The Applicants statement suggests 'openness' is not simply a matter of the absence of buildings from an area – it is also results from the degree of visibility of both built form - and urban activity - within an area. The proposed development would introduce a BESS facility and all its associated structures to the site. However, the Applicants statement suggests that there would be very limited visual effects seen within the Green Belt resulting from the development, due to the site directly adjoining the A52 road to the west, when taken with substantial planting proposed along the north eastern and western boundaries and in a large area to the south. This is further lessened by the rolling landform and low-level nature of the proposed infrastructure within the majority of the development site.

6.16 There are concerns regarding the spatial impact on the openness in this area of the Green Belt. The site would change from open undeveloped agricultural land to an expansive area of (majority) hard surfacing with 104 battery containers (3.5m high) positioned closely together in 26 groups. Each group of battery containers would include 1 transformer and 2 invertors (2.7m and 2.9m high). Closest to the site entrance, at the south-west corner of the BESS the tallest structures would be positioned. These include the substation plant projecting 6.9m high and the DNO control room 4.5m high.

6.17 Cumulatively these would significantly reduce the openness of this part of the Green Belt. The main part of the site is approximately 2 hectares which would be filled with the batteries, infrastructure, equipment and buildings. Spatially there would be significant loss of openness due to the presence of batteries, buildings, roads, fencing enclosures and associated infrastructure.

6.18 In terms of the visual aspect (the visual element of the Green Belt is not an assessment of visual quality) the site is open agricultural land with hedgerow and trees to some boundaries. The development would impair the visual aspect of the Green Belt through the change in character and the solid industrialisation of the site. Structures and equipment would be introduced across a significant site area where none exist at present. Notwithstanding this, it is noted that land levels significantly drop along the north-west boundary of the site where the proposed battery containers are to be sited. Due to the change in land levels in this location, public views of the proposed development from nearby public footpaths would be limited. As a result, the drop in topography helps to lessen the prominence of the battery container compound.

6.19 In terms of the duration of the development, although the proposal is not permanent and includes the decommissioning of the site and restoration to its former agricultural use, the development is intended to endure for 30 years. It is considered that this is not a short-term temporary period and during this long period of time will impact harmfully on the Green Belt's openness both spatially and visually. In terms of remediation, the batteries would sit on the aggregate and would not have deep foundations. Much of the infrastructure could be removed and the land returned to its former state. Decommissioning could take place over a short period of approximately 3-6 months.

6.20 There will be a great deal of activity during the construction period with, at peak, approximately 2-4 HGV movements per day. This would be during the busiest period of construction when the batteries, equipment and containers will be delivered to and installed at the Site (approximately 10-11 months). However, during the operation period the site will be remotely operated with occasional visits for inspection and maintenance. Therefore, the impact on the Green Belt in terms of activity generated will be minimal once the site is operational.

6.21 The fundamental aim of Green Belts is to prevent urban sprawl and keep land permanently open; the essential characteristics of the Green Belts are their openness and permanence. It is concluded that in addition to the harm by reason of inappropriateness, the proposed development would lead to a significant reduction in the openness. Though in part whilst mitigated by site location and levels, due to the scale and extent of the proposal and the solid filling of the site with batteries, buildings and equipment, the development would severely impair the openness of the Green Belt both spatially and visually.

6.22 The development would therefore fail to preserve the openness of the Green Belt both spatially and visually and would be contrary to Policy 8 of the Part 2 Local Plan and the NPPF. The degree of harm will be discussed in more detail in the final section of this appraisal.

Visual Amenity and Prominent Area of Special Protection

6.23 The site comprises of agricultural land part of the wider countryside. The site also lies partly within the Burnt Hill Bramcote Prominent Area for Special Protection under Policy 28 – Green Infrastructure Assets of the Part 2 Local Plan. Further to this, the site is within local character area Bramcote Wooded Hills part of the Greater Nottingham Landscape Character Assessment under Policy 30 – Landscape of the Part 2 Local Plan. The site also lies adjacent to the Bramcote Conservation Area to the east.

6.24 Relevant policies in respect of the design and impacts on the character of the area include Policy 17 – Place-making, Design and Amenity of the Part 2 Local Plan. Policy 30 – Landscape of the Part 2 Local Plan states all developments within, or affecting the setting of, local landscape character areas should make a positive contribution to the quality and local distinctiveness of the landscape. Policy 28 - Green Infrastructure Assets of the Part 2 Local Plan states permission will not be granted for development that results in any harm or loss to the Green Infrastructure Asset, unless the benefits of development are

clearly shown to outweigh the harm. Prominent Areas for Special Protection are hills and ridges comprising prominent areas of attractive landscape which provide distinct and permanent landmarks near the edge of the Greater Nottingham conurbation.

6.25 Paragraph 174 of the NPPF advises that planning policies and decisions should contribute to and enhance the natural and local environment by a) protecting and enhancing valued landscapes; and b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

6.26 The land within the application site is classified as being a mix of Grade 3a (good to moderate quality), 3b (moderate quality) and 4 (poor quality) in accordance with the Natural England Agricultural Land Classification. The site comprises predominantly permanent pasture along with a small area of non-agricultural land located in the southwest corner. An agricultural land classification report has been submitted by the Applicant. The report involves a desk top survey, a field survey and laboratory analysis. The proposals would require the development of 1.15ha of Grade 3a agricultural land, the lowest classification of Best and Most Versatile (BMV) agricultural land. Importantly, these impacts are temporary as the land will be restored to agricultural use following the operational phase of the development. As such, it is accepted that the loss of the agricultural land is not so significant.

6.27 In terms of the impact on the character of the area, the application has been supported by a Landscape and Visual Appraisal (LVA). The LVA comprises a description of existing baseline conditions, an assessment of potential landscape and visual effects and recommendations for mitigation measures. The proposed development would require the removal of approximately 0.72 hectares of modified grassland (main battery storage site) and a small area of juvenile tree planting where the substation is to be located. No hedgerows are required to be removed.

6.28 Characteristic features of the site and wider area include a strongly undulating landform which is steep in places, an urban fringe character due to the enclosure by modern built development, and ridges containing woodland. The LVA indicates that the sensitivity of the site which includes landscape designations Burnt Hill Bramcote Prominent Area for Special Protection, the Bramcote Wooded Hills (GNLCA) and Bramcote Conservation Area to have a medium landscape sensitivity. This is determined by the varying topography in this location.

6.29 To the north, east, south and west of the site include public footpaths which have been used as representative viewpoints to assist the LVA. The potential visual impacts of the different elements of the proposed development relate to their inter-visibility with the receptors as new landscape features including how this affects their perceptual qualities. This would include the presence and activity of a temporary construction plant during the construction period and vehicle movements during operation.

6.30 The visibility is greatest to the south along footpath PRoW FP22. Visibility of the site is constrained by the varying topography and mature vegetation and woodland along the site boundaries. To the north of the site, views from footpath PRoW FP23 are limited due to a ridgeline formed north-east of the site boundary. Views of the site from further to the west along PRoW Stapleford FP12 and PRoW Stapleford BW21 are limited due to the drop in land levels within the site and mature screening along the north-west boundary of the site. Views of the site from the east along footpath PRoW FP22 are constrained due to the Burnt Hill woodland which screens views of the site from the east. The closest properties to the proposed development are located to the west of the A52 and within approximately 80m of the site, along Russley Road and Valmont Road. They are, however, visually separated from the site by the elevated A52 and substantial mature linear tree belts along its edges. Further to this, views of the development would be limited from the A52 due to the lower land levels and mature vegetation along the A52 boundary.

6.31 The report concludes that the main landscape effects on the surrounding landscape and visual receptors would be contained within the 2 km study area, with variable levels of inter-visibility determined by the nature of the surrounding topography, and intervening vegetation or built form. In terms of effects on landscape designations, the proposed development would introduce some new elements into the local landscape. Effects would range from negligible to moderate during the operation reducing over time as existing and mitigation planting matures to provide screening. Localised effects on landscape elements specific to the site would vary during construction and operation with key effects related to a change in land use, resulting in the rural character generating some major adverse effects during the operation. In terms of effects on visual receptors (footpaths in the vicinity of the site), there would be at a worst temporary adverse effects, with higher adverse effects experienced by more immediate receptors. This includes receptors using the footpath PRoW FP22 close to the edge of the site in the south. The nature of such effects would reduce as mitigation and existing planting matures. Equally there would be at worst adverse effects where receptors appreciate a view of the proposed development at a higher elevation in the distance; its extent and mass partially discernible. Over time such effects would reduce as mitigation and existing planting matures, with long term effects lessening.

6.32 Notwithstanding the conclusion of the applicants LVA, there are concerns regarding the adverse landscape and visual effects in the first 5-10 years until screen planting is established. Whilst inter-visibility is variable due to the undulating landform in this location, the construction period would amount to significant harm to the landscape and until the planting is established there would be harm to the immediate receptors. It is noted that the site layout includes tree planting along the north-west, north-east and southern boundaries of the site to screen and integrate the development site with the adjacent Burnt Hill woodland. Further to this, the proposed 4m high acoustic fencing along the north-west boundary of the site will assist in lessening the prominence of the development. The harm of the development would be reduced with adequate landscaping established.

6.33 Even with adequate screening, the development will be visible for a considerable time from the south. When established there will still be some impact and change to the character and appearance of the area. As such, it is recommended that the colour of the perimeter fencing, the battery casing and materials for the buildings should all be finished in green and this will be secured by planning condition if permission is granted. It is considered that lighting on all the time would make the development far more visually intrusive in this rural location. Moreover, it could have a harmful impact on ecological interests and negate the benefits proposed by the mitigation landscape scheme. The applicant has confirmed that the lighting would be off at all times and would use an automatic lighting system required only for checks and maintenance. A condition can be imposed to secure this and the details of the lighting. In terms of the proposed cabling, cross sections have been provided demonstrating the cabling would be approximately 1m below ground level and therefore would be limited in any impact on the character and appearance of the cabling route. The cabling route leads from the BESS southwards, set back from the A52 behind existing hedgerow and alongside the B6003.

6.34 Subject to appropriate conditions to secure the successful establishment of the screen landscaping, it is considered the harm would be reduced. Furthermore, as a result of the natural drop in land levels in this location this would reduce the visibility of the battery compound from nearby footpaths. Given the time period planting would take to establish, it is considered that the scheme will have a materially adverse impact on the character and appearance of the area due to the significant scale of the proposal and the change in character of the rural landscape. The degree of harm will be weighed up within the planning balance in more detail in the final section of this appraisal in regard to any benefits that may outweigh any harm with regards to Policy 28 - Green Infrastructure Assets of the Part 2 Local Plan.

Residential Amenity

6.35 Policy 10 - Design and Enhancing Local Identity of the Aligned Core Strategy requires that development is assessed in terms of its treatment of the impact on the amenity of nearby residents or occupiers. Policy 17 - Place-making, Design and Amenity of the Part 2 Local Plan states that permission will be granted to new development which ensures a satisfactory level of amenity for neighbouring properties. Policy 19 - Pollution, Hazardous Substances and Ground Conditions of the Part 2 Local Plan states that permission will not be granted for development that would result in an unacceptable level of pollution, contamination to groundwater resources. It also seeks to ensure that contaminated land is investigated and handled appropriately.

6.36 The nature of the proposed development is such that it is not likely to cause any form of pollution while it is operational. This is because there are no significant noise sources, traffic would be very low and the site would not be lit at night. In terms of residential amenity, there are no existing dwellings in the immediate vicinity of the application site and the nearest residential properties lie approximately 80m to the north-west off Valmont Road. Therefore, no adverse impacts would arise in terms of outlook, light or loss of privacy.

6.37 There would be some temporary noise during the construction phase. This would include the following activities: vehicle movements along access tracks and haulage routes associated with the delivery and removal of construction materials; equipment delivery; site and ground preparation activities; erection of pre-fabricated buildings and infrastructure using construction machinery; and material hauling. The construction activities may increase noise levels within the vicinity of the site however any related noise during construction would be intermittent, localised and temporary in nature.

6.38 A Noise Impact Assessment has been undertaken to determine the existing acoustic climate, predict the sound levels as a result of the development and assess the potential impact on nearby receptors. The development has been designed to minimise noise emissions, with the batteries enclosed in containers, as well as 4m high acoustic barriers along the north-west boundary of the site and around the substation to mitigate any noise emissions.

6.39 Environmental Health have reviewed the Noise Impact Assessment and have provided no objections to the development. In the interest of protecting the amenity of any residential properties in the wider area, the applicant has recommended conditioning that the rating level of sound emitted from any fixed plant and/or machinery associated with the development shall not exceed background sound levels at the nearest sound sensitive property during the day and at night.

6.40 Given the size, siting and design of the proposed development and its relationship to neighbouring residential properties (including separation distances and screening) it is considered that the proposed development would not have any adverse effects on residential amenity.

6.41 Having regard to the above and subject to the aforementioned condition, it is considered that the impact on residential amenity would be acceptable in accordance with Policies 10 of the Aligned Core Strategy and Policies 17 and 19 of the Part 2 Local Plan.

Ecology

6.42 The application has been supported by an Ecological Impact Assessment and has been reviewed by Nottinghamshire Wildlife Trust. There are no statutory ecological sites on site. Bluebell Wood is located directly adjacent to the eastern boundary of the site. Policy 31 – Biodiversity of the Part 2 Local Plan states that permission will not be granted for development which would cause significant harm to sites and habitats of nature conservation or geological value, together with species that are protected or under threat. Support will be given to the enhancement and increase in the number of sites and habitats of nature conservation value. Along the north-west site boundary includes secondary green corridor - A52 Corridor South East of Stapleford under Policy 28 – Green Infrastructure of the Part 2 Local Plan.

6.43 The Councils tree officer has reviewed the submitted Arboricultural Impact Assessment and has provided no objections There will be an amount of tree

loss however nothing of any special significance. The supplied tree survey and arboricultural impact assessment detail the trees to be removed, required pruning works to gain clearance, and there is going to be replanting of trees in this location which will mitigate for any tree loss from the site of the proposal.

6.44 The Ecology Impact Assessment attached to the application identifies the habitats on the site as being dominated by modified grassland with low species diversity. There is a large hedgerow on the western boundary and the eastern and south eastern boundaries are predominantly lowland mixed deciduous woodland with scattered scrub and bracken. The north-east boundary has a dense strip of bracken with some occasional tall herbs. The submitted report identifies that no protected species were identified within the site area. Further to this, provision has been made to ensure any fencing will contain small gaps allowing small mammals, invertebrates, reptiles and amphibians to make use of areas of grassland located on the inside of the fence.

6.45 Surveys undertaken by an ecologist have determined that the existing site has a habitat baseline value of 10.52 biodiversity units. Following the installation of the proposed development including all of the biodiversity enhancements proposed and summarised in the Landscape Strategy Plan, the site is predicted to have a value of 12.31 habitat units, resulting in a 17% net increase. The Environment Act of 2021 was granted Royal Assent on 9th November 2021, meaning that it will become law for all developments to achieve at least a 10% increase in biodiversity net gain in November 2023. Biodiversity units are a way of assigning habitats a unit value according to their relative biodiversity value (e.g. species-rich grassland is more valuable than species-poor grassland).

6.46 The applicant has submitted further information requested by Nottinghamshire Wildlife Trust clarifying that precautionary working measures will be implemented to ensure any potential habitats including badger are protected during construction. This can include measures such as no excavations to take place for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, or disposal of liquids shall take place within or directly adjacent to the LWS. As such, the applicant has agreed to conditioning a Construction and Environmental Management Plan. Concerns have been raised in respect the potential impact on farm and bird species during the installation of the proposed cabling. The cabling route runs parallel with hedgerow, scrub, trees and within grassland, and arable. As such, the applicant has agreed to conditioning that cabling works are timed over the winter months to avoid the main breeding bird season.

6.47 Further to this, the proposed layout incorporates substantial woodland creation to the east and south of the battery compound. Tree buffer zones as part of the screening strategy also are proposed along the north-west and north-east boundaries of the site. It is considered tree planting along the north-west boundary will enhance secondary green corridor sited along the A52 under Policy 28 of the Part 2 Local Plan. Nottinghamshire Wildlife Trust have advised that the LEMP should incorporate grassland enhancement measures in addition to woodland creation. In particular, grassland enhancement should be implemented within existing grassland areas to the south of the site. The

applicant has agreed to conditioning a Landscape and Ecological Management Plan to ensure the proposal would deliver a biodiversity net gain and to ensure the maintenance of the site to preserve wildlife creation for the lifetime of the development.

6.48 Overall, the development will not result in harm to protected species, designated sites or habitats and will result in net gain for biodiversity. Subject to appropriate conditions covering mitigation and protection measures being satisfactory, the scheme is considered acceptable with respect to nature conservation and protected species. Moreover, it will deliver a Biodiversity Net Gain which is of ecological benefit to the locality. It therefore complies with Policy 28 Green Infrastructure Assets and 31 – Biodiversity of the Part 2 Local Plan.

Heritage

6.49 Policy 11 - The Historic Environment of the Aligned Core Strategy seeks to conserve and enhance the historic environment, including the heritage assets and their settings. Policy 23 - Proposals affecting Designated and Non-Designated Heritage Assets of the Part 2 Local Plan states proposals will be supported where heritage assets and their settings are conserved or enhanced in line with their significance.

6.50 Although the site itself contains no designated heritage assets, there are heritage assets in the surrounding area, notably those located to the north-east of the site, including the Bramcote Conservation Area Conservation, Grade II listed Church of St Michael and All Angels and the locally listed grounds of Bramcote Hall. The Council's conservation officer has reviewed the submitted Heritage Statement and Landscape Visual Appraisal and has provided no objections. The setting of the Bramcote Conservation Area would not be affected by the development due to intervening woodland and drop in land levels towards the site.

6.51 The submitted Heritage Statement demonstrates that that the inter-visibility with the proposed development from areas within the Bramcote Conservation Area including public rights of way, was extremely limited/imperceptible due to the existing and proposed vegetation and the slope of the land. It was also noted that the proposed development site is not associated with the former grounds of Bramcote Hall and it does not sit within any long countryside view perceptible from within the body of the Conservation Area.

6.52 With the addition of the proposed planting, there would be screening of the proposed BESS site. The level of change proposed is considered to not to result in harm to the significance of the Conservation Area. The assessment of the proposal on the Grade II listed Church of St Michael and All Angels (which is located 620m north east of the site) concluded that the highest parts of the proposal may be perceptible within a long view of the church on a wider public footpath approach. It is noted however, that the change does not equate to harm. The assessment concluded that the proposal would not cause harm to the grounds of the Bramcote Hall due to minimal inter-visibility as a result of the

slope of the land and the vegetation cover and mitigation planting proposed. The Council's conservation officer has raised no objection to the application.

6.53 On site archaeological evaluation was completed between the 13th – 17th March 2023 comprising of 6 trenches. County Archaeology carried out a monitoring site visit to review the trial trench results. The scope of the archaeological evaluation was fully agreed with County Archaeology, in the form of a Written Scheme of Investigation. The location of the evaluation trenching was based on the results from the Geophysical Survey (Magnitude 2023). The results from the archaeological evaluation did not find or identify any definitive archaeological features, though some useful information has been gained on the site's geology. County Archaeology have provided no objections to the proposal and no requirement for any further mitigation works.

6.54 Overall it is considered the proposed development will not harm any heritage assets.

Highway Safety

6.55 Paragraph 104 in the NPPF encourages developers to consider the potential impacts of development on transport networks, and how these can be addressed, and opportunities to promote walking, cycling and public transport use. Paragraph 111 in the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.56 Policy 17 - Place-making, Design and Amenity of the Part 2 Local Plan advises that for all new development, permission will be granted for development which; i) Provides sufficient, well-integrated, parking and safe and convenient access. The applicant has submitted a Transport Assessment including HGV tracking plans along Common Lane and at the Chilwell Lane Junction.

6.57 HGV construction traffic as well as any operational traffic would route to the site via Town Street, Common Lane and a new access into the site from Common Lane. The likely maximum number of heavy goods vehicles that would travel to the site in one day during the construction period is 2-4 per day. This would be during the busiest period of construction when the batteries, equipment and containers will be delivered to and installed at the site (approximately 10-11 months). For the remainder of the construction period, it would be no more than one HGV in one day. In addition to this, there will be a small number of light vehicles travelling to the site for construction workers each day. The applicant has confirmed agreement to conditioning a Construction Traffic Management Plan to be submitted to and approved by the Council prior to the commencement to manage this traffic.

6.58 The site will be unmanned during operation and therefore, once constructed, there will be no vehicles travelling to the site, except during periods of maintenance which would be infrequent. As such, the additional risk to pedestrians using Common Lane will be low. Plans showing tracking of a 16.5m

articulated lorry through the junction of Chilwell Lane and Common Lane are provided and show that the existing highway extents are sufficient to facilitate access by this type of vehicle. The applicant has also agreed for a dilapidation survey as part of the Construction Management Plan that records the state of the adopted highway on Common Lane prior to and after construction, to ensure that if any damage to the public highway does occur during construction it will be put right by the contractor.

6.59 It is noted that equivalent sized farm machinery and vehicles currently use this road. It is noted that there are visibility issues at this junction. However, this is a historic road with an original third-party brick wall on the north side which constrains visibility to the north. Visibility to the south along Chilwell Lane is unimpeded and is the key visibility splay as it is likely the majority of construction vehicles will be turning left out of Common Lane leading south-west to the A52 and junction 25 of the M1. To ensure the safe exit of HGVs on to Chilwell Lane this will be secured by additional safety measures contained with the Construction Management Plan to be conditioned.

6.60 County Highways have reviewed the application including the submitted Transport Assessment and additional vehicle tracking details. Tracking details show a 16.5m articulated lorry being able to enter/exit Common Lane from its junction with Chilwell Lane, by using the lane of oncoming traffic. The manoeuvre also requires the full width of the carriageway to be utilised for some distance from the junction. Temporary traffic management is therefore required to control flows so that drivers do not merge into a lane of live traffic, or are forced to reverse along Common Lane, and/or towards Chilwell Lane. County Highways have provided no objections to the proposed development subject to the aforementioned conditions.

6.61 County Public Rights of Way team have advised that Beeston Footpaths 22 and 25, Stapleford Bridleway 21 and Beeston Bridleway 26 all run in the vicinity of the application. New footpaths are proposed through the areas of planting to the south of the site and the applicant has confirmed that these will be maintained for the life of the development via condition.

6.62 During operation, there will be minimal vehicle movements as the battery energy storage site will be almost entirely self-sufficient. There will be occasional trips for maintenance which is estimated to be up to two movements weekly, and these would be made by a standard 4x4 pick-up as opposed to a HGV.

6.63 It is considered that the cabling route would not adversely affect any highway or footway. National Highways have recommended that further details including the exact layout and cross sections of the proposed cabling be provided to ensure a safe and satisfactory installation without any disruption to the highway network.

6.64 Having regard to the above and subject to the aforementioned conditions, it is considered that the impact on the safety or capacity of the highway would not be detrimental.

Drainage

6.65 Policy 1 - Climate Change of the Aligned Core Strategy states that development will be supported which individually or cumulatively does not increase the risk of flooding elsewhere and where possible, reduces flood risk. It also states that all new development should incorporate measures to reduce surface water runoff whilst managing surface water drainage in a sustainable manner and Sustainable Drainage Systems should be incorporated into all new development unless it can be demonstrated that such measures are not viable or technically feasible. Policy 1 - Flood Risk of the Part 2 Local Plan lists the circumstances under which development will be permitted in areas at risk from any form of flooding.

6.66 The proposed BESS site is located within Flood Zone 1, meaning there is low probability of flooding from tidal and fluvial sources. However, it indicates that the northern boundary of the site is at risk of pluvial flooding from surface water and therefore a Sustainable Drainage System (SuDS) is proposed to manage the quantum and quality of surface water runoff discharge from the Site.

6.67 The SuDS has been designed to ensure that greenfield rates of runoff are attenuated and infiltrated by providing porous paving beneath the equipment to ensure flood risk elsewhere is not exacerbated. Surface water runoff from the site will discharge into the ground via a porous pavement area which will be located at the north corner of the site where runoff will accumulate.

6.68 County Lead Local Flood Authority have raise no objections to the proposed development after reviewing the submitted Flood Risk Assessment and mitigation measures provided. Having regard to the above and subject to the aforementioned conditions, it is considered that the proposed development would be acceptable in terms of flood risk and drainage, in accordance with national planning policy contained within the NPPF and Policy 1 of the Aligned Core Strategy and Policy 1 of the Part 2 Local Plan.

Balancing whether the harm by reason of inappropriateness and any other harm is outweighed by Very Special Circumstances.

What are Very Special Circumstances

6.69 What is proposed is inappropriate development in the Green Belt. The main issue to assess is whether any of the above matters taken individually or collectively, amount to the VSC necessary to outweigh the harm to the Green Belt through inappropriateness.

6.70 What constitutes VSC will depend on the weight of each of the factors put forward and the degree of weight to be accorded to each is a matter for the decision taker. Firstly, it is to determine whether any individual factor taken by itself outweighs the harm. Secondly to consider whether a number of factors combine to create VSC.

6.71 The weight to be given to any particular factor will be a matter of degree and planning judgement. There is no formula for providing a ready answer to any

development control question on the Green Belt. Neither is there any categorical way of deciding whether any particular factor or factors would constitute VSC but the case must be decided on the planning balance qualitatively rather than quantitatively.

6.72 In weighing up any of the circumstances put forward, the positive measures outlined in the above paragraphs to mitigate the impacts of the development, do not contribute collectively to VSC to be weighed up in the planning balance. These are simply to secure a satisfactory development. Therefore, and in consideration of the acceptance above that there are no other planning issues, other than the Green Belt location, the acceptably or not of this development is based on an assessment of VSC.

Wider Environmental Benefits

6.73 The development constitutes inappropriate development in the Green Belt as it does not fall within any of the list of exceptions of appropriate development set out in paragraphs 149 and 150 of the NPPF. As stated earlier, paragraph 151 of the NPPF makes clear that when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. “In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such VSC may include the wider environmental benefits associated with increased production of energy from renewable sources”.

6.74 By 2050, the UK is legally required to have reduced its greenhouse gas emissions by 100% from 1990 levels to achieve Net Zero. The Climate Change Act (2008) and Environment Act (2021) are the legal framework for reaching Net Zero emissions by 2050. As well as increased renewable energy generation, this means increased investment in the grid network, electricity storage solutions and flexible grid management, to ensure decarbonisation without risking security of supply.

6.75 To achieve Net Zero, the UK is transitioning from a centralised system with large electricity generators such as coal and gas fired power stations to a significantly more decentralized one with a mix of a smaller number of large and many thousands of smaller scale low carbon and renewable sources. As detailed within the Net Zero Strategy: Build Back Greener Report (2021), government policy is to significantly increase the delivery of all forms of renewable and low carbon energy, and this cannot be achieved without battery storage to support the network at all levels. Battery storage is the critical enabling and supporting technology for renewable energy.

6.76 A Day in the Life 2035 document published by National Grid ESO in October 2022, looks at how the future energy system operates on a calm, cloudy, Winter’s day. The document draws attention to the move to decentralised, local networks, which the Toton proposal is specifically seeking to address. Energy storage is key, alongside development of low carbon dispatchable generation The Day in the Life document demonstrates that energy storage, especially long duration storage, will be critical to make best use of low-cost energy,

balance demand and supply, and to operate the system. The increasing dependence on renewable energy and in particular wind and solar energy has led to fluctuations in supply dependant on the weather, hence the increased need for storage facilities. Batteries store excess energies at times of high renewable generation and provide somewhere to get energy from when demands are high and generation output is low. Consequently, National Grid estimates that electricity storage will need to increase significantly to support the decarbonisation of the system.

6.77 The Future Energy Scenarios Report by National Grid (2022) sets out credible ways that the UK can achieve Net Zero by 2050, as well as the UK Government's commitment to a decarbonised electricity system by 2035. National Grid estimates that electricity storage will need to increase significantly to support the decarbonisation of the system with as much as twelve fold and seven fold increases in capacity and volume respectively from 2021 to 2050 to meet the challenging Net Zero targets. The Future Energy Scenarios Report (2022) emphasises the requirement for battery storage to support National Grid flexibility and capacity. Hence, the need for the BESS is afforded very significant weight.

6.78 Whilst this proposal is not a new renewable energy provider, it is designed to support and supplement renewable energy through the storage of energy produced. Renewable technologies are intermittent as the amount of energy generated is dependent on weather conditions. It is therefore necessary to balance demand and supply in order to prevent shortages and blackouts. The proposed development is designed to support the flexible operation of the National Grid and the decarbonisation of the electricity supply. Given the reduction in centralised coal-fired power and the increasing but intermittent renewable energy supplies such as wind and solar power, it is increasingly likely there will be peaks and troughs in the UK energy supply and demand. The battery storage plant would respond in times of high demand and would assist in balancing the grid frequency at times of stress. This would support increasing reliance on renewable energy forms by providing a quick and flexible backup energy supply.

6.79 There has been a recent planning appeal decision on a similar site, but in more open countryside. Although each site should be judged on its own merits, it is helpful to review in terms of principles that may apply. A decision was made on an appeal on the 1st December 2022 which granted planning permission to a similar development of a zero-carbon energy storage and management facility including containerised batteries, synchronous condensers and associated infrastructure which is also on Green Belt land (ref: APP/N2739/W/22/3300623). In this case it provided 320MW of energy storage. This case had similar circumstances to this proposal in that the appeal site is located in a natural dip in the land which together with surrounding natural vegetation meant it was visually well contained, although in this case the appeal site had more open views to wider landscape than the application site. The development would also be visible from a public right of way until the proposed landscaping became established.

6.80 The conclusion drawn by the Inspector was that the proposal would be inappropriate development in the Green Belt and would be significantly harmful to its openness which is contrary to the NPPF. The Inspector also considered there would be minor harm to the character and appearance of the area. However, it was confirmed that in this instance, as the development would deliver very substantial benefits contributing to Net Zero targets and facilitating the roll out of increasing use of renewable energy resources in the country, these other considerations clearly outweigh the harm caused by the development and therefore, VSC exist which justify the development.

6.81 Energy management is cited as being the best solution for a clean, direct and immediate reduction of energy consumption through the storage of excess electricity. Substantial weight is afforded to the proposals wider environmental objectives and benefits which contributes to meeting energy management, resource conservation, climate protection and cost savings.

Locational Justification

6.82 Due to the site being located within the Green Belt the applicant was asked to justify why this site was chosen, and why other sites not in the Green Belt could not be utilised to the same benefit.

6.83 Battery storage needs to be provided to support both the strategic transmission and local distribution network. In order to achieve this, it needs to be provided at both transmission substations and 132/33kV distribution substations like Toton, with the ability to both import and export power, into the wider network. The UK will need to deliver between 5-20 projects the size of the application every year to 2030. It is therefore not a case of considering alternative locations to Toton but providing alternative locations nationally and locally alongside it. Battery storage needs to be provided at as many local primary substations as possible to meet the scale of the transition requirement nationally.

6.84 The Toton substation is capable of accommodating the transfer of large amounts of electricity to and from the site at a viable cost, which will provide valuable support to the grid, protecting customers at times when high demand places stress on the local and national electricity network.

6.85 In order for a site to be a reasonable alternative to the Application Site, it must be:

a. Available – with a willing landowner who wants to bring the site forward for the intended development.

b. Suitable – it must be technically capable of accommodating the development in terms of various matters including site size, topography, distance from the Toton substation and be able to be accessed for construction and maintenance.

c. Viable – it must be economically feasible for a developer to deliver the infrastructure on the site in relation to development and land cost, which includes the cost of delivering the cable connection.

6.86 To be economically viable and to ensure that as little capacity as possible is lost in the course of the transmission, the area of search is limited to a 2km radius of the point of connection of Toton substation. Within the 2km radius the Applicant then ruled out the following land, on the basis that the land was not available (i.e. because it was being developed for another intended use) or was not suitable in planning terms:

- Those with planning allocations for other uses.
- Those which benefitted from recent planning permissions.
- Designated environmental sites/assets.
- Flood risk zones 2 and 3.
- Sites smaller than the required area of 3.7ha were filtered out.

6.87 The applicant has submitted supporting information demonstrating that all of the remaining area of land that isn't constrained by the above, and that isn't occupied urban land, is within the Green Belt. The alternative sites assessment provided by the applicant has discounted Chetwynd Barracks (Chetwynd Road) and Land around the Toton substation (including land in the vicinity of Toton Sidings) as both areas are allocated for housing and mixed-use development under the Part 2 Local Plan and the Toton and Chetwynd Barracks Strategic Masterplan.

6.88 Following the identification of the remaining unconstrained land, the applicant considered the availability and suitability of the land to deliver a BESS. This included consideration of whether there was a willing landowner who wanted the bring the site forward for development, whether site would be visible from the wider area and whether or not it was high grade agricultural land.

6.89 A large area of the remaining land is Best and Most Versatile (BMV) land which includes Grade 3a, Grade 2 and Grade 1 land. There is some land around the application site where information is not available on the sub-grade within Grade 3 and therefore, whether or not it is BMV land. Surveys of the application site showed that it was a mixture of Grade 3a, 3b and 4, and significantly limited by gradient. Assuming this is similar for the wider area around the subject site, planning policy in the NPPF prefers the use of non-BMV land and so the site is therefore preferable to land known to be in Grade 1, 2 or wholly in 3a.

6.90 To select the most appropriate site from the remaining land, its availability for development, and the visibility of the site from the wider area were considered.

6.91 Some of the agricultural land on the west side of the A52 is not BMV land, however it is on relatively high land, which is visible from the wider surroundings. Land levels provided by the applicant show that that the subject site is located within a natural depression in the land, with the highest land surrounding it.

6.92 In light of the above, the alternative site assessment which informed the selection of the site for this BESS development, systematically assessed all previously developed and undeveloped 'greenfield' land within a 2km radius of

the point of connection. These are advantages of this location which would be hard to repeat all of them in many other locations and therefore substantial weight can be afforded for these circumstances.

6.93 It should be noted that as part of the justification consideration was given to the existing power stations. The planned closure of the Ratcliffe coal fired power station (scheduled in September 2024) will mean that the National Grid EHV circuits will change from exporting the 1800MW coal capacity to importing an equivalent amount of energy into the local National Grid Extra-High Voltage ('EHV') substations, placing an additional burden on the EHV transmission network.

6.94 Connecting battery storage to Toton also provides the local benefits, which is that the local area directly benefits from the energy being stored at the distribution network. If the energy storage was provided at the strategic network at Ratcliffe, it would by definition be first supporting the wider transmission network, rather than the local distribution network at Toton. The application proposals enable power to be stored and distributed to the equivalent of 66,800 homes in the local area.

Other harm

6.95 The development would fail to preserve the openness of the Green Belt both spatially and visually and would be contrary to Policy 8 of the Part 2 Local Plan and the NPPF. As such, weight should be afforded to the impact upon the openness of the Green Belt in this location. The harm arising from the development includes the harm to the character and appearance of the area including part of the site located within the Prominent Area of Special Protection under Policy 28 of the Part 2 Local Plan. Whilst this can be mitigated in the longer term, in the short and medium term (0-10 years) views of the development from the surrounding countryside will be lessened by the varying topography, however before tree planting has been established views of the development will be most visible from the south of the site. It is noted that the industrial appearance of the development will detract from the green rural character of the site, however use of green coated containers and associated infrastructure would help to blend the development into the landscape. As such, it is considered that moderate weight is attached to any potential harm to the character and appearance of the landscape in this location.

Balancing whether VSC

6.96 Paragraph 151 of the NPPF states that the wider environmental benefits associated with increased production of energy from renewable sources may be included in very special circumstances. The development comprises infrastructure which is essential for the storage and supply of renewable energy to the National Grid, and as such, the environmental benefits in terms of decarbonising the energy supply and thereby mitigating climate change contribute to VSC in accordance with Paragraph NPPF 151.

6.97 Substantial weight is afforded to the proposal which contributes to meeting these wider environmental main objectives of energy management, resource conservation, climate protection and cost savings.

6.98 Substantial weight is afforded to the functional and technical justification and evidence provided for this site over the alternative sites in the search area and as such it has been demonstrated to be the most appropriate in the search area.

6.99 Substantial weight is afforded to the advantages of this location in relation to the remoteness and limited inter-visibilty of the site from surrounding public vantage points. Further to this, the separation from other property and the lack of environmental constraints. These would be hard to repeat collectively in many other locations.

6.100 It is considered that, the above factors taken collectively do amount to the VSC and are sufficient to clearly outweigh the harm by reason of inappropriateness, the harm to the openness of the Green Belt and the harm to the character and appearance of the area.

7 Conclusion

7.1 The application proposes the construction of two battery energy storage Systems (BESS) facilities including containerised batteries and associated infrastructure, access and landscaping. The development would be inappropriate development in the Green Belt resulting in harm by definition to which substantial weight is applied. In addition, there would be harm to the openness of the Green Belt both spatially and visually.

7.2 The development would also be harmful to the character and appearance of the locality. However, the proposed landscaping should adequately screen the development in the medium to long term.

7.3 The impacts of the development are acceptable (subject to the below) with respect to the Heritage Assets, Highway Safety, Flood Risk/Drainage and Residential Amenity.

7.4 Overall, it is concluded that there are VSC which, taken collectively, are sufficient to clearly outweigh the harm by reason of inappropriateness, the harm to the openness of the Green Belt and the harm to the character and appearance of the area.

Recommendation **The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions:**	
1.	**The development hereby approved shall be begun before the expiration of 3 years from the date of this permission.** **Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended.**
2.	**This permission shall be read in accordance with the following plans:** • **AUG-TOTON-GRID-104-P-1 - Site Access** • **AUG-TOTON-GRID-104-P-2 - Site Layout** • **AUG-TOTON-GRID-106-B - Land Regs Borders** • **AUG-TOTON-GRID-107-D - Tree Survey** • **AUG-TOTON-GRID-108-D - Proposed Footpaths and Bridal Ways** • **AUG-TOTON-GRID-109-D - Topo Page 1** • **AUG-TOTON-GRID-109-D - Topo Page 2** • **AUG-TOTON-GRID-109-D - Topo Page 3** • **AUG-TOTON-GRID-111-D - Existing Site Plan** • **AUG-TOTON-GRID-112-B - Drainage** • **AUG-TOTON-GRID-114-A - Indicative Cable Route** • **AUG-TOTON-GRID-301-A - Std Battery Container** • **AUG-TOTON-GRID-302-A - Invertor** • **AUG-TOTON-GRID-303-A - Switchgear container** • **AUG-TOTON-GRID-304-A - Transformer** • **AUG-TOTON-GRID-305-A - Fence Panel** • **AUG-TOTON-GRID-305-A - Gate** • **AUG-TOTON-GRID-306-A - Substation elevation** • **VN222321-D100 - Swept Path Analysis** **(All received by the Local Planning Authority 10/10/22)** • **AUG-TOTON-GRID-307-D - DNO control room elevations and floor plan**

	• **AUG-TOTON-GRID-307-D - DNO control room roof plan** **(All received by the Local Planning Authority 03/11/22)** • **VN222321-TR101 - Swept Path Analysis (Western Section)** • **VN222321-TR102 - Swept Path Analysis (Eastern Section)** **(All received by the Local Planning Authority 12/12/22)** • **AUG-TOTON-GRID-113-B - Site Cross Sections (1 of 2)** • **AUG-TOTON-GRID-113-B - Site Cross Sections (2 of 2)** **(All received by the Local Planning Authority 06/02/23)** • **AUG- TOTON GRID-117 – Cabling (1 of 2)** • **AUG- TOTON GRID-117 – Cabling (2 of 2)** **(All received by the Local Planning Authority 18/01/23)** **Reason: For the avoidance of doubt.**
3.	**(a) The use of the proposed development shall cease on the expiry of 30 years after the date of the first connection of any element of the development to the National Grid/Toton substation and;** **(b) All buildings, structures and associated infrastructure must be removed within six months of the use of the proposed development ceasing, and the land restored in accordance with a decommissioning scheme that must be submitted to and approved by the Local Planning Authority. The decommissioning scheme shall include a programme for the timing and a scheme of work which shall be fully implemented in accordance with the approved details.** **Reason: In the interests of preserving the Green Belt in the longer term and in the interests of visual amenity to secure the restoration of the land upon removal/extinguishment of the buildings and use for which permission has been justified on the basis of a special temporary need and in order to comply with Policy 3 – The Green Belt and Policy 10 - Design and Enhancing Local Identity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 8 - Development in the Green Belt and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.**
4.	**No development shall commence until samples/details of the proposed external facing materials have been submitted to and agreed in writing by the Local Planning Authority and the**

	development shall be constructed only in accordance with those details. **Reason: To ensure the satisfactory appearance of the development in accordance with Policy 10 - Design and Enhancing Local Identity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.**
5.	**No development shall commence until a detailed cabling plan has been submitted to and agreed in writing by the Local Planning Authority in consultation with National Highways and Nottinghamshire County Council Highway Authority. The cabling plan shall include the exact layout including cross sections of the proposed cabling. The development shall be constructed only in accordance with the approved details.** **Reason: In the interest of highway safety in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.**
6.	**Prior to the commencement of development, an Arboricultural Method Statement and tree protection measures, to BS5837, shall be submitted to and approved in writing by the Local Planning Authority. This should demonstrate how all existing boundary trees and hedgerows to be retained will be protected during the construction period. The development shall thereafter be carried out only in accordance with the approved details.** **Reason: To ensure protection during construction works of trees and hedgerows which are to be retained on or near the site in order to ensure that the character and amenity of the area are not impaired, in order to comply with Policy 17 – Biodiversity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.**

7.	**No above ground works shall take place until a landscaping scheme has been submitted to and approved by the Local Planning Authority. This scheme shall include the following details:** **(a) numbers, types, sizes and positions of proposed trees and shrubs** **(b) proposed boundary treatments** **(c) proposed hard surfacing treatment** **(d) proposed lighting details** **(e) planting, seeding/turfing of other soft landscape areas** **(f) proposed retaining walls or similar structures** **The approved scheme shall be carried out strictly in accordance with the agreed details.** **Reason: Limited details were submitted and to ensure that the details are satisfactory in the interests of the appearance of the area and in accordance with Policy 10 - Design and Enhancing Local Identity and Policy 17 – Biodiversity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.**
8.	**No development shall take place until temporary traffic management measures have been provided at the Chilwell Lane / Common Lane junction, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.** **Reason: In the interest of highway safety in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.**
9.	**No development shall take place until a dilapidation survey along Common Lane has been provided. The survey shall establish the existing condition of Common Lane both before and after construction works take place. Arrangements will then be made to repair any damage caused by construction vehicles as soon as practicable.** **Reason: In the interest of highway safety in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.**

10.	**No development shall take place until a Construction / Demolition Method Statement has been submitted to and approved in writing by the Borough Council. The statement shall include:** **a) The means of access for construction traffic;** **b) parking provision for site operatives and visitors;** **c) the loading and unloading of plant and materials;** **d) the storage of plant and materials used in construction / demolition the development;** **e) a scheme for the recycling/disposal of waste resulting from construction / demolition works; and** **f) details of dust and noise suppression to be used during the construction phase.** **g) construction, delivery and site preparation working hours** **h) contact details for the responsible person (site manager/office) who can be contacted in the event of any issue.** **The approved statement shall be adhered to throughout the construction period.** **Reason: To protect the amenity of neighbouring residents and in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Local Plan Part 2.**
11.	**No external lighting shall be installed on site until the details of the lighting, columns, including their number, type and locations, the intensity of illumination and predicted lighting contours and the details of when the lighting would be operational have been first submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure the lighting remains off at all times unless necessary for access, service and maintenance. Any external lighting that is installed shall accord with the details so approved.** **Reason: To protect the amenity of neighbouring residents and in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Local Plan Part 2.**
12.	**Prior to the commencement of the development, a detailed Landscape and Ecological Management Plan shall be submitted to and approved and by the Local Planning Authority. The Landscape and Ecological Management Plan shall include biodiversity enhancement measures and habitat creation. The development shall be implemented in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.** **Reason: In the interests of securing an environmental net gain in accordance with Policy 17 - Biodiversity of the Broxtowe Aligned**

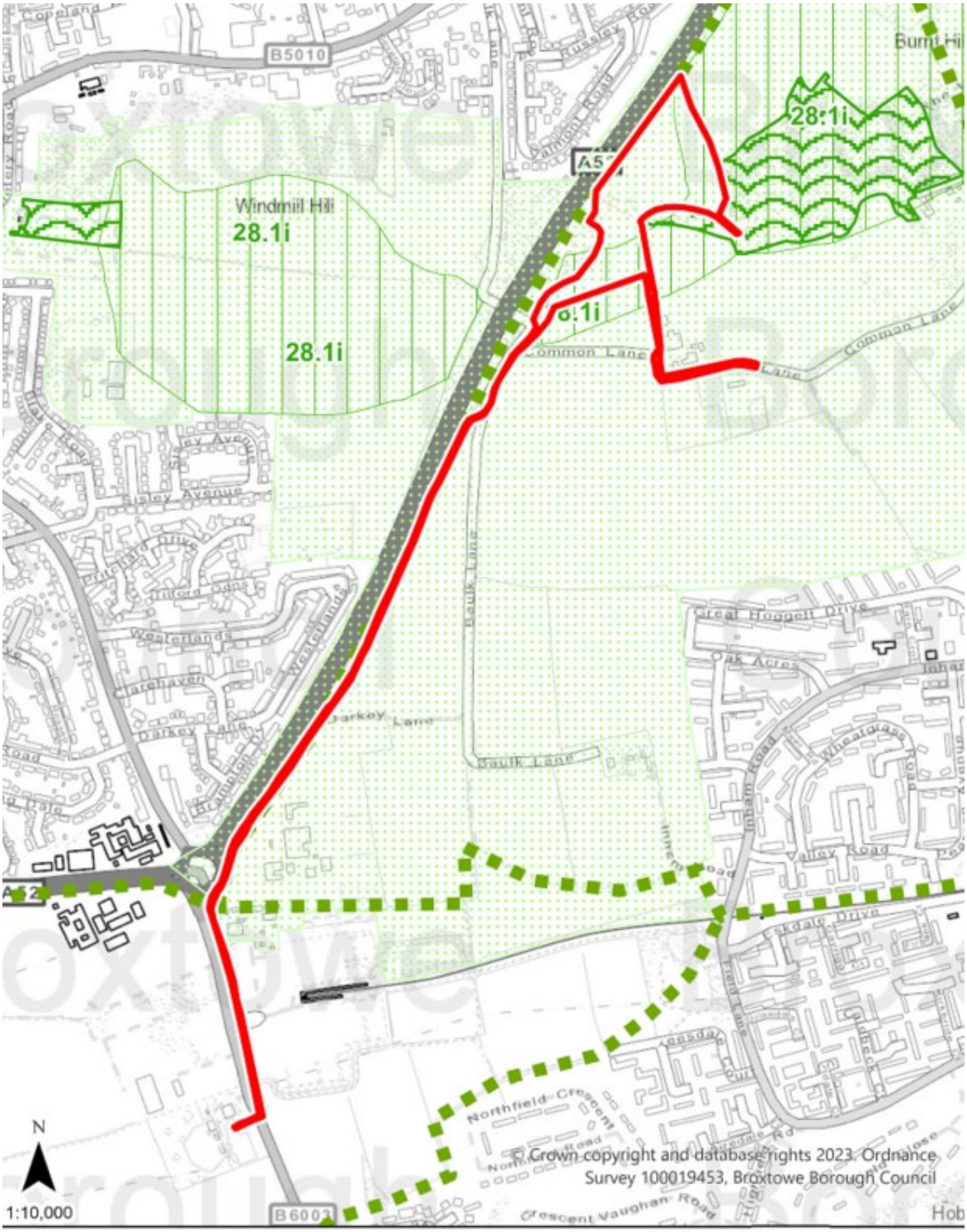
	Core Strategy Part 1 Local Plan 2014 and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.
13.	**Prior to the commencement of the development, a detailed Construction and Environmental Management Plan shall be submitted to and approved by the Local Planning Authority. The Construction and Environmental Management Plan shall contain mitigation measures to ensure the protection of wildlife on the site and shall be implemented in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.** **Reason: In the interests of protecting existing environmental features and habitats during the construction period in accordance with Policy 17 - Biodiversity of the Broxtowe Aligned Core Strategy Part 1 Local Plan 2014 and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.**
14.	**Prior to the commencement of the development, a footpath management plan shall be submitted to approved and by the Local Planning Authority. The development shall be implemented in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.** **Reason: In the interests of visual amenity and to ensure any new footpaths are maintained in perpetuity in accordance with Policy 10 - Design and Enhancing Local Identity of the of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.**
15.	**The rating level of sound emitted from any fixed plant and/or machinery associated with the development shall not exceed background sound levels at the nearest sound sensitive property during the day and at night (taken as a 15 minute LA90).** **Where access to the nearest sound-sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound-sensitive property.** **Reason: To protect the amenity of neighbouring residents and in accordance with Policy 19 - Pollution, Hazardous Substances and Ground Conditions of the Broxtowe Local Plan Part 2.**
16.	**The development hereby permitted shall be carried out in accordance with noise mitigation measures contained within Section 4.5 of the**

	Noise Assessment by Ian Sharland Limited (05/10/22) and retained in perpetuity. **Reason: To protect the amenity of neighbouring residents and in accordance with Policy 19 - Pollution, Hazardous Substances and Ground Conditions of the Broxtowe Local Plan Part 2.**
17.	**The development herby permitted shall be carried out in accordance with the drainage strategy contained within Section 8 of the Flood Risk Assessment and Surface Water Drainage Strategy (October 2022) retained in perpetuity.** **Reason: In the interests of reducing flood risk in accordance with Policy 1 Climate Change of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 1 – Flood Risk of the Broxtowe Part 2 Local Plan 2019.**
18.	**The development hereby permitted shall be carried out in accordance with the access widening details contained within the Transport Statement and Access Strategy as shown on drawing VN222321-D100 retained in perpetuity.** **Reason: In the interest of highway safety in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.**
19.	**The hereby permitted underground cabling and any associated works shall only be carried out outside of the bird breeding season March to September inclusive.** **Reason: In the interests of protecting any nested birds during the construction period in accordance with Policy 17 - Biodiversity of the Broxtowe Aligned Core Strategy Part 1 Local Plan 2014 and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.**
20.	**The approved landscaping shall be carried out not later than the first planting season following the substantial completion of the development or occupation of the building, whichever is the sooner and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.** **Reason: To ensure the satisfactory appearance of the development in accordance with Policy 10 - Design and Enhancing Local Identity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 -**

	Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.
	NOTES TO APPLICANT
1.	**The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.**
2.	**The development makes it necessary to undertake works on the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works you will need to apply for a licence for which there will be additional design checking and supervision fees. Please contact licences@viaem.co.uk for details.** **A representative from Via East Midlands must take part in the survey of Common Lane to agree its condition. Please contact highwayssouth.dm@viaem.co.uk for details.**
3.	**Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.** **If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions** **Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.**
4.	• **There should be no disturbance to the surface of the paths without prior authorisation from the Rights of Way team.** • **The safety of the public using the paths should be observed at all times. A Temporary Closure may be granted to facilitate public safety during the construction phase subject to certain conditions. Further information and costs may be obtained by contacting the Rights of Way section. The applicant should be made aware that at least 5 weeks' notice is required to**

	process the closure and an alternative route on should be provided if possible. • **If the routes are to be fenced, ensure that the appropriate width is given to the path and that the fence is low level and open aspect to meet good design principles.** • **If a structure is to be built adjacent to the public paths, the width of the right of way is not to be encroached upon.** • **Structures cannot be constructed on the lines of the right of ways without the prior authorisation of the Rights of way team. It should be noted that structures can only be authorised under certain criteria and such permission is not guaranteed** • **Should scaffold be required on or over the RoW then the applicant should apply for a license and ensure that the scaffold is constructed so as to allow the public use without interruption.** **licences@viaem.co.uk** **If this is not possible then an application to temporarily close the path for the duration should also be applied for (6 weeks' notice is required), email countryside.access@nottscc.gov.uk** • **If a skip is required and is sited on a highway, which includes a RoW then the company supplying the skip must apply for a permit. http://www.nottinghamshire.gov.uk/transport/licences-and-permits/skip-permit** **and also ensure that the RoW can still be accessed appropriately by the users permitted by its status i.e. equestrians if on a bridleway, motorised vehicles if on a byway open to all traffic.**

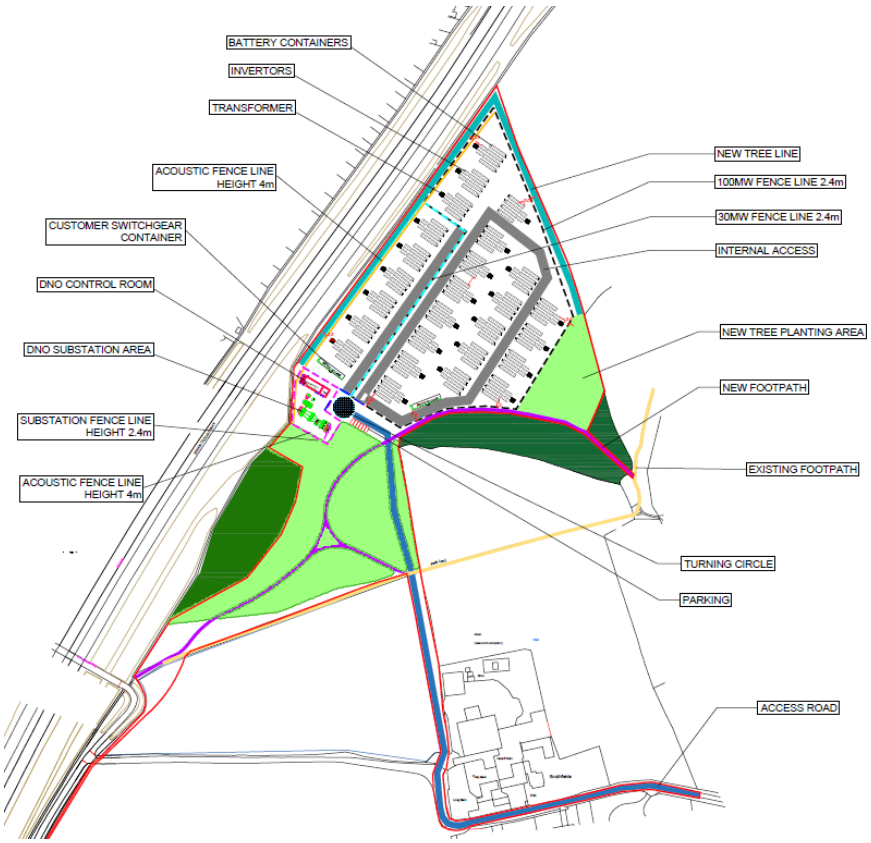
Site Location Plan



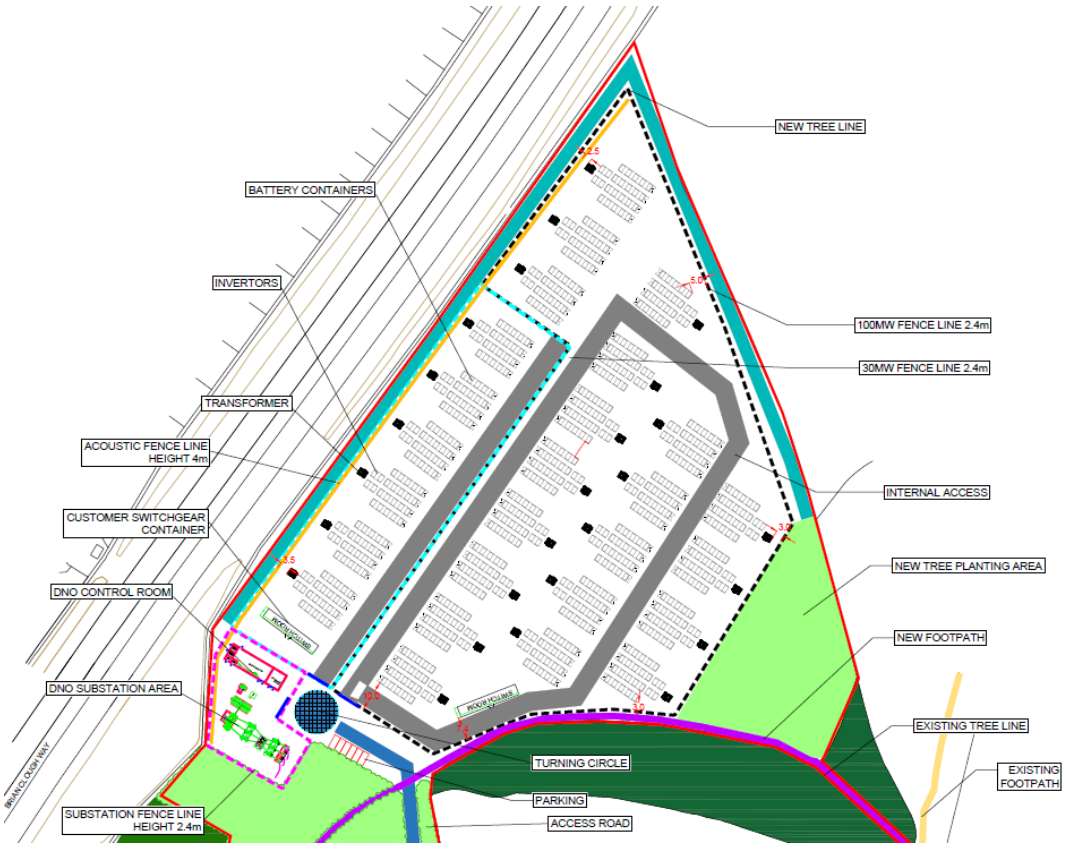
Legend

- Site Outline
- Local Green Space (Prominent Areas for Special Protection)
- Green Infrastructure Corridor
- Local Wildlife Site
- Green Belt

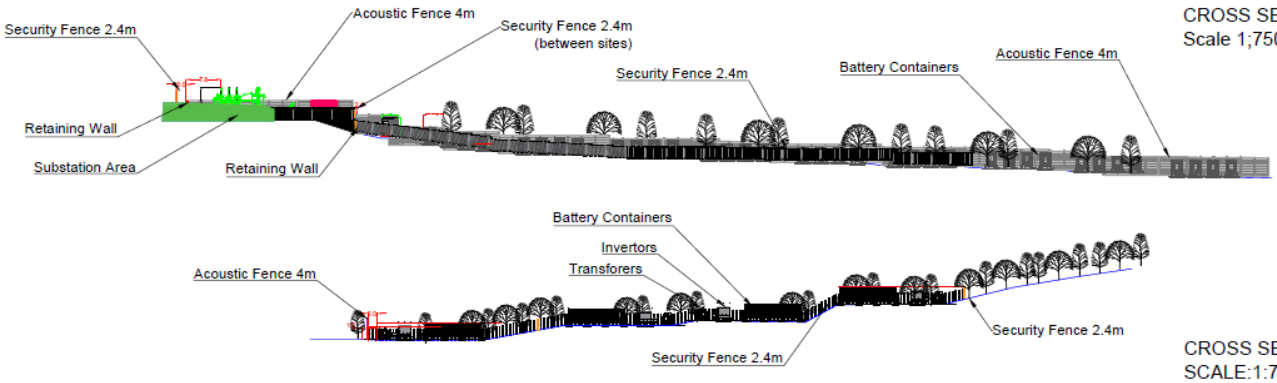
Site Layout Plan (including access)



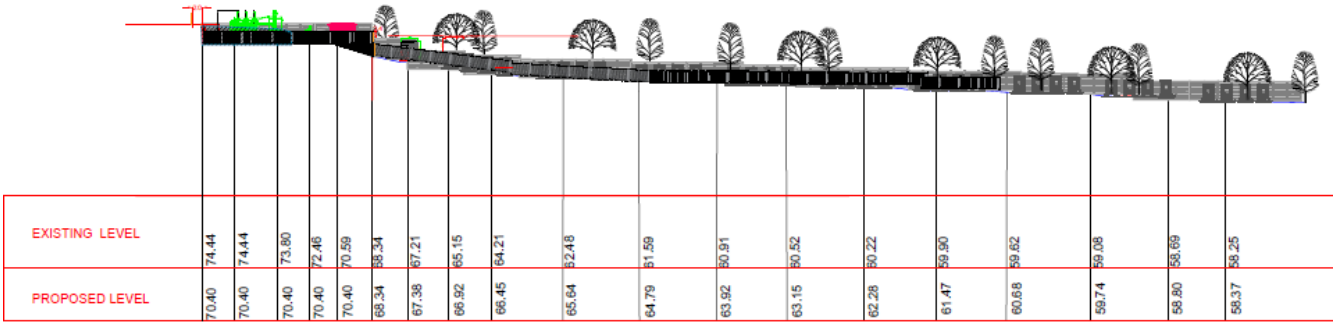
Site Layout Plan



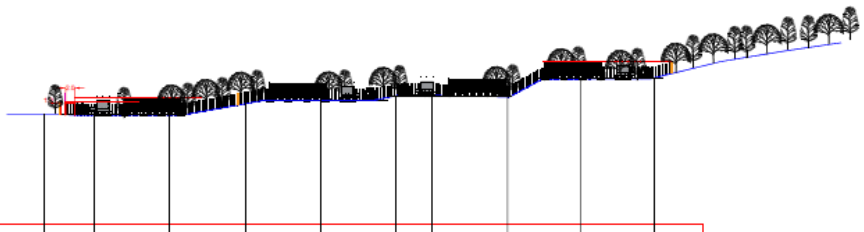
Cross Section of Site



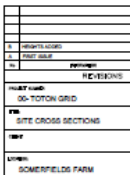
Existing and Proposed Floor Levels



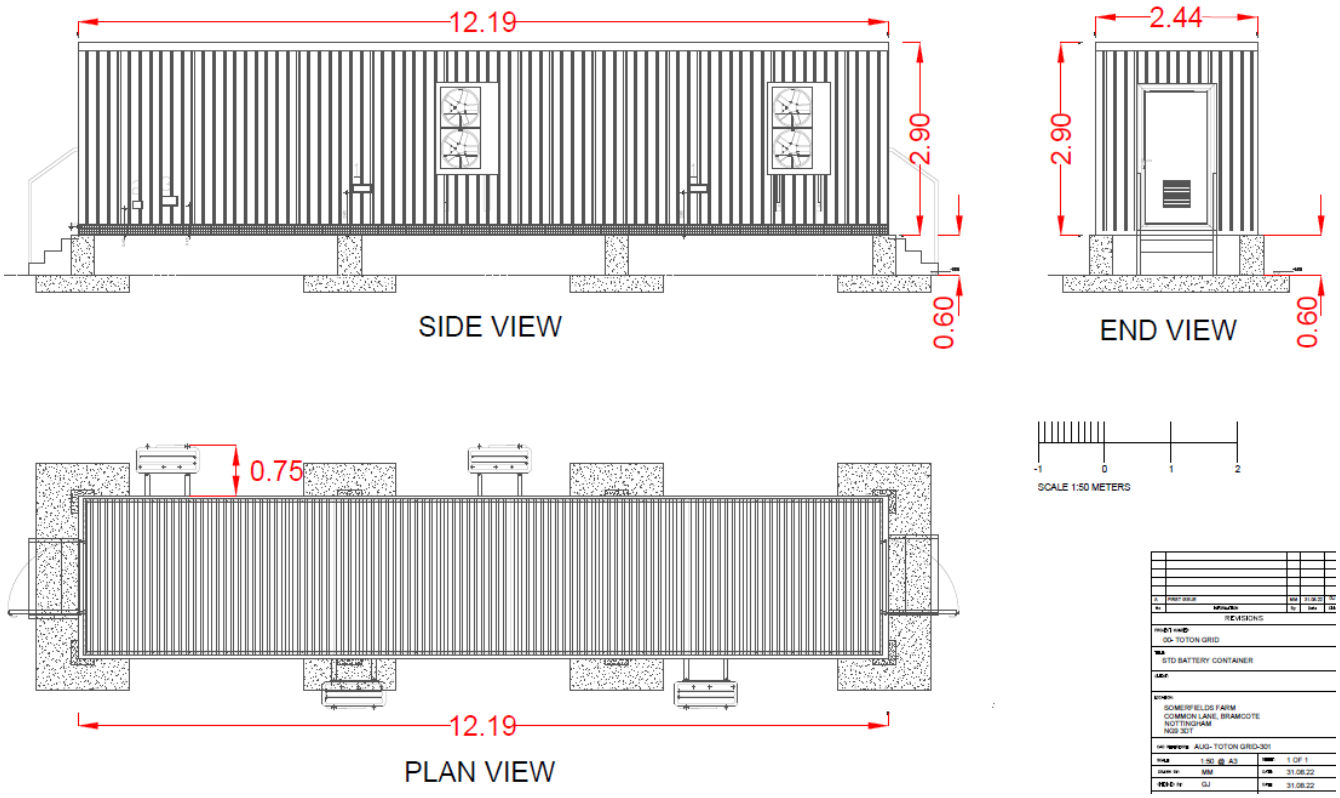
EXISTING LEVEL	74.44	74.44	73.80	72.46	70.59	68.34	67.21	65.15	64.21	62.48	61.59	60.91	60.52	60.22	59.90	59.62	59.08	58.69	58.25
PROPOSED LEVEL	70.40	70.40	70.40	70.40	70.40	68.34	67.38	66.92	66.45	65.64	64.79	63.92	63.15	62.28	61.47	60.68	59.74	58.80	58.37



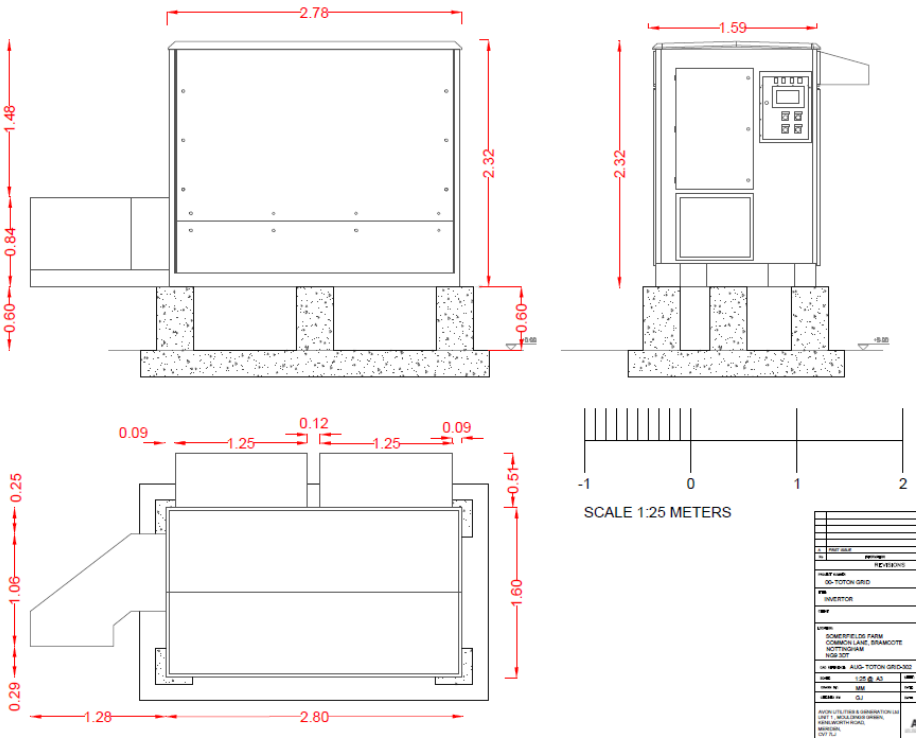
EXISTING LEVEL	57.64	57.86	58.78	59.79	60.52	61.49	62.46	63.82	64.70	66.73
PROPOSED LEVEL	57.64	57.64	57.64	59.79	60.52	61.49	61.49	61.49	64.70	64.70



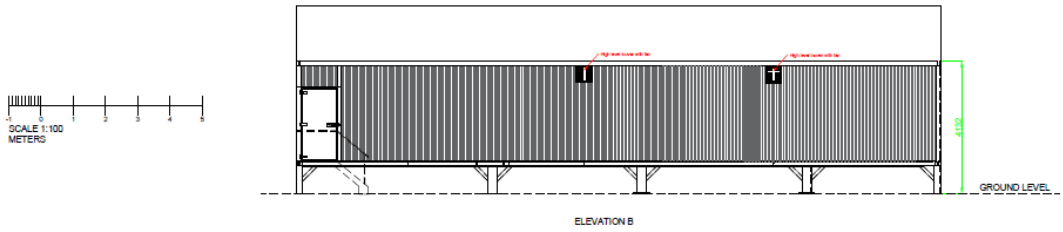
Battery Container Elevations and Floor Plans

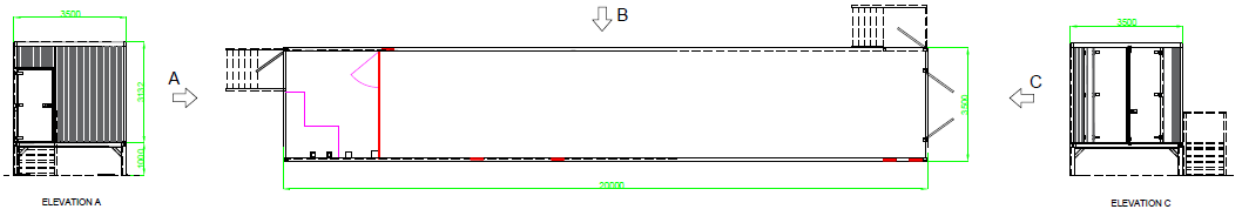


Inverter Elevations and Floor Plans

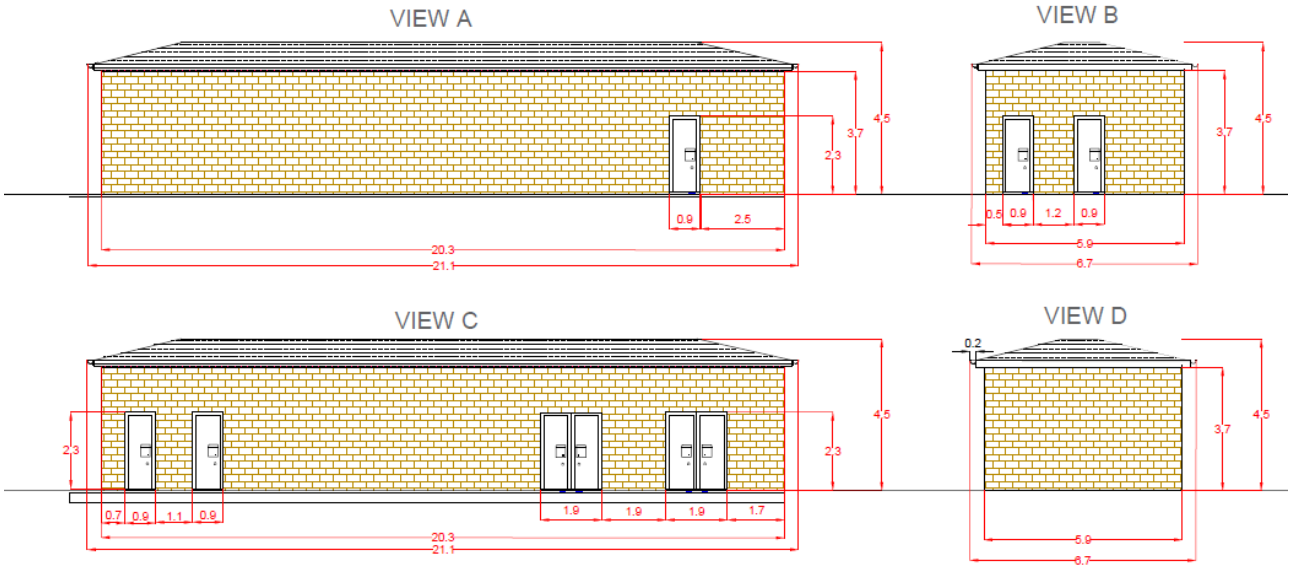


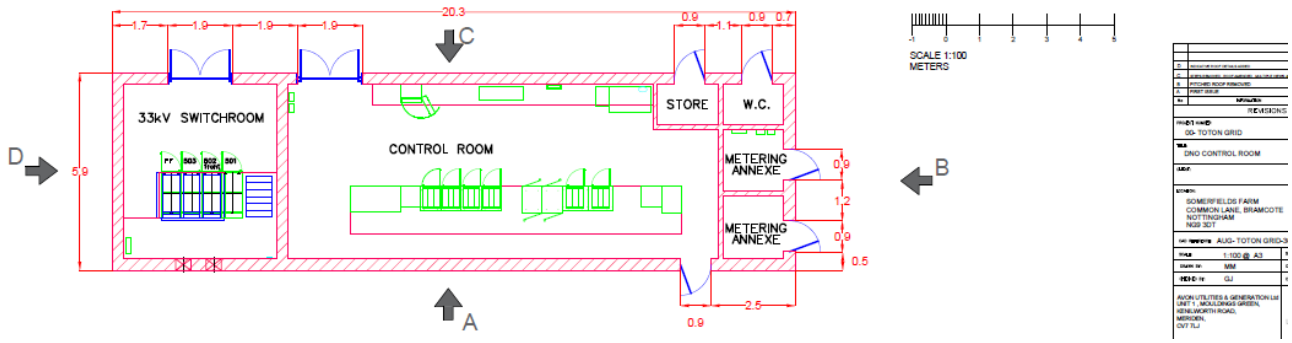
Switch Gear Container Elevations and Floor Plans



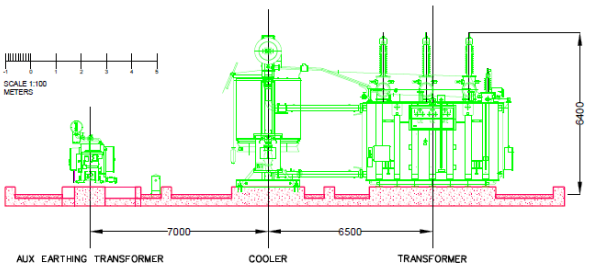


DNO Control Room

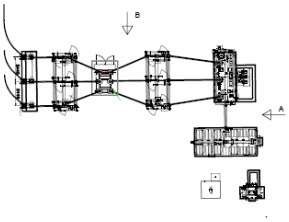




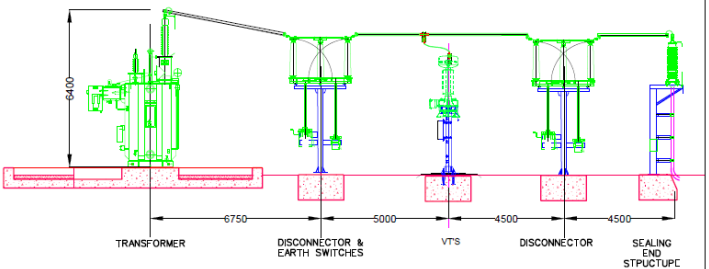
Substation Elevations and Floor Plans



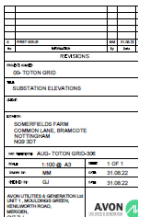
VIEW FROM A



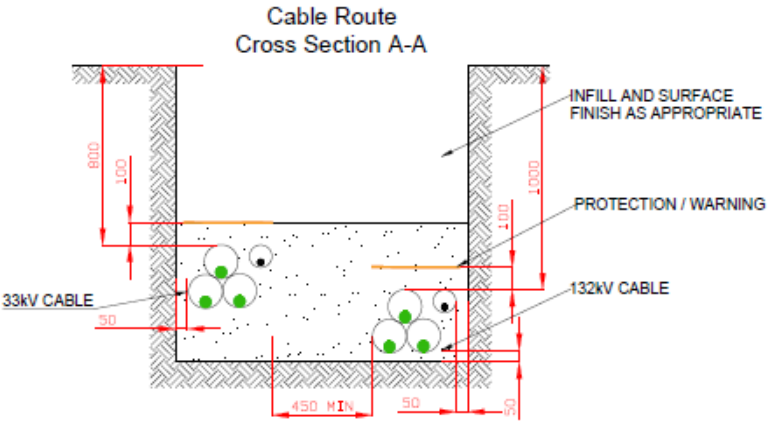
SUBSTATION LAYOUT

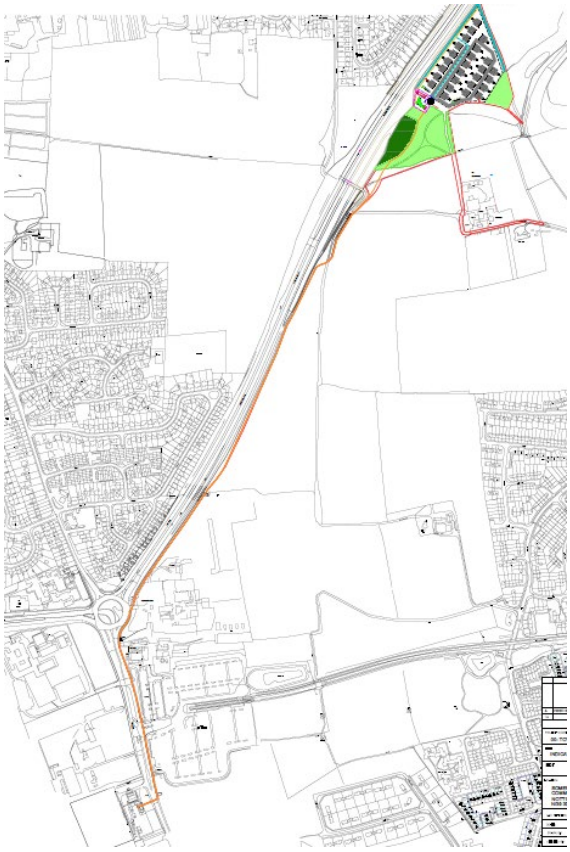


VIEW FROM B



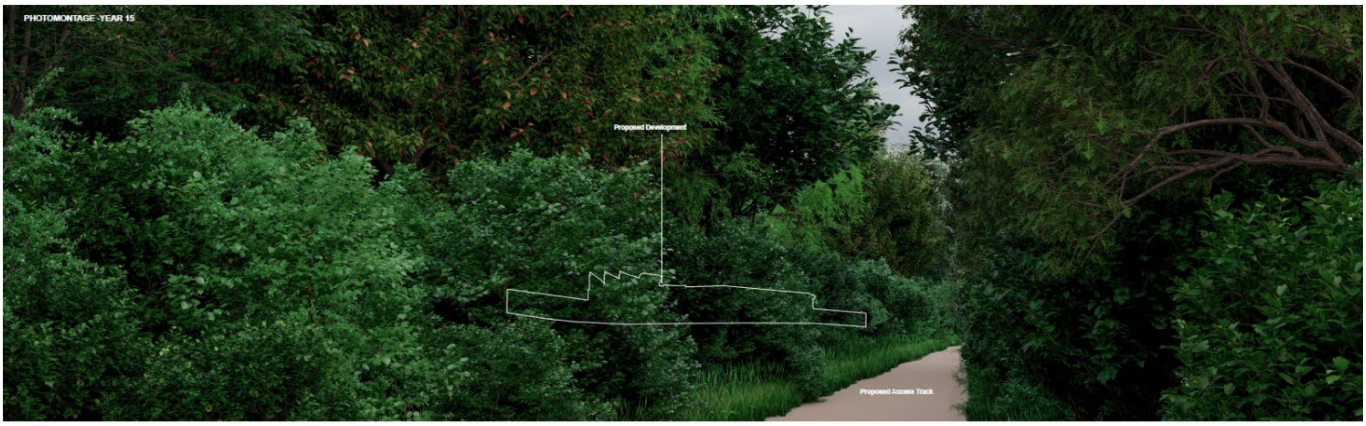
Underground Cabling Cross Section / Layout





Visualisation Year 0 – View from PRoW Beeston FP22 (south)

Visualisation Year 15 – View from PROW Beeston FP22 (south)



Development Outline – View from PRoW Stapleford BW21 (west)

Development Outline – View from PROW Beeston FP23 (north)

Photo – Location of Proposed Battery Compound

Photo – Location of Proposed Substation

Photo – View from northern field

Photo – View of Battery Compound beyond drop in land levels