Ward: Radcliffe - West

Item 01

Applicant: Taiyo Power & Storage Ltd

Location: Shore Top Farm, Kearsley Road, Radcliffe, Manchester, M26 1FA

Proposal: Construction, operation and decommissioning of a Battery Energy Storage System (BESS) facility and associated infrastructure

Application Ref: 71888/Full **Target Date:** 21/08/2025

Recommendation: Approve with Conditions

The application was deferred from the September Planning Committee for the applicant to provide a comprehensive Site Sequential Assessment.

The site relates to an irregular shaped field located in a rural area near Outwood which is in the Green Belt, a Landscape Character Area and River Valley.
The Outwood Trail footpath runs linear to the east with the footpath continuing along the northern boundary of the site beyond which is a National Grid sub-station approximately 70m away. There is open grazing land to the south and west.

The nearest dwelling is a farmhouse to the south approximately 240m away with terraced houses on Wood Street over 320m to the south.

The proposed development is for the installation of a 11 MW Battery Energy Storage System (BESS) facility.

The proposed development would comprise the following -

- 13 battery containers measuring L6.1m, W2.6m, H3.1m
- a storage container,
- 1 sub-station on behalf of the Distribution network operator (DNO)
- fire water tank.

The development would be enclosed by a 2.4m high palisade fence with CCTV columns located along the perimeter fence line. There would be no lighting other than when maintenance is being carried out.
A landscape buffer would be created around the south and western boundaries.

The development would also involve the creation of a temporary access from Wood Street for construction purposes which would be across fields to the south of the site from Wood Street. It is also proposed to construct a temporary compound at the site.
Both the access and compound would be removed once the development has been constructed.

<u>Purpose of a battery store</u>
A battery storage facility supports the operation of the electricity network to ensure a reliable supply of electricity.

The battery storage would provide a means of allowing electricity from the Grid to be imported and stored at times of low demand/high generation which can then be transported back into the Grid at tomes of higher demand/system stress.

The circulation of power from renewable sources can be intermittent and unpredictable and the times when electricity can be produced does not always overlap with peak demand This is where the battery storage is vital to help smooth out the peaks and troughs in power generation and help match it to demand.

The storage facility would have a cable connection to the electricity sub-station

The plant would be expected to operate for up to 40 years at the end of which it would be decommissioned and the land restored.

Relevant Planning History
N/a

Publicity
Letters sent to 22 properties on 30/5/25.
Site notice posted 13/6/25
Press advert 19/6/25

13 objections
2 support

Objections
Inappropriate Development in the Green Belt

- The construction of a BESS facility does not fall within these exceptions.
- The applicant has not demonstrated "very special circumstances" nor has there been a thorough assessment of alternative, non-Green Belt sites.

Visual Impact and Harm to Landscape Character

- The introduction of industrial infrastructure, including battery containers, fencing, and access roads, would significantly alter the rural character of the area.
- This visual intrusion would be detrimental to the openness and visual amenity of the Green Belt, contrary to policies aimed at preserving the natural landscape.

Potential Noise Pollution

- The operation of a BESS facility involves cooling systems and other mechanical equipment that can generate continuous noise.
- Need a comprehensive noise assessment.

Fire Risk and Safety Concerns

- Lithium-ion battery storage systems have been associated with fire risks, including thermal runaway incidents.
- The application lacks detailed information on fire prevention measures, emergency response plans, and the capacity of local emergency services to handle potential incidents. Toxic emissions from the facility.

Ecological Impact

- The development could disrupt local wildlife habitats and biodiversity.
- There is insufficient information on ecological surveys or mitigation strategies to address potential harm to flora and fauna in the area, which may be protected under local and national conservation policies.

Traffic and Access and Parking Issues

- Construction and maintenance of the facility would increase traffic on Kearsley Road.

The application does not adequately address the impact on local traffic, road safety, or the condition of existing infrastructure.
- Mud on the roads and damage to Wood Street and the local roads from contractors vehicles.
- Parking problems for residents on Wood Street and restricted access.
- Wood Street would be parked on by contractors. Noise and vehicle pollution would increase on Wood Street.
- Where would visitors park for Outwood Trail.
- Horse Riders, Ramblers, Cyclists, Runners and children would be denied access to Wood Street

Lack of Community Consultation
- There appears to have been minimal engagement with the local community regarding this proposal. Effective consultation is essential to address public concerns and ensure transparency in the planning process.

Response submitted on behalf of Outwood Country Park summarised as -
- The principal is not line with national and local planning policies
- Should build on brownfield, not Green belt and no VSC
- Loss of valuable farmland
- Impacts on ecology without mitigation for biodiversity net gain
- No engagement from the applicant
- Major fire risk and no emergency response plan in place
- Would result in the spread of invasive species
- the cable routes would disturb tree roots
- Conflicts between construction vehicles and pedestrians.

In the event of approval, request conditions and/or consideration of the following -
- Implementation of fire safety measures
- Property community consultation with residents on Wood Street and local community groups
- Sourcing of material locally
- Provision of funding to re-instate ecology
- Guarantee on-going monitoring of invasive species
- Re-surfacing and maintenance of Wood Street
- Volunteer time for maintenance/upkeep of Outwood Park
- Parking for the site during construction
- Confirmation of any tree felling.

Support
- The site is currently a heavily trampled meadow of little ecological value. Nothing but grass grows there, everything else is eaten by livestock.
- We badly need more environmentally-friendly ways of using and storing electricity, and this site will do little to no damage to the immediate area.
- It would be very nice if any community funding from this application could be used to upgrade the nearby Outwood Trail such as a ramp from Wood Street and upgrade the route from St Aidan's Close onto the Outwood Trail.
- It's no more than 100 metres away to an existing National Grid transformer site.
- Any form of electricity storage is beneficial for the future. The continue move to renewable energy sources makes any form of storage essential.
- The UK has multiple sources of weather dependent electricity generation requiring storage
- Nuclear stations are permanently on and can charge a facility like the one proposed

when there's little or no load requirement. i.e. Most late nights and very early mornings.
- The same argument applies to wind generation, also which once installed is essentially free.
- What happened last year in Southern England, and this year in Spain highlights the need for energy storage with low start up inertia.
- It makes the UK less dependent on imported energy supplies.
- It provides well paid skilled jobs.
- Once installed, it's relatively pollution neutral and effectively carbon neutral.

Further representations received following the deferment of the application at the September Planning Control Committee meeting.

- Maintain that the developer has not investigated properly brownfield options and therefore the loss of Green Belt should not be approved.
- If planning is given we would hope that this proposal can be considered to protect the residents of Bury, and indeed used as an opportunity to improve the infrastructure, at no cost to the taxpayer.
- Seek to protect the public from increased risk of traffic incidents during construction.
- Hope to ensure users of Outwood Country Park have provision for parking and access whilst works are under way.
- Like to ensure the residents of Wood St and Ringley Road West do not have environmental health issues such as excessive dust during the construction operation. (we suggest these works could be undertaken to highways standards but that the roads are not adopted to ensure no additional costs to the council)

The objector has submitted a Proposals document for improvements to Ringley Road West - Traffic Management Suggestions' which is summarised as follows -
- Request a pre-commencement condition is put in place to improve the area before additional construction traffic pressure is added.
- Request a pre-commencement condition for signage upgrades to Ringley Road West, works to the footpath and removal of overhanging trees/shrubbery
- All signs, bus stops, white lining, to be clear and upgraded ahead of works commencing, gullies along the road to Stoneclough to be cleared to prevent flooding.
- Relocate bus stop at Ringley Road
- Replace broken luminaires
- Request a pre-commencement condition that Wood Street be improved to highway standards and highlight remedial works to drainage
- Extend the parking on Wood street and form new kerblines
- The applicant could facilitate the re-opening of the car park for Outwood Country park Ringley Road west car park

The objector has submitted an Invasive Species Management Plan at Outwood Country Park and request the following is considered regarding the treatment of invasive species in Outwood Country Park, which could potentially improve the councils outcomes with regards to BNG credits. It is essential to carry out the removal work of the whole site to prevent the INNS returning again to site -
- Concern is that the hardwork our many volunteers have put in will be undermined by the works being undertaken by the contractor.
- Concerned about the site as it stands getting contaminated by invasive species in the future and the contractor not keeping their site clear, causing further contamination.
- suggest that the contractor could support Friends of Outwood by carrying out a 10 year eradication plan of the 3 main invasive species in the park by:

1.) spraying all giant hogweed on the Outwood site (this would prevent the giant hogweed

entering their site.)
2.) injecting/ spraying all Japanese knotweed on the Outwood site which would prevent their development being damaged.
3.) mechanically or manually removing himalayan balsam (eg hand pull, slasher or strimmer/ brushcutter) i.e. no chemical spray.

- Suggest a pre-commencement planning condition to carry out one full seasons worth of treatment and to have the invasive species management plan signed off before works commence including evidence of the ten year contract.

The objectors have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations
Traffic Section - No objection subject to conditions
Drainage Section - No response received
Environmental Health - Contaminated Land/ Air Quality - No objection subject to conditions
Environmental Health - Pollution Control - No objection
United Utilities - No objection subject to condition
Public Rights of Way Officer - No objection
Minerals and Waste Planning Unit - No response received
Electricity North West Ltd - No objection subject to informative
Cadent Gas Ltd - No response received
GM Ecology Unit - No objection subject to conditions and informatives
The Coal Authority - No objection
Designforsecurity - No response received
GM Fire and Rescue Service - Advise the National Fire Chiefs Council (NFCC) guidance is used.

Pre-start Conditions - Applicant/Agent agreed with pre-start conditions

Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN4/1	Renewable Energy
EN6/4	Wildlife Links and Corridors
EN8/2	Woodland and Tree Planting
EN6/3	Features of Ecological Value
OL1/2	New Buildings in the Green Belt
OL5/2	Development in River Valleys
RT3/1	Protection of Existing Recreation Prov in the Countryside
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
JP-S3	Heat and Energy Networks
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-G1	Landscape Character
JP-G2	Green Infrastructure Network
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-G9	The Green Belt
JP-P1	Sustainable Places
JP-C2	Digital Connectivity

JP-C5 Streets For All
JP-C6 Walking and Cycling
JP-C8 Transport Requirements of New Development

Issues and Analysis
The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Principle - Green Belt
The application site falls within the Green Belt as designated under PfE policy JP-G9.

Paragraph 152 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 153 states that when considering any planning application, local planning authorities should ensure that substantial weight is 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.

Paragraph 154 of the NPPF is clear that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt unless it meets the listed exceptions. The proposal does not meet any of the exceptions listed within paragraph 154.

Paragraph 155 of the NPPF states that the development of homes in the Green Belt should also not be regarded as inappropriate where all the following apply:
a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
b. There is a demonstrable unmet need for the type of development proposed;
c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and
d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157.

Grey belt is defined by the NPPF as "land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development."

The application site does not impact assets referred to in footnote 7. As such, the first test is to determine whether the land does or does not contribute strongly to any purposes (a), (b) or (d) of paragraph 143.

Paragraph 143 of the NPPF states that Green Belt serves 5 purposes, and those of relevance are:

a) to check the unrestricted sprawl of large built-up areas; and
b) to prevent neighbouring towns merging into one another.

Planning guidance published on 27th February 2025 for assessing a site against these purposes is relevant to determine whether the land constitutes grey belt for decision making (Paragraph: 005 Reference ID: 64-005-20250225). As such, the site's contribution to these purposes is considered below.

Purpose (a) - unrestricted sprawl
The site comprises 1.3ha of open land which is not adjacent to the built-up area. The development would not result in an incongruous pattern of development as it would be contained within the BESS compound area. The development of the site would not lead to the unrestricted sprawl of the built up area. Therefore, it is considered that the site makes a weak contribution toward Purpose (a).

Purpose (b) - Prevent neighbouring towns merging
The guidance specifies this is in reference to the merging of towns, not villages. The site, at 1.3ha, does not form a substantial gap between the towns of Radcliffe and Kearsley, or any other town. The site would be able to be developed without any significant impact on the visual separation of towns. As such it is considered that the site makes a weak contribution toward purpose (b).

As the site does not make a strong contribution to the Green Belt purposes (a) or (b), the site falls within the definition of Grey Belt Land. However, for the proposal to be considered as not inappropriate development it must satisfy all of the criterion, a to c, listed in NPPF paragraph 155.

Criterion A Considering the impact on the remaining Green Belt in the plan area
This criterion requires that the development would not fundamentally undermine, the purposes, when taken together, of the remaining Green Belt across the area of the plan. The guidance (Paragraph: 008 Reference ID: 64-008-20250225) adds that in reaching this judgement, authorities should consider whether, or the extent to which, the release or development of Green Belt land would affect the ability of all the remaining Green Belt across the area of the plan from serving all five of the Green Belt purposes in a meaningful way.

The only other Green Belt purpose which would be breached by the proposal is Purpose C safeguarding the countryside from encroachment as the development would represent an encroachment of built form into the countryside. However, the area to be lost is small in relation to the totality of the remaining Green Belt land both in the local area, and the wider plan area and the development would be decommissioned after a 40 year period and the land restored. Consequently, the overall effect on the countryside would be moderate.
The proposal includes landscaping around the site to provide a screening buffer.

Therefore, it is considered that the development of the site in principle, which represents a small part of this parcel, would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan.

Criterion B Demonstrable unmet need for the type of development proposed.
This criterion requires there to be a demonstrable unmet need. The submitted Planning and Design and Access Statement states that BESS is essential to support the transition away from fossil fuels in two ways:

- Capacity provision - Consumption fluctuates however the move toward renewable energy sourced generation creates a gap in capacity. BESS allows renewable power to be collected when it is plentiful (e.g. on a windy day, or a sunny afternoon) and utilised when consumers need it, rather than a power cut to homes, industry or essential infrastructure.

- Quality of supply - The necessary shift to renewable power generation has degraded the stability of the National Grid owing to its dependence on natural and therefore variable resources, which results in an unpredictable supply frequency. The electricity distribution networks were not designed to cope with variations in frequency however local BESS facilities can provide a stable supply by discharging stored energy into the grid network when supply frequency is unstable.

This is considered to be a demonstrable unmet need.

Criterion C Sustainable location
NPPF paragraph 155(c) requires consideration of whether the development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of the Framework.

Paragraph 110 states that the planning system should actively manage patterns of growth to support the sustainable transport objectives in paragraph 109, however this is largely in relation to significant development. Paragraph 115 states that it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.

The Planning and Design and Access Statement advises that during normal operation, there would be no permanent staff as the plant is operated remotely. However, engineers would visit the Site periodically to carry out checks and undertake general maintenance. As such, once operational vehicular activity associated with this development would be minimal. The site is approximately 500m from the A667 and a suitable access track is proposed to be constructed. As such, taking into account the type of development proposed which would be operated remotely, and generate a minimal vehicular activity, the site is in accordance with paragraph 115 and is considered to be in a sustainable location for the type of development proposed.

Conclusion
The site falls within the definition of Grey Belt Land and is considered to be 'not inappropriate' in accordance with NPPF paragraph 155 criterions a-c. NPPF paragraph 155(d) and the 'Golden Rules' are not applicable in this case.

Therefore, the proposal is considered to be acceptable in principle.

Landscape Character
The site is within the River Irwell (south Bury) and River Croal Landscape Character Area (LCA16), an area of Incised Urban Fringe Valleys as assessed by the GM Landscape Character and Sensitivity Assessment. This LCA is judged by the assessment to have moderate-high sensitivity to commercial/industrial development as they contain existing large development, such as electricity substations, water treatment works and industrial complexes. Policy JP-G1: Landscape Character states that development within a Landscape Character Type should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:

- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.

The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require well-considered and sensitive treatment. In

particular, opportunities to improve the intactness and condition of the landscape should be taken.

The Landscape and Visual Impact Assessment indicates that the development would be largely screened or filtered by boundary vegetation and woodland cover. Visibility is most notable in short-range views from parts of the Irwell Sculpture Trail and local Public Rights of Way (PRoWs) which pass through or near the site.

In terms of the construction and decommissioning of the site, these activities are anticipated to be short term and not likely to result in long term landscape effects.

The construction of the temporary access from Wood Street may result in perceptible changes to the landscape but effects would be reversible and temporary and the land reinstated and restored to its former state should it be approved.

The assessment proposes a landscape mitigation strategy. This would be conditioned.

The proposed development is therefore considered acceptable and would comply with JP-G1.

Carbon and Energy
At the National level, whilst there are no specific policies relating to BESS development in the NPPF, there are policies on the impacts of climate change and specifically relating to the development of renewable energy projects.

Paragraph 161 confirms that the planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. There is a strong strategic policy framework which supports renewable and low carbon development proposals. The Framework also confirms in paragraph 168 that applicants are not required “to demonstrate the overall need for renewable or low carbon energy” and local planning authorities should give significant weight to the benefits associated with renewable and low carbon energy generation and the contribution to a net zero future.

PfE Policy JP-S2 - Carbon and Energy states the aim of delivering a carbon neutral greater Manchester no later than 3038 with a dramatic reduction in greenhouse gas emissions which will be supported through a range of measures, including taking a positive approach to renewable and low carbon energy schemes.

The application states that once operational the battery storage will enable energy from renewable generation sources such as solar and wind to be stored and released as required. The facility would provide a means of storing energy, to be released when need arises and so provides a vital element of infrastructure which supports the use of intermittent renewable energy.

The proposed scheme would therefore make a valuable contribution to cutting greenhouse gas emissions, by increasing the opportunity to store energy and complies with Policy JP-S2 and the principles of the NPPF.

Siting
The primary function of the facility is to provide storage and standby electricity capacity for the local network at peak times to avoid fluctuations and blackouts and reduce transmission losses when electricity is transmitted over long distances. Ultimately, the aim is towards a low carbon economy and sustainable energy provision.

In terms of choosing a suitable site for a BESS facility, a site needs to have the ability to

connect to the energy distribution network to store and discharge energy and to be on land which is capable of hosting such a facility. Other requirements include suitable separation distances from residential properties, existing landscape screening or the ability for new planting, a relatively level and clear site and a location outside of a flood zone.

Site Sequential assessment
There is no statutory or national planning policy requirement for a sequential assessment to be carried out for this type of development but in this instance it is considered reasonable to understand how the applicant arrived at the proposed site.

A site selection methodology has therefore been carried out including sites outside the Green Belt.

The site selection process for such a facility is determined by specific locational requirements which include -

- the site's proximity to electrical infrastructure which means being located close to an existing electricity sub-station with 'spare' capacity to accommodate a BESS (Spare' capacity means having power available to charge the BESS at any time and being able to accept the power back onto the network, again at any time).
- a willing landowner
- a relatively clear site without significant tree cover, water features or other structures.
- availability of a vehicle access for both the construction phase and maintenance purposes when operational with minimal highway alterations
- suitable separation from residential properties
- existing landscape screening or potential for new planting
- avoidance of environmental designations where possible
- located outside a flood risk
- economically viable when factoring in land, construction and connection costs.

When identifying potential sites for the development, a 3 stage process was followed:
Step 1 - Identify potentially suitable grid supply points.
Step 2 - Initial site scoping and grid investigation
Step 3 - Alternative site assessment

Step 1 - Identify suitable grid supply points
This is a fundamental requirement for an energy project of this type to have both the export capacity and 'spare headroom capacity' to store electricity.

Using capacity/heat maps provide by Electricity North West (ENW) and National Grid (NG), Points of Connection (PoC) with potential import/export capacity were identified.
Import/export capacity is essential as it means having power available to charge the BESS at any time and being able to accept power back into the network.

Within the entire area covered by ENW, 46 PoC's (Points of Connection or sub-stations) out of a potential 459 were identified with the required potential capacity.

Step 2 - Initial scoping and grid investigation
Following identification of the PoC's with a potential export capacity, the next step involves identifying sites taking into consideration the export capacity available, planning and environmental issues and accessibility to enable construction/maintenance and the resulting viability of these sites.

An investigation into the land surrounding the potential 46 PoC's was thereafter carried out to identify sites in the North West of England suitable for renewable energy development with a

capacity of between 5MW and 50MW.

This is an important step as the further away a PoC is located from the development site, the less feasible a project becomes due to electrical losses, additional cabling installations, increased third party landowner involvement, environmental impacts and mitigation for these impacts. Grid reinforcements may also be needed which would influence the distance to a connection route as this would affect the viability of a development. Larger schemes are more able to absorb such costs comparative to a smaller scheme such as this, where the further away a development site is from the PoC, the less feasible a scheme becomes.

Taking account of local requirements, each of the 46 identified PoC's was allocated its own search area ranging from between 1km for small BESS projects less than 15MW in capacity and up to 2km for BESS projects of approximately 50MW.

The 1km search area is consistent with other BESS developments, as cited in an Appeal decision where an Inspector overturned Walsall MBC's refusal for a 49.35MW BESS, summarising the key locational requirement was the availability of and proximity to a grid connection. In this case, a 2km search area was applied to a BESS project which was over four times the size of the proposed Radcliffe BESS. The Inspector went on to say that the 2km search area 'is generally the maximum distance before viability becomes questionable'. The Appeal was challenged in the High Court and was upheld by the Judge.

For the Radcliffe sub-station, a 1km search area was chosen as the export capacity was low and beyond 1km, costs associated with cable installation, increased third party land ownerships, environmental management and mitigation would render a scheme unviable.

Once the search area for each of the 46 PoC's was established, parameters were then set to screen which sites should be progressed -

- Grid connection and proximity and route relative to available export capacity
- Where non-agricultural or brownfield land is not available, preference for low grade agricultural land is to be given
- Topography
- Environmental constraints (including heritage and landscape designations)
- Rights of Way
- Visual impacts and proximity to receptors
- Land ownership
- Fragmentation of the site
- Vehicle accessibility

Using these parameters, a large number of sites were identified and landowners approached by letter. In response, 49 potential landowners expressed an interest. These 49 sites are provided at Appendix 1 of the applicant's Site Selection Assessment.

The 49 sites were then screened to determine capacity constraints, any necessary grid reinforcement works required, connection options and the ability to deliver a viable scheme.

36 sites were ruled out due to the above constraints rendering a scheme unviable.
8 landowners were not interested in progressing the scheme.
4 of these sites were identified as brownfield - sites in Wigan, Oldham, Stockport and Trafford. These sites were ruled out due to grid constraints and an unwilling landowner.

The only remaining viable site following this process was the site at Shore Top Farm.

<u>Step 3- Alternative Site Assessment</u>

Noting the proposed project site is in the Green Belt (which has since been assessed as Grey Belt and the development deemed appropriate in accordance with para 155 of the NPPF) an assessment was carried out to determine whether there were alternative sites including brownfield sites within the maximum distance from the PoC which were deemed viable for connection to the electricity grid.

A 1km radius from the PoC was established to consider alternative sites. The 1km radius was defined as part of the step 2 process described above. Beyond a 1km radius, costs associated with cable installations, third party land ownership involvement and environmental mitigations would render a project unviable.
Larger projects would be more capable of absorbing costs for a longer connection route, but smaller scaled projects such as for this 11 MW BESS facility, would only be viable with shorter connection distances.

Brownfield sites to the north of the River Irwell were investigated and excluded due to the impractical and unviable cost of running a cable route over and under the River Irwell to the Radcliffe sub-station which would require horizontal directional drilling for a minimum distance of 500m to 800m at significant depth at significant costs. Similarly the maintenance, inspection or repair would not be possible which would mean entire replacement. Sub-marine cables laid directly on the riverbed and above ground routes across the River Irwell would be impractical to install and above all unviable. The applicant has investigated the option of using bridge crossings of which there are 3 within the 1km Radcliffe PoC These routes would pass through wooded areas resulting in significant ecological and arboricultural constraints, require additional 3rd party landowners, be potentially unachievable to route through a cable and require extensive cabling of up to 750m. All of which would make a scheme unviable.

The built up areas to the north of the River Irwell which includes Asda and the Dale Industrial Estate are already built out and Mount Sion Road which is to the north of the River Irwell would pose technical difficulties associated with running a length of cable under or over the river at a significant distance which again would result in an unviable scheme (as detailed above). There were no other vacant parcels of land on Sion Street

The Bury Council Brownfield Land Register lists 64 sites. Of these, only 7 had the minimum required site area exceeding 1ha. None of these 7 sites over 1ha were located within or near the 1km radius search area.

<u>Summary and Conclusions to the Site Selection Assessment.</u>
A 3 stage process to the selection of the site has been carried out, starting with the NW Electricity Region sequentially reduced down to the Radcliffe Sub-Station Point of Connection and site itself.

On establishing the Radcliffe sub-station as the only potential Point of Connection, a 1km search distance was applied. This 1km search distance is considered acceptable and appropriate to the scale of development and as proven in recent appeal design which was upheld in the High Court. Any further than a 1km search area would render a scheme unviable due to the requirement to lay excessive cabling which would increase electricity loss, require more 3rd party land and result in more disruptions to the environment and sensitive land uses.

The site has a number of favourable characteristics which none of the other sites could provide. These include -

- sufficient size to accommodate the development
- low quality agricultural land
- free from flood constraints

- existing screening from PRoW and opportunities to enhance the landscaping and screening
- distance from the nearest residential properties
- ease of access for construction and maintenance
- no heritage assets or listed buildings in the vicinity
- offers opportunities for biodiversity net gain.

Above all, the proposed site would be within 100m from the Radcliffe sub-station which would negate the need for excessive cabling which as explained above would minimise electrical losses, reduce complications of 3rd party land ownerships and minimise disruption and harm to sensitive land areas, all of which would make a scheme unviable.

Whilst preference would be for a BESS facility to be sited on brownfield or industrial/commercial land, viable sites are few and far between as many are either not large enough to accommodate BESS developments or where they do exist they are often identified for other developments which would result in a higher land value and provide a higher financial return for landowners. This renders many brownfield sites as unviable for a BESS development.

No brownfield sites within the 1km search area were identified as suitable in size. The site sequential approach identified there were no other industrial or commercial areas within the 1km radius which had not already been developed out.

In a recent appeal decision (October 2025) for a BESS facility in green belt land near Medlock Road, Failsworth (Root Power (North) Ltd vs Oldham Metropolitan Borough Council Appeal Ref: APP/W4223/W/25/3367017), the focus was largely on the site's location within the Green Belt but touched on site selection matters where the Planning Inspector stated - 'I have to assess the proposal before me on its own merits, and the consideration of alternatives for renewable energy scheme site selection are not mandated by the PPG or the Framework, as confirmed by the Bramley court judgement. Nonetheless, the lack of available alternative sites may provide support for very special circumstances.

The Inspector went on to say that ….'In the context of a typical search distance from the connection point at Droylsden Substation, and the evidence before me, I am satisfied that the appeal site has been demonstrated to be the most suitable available site. I find it unnecessary to discuss alternative sites in any further detail, as this provides only comparatively minor support in favour, in comparison to the significant weight given by the Framework to the need for renewable energy provision as identified above."

Overall, the Inspector found that other considerations clearly outweighed harm to the Green Belt which justified the proposal.
In this application, the site has been assessed as falling within the definition of Grey Belt Land and is considered to be 'not inappropriate' in accordance with NPPF paragraph 155 criterions a-c.

It is therefore considered that the applicant has carried out a detailed and coherent Site Selection Assessment, concluding that there are no other more preferential, suitable or available locations either within or outside the Green Belt and within the required search area. and as such provided a reasonable justification for the chosen site at Shore Top Farm.

Site layout
The proposed facility would be set on a hard standing and comprise 13 battery containers, each 6.1m long, 2.6m wide and 3.1m high set in two rows. The storage container and small sub-station would be located along the eastern boundary and would be no higher than 3m.

The development would be located close to the eastern boundary of the field and vegetation and planting along the field boundaries and beyond to the north and east provides significant screening. Proposals for planting along the west and southern boundaries would aide in screening the site from close and long range views.

Whilst there will be some views of the facility these would be mainly from short range. From the Outwood Trail and Outwood Country Park, views of the facility would not be likely given the substantial tree, hedge and shrub planting along the site boundary. The proposal to provide a landscape buffer would also aide to screen the site from views further away.

The development would comprise low level infrastructure which given its siting close to field boundaries, would be visually contained by existing vegetation and woodland. Where views are more open and most notable from short range views from the Public Right's of Way, they would be limited, localised and temporary especially with the additional landscaping which is proposed to the south and west field boundaries which would also screen areas of the site from views and visually contain the infrastructure. The development will be located in an area of former grassland and will not fundamentally alter key characteristics of the wider landscape.

The proposed development would result in some visual changes to the area, but it is considered these would not be of such significance to outweigh the benefits of the development and would be limited in extent due to the containment of the site and proposals to integrate a landscape strategy for the site.

As identified above, the site is considered to be in a sustainable location for this type of facility. The applicant has demonstrated there are no alternative sites feasibly available to serve this part of the network. The proposed development would also bring significant economic and social benefits to the area.

The siting of the proposed development is therefore considered to be acceptable and would comply with policies JP-S1, JP-S2 and the principles of the NPPF.

Noise

The application is accompanied by a noise assessment. Noise surveys were undertaken and the results used to verify predictions of the short term and long term effects of noise from the proposed development.

Although the development would not operate continuously, the assessment assumed that the plant associated with the BESS equipment would always be fully operational during the daytime and night time periods.

From nearest sensitive receptors (including Shore Top Farm, dwellings on Ringley Road west, Wood Street and public footpaths on the Outwood Trail and Irwell Sculpture Trail, noise associated with the proposed development would result in the Lowest Observed Adverse Effect Level in accordance with BS 4142 criteria when compared against the existing daytime and nighttime background noise levels.

Cumulative operational noise sources associated with the site were predicted to fall within the No Observed Adverse Effect Level.

It has also been predicted that on-site operational noise effects associated with the development would be within the Lowest Observed Adverse Effect level and therefore the development would have a low impact in relation to noise in the area.

The Pollution Control Section have been consulted and concur the noise assessment carried

out considers that the development will not adversely effect or put sensitive receptors at risk from noise pollution, and no significant adverse effects are predicted to occur. There is no objection from the section.

The proposed development is therefore considered acceptable and would comply with policies EN7/2 and the principles of the NPPF.

Highway issues
The NPPF paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

The proposal shows access to the site would be taken from Wood Street, a no-through route which is an unmade and unadopted road and a PRoW (7SS). Wood Street serves a row of 12 terraced houses on the western side and residents park either in front of their houses or opposite the road. This area can also be used to park by users of the Outwood Trail.
at the top end of Wood Street is a barrier, whereon the road turns into a single track

The Construction Traffic Management Plan (CTMP) details, amongst other things, how the site would be accessed from the wider highway network. All construction traffic would route to and from Ringley Road although it is worth noting that all large vehicles, including 16.5m articulated vehicles would route to and from the west only due to the limitations turning right from the easterly direction. The construction of this particular BESS would not require deliveries by abnormal loads (ie over 16.5m).

The construction period is estimated to take place over a period of 20 weeks Based on a 20 week delivery and construction schedule, it is forecast there will be approximately 329 deliveries (658 arrivals and departures) and where possible, the trips would be spread across the day and aimed to primarily avoid conflict with typical network peak hours.
It is expected that there would be a maximum of 15 construction workers on site at one time and staff vehicle movements would typically occur at the start and end of the working day and generally not coincide with the movement of large construction vehicles. Vehicle parking for site workers during all stages of construction will be accommodated on-site. This could be secured by condition.

For the purposes of the construction of the BESS facility, a temporary access would be created from the end of the houses on Wood Street via a new gated access track which would continue through the fields to the site. Where the access track crosses PRoW 9SS (access to Yew Tree Farm to the east), a gate would be put in place to ensure pedestrian priority and safety is maintained at this crossing. The temporary access track would thereon follow the eastern side of the field where it would split to enable access to both sides of the site and for the construction compound area for deliveries, parking and the storage of materials. The temporary access track within the fields would comprise heavy duty roadway matting.

Post construction, the temporary access route would be reinstated to its former state and the compound area would be surfaced by a grassland mix.

For maintenance/operation purposes, access would be from Ringley Road to the west of Wood Street and along PRoW 9SS which runs past Yew Tree and which is used farm vehicles, horse boxes and other vehicles of similar sizes.
Trips to the site would be circa twice a month, the majority of which would be by a light vehicle. This access is also suitable for emergency vehicles.

It is noted that there have been objections to the development on the basis of highway safety,

the ability of the road network to accommodate the type and frequency of traffic necessary to construct the development, impacts on Wood Street itself including parking for residents and users of the Outwood Trail.

As noted above, the application has provided details of use of the local highway network, types and size and frequency of deliveries, parking and details of how the site would be accessed via Wood Street and the temporary access track.

A Construction traffic Management Plan also details how the site would be managed during the construction works and what remediation and reinstatement works would be in place following completion of the development. Other than the route along Wood Street and past the terraced houses, during the construction period, no other works are proposed to the area which serves users of the Outwood Trail Public Right of Way. The applicant states that local residents on Wood Street would be informed by the contractor as and when deliveries would be carried out.

There will undoubtably be an impact during construction works with a higher volume of traffic accessing the site than the current usage. However, there is no reason to conclude that the impacts would be so severe as to warrant a refusal in NPPF terms. Disturbance will occur as it does with any development and measures can be put in place to manage construction traffic as set out above.
In terms of the operational phase, the intention is that these facilities are unmanned with limited vehicle movements (twice a month) associated with them.

The details have been assessed by the Local Highway Authority are satisfied with the level of detail provided, subject to conditions including submission of a dilapidation survey and implementation of the measures detailed in the construction traffic management plan.

Therefore, having regard to all of the above, it is considered that subject to conditions, the proposal is considered acceptable in terms of its impact on the local highway network, highway safety and the interaction with the PRoW's and would therefore comply with policies HT2/4, JP-C5, JP-C6, JP-C8 and the principles of the NPPF.

Ecology

Summary

There are no significant ecological issues with this development. Issues relating to bats, nesting birds and invasive species can be dealt with via condition. 10% Biodiversity net gain is achievable on-site.

Bats

Two trees were identified as requiring further assessment if they need to be removed to facilitate the development, both however appear to be retained. GM Ecology Unit (GMEU) therefore recommend a condition is applied to any permission as follows -

The removal of two oaks may have the potential to cause harm to bats as identified in the Preliminary Ecological Appraisal ADAS ref: 1052520/WNT69105-1860 (00) section 7.3.2 and shall not in any circumstances occur unless further survey is carried out and provided to and agreed in writing by the Local Planning Authority.

Other Protected Species

Whilst other protected species such as otter and badger are likely to be present in the wider area and ponds are present within 250m, GMEU are satisfied given the nature of the development site, short grazed grassland that the likelihood of an offence is very low. GMEU would also note that the ponds within 250m have been surveyed historically and no great crested newts found. No further survey information is required and that general precautionary

working measures will be adequate.

Nesting Birds
Whilst the main development site is short grassland, trees and scrub may require cutting back to enable access, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition be applied that no works to trees or shrubs shall occur between the lst March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the Local Planning Authority.

Other Wildlife
As noted by the consultant species such as badger and amphibians could utilise the site on occasion as could other wildlife. There is therefore a low risk of harm during construction. GMEU therefore recommend a condition that prior to any earthworks or vegetation clearance a precautionary working measures method statement for mammals and amphibians will be provided to and agreed in writing by the Local Planning Authority.

Invasive Species
Himalayan Balsam, Giant Hogweed and Japanese Knotweed are located in close proximity to the site, with associated biosecurity risks primarily as a result of access and seed tracked off-site. Given the extent of these species in the locality eradication would be unreasonable. GMEU therefore recommend a condition that prior to any machinery on-site a precautionary working measures method statement including biosecurity protocols, will be provided to and agreed in writing by the Local Planning Authority

Following the Planning Committee meeting in September, concerns were raised about the extent and proximity of invasive species at the site and surrounding the site. The recommended condition was considered not to sufficiently 'do the job' to provide the comfort that invasive species would be fully eradicated from the site and not be transported off the site by any means.

With the agreement of the applicant, the condition has been re-worded, for the submission of a scheme for the eradication of invasive species and a timetable for its implementation -

Prior to any machinery on-site a precautionary working measures method statement for mitigating the transportation of invasive species, Himalayan balsam, giant hogweed and japanese knotweed, including biosecurity protocols and an eradication plan and timetable for all invasive species within the site area, shall be submitted to and agreed in writing by the LPA. The approved eradication plan shall be carried out in accordance with the approved details and timetable, and the approved precautionary measures shall be implemented prior to the commencement of the development and the precautionary methods thereafter maintained for the duration of the construction works and employed following any subsequent visits for maintenance purposes post construction.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)
Section 187 of the NPPF 2024 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021).

The development will result in the loss of around half a hectare of low value grassland to development, with a similar area of low value grassland enhanced and a hedge planted around the site. There appear to be no significant species issues.

A BNG assessment has been provided that indicates 10% net gain can be easily achieved on the site. GMEU accept that this is the case, the only query being whether the baseline has been over-estimated as the applicant has identified the woodland on the site as high value habitat and GMEU are aware that the majority of the woodland on Outwood was plantation following the restoration of Outwood Colliery and the power station in the 1980's. Some is however natural regeneration that could have developed into Lowland deciduous woodland.

As this does not materially change the proposals, any amendments to the baseline can be left to discharge of conditions stage.

The habitat creation and enhancement proposals on the site are significant as defined by Defra. Therefore a Habitat Management and Monitoring Plan (HMMP) for the other neutral grassland and species rich hedgerow with trees should be provided. A legal agreement or condition will also be required to control the HMMP over a 30 year period. Based on the number of units generated a legal agreement would be proportionate, but given the simplicity of the habitat created and fact that there is flexibility to reduce the post development habitat condition and still achieve 10% net gain, GMEU would have no issues with a standard condition and would be for the Local Planning Authority to decide.

To discharge the statutory biodiversity condition the finalised metric, HMMP and biodiversity gain plan will be required.

With regards wildlife, GMEU agree with the consultant that the provision of bird and bat boxes on retained trees should occur. The details can be provided via condition.

With regards to ecological issues, it is considered with mitigation measures and conditions, the proposed development would be acceptable and comply with Policies JP-G7, JP-G8 and the principles of the NPPF.

Fire safety
In terms of hazards and potential risks associated with BESS facilities, these can relate to manufacturing or installation errors, damage to battery cells due to environmental risks, release of toxic gases and chemical spills.

The applicant has provided a Fire Statement regarding the fire safety management systems which would be employed on the proposed BESS and submitted an Outline Battery Safety Management Plan which would be in place in the event of an accident.

The primary response to managing risks is in the implementation of preventative measures, including manufacturing and construction/installation standards, regular and effective maintenance routines, appropriate site selection and layout, remote monitoring, automatic detection, venting and shutdown, and security (physical and cyber).

BESS facilities are fitted with remote and automatic detection systems for fire detection, alarms, emergency shut off, and fire suppression. New BESS facilities are also designed to contain fires to individual units and prevent cascading thermal events to other containers and as a result, safety related incidents are rare in the UK.

For the proposed Radcliffe BESS, the applicant sought pre-application consultation from the Greater Manchester Fire and Rescue Service (FRS) and formal written advice was received in September 2024. Their response made no objection to the proposal, subject to compliance with advice relating to access road standards, provision of an on-site static water tank supply for firefighting purpose, separation between units and vegetation and emergency/risk management.

In response to the FRS, the BESS design was reconsidered, with key changes including the addition of a secondary access and provision of an on-site static water supply for firefighting purposes. The advice received from the FRS is consistent with the National Fire Chiefs Council (NFCC) Grid Scale Battery Energy Storage System Planning Guidance for FRS document, and Approved Document B Volume 2.

In their consultation response to the planning application, the FRS advised that the vehicular access should be in line with Approved Document B Vol 2 that new sites should have an outline battery storage safety management plan and that the National Fire Chiefs Council (NFCC) guidance be used for the Grid Scale Battery Energy Storage Systems.

The submitted Outline Battery Safety Management Plan includes an outline emergency response plan, the main objectives are to -

- contain and control an incident to minimise effects and limit damage to persons, the environment and property;
- identify key organisations and operator staff and their respective roles when responding to an incident
- communicate the necessary information to the emergency services and authorities concerned in the area
- provide information on risks and hazards presented on site, alongside detail of risk management, detection, mitigation and response measures in place.

In summary, the outline safety management plan including the emergency response plan confirms that the design, layout and emergency procedure for the BESS facility would be consistent with the National Fire Chiefs Council Grid Scale Battery
Energy Storage System Planning Guidance for FRS document, Approved Document B Volume 2 draft National Fire Chiefs Council planning guidance.

A condition would be included that before the commencement of development, the applicant submit a full and detailed Battery Safety Management Plan to be prepared when the BESS specification is chosen and when the relevant emergency site contacts are known, in consultation with Manchester Fire Service.

It is therefore considered the proposed development, with the mitigation and measures in place advised and assessed by professional bodies would be acceptable and comply with Policy JP-S1, JP-P1 and the principles of the NPPF.

Coal Authority
The Coal Authority confirm that part of the site falls within the defined Development High Risk Area.

The Coal Authority records that the southern part of the site is in an area of historic recorded likely unrecorded coal workings at shallow depth. Voids and broken ground associated with such workings may pose a potential risk to surface stability and public safety.

They note that this application has been accompanied by a Phase I Geo-Environmental Assessment Report (LN/M5678/13072 Rev B) prepared by Brownfield Solutions Limited, dated 7th April 2025. The report has been based upon a review Coal Authority data and geological information, and concludes that “The area where built development is proposed is not in the Development High Risk Area. Thus, a Coal Mining Risk Assessment is not considered to be required at this stage.”

In light of the above, the Coal Authority confirm that the proposed Battery Energy Storage System (BESS) facility and associated infrastructure would be sited entirely outside the

defined Development High Risk Area, with only the proposed access track maintenance access located within the High Risk Area.

The Coal Authority's Planning & Development Team wishes to raise no objection to this planning application. An informative note would be included to direct the applicant to contact the Coal Authority should any coal mining features be encountered during development.

Electricity North West
Electricity North West Ltd (ENWL) confirm there is infrastructure located on land associated with this application.

The applicant should be advised that great care should be taken at all times to protect electrical apparatus and any personnel working in its vicinity. Anyone working in proximity to any of our apparatus (whether above or underground) should be referred to two relevant documents produced by the Health and Safety Executive (available from The Stationery Office Publications Centre and The Stationery Office Bookshops), and advised to follow the guidance given.

The documents are as follows:-
HS(G)47 - Avoiding danger from underground services
GS6 - Avoidance of danger from overhead electric lines

ENWL offer a fully supported mapping service, providing up to date information about the location and status of our apparatus. Further information can be found at https://www.enwl.co.uk/advice-and-support/line-search-before-you-dig, alternatively you can call us on 0800 195 4141.

It is advisable that the developer and/or their contractors make contact with ENWL as soon as reasonably practicable to discuss the location of our assets and their proposals, to ensure there is no unnecessary delay to any works they wish to carry out.

United Utilities
Confirm the drainage proposals are acceptable in principle subject to a condition the development be carried out in accordance with the approved details.

UU have identified that a public sewer crosses the site and it is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development.
They have also identified that a sludge pipeline operating at high pressure crosses the proposed site red edge (access road). It must not be built over or their access to the pipeline compromised in any way.
This would be a matter for the applicant to address.

Planning balance
The development would result in some harm to the visual appearance of the landscape. However, given the wide topography, natural containment of the site, landscaping mitigation measures and limited value of the site as a recreational function in itself, it is considered this harm would be limited and outweighed by the public benefits of the proposal. The proposal has been found not to be inappropriate development in the Green Belt and would and it would also deliver significant biodiversity net gain.

National and local planning policy recognises the importance of supporting and renewable energy projects and the BESS facility would support the ongoing shift to renewable energy to help combat climate change.

A BESS facility also requires connections to the local grid which in this case would be to the electricity sub-station.
The Site Selection process identified that the site would present the only viable [option for the facility and as such it is considered a rational and considered approach has been taken to choosing the selected site.

Technical matters can be adequately addressed through the imposition of appropriate conditions.

The BESS facility would also be a temporary facility and decommissioned after 40 years, where after the land would be reinstated.

It is therefore considered that the proposed development would be acceptable and comply with local and national planning policies.

Response to objectors
The applicant has submitted a response to the objections raised by local residents, summarised as follows -

Fire risk
- Grid scale Battery Energy Storage Systems (BESS) are no longer a new technology, and the fire safety of them is constantly improving, both by way of reduced combustion risk and improved emergency response planning from operators and fire and rescue services. As a result, safety related incidents involving BESS facilities are rare in the UK.
- BESS facilities are fitted with remote and automatic detection systems for fire detection, alarms, emergency shut off, and fire suppression. New BESS facilities are also designed to contain fires to individual units and prevent cascading thermal events to other containers.
- The proposed BESS Facility has been designed consistent with the Greater Manchester Fire and Rescue Service advice.
- Some of the objections suggest there would be benefit in the producing an emergency response and risk management plan. The applicant routinely prepares such documents for all its BESS facilities and therefore would be accepting of this requirement as a pre-commencement condition.

Construction traffic
- Several objections raise concern regarding construction traffic impacts to residents, horses, stock and wildlife due to noise, dust and vibration.
- A comprehensive Construction Traffic Management Plan has been submitted with the application and includes a suite of best practice measures to mitigate impacts to nearby residents.
- The duration of the construction would be limited to a short period of 6 months and mitigation measures would be in place including wheel washing facilities, water suppression road sweeping.
- Emissions would not be significantly more perceptible than occurs on the surrounding road network and the LPA Air Quality Section did not require an air quality assessment.
- Some minor vehicle vibrations may be perceptible but not significant to cause damage to houses.
- Heavy goods movements would be an average of 10 trips a day (weeks 4-8), reducing to 2 trips a day (weeks 12-20)

Public Rights of Way
The construction would not require the closing of any PRoW. Where vehicles cross PRoW 7SS and 9SS, signage and gates would be put in place with a banksman to direct all vehicles.

Damage to Wood Street

- A walk-over condition survey and photographic record made pre and post construction would be carried out in agreement with the LHA. Any damage attributed to the BESS development would be rectified.

Operational traffic

- Estimated at 2 visits per month by a 4x4 vehicle or van, trips would be minimal and impacts considered negligible.

Parking on Wood Street

- Parking for residents on Wood Street will be maintained for the duration of construction as outlined in the CTMP.
- Construction worker parking and deliveries would be within the site compound areas and would not occur on Wood Street.
- Deliveries would be managed and residents alerted prior to all deliveries to the site.

Biodiversity

- The Preliminary Ecological Assessment confirms only habitat lost would be modified grassland, of negligible ecological importance.
- nearby woodland would be retained and unaffected.
- Enhancements would include BNG of 39.47% through the planting of hedgerows and meadows, bat roost boxes, seeding with wildflower, eradication of invasive species.
- Surveys concluded there would be no significant impact on bats.

Spread of invasive species

- The Invasive Non-native Species survey recommended an eradication programme and control methods to be implemented during construction.

Operational noise

- The application is supported by a Noise Impact Assessment that models and assesses the operational noise emissions that would be experienced at the nearest sensitive receptors. Noise would be within the lowest Observed Adverse level Effect during day and night periods, which would be in accordance with WHO and IEMA Guidelines for Environmental Noise Impact Assessment. and as such noise impacts would be low.

Location within the Green Belt

- The application advances a case for Grey Belt. The following are also considered to be Very Special Circumstances - No significant harm to openness, small footprint of development, landscape mitigations, temporary nature of the development, support for the renewable energy transition to meet net zero targets, Support in national planning policy and a Biodiversity Net Gain of 39.47% through the planting of hedgerows and meadows.
- Recent case law has supported BESS developments in the Green Belt, six relevant appeal decision have been cited in the Planning, Design and Access Statement.
- A comprehensive Site Selection Report was submitted with the application which sets out the sequential process that has been used to appraise the suitability of potential alternative sites. The report concludes that, although the site is within the Green Belt, there are no other more preferential, suitable or available locations either within or outside of the Green Belt within the required area of search.

Visual impact

- A Landscape and Visual Appraisal (LVA) has been submitted
- The Irwell Sculpture Trail passes through the northern extent of the site and follows its eastern boundary. From here, the development will be partially visible but will be experienced in the context of existing infrastructure and wooded landscape.

- Outwood Trail, Irwell Valley Trail and National Cycle Route 6 are located to the east of the site. Views of the site from here are largely filtered by woodland but may be available in some sections.
- The Rotary Way walking route is located 181m to the southwest, where intervening hedgerows and trees provide some screening, with only glimpsed and filtered views of the development possible.
- The effects will be localised, minor, and reversible following decommissioning.

Permanency
- The facility would be for a temporary period, and the applicant is willing to accept a time limited grant of planning permission and a condition requiring the preparation of a decommissioning strategy at the end of the 40 year period.

Air quality (other than traffic)
- Normal ongoing operation of the development will not cause air quality related impacts, nor generate dust.
- Limited excavation is proposed to be undertaken, during which workers will employ sediment and erosion controls.

Cable route
- In order to avoid impacts to existing trees, a horizontal directional drill method is proposed to be used to install the cables underneath the trees without impact.

Community Consultation
- A Statement of Community involvement has been submitted with the application which outlines how the applicant took measures to engage with the community to outline the proposals, prior to the submission of a formal application, which is considered proportionate to the scale and nature of the development.
- One consultation letter was sent out to 22 local residents on 4th March 2025. The letters provided contact details inviting community members to get in touch and share their views of the proposal. No contact was made from community members in response to the letters.
- Consultation with Manchester Fire and Rescue Services has also informed the design layout in relation to access roads, locating nearby fire hydrants, sizing of the on-site static water tank supply, separation between units and vegetation, and emergency/risk management.

Support
It is also noted that two public comments have been received which cite the following factors -
- Close proximity to existing substation.
- Energy storage is essential to support a move to renewable energy that produce energy intermittently.
- The low cost of renewable energy development, relative to other technologies.
- Renewable energy reduces the UK's dependence on imported energy.
- Job creation.
- Relative lack of pollution emissions.
- Carbon neutrality.
- Low ecological value on the site, noting its grassed nature.
- Lack of significant impact to the immediate area.

Response to other considerations
- The Arboricultural Report confirms there would be no tree removal
- The development would result in a biodiversity net gain of 39.47% which exceeds the statutory 10% requirement and as such unreasonable to require additional contributions.

- A dilapidation survey (including photographs) would be carried out pre and post construction. Any repair works required would be funded by the applicant.
- Volunteering to become involved in Outwood Country Park would be a private matter for the applicant.
- The applicant would be required to submit a detailed Battery Safety Management Plan prior to the commencement of development.

Other matters
Following the September Planning Committee meeting, discussion arose around a contribution to a community fund or other form of contribution by the applicant by way of benefitting the local community.

As detailed in the above report, the proposed development has been considered appropriate development in land use terms and issues relating to siting, access, layout and ecological impacts all conclude the development as acceptable and compliant with planning policy.

The debate at Planning Committee has however 'opened the door' to discussions which are now taking place and are ongoing between the applicant and a local community group to either provide support, whether that be financially or otherwise, to support local facilities or projects for example, within the area.

From a planning perspective, this offer is considered NOT to be required to make the development acceptable and are not material planning considerations.
It has not been taken into account when considering the merits of the development proposals nor should it be taken into consideration when determining the application.

Response to the representations received following the September Planning Control Committee meeting

Response to Highway improvement requests
- The majority of the concerns raised relate to highway maintenance issues on Ringley Road West which are the responsibility of the Highway Authority and could not reasonably be passed on to a developer unless improvements were required due to a significant detrimental impact from the development.
- With respect to Wood Street, this is a private street which is also a public right of way. From the perspective of the Highway Authority, the surface is currently of a standard commensurate with its use and conditions. A condition can be added to ensure that these standards are maintained.
- It is considered that given the scale of development and that the construction of the development would be short term and not cause significant highway disruptions or require significant works to the public highway, it would not be reasonable or appropriate to require the developer to carry out any highway significant works as a result of the development other than dilapidation events as discussed above.

Response to Invasive species improvement requests
- As stated above, the condition for the invasive species has been re-worded to include the requirement for the submission of a scheme for the eradication of invasive species and a timetable for its implementation across the development site area.
- Should the applicant wish to engage with a local community group to expand any clearance/management of invasive specifies, this would be outside the remit of the planning application and would be outside of the red edge.

The applicant has provided a response letter to the Planning Committee members to comment upon the additional representations received.

Alternative brownfield sites

- Due consideration has been given to identifying brownfield sites throughout the site selection process which is detailed in the application documentation.
- Many sites are not suitable as they are simply not large enough to accommodate battery developments and where larger sites exist, they are often earmarked for other redevelopment plans and are therefore unviable for small scale BESS facilities.
- Brownfield sites within a 1km radius of the Radcliffe PoC were investigated including ti the north of Sion Street. As detailed in the above report, Crossing the River Irwell would require significant drilling and extensive cabling and complicated installations which would also result in greater ecological impacts with impractical and costly maintenance.
- It has therefore been reasonably proven that there are no suitable or viable brownfield sites for the scale of the proposed development.

Site selection search area

- In representations, i has been suggested that the search area is extended beyond 1km.
- A 1km search area for the Radcliffe Sub-station was chosen as the export capacity was low, and connecting any further would deem a scheme unviable due to the costs associated with cables, installations, 3rd party ownership and environmental impacts.
- In an Appeal decision the inspector summarised the key locational requirements, stating

'The development of a BESS has one key locational requirement. That is the availability of and proximity to a grid connection. Access to the local grid is the biggest constraint facing the alternative energy supply and associated infrastructure industries. Sites need to be located close to a point of connection (POC) to the grid, so as to minimise the loss of energy during transmission and the grid must have capacity to absorb the electricity discharged at times of peak demand.'

- The appeal decision was upheld with the judge stating it is tolerably clear why in that context the inspector found that the ASA was robust in concluding that there were no alternative sites, given the grid connection requirement"**.**

Fire safety

The proposed BESS layout is consistent with the minimum separation distances prescribed under the NFCC Grid Scale Battery Energy Storage System Planning Guidance for FRS document, which requires BESS units to be at least 10m clear of combustible vegetation. Further fire safety related mitigation measures are detailed within the Fire Statement and Outline Battery Safety Management Plan already submitted with the application.

To conclude

For the reasons detailed above, the development hereby approved is considered to be acceptable with the recommended conditions.
required to make the development acceptable nor are they material to the consideration of the development proposals.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
   Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. Permission is hereby granted for a limited period only, namely for a period expiring 40 years from the date of first operation of the development. Written confirmation of the first import of electricity date shall be provided to the Local Planning Authority within one month after the event. The facility/structures, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued at the end of the said period.
   Reason. In view of the temporary nature of the development and in order to retain control over its continued use having regard to the particular nature of the site and surroundings pursuant to The National Planning Policy Framework.

3. Not later than 12 months before the expiry of the permission, a decommissioning and site restoration scheme shall be submitted for the written approval by the Local Planning Authority. The scheme shall make provision for the removal of the development and the subsequent restoration of the site. The scheme shall include but not be limited to details of:
   - the extent of equipment and foundation removal and the site restoration to be carried out
   - the management and timing of any works
   - a traffic management plan, access arrangements and timings of vehicle movements
   - an environmental management plan to include details of measures to be taken during the decommissioning period to protect wildlife, habitats and tree features
   - location of materials lay down areas
   - full details of the site restoration.

   The approved scheme shall be implemented in full accordance with the agreed details and agreed decommissioning programme.
   Reason. To ensure safe and satisfactory procedures and operations are in place to protect the site, surrounding environment and amenities of nearby occupiers and ensure the site is returned to an acceptable condition pursuant to policies JP-S1, JP-P1 and the principles of the NPPF.

4. In the event the development ceases to export electricity to the grid for a continuous period of 2 years, a scheme for the restoration of the site in accordance with the details required under condition 3 of this permission for the decommissioning of the site, shall be submitted to and approved by the Local Planning Authority within 3 months of the end of the 2 year period. The approved scheme of restoration and decommissioning details shall thereafter be fully implemented in accordance with an agreed timetable.
   Reason. To ensure the site is returned to an acceptable condition within reasonable timescales and ensures
   safe and satisfactory procedures and operations are in place to protect the site, surrounding environment and amenities of nearby occupiers and ensure the site is returned to an acceptable condition pursuant to policies JP-S1, JP-P1 and the principles of the NPPF.

5. This decision relates to drawings and supporting documents/reports -

Location plan 121-10014 rev 14
Proposed site layout compound area 121-10002 rev 014
Proposed site layout 121-100003 rev 016
Proposed site layout with construction compound area 121-100024 rev 014

Transformer Station 121-10011 rev 002
Fire sprinkler tank dated 8/10/24
Proposed elevations and floor plan - Customer sub-station 121-10009 rev 002
Proposed elevations and floor plan - BESS battery container 121-10010 rev 002
Proposed elevations and floor plan - DNO substation 121-100014 rev 002
Proposed elevations and floor plan - Storage container 121-10009 rev 002

Landscape masterplan 1120099-ADAS-XX-XX-DR-L-8000 02

BESS cross section 121-10007 rev 003
BESS cross section north-south 121-100017 rev 001

Palisade fence and CCTV 121-10005 rev 001
Heras fencing gate 121-10015 rev 001
Access track 121-10008 rev 004

Topographical survey NE001445_0021_A_Figure_2
Topographical survey GPP1011-001
Topographical survey GPP1011-002
Topographical survey GPP1011-003

Landscape and Visual Appraisal 1120099-L-RP-01 dated March 2025

Flood Risk Assessment and Drainage Strategy 8/4/2025
Outline SUDS Design NE001445_0031_A_Figure_4

Updated Construction Traffic Management Plan July 2025 issue 2

Arboricultural Impact Assessment 10 April 2025 ref 1765-AIA-V1-A
Invasive Non-Native Species Survey dated April 2025 version 3.0
Preliminary Ecological Appraisal 1052520 / WNT69105-1860 (00) version 4

Site selection Assessment 31st March 2025
Noise Impact Assessment project no. 784-B065648 dated 4/4/25

Outline Battery Safety Management Plan dated 14th August 2025

and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

6. The removal of two oaks may have the potential to cause harm to bats as identified in the Preliminary Ecological Appraisal ADAS ref: 1052520/WNT69105-1860 (00) section 7.3.2. The removal of the oaks shall not in any circumstances occur unless and until a further survey is carried out and a report submitted to and agreed in writing by the local planning authority including any mitigation measures to be approved and any such mitigation

measures shall be fully implemented prior to the commencement of the works. The mitigation works shall remain in situ on the site for an approved period of time thereafter.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policy EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

7. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policy EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

8. Prior to any machinery on-site a precautionary working measures method statement for mitigating the transportation of invasive species, Himalayan balsam, giant hogweed and japanese knotweed, including biosecurity protocols and an eradication plan and timetable for all invasive species within the site area, shall be submitted to and agreed in writing by the LPA . The approved eradication plan shall be carried out in accordance with the approved details and timetable, and the approved precautionary measures shall be implemented prior to the commencement of the development and the precautionary methods thereafter maintained for the duration of the construction works and employed following any subsequent visits for maintenance purposes post construction.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policy EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

9. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:
1. a non-technical summary;
2. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
3. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
4. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
5. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.
has been submitted to, and approved in writing by, the local planning authority.
Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Places for Everyone Joint Development Plan Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

10. Notwithstanding the details indicated on the approved plans and 'Construction Traffic Management Plan' (24-0306 Issue No. 2 dated July 2025), no development shall commence unless and until
a) a dilapidation survey of the Public Rights of Way leading to, abutting and

crossing the proposed site access route in the event that subsequent remedial works are required following construction of the development. Any required remedial works and details subsequently approved shall be implemented to an agreed programme.
b) a dilapidation survey of Wood Street in the event that subsequent remedial works are required following construction of development. Any required remedial works and details subsequently approved shall be implemented to an agreed programme.
Reason. To ensure good highway design and to maintain the integrity of the adopted highway pursuant to Policies EN1/2 and JP-C8.

11. The site access arrangements, measures, including pedestrian signage, and facilities detailed in the approved 'Construction Traffic Management Plan' (24-0306 Issue No. 2 dated July 2025), along with measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations, shall be adhered to throughout the construction period.
Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent Public Rights of Way, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Policies EN1/2 and JP-C8.

12. Notwithstanding the submitted Outline Safety Battery Management Plan Issue 2 dated 14/8/25, prior to the commencement of development, a detailed Safety Management Plan shall be submitted for approval. The approved mitigation measures and recommendations of the Plan shall thereafter be implemented prior to first use of the development and retained for the duration of the development hereby approved.
Reason. To ensure the safe and satisfactory development of the site and future operations of the site pursuant to policies JP-P1, JP-S1 and JP-C8 and the principles of the NPPF.

13. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing NEO01445_003I_A_Figure_4, Rev A - Dated 03/03/2025 which was prepared by Neo Environmental. No surface water will be permitted to drain directly or indirectly into the public sewer. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.
Reason. To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding pursuant to PfE Policy JP-S4 and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

14. The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:
I. Risk Assessment (GQRA or DQRA);

II. Remediation Strategy & Verification Plan;

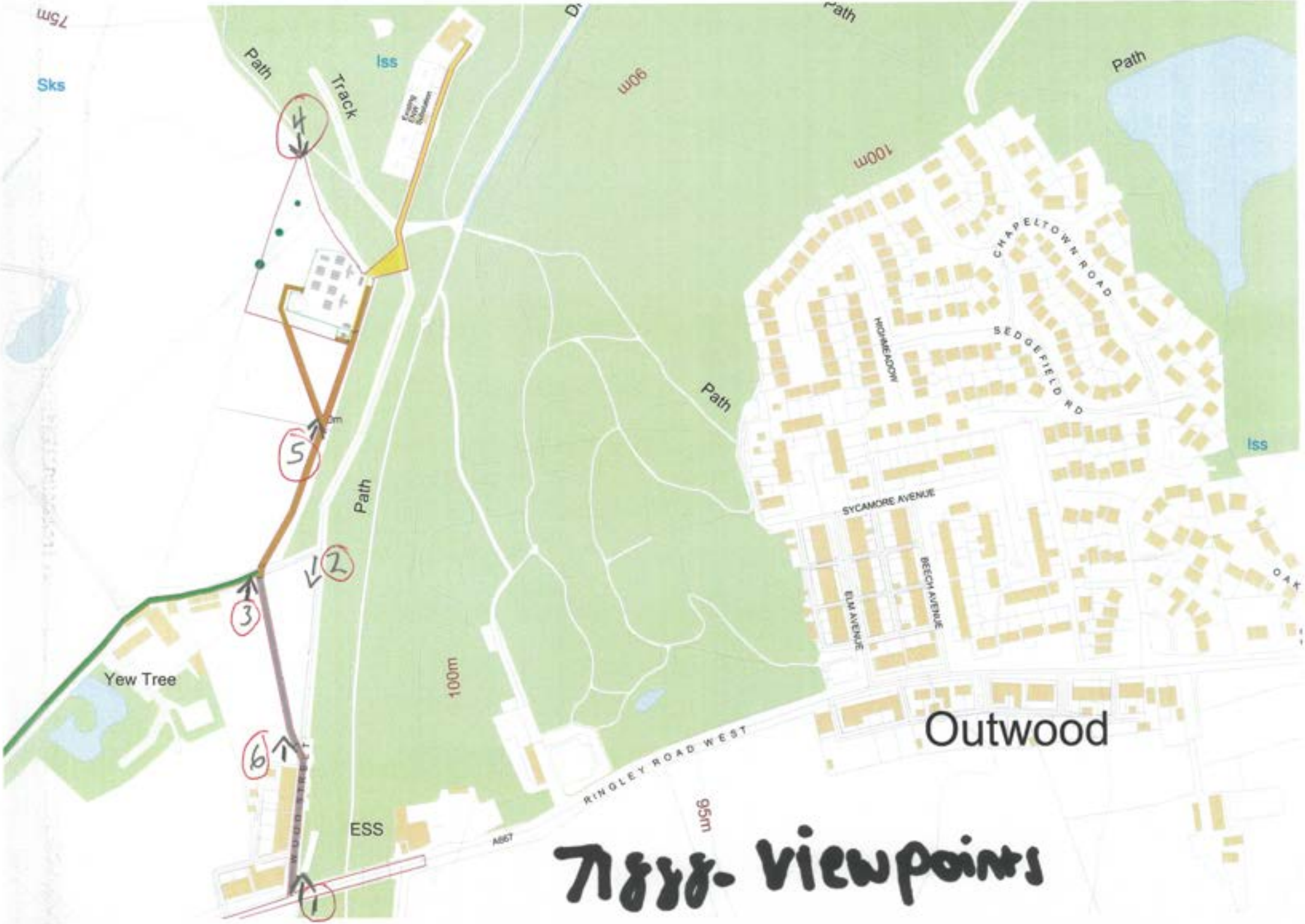
If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.
Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

15. Any soil or soil forming materials to be brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use.
Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to the Local Planning Authority for approval prior to any soil or soil forming materials being brought onto site.
The approved contamination testing shall then be carried out and validatory evidence (soil descriptions, laboratory certificates, photographs etc.) submitted to Local Planning Authority for approval prior to the development being brought into use.
Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

17. No external lighting shall be installed on the site unless and until details of the lighting including intensity of illumination and predicted lighting contours have been submitted to and approved in writing by the Local planning Authority. The development shall be carried out in accordance with the approved details.
Reason. To ensure the site and surround environment are not adversely affected by unnecessary or harmful light pollution pursuant to policies EN1/2, JP-P1 and the principles of the NPPF.

19. The development hereby approved shall be carried out in accordance with the landscape mitigation strategy outlined in chapter 9 of the Landscape and Visual Impact Assessment and in accordance with the Landscape Masterplan (1120099-ADAS-XX-XX-DR-L-8000 rev 02). The existing trees and vegetation on site shall be retained and protected in accordance with BS 5837:2012, the proposed hedge shall be of a native type and a bat and bird box should be provided on retained trees prior to first use of the development and thereafter maintained. The approved landscaping shall be implemented not later than 12 months from the date the development is first brought into use or within the first available tree planting season; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.
Reason. In the interests of visual amenity and to secure the satisfactory development of the site pursuant to Policies JP-G1, EN1/1 and EN8/2 – Woodland and Tree Planting

For further information on the application please contact **Jennie Townsend** on **0161 253-5320**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BEECH AVENUE
ELM AVENUE
OAK
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Yew Tree
RINGLEY ROAD WEST
Outwood
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Title- Viewpoints

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Photo 1

Photo 2

71888

Photo 3

Photo 4

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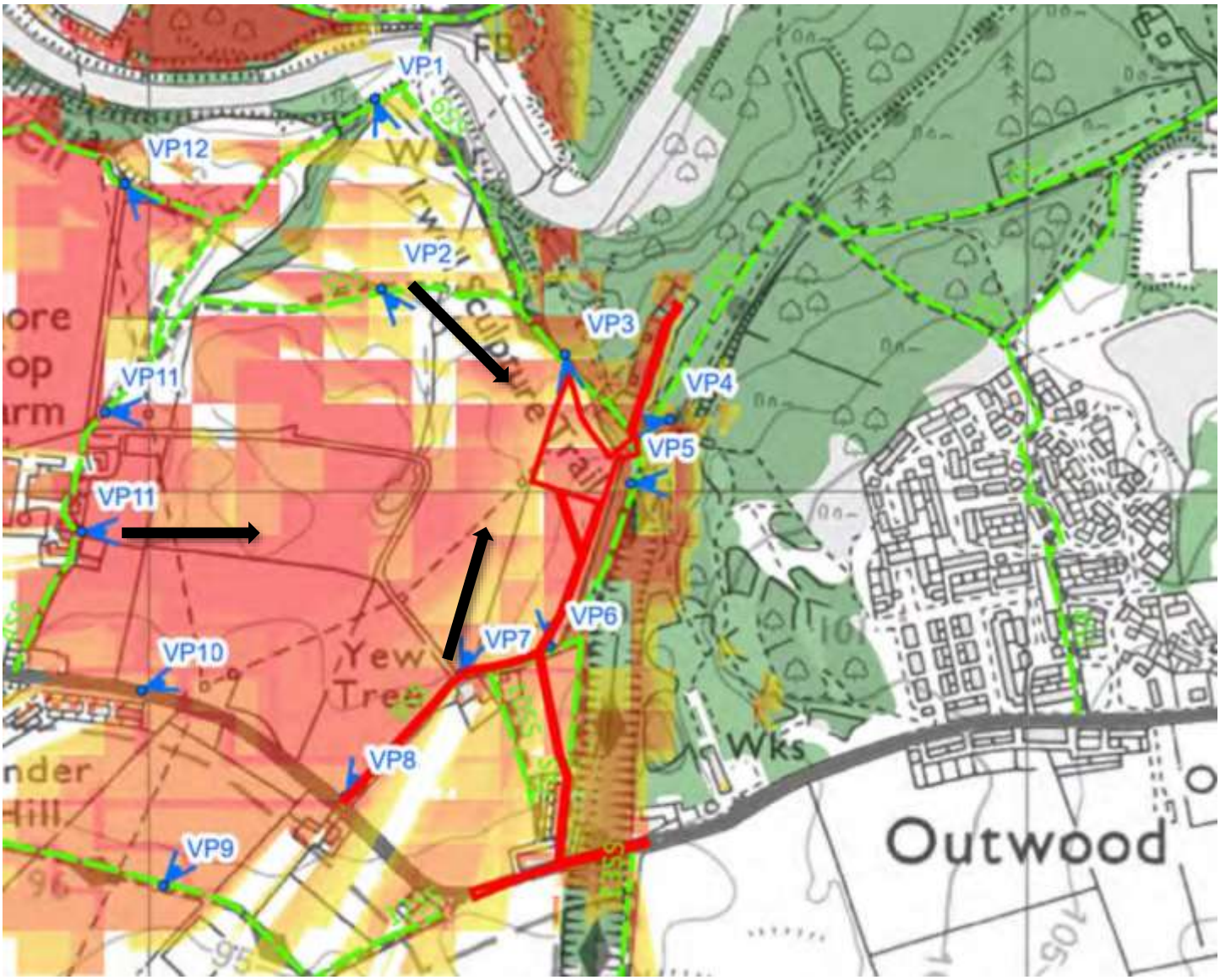
Photo 5

Photo 6



Viewpoints of photomontage

Notes
This photomontage illustrates location, size, colour and degree of visibility of proposal. The photomontage illustrates the massing of the proposal overlaid onto the original photograph. It aims to provide an impression of the proposed development subject to the limitations of those photographic, IT and printing technologies used in this production. This photomontage visualisation has been produced using current best practice methodology.

How To Use This Visualisation
This visualisation is a tool for assessment and is best used for comparison in the field from the viewpoint location noted. It cannot be considered a substitute for visiting the viewpoint location.

VISUALISATION (TYPE 3) - PROPOSED PHOTOMONTAGE VIEW - YEAR 1
VIEW FLAT AT A COMFORTABLE ARM'S LENGTH

Viewpoint 2: Looking south east towards the site from PRoW 555

Project: Shore Top House
Figure number: 1120099-ADAS-XX-XX-FG-L-8003
Issue: 01
Date of issue: 06/08/2025

Grid reference: 377265, 406230
Altitude (AOD): 75
Camera height above ground level: 1.6m
Distance from site boundary: 220m
Conditions: Cloudy

Date: 15/02/23
Time: 14:51
Camera: Canon 6D (Full frame sensor)
Lens: Canon EF 50 mm f/1.8 II
Equipment: Manfrotto pano head and leveller

Horizontal field of view: 90°
Paper size: A1 (594 x 841mm)
Image size: 820mm x 250mm
Projection: Cylindrical
Enlargement factor: 96% at A1

Notes
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VISUALISATION (TYPE 3) - PROPOSED PHOTOMONTAGE VIEW - YEAR 15
VIEW FLAT AT A COMFORTABLE ARM'S LENGTH

Viewpoint 2: Looking south east towards the site from PRoW 555

Project: Shore Top House
Figure number: 1120099-ADAS-XX-XX-FG-L-8003
Issue: 01
Date of issue: 06/08/2025

Grid reference: 377265, 406230
Altitude (AOD): 75
Camera height above ground level: 1.6m
Distance from site boundary: 220m
Conditions: Cloudy

Date: 15/02/23
Time: 14:51
Camera: Canon 6D (Full frame sensor)
Lens: Canon EF 50 mm f/1.8 II
Equipment: Manfrotto pano head and leveller

Horizontal field of view: 90°
Paper size: A1 (594 x 841mm)
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Projection: Cylindrical
Enlargement factor: 96% at A1

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VISUALISATION (TYPE 3) - PROPOSED PHOTOMONTAGE VIEW - YEAR 1
VIEW FLAT AT A COMFORTABLE ARM'S LENGTH

Viewpoint 7: Looking north east towards the site from PRoW 9SS

Project: Shore Top House
Figure number: 1120099-ADAS-XX-XX-FG-L-8003
Issue: 01
Date of issue: 06/08/2025

Grid reference: 377355, 405793
Altitude (AOD): 95
Camera height above ground level: 1.6m
Distance from site boundary: 10m
Conditions: Cloudy

Date: 15/02/23
Time: 11:45
Camera: Canon 6D (Full frame sensor)
Lens: Canon EF 50 mm f/1.8 II
Equipment: Manfrotto pano head and leveller

Horizontal field of view: 90°
Paper size: A1 (594 x 841mm)
Image size: 820mm x 250mm
Projection: Cylindrical
Enlargement factor: 96% at A1

Notes
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VISUALISATION (TYPE 3) - PROPOSED PHOTOMONTAGE VIEW - YEAR 15
VIEW FLAT AT A COMFORTABLE ARM'S LENGTH

Viewpoint 7: Looking north east towards the site from PRoW 9SS

Project: Shore Top House
Figure number: 1120099-ADAS-XX-XX-FG-L-8003
Issue: 01
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Altitude (AOD): 95
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Distance from site boundary: 10m
Conditions: Cloudy

Date: 15/02/23
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Camera: Canon 6D (Full frame sensor)
Lens: Canon EF 50 mm f/1.8 II
Equipment: Manfrotto pano head and leveller

Horizontal field of view: 90°
Paper size: A1 (594 x 841mm)
Image size: 820mm x 250mm
Projection: Cylindrical
Enlargement factor: 96% at A1

ShoreTop_PhotomontageL1(v01)

Notes
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VISUALISATION (TYPE 3) - PROPOSED PHOTOMONTAGE VIEW - YEAR 1
VIEW FLAT AT A COMFORTABLE ARM'S LENGTH

Viewpoint 11: Looking east towards the site from PRoW 4SS and Shore Top House

Project: Shore Top House
Figure number: 1120099-ADAS-XX-XX-FG-L-8003
Issue: 01
Date of issue: 06/08/2025

Grid reference: 376951, 406091
Altitude (AOD): 90
Camera height above ground level: 1.6m
Distance from site boundary: 480m
Conditions: Cloudy

Date: 15/02/23
Time: 15:08
Camera: Canon 6D (Full frame sensor)
Lens: Canon EF 50 mm f/1.8 II
Equipment: Manfrotto pano head and leveller

Horizontal field of view: 90°
Paper size: A1 (594 x 841mm)
Image size: 820mm x 250mm
Projection: Cylindrical
Enlargement factor: 96% at A1

Approximate extent of site

Notes
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How To Use This Visualisation
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VISUALISATION (TYPE 3) - PROPOSED PHOTOMONTAGE VIEW - YEAR 15
VIEW FLAT AT A COMFORTABLE ARM'S LENGTH

Viewpoint 11: Looking east towards the site from PRoW 4SS and Shore Top House

Project: Shore Top House
Figure number: 1120099-ADAS-XX-XX-FG-L-8003
Issue: 01
Date of issue: 06/08/2025

Grid reference: 376951, 406091
Altitude (AOD): 90
Camera height above ground level: 1.6m
Distance from site boundary: 480m
Conditions: Cloudy

Date: 15/02/23
Time: 15:08
Camera: Canon 6D (Full frame sensor)
Lens: Canon EF 50 mm f/1.8 II
Equipment: Manfrotto pano head and leveller

Horizontal field of view: 90°
Paper size: A1 (594 x 841mm)
Image size: 820mm x 250mm
Projection: Cylindrical
Enlargement factor: 96% at A1

ShoreTop_PhotomontageFL_Issue01

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Dimensions in meters unless otherwise stated

If in doubt, ask

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Notes

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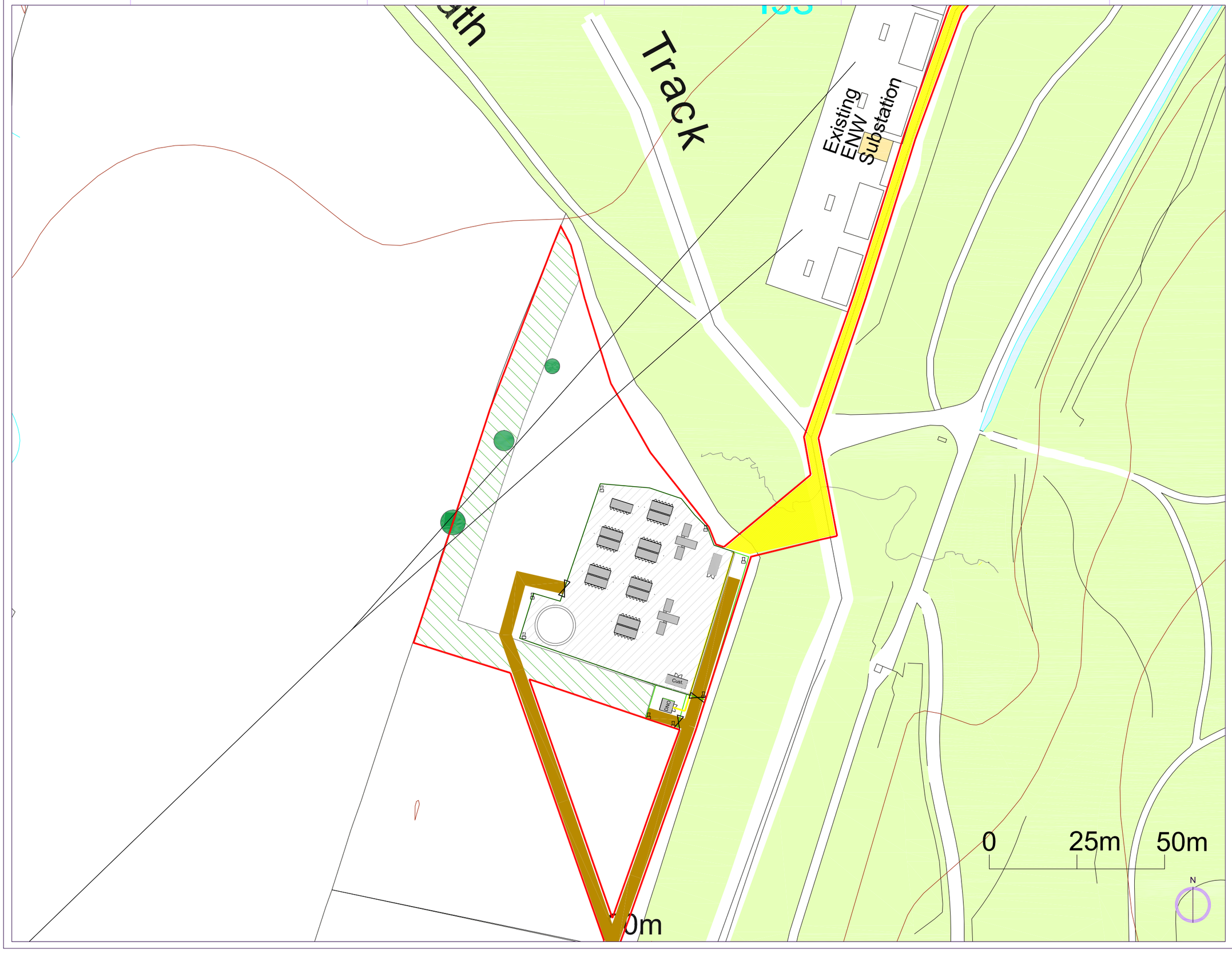
THIS DRAWING IS NOT FOR CONSTRUCTION

- Red Line Boundary
- Security Fence
- Cable Route/ Corridor
- Access Track
- Temporary Access Track
- Maintenance Access
- Overhead Line
- Compound Area Hardcore
- Landscape Buffer
- Tree
- Battery Container
- Transformer/ Inverters
- Storage
- Customer Substation
- DNO Substation
- CCTV
- Gate
- Water Tank

Drawn By: MSTP	Checked By: PC	REV	012
Date: 22.02.2023	Approved By: PC		

PROJECT	Shore Top Farm BESS
TITLE	Proposed Site Layout
CLIENT	Taiyo Power & Storage Ltd.
STATUS	
Sheet No: ENTER SHEETNO	Overall Plan: 1
Sheet Size: A3	
Scale: 1:5000	Drawing Number: 121-10003

Report all errors, omissions and modifications to the Low Carbon Alliance | Dimensions in meters unless otherwise stated | If in doubt, ask | Do not scale



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Notes

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THIS DRAWING IS NOT FOR CONSTRUCTION

- Red Line Boundary
- Security Fence
- Cable Route / Corridor
- Access Track
- Maintenance Access
- Overhead Lines
- Compound Area Hardcore
- Landscape Buffer
- Tree
- Battery Container
- Transformer/ Inverters
- Storage
- Customer Substation
- DNO Substation
- CCTV
- Gate
- Water Tank

Drawn By	Checked By	REV	014
MSTP	CD		
Date	Approved By		
20.03.25	CD		

PROJECT	Radcliffe BESS
TITLE	Proposed Site Layout Compound Area
CLIENT	Taiyo Power & Storage Ltd.
STATUS	

Sheet No	Bess Compound	Sheet Size
ENTERSHEETNO	1	A3
Scale	Drawing Number	
1:1000	121-10002	

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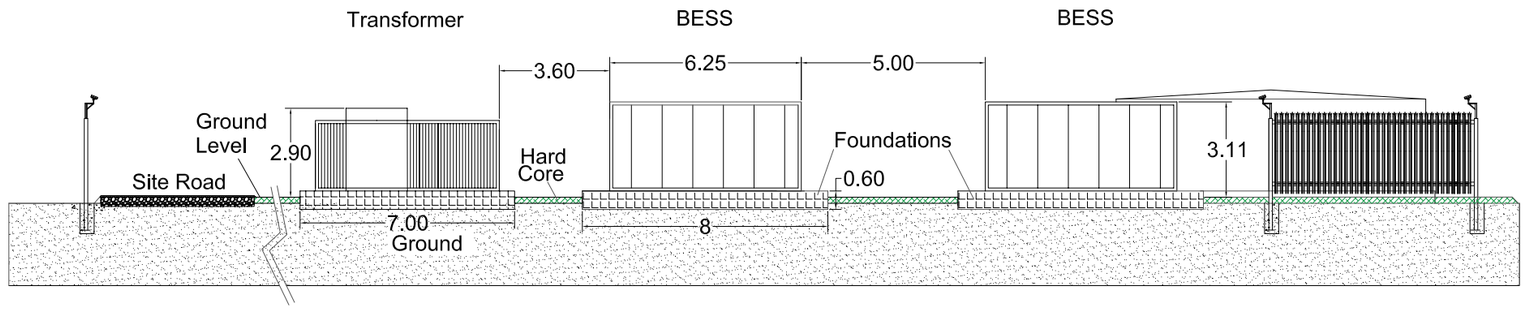
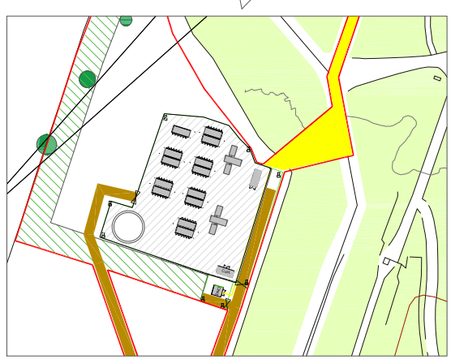


View



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THIS DRAWING IS NOT FOR CONSTRUCTION

Drawn By	Checked By	REV	002
MSTP	CD		
Date	Approved By		
20.03.2025	CD		

PROJECT	Radcliffe BESS
TITLE	BESS Cross Section
CLIENT	Taiyo Power & Storage Ltd.
STATUS	

Sheet No	Overall Layout	Sheet Size
ENTERSHEETNO	1	A3
Scale	Drawing Number	
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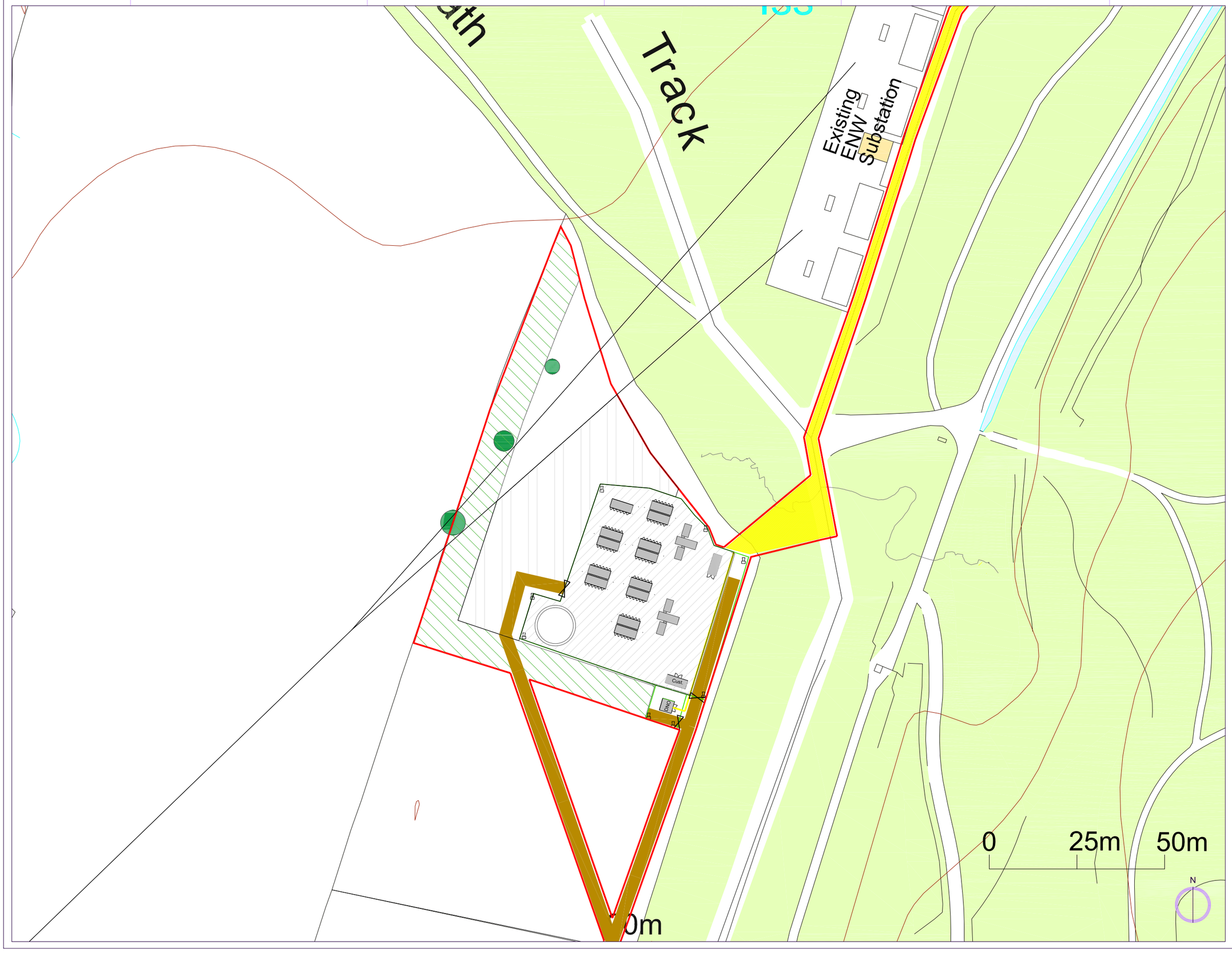
Report all errors, omissions and modifications to the Low Carbon Alliance | Dimensions in meters unless otherwise stated | If in doubt, ask | Do not scale



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Notes

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THIS DRAWING IS NOT FOR CONSTRUCTION

- Red Line Boundary
- Security Fence
- Cable Route / Corridor
- Access Track
- Maintenance Access
- Overhead Lines
- Compound Area Hardcore
- Landscape Buffer
- Construction Compound
- Tree
- Battery Container
- Transformer/ Inverters
- Storage
- Customer Substation
- DNO Substation
- CCTV
- Gate
- Water Tank

Drawn By	Checked By	REV	014
MSTP	CD		
Date	Approved By		
24.03.25	CD		

PROJECT	Radcliffe BESS
TITLE	Proposed Site Layout With Construction Compound Area
CLIENT	Taiyo Power & Storage Ltd.
STATUS	

Sheet No	Bess Compound	Sheet Size
ENTERSHEETNO	1	A3
Scale	Drawing Number	
1:1000	121-10024	

Notes:
Do not scale from this drawing.

Not to be used for construction purposes.

Existing vegetation on Site to be retained and enhanced. Exact planting specification/locations to be agreed via planning conditions / the final conditioned Landscape and Ecological Management Plan (LEMP).

0 100m 1:2,000

KEY

- Site Boundary (1.39ha)
- Existing Trees and Vegetation (Showing canopy extents)
- Proposed Hedgerow with Trees (To be maintained at a minimum height of 3m
- Grassland Mix - Emorsgate EM2 'Standard *General Purpose Meadow Mix*' or similar approved
- Proposed SuDs Basin - Emorsgate EM8 '*Meadow Mixture for Wetlands*' or similar approved
- Existing Overhead Lines
- Proposed Fence
- Proposed Maintenance Track
- Proposed Hardstanding

Public Rights of Way
- Existing Footpath

Rev	Date	Description	Drawn	Apprvd.
02	23/04/25	SuDs Basin added	SC	RG
01	24/03/25	-	SC	RG

RSK ADAS Ltd.

E: landscape@adas.co.uk

Manchester
ADAS, Fourways House, 57 Hilton St, Manchester, M1 2EJ

Oxford
ADAS, 11D Park House, Park Dr, Milton, Abingdon, Oxford, OX14 4RS

Client:
Taiyo Power & Storage Ltd.

Project No:
1120099

Project:
Radcliffe BESS

Drawing Title:
Landscape Masterplan

Drawn on:	Drawn by:	Approved by:
24/03/2025	SC	RG
Scale:	Size:	Status:
1:2000	A3	DRAFT
Drawing No.		Revision
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