

Appeal Decision

Hearing held on 18 September 2024

Site visit made on 18 September 2024

by Andrew McGlone BSc MCD MRTPI

an Inspector appointed by the Secretary of State

Decision date: 18 October 2024

Appeal Ref: APP/Q4245/W/24/3343250

Land off Golf Road, Wythenshawe, Manchester M33 2JT

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Cragside Energy Limited against the decision of Trafford Metropolitan Borough Council.
 - The application Ref is 111105/FUL/23.
 - The development proposed is a Battery Energy Storage System (BESS) including ancillary works and access arrangements.
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Decision

1. The appeal is allowed, and planning permission is granted for a Battery Energy Storage System (BESS) including ancillary works and access arrangements at land off Golf Road, Wythenshawe, Manchester M33 2JT in accordance with the terms of the application, Ref 111105/FUL/23, subject to the conditions in the attached schedule.

Main Issues

2. The proposal would be inappropriate development in the Green Belt, having regard to Policy R4 of the Trafford Local Plan: Core Strategy (CS) and the National Planning Policy Framework (the Framework). Therefore, the main issues are: (a) the effect of the proposal on the openness and purposes of including the land in the Green Belt; (b) the effect of the proposal on the Mersey Valley landscape; and (c) whether the harm by reason of inappropriateness and any other harm is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify the development.

Reasons

Openness

3. Openness has a visual and spatial aspect. The Framework confirms that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
4. The appeal site broadly has an L-shape arrangement. Ground levels slope downwards away from Golf Road within the site, but the main fall is in the middle of the site beneath the overhead electricity cables and pylon. The site is open and grassed and well contained by on-and off-site landscaping

situated along the site's boundaries, though less so along a section of the site's north-eastern boundary with the adjoining golf course. A timber post and rail fence separate the two fields that comprise the appeal site. Golf Road forms the site's eastern boundary. Golf Road and Fairy Lane are lined by a mixture of development, albeit less so beyond the north-eastern flank of the Metrolink tram line and the M60 motorway.

5. Two BESS facilities have recently been granted planning permission. One, Sale Golf Club (70 MW), is adjacent to the appeal site to the north-west; the other, Freshfields (99.9 MW), is to the south-east. There is a further 49.99 MW BESS that benefits from planning permission and is currently being built out at Sawfields Nursery to the southeast.
6. The proposed BESS would be located within a secure compound, along with associated infrastructure including a distribution network operator (DNO), substation, DNO control room, welfare room, and auxiliary transformer. There would be three areas containing battery units and inverters, with one of those also containing a welfare cabin and a spare parts container.
7. Spatially, the development would occupy a considerable extent of undeveloped land. Although some of the land would be used for landscape and ecological improvement works, the type and nature of the development proposed is functional and utilitarian. The development would be laid out around the site's shape and extend somewhat from Golf Road. While the development would be well contained by existing and improved landscaped boundaries, it would not prevent a spatial loss of openness.
8. Mature planting reduces, filters, or obscures views of the site from public vantage points, but the proposal would be a stark change to an undeveloped site, especially when viewed on Golf Road near the site and from Fairy Lane on the bridge over the motorway. That localised visual effect would increase during the winter months when many plants are not in leaf, but owing to the strength of landscaping on the eastern side of Golf Road, the golf course, and adjoining plots, the proposal would still be viewed through that landscaping.
9. Further afield, such as from the footpath along the river Mersey, the proposal's visual effect would be modest owing to the woodland on the golf course. Planting on the appeal site would only aid that, especially once it becomes established and is managed. There may be some glimpsed views during the winter months, but these would be at a distance, and the views would be filtered through the established landscaping.
10. Overall, the proposal's effect on the openness of the Green Belt would vary during the year due to on-and off-site vegetation. However, the extent of the development is considerable, and it would extend away from the transport corridor, and the height of the various infrastructure would rise about much of the landscaping or to a height whereby it would be more obvious, even with the overhead electricity cables and pylon. Although there are three nearby BESS facilities with planning permission or part built, they are smaller and do not change my conclusion that the proposal would result in a loss of openness to the Green Belt. That effect would be time limited to 30 years, but that is still a lengthy period, and therefore the harm caused in that period would be moderate. I conclude that the proposal would conflict with CS Policy R4.2, Policy JP-G10 of the Places for Everyone Joint Development Plan Document 2022 to 2039 (PfE), and Framework paragraph 142.

Purposes

11. The proposal would not safeguard the countryside from encroachment due to its footprint, which would see built form spread across most of the site during its operational period. While landscaping would be added, the whole development would be enclosed, and that development would extend away from Golf Road and wrap around existing linear development along the road. As such, conflict with purpose c) would result.
12. The town of Sale lies beyond the M60 motorway to the south-west. The town of Chorlton is to the north-east of the site, which forms part of the wider floodplain, which extends either side of the river Mersey and between the towns. There is limited development on the land between Sale and Chorlton, and the gap between them ranges from around 880 metres to 1.1 km. The combination of the M60 motorway, the Metrolink and the river Mersey, including its flood plain, along with the land's Green Belt designation, have kept Sale and Chorlton apart. The land comprising the appeal site and that immediately next to it were assessed as performing a strong role against purpose b) in the Greater Manchester Green Belt Assessment, July 2016.
13. The appeal scheme would not result in those two towns merging, but it would see the existing gap reduced for a section. The reduction would be in the region of 220 metres, which is not limited. Spatially, the gap would be reduced by more than the existing rearmost point of development that lines Golf Road/Fairy Lane, albeit this arbitrary line does not account for the South Manchester substation. Although the edge of Chorlton may not be visible from the appeal site or public vantage points near the site or along parts of the river Mersey, and the transport corridor between the site and Sale provides a hard edge to that settlement, the proposal would still not assist in preventing neighbouring towns from merging into one another. This is because the proposal would be perceived as an extension of the built environment on the eastern edge of Sale and the transport corridor that confines it. Hence, the proposal would conflict with purpose b) of Framework paragraph 143.
14. I conclude that the proposal would conflict with Framework paragraph 143 b) and c) and thus CS Policy R4.2 and PfE Policy JP-G10. Significant harm would result from those conflicts.

Mersey valley landscape

15. Framework paragraph 180 a) explains that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. The term 'valued landscape' is not defined in the Framework, and the Framework does not differentiate between designated or non-designated local landscapes in terms of value. It is therefore a matter of judgement. The Technical Guidance Note 02/21 (TGN) defines landscape value as the relative value or importance attached to different landscapes by society on account of their landscape qualities¹. I consider this to be a reasonable approach.
16. Different landscapes are valued by different people for different reasons. As outlined in Table 1 of the TGN, there are a range of factors to consider when identifying landscape value.
17. The appeal site is part of land locally designated as an 'Area of Landscape

¹ Technical Guidance Note 02/21 Assessing landscape value outside national designations

Protection'. The site is also part of a Broad Urban Fringe Valley Landscape Character Area (LCA). The river Mersey and its associated low-lying landscape contribute to local identity, quality of life, and the natural environment. The local populations in Sale, Stretford, Wythenshawe, Chorlton, and Didsbury can conveniently and directly access it for walking, cycling, exercise, and other forms of recreation, and the landscape is accessible by a range of transport modes, including the Metrolink. The landscape corridor provides a valuable, attractive green space and is a popular destination to travel to from the surrounding urban environment. Thus, the landscape holds recreational value. Furthermore, it provides habitat for wildlife in an area largely free from development, though there are recreational pressures.

18. The landscape's scenic value is not influenced by distinctive features or striking landforms, though it is formed around the natural path of the river. There are pleasant but not memorable or distinctive views or landmarks. The landscape does, however, function as a floodplain and is a multifunctional area of green infrastructure. But there is not a strong perceptual value, as user experience within the landscape means that the urban influence is never visually or aurally far away. It is not a landscape of high tranquil value, and while its character is influenced by the river, that is not a rare or unusual feature. Nor is the associated landscape which the site forms part of. It is not particularly distinctive despite its pleasing appeal, as it contains typical landscape features such as small and medium-sized fields bound by hedgerows, trees, and woodland, but it is in reasonably good condition. However, there is no clear evidence of geological, geomorphological, physiographic, archaeological, historical, or cultural interest or associations.
19. In the round, despite the landscape's recreational, scenic, and condition, I do not consider the appeal site to form part of a valued landscape, even though I acknowledge that it is valued locally.
20. While the proposal would not therefore conflict with Framework paragraph 180 a), PfE Policy JP-G1 seeks proposals that reflect and respond to the special qualities and sensitivities of the landscape based on several factors.
21. The proposed development would operate for a 30-year period after which it would be decommissioned, but that is still a significant period of time for a sizeable development that is utilitarian in appearance to influence and form part of a landscape. There would also be a period of construction that could last up to 18 months. The encroachment of urban development was identified as the most significant pressure in the Landscape Strategy Supplementary Planning Guidance (SPG), 2004, and that point remains true today despite the passage of time.
22. Although existing hedgerows and trees enclose the site and further native landscaping would help minimise the proposed development's wider influence in the landscape, the scale and nature of the proposal would still change the site's land use and field pattern. That would weaken the site's contribution to the area's traditional floodplain character, even though most of the development would be set below the ground level of Golf Road. Receptors would be able to experience the proposal's effect from a section of Golf Road and on approach from Sale across the motorway bridge. In doing so, people would be conscious of the transport corridor, existing pylons, and potentially other nearby BESS facilities, but also of the transition into the Mersey valley

landscape. During the winter months, there are also likely to be glimpsed views from a section of the footpath along the river and from a wider segment of Golf Road. These would result in an effect on the perceptual qualities of the landscape as people view into or out across the landscape.

23. Planning conditions can be imposed to limit the duration of the development's operation and to secure a satisfactory decommissioning scheme so that the land is returned to a condition and function consistent with the wider landscape. Further native planting and appropriate external facing materials could be secured by condition to help soften the development over time. This would mean that the proposal would have a localised impact, even many years into its operation, and one that would not reflect or respond to the special qualities and sensitivities of the LCA due to the scale and nature of the development proposed. Accordingly, I conclude that moderate harm would arise from the proposal's effect on the Mersey Valley landscape and the scheme's conflict with CS Policies L7.1 and R2 and PfE Policy JP-G1. Jointly, these seek, among other things, development to be appropriate to its context and make best use of opportunities to improve the character and quality of an area so that it protects and enhances the Borough's natural environment and landscape character.

Any other harms?

24. There would be a time-limited impact on residents living conditions from the proposed development's construction, given the route that any vehicle would need to take to access the site. This would increase the amount of traffic on the highway network. However, planning conditions can be imposed to minimise the effects, but there would still likely be a modest impact on residents' amenity that would give rise to tension with CS Policy L7.3.
25. Although Greater Manchester Fire Rescue Service identified conflict with the latest National Fire Chiefs Council guidance for BESS, a planning condition can be imposed to secure details of a fire detection and suppression system prior to it being brought into operation. That condition would overcome the safety harm identified and mean that the proposal would accord with CS Policy L7 and PfE Policy JP-P1.

Other considerations

26. The main parties agree that there is a need for this type of development to help with a quicker transition to Net Zero, to support energy security, and to reduce exposure to volatile energy fuel prices by making best use of renewable and low-carbon resources. National Grid is working to deliver carbon free operation by 2025 to contribute to the UK's target to decarbonise the power system by 2035 as part of its target of achieving Net Zero by 2050³. The British Energy Security Strategy (2022) outlines that 95% of UK power will come from renewables by 2030. To meet this target and tackle the climate emergency and to transition to a robust low-carbon, secure, and flexible energy system powered by renewables and meet the Net Zero target, there needs to be a dramatic increase in BESS facilities to help smooth out this transition to intermittent energy supply.
27. BESS's store electricity and allow the local grid network to operate more efficiently by taking excess energy, storing it, and releasing it onto the network when needed at times of peak demand. With an increasing volume of renewable energy, BESS facilities have a role to play in making full and

effective use of the energy produced, balancing supply and demand, and modulating the frequency of the system. The key role of BESS facilities is recognised nationally².

28. Building upon the Join Action Plan led by Ofgem and the Government, the Energy Networks Association launched a nationwide initiative in 2023 to accelerate grid connections for certain asset classes, with BESS selected due to its ability to facilitate large-scale renewable deployment and to alleviate many of the existing congestion and reinforcement issues that are compromising the ability to hit the net zero targets.
29. The technical operating limits of strategically located Grid Supply Points (GSP) have been evaluated to identify suitable locations for BESS connections to reduce energisation timescales. Regionally, the work undertaken in collaboration between National Grid and Electricity North West resulted in the identification of South Manchester (Fairy Lane) GSP as a strategically important connection point with the ability to provide accelerated BESS connections. The siting of a BESS is determined by the location of new generating stations or other infrastructure requiring connection to the network; and/or system capacity and resilience requirements determined by the Electricity System Operator³.
30. The proposed BESS could potentially store more than three times the quantity of energy than typical BESS facilities, discharging energy over multiple hours and capable of providing crucial system balancing across an extended period. Hence, the proposed BESS would be more likely to be called upon more frequently to import surplus clean energy or export energy at times of low renewable generation and across longer periods of time. Being able to charge or discharge over multiple hours will help fulfil local and national energy requirements using UK originated renewable fuel or imported reserves. As such, the proposal would integrate into meeting the current and future needs of the grid system. Moreover, it is essential for the proposed BESS to be located as close as possible to the South Manchester substation to minimise energy loss due to the length of connection and to minimise environmental effects due to longer connections and associated infrastructure. To achieve these, while connecting to the South Manchester substation, and due to other constraints, a BESS here needs to be in the Green Belt.
31. The appeal proposal has recently received a revised grid agreement confirming availability for a connection in the near term. This means that the proposed BESS could help towards meeting the net zero target relatively quickly. That is not the universal picture, as the appellant explained that future connections to the National Grid will be challenging, and applicants face a 10 year wait to connect to the grid due to existing capacity being exhausted. Hence, the appellant's ability to connect the proposed BESS to the National Grid is a significant and important factor. Thus, schemes that have secured connections are fundamental to achieving Net Zero targets given the increased requirement for storage capacity.
32. Delivering against the Net Zero Targets chimes with the Trafford Council Carbon Neutral Action Plan, December 2020, which aims to reduce Trafford's carbon footprint and put Trafford on a pathway to carbon neutrality by 2038, and in doing so, help to improve the health and wellbeing of our communities,

² Overarching National Policy Statement for Energy (EN-1), Paragraphs 3.3.25 to 3.3.27

³ National Policy Statement for Electricity Networks Infrastructure (EN-5), Paragraph 2.2.2

our environment, and our economy.

33. Nevertheless, the Council considers other areas should be considered, namely land in Carrington, where the Council is preparing the New Carrington Masterplan within the PfE New Carrington Allocation. The Masterplan is in progress but is at an early stage of preparation and subject to change. It is anticipated to be completed by the end of 2025. Although in the meantime the Council expects BESS proposals could come forward ahead of the Masterplan without prejudicing it, the development proposed is not in Carrington and needs to be considered on its own planning merits.
34. That said, land is affected by a COMAH zone in Carrington that prohibits residential development and limits employment development. This land could be suitable for BESS facilities as they are near the two substations in Carrington. One of the substations is part of the transmission network, not the distribution network that the South Manchester substation is part of. The Council points to recent planning permission for a BESS, an active proposal for a BESS, and pre-application discussions being held for a BESS at Carrington (with a connection by 2028) as reasons why the appellant ought to consider sites here and not the appeal site, which is in the Green Belt. I have no reason to doubt that Carrington could be suitable for BESS facilities, but the appellant confirmed that the only GSP identified in Trafford was the South Manchester substation, that any projects trying to connect to Daines substation in Carrington are now only being offered connections by 2037, and that a distribution network is required.
35. I understand the Council's view that the scheme's benefits could be delivered at Carrington without resulting in the harm that I have identified. However, there do not seem to be any connections in the near future like that secured for the proposal, which would help address the climate emergency and the transition to a robust low carbon, secure, and flexible energy system. The Masterplan is also some way off, and that would not change the practical issue of securing a connection even if planning permission was forthcoming for the development proposed at an unknown site in Carrington. The proposal's deliverability weighs in favour of it, and the site selection search shows that there are no suitable sites outside of the Green Belt within the vicinity of the South Manchester GSP that would also deliver the proposal's technical and environmental benefits, which I attach very substantial weight to. The latter would also assist locally and further afield in the context of the national picture.
36. The proposal's construction would last around 18 months, so time-limited economic benefits would flow from that period in the form of direct and induced jobs and spending of workers in the local economy. Due to the ability to remotely operate and manage the proposed BESS, there would be limited attendance by operatives after the facility becomes operational. There would, however, be limited economic benefits arising from that through spending in the local economy for the duration of the site's operation. There is also likely to be a contribution to the national economy through providing a secure and reliable energy supply and the cost of that, but the proposal's contribution is not quantified. Therefore, this matter attracts modest positive weight.
37. Through the imposition of planning conditions, the proposal would deliver BNG above the 10% required by CS Policy R2 and PfE Policy JP-G9. Although the

existing baseline may be low, the proposal would still make a meaningful contribution to improving biodiversity in the area. Through the management of that, and subject to a suitable decommissioning scheme to be agreed later, this could be well established by the time the facility finishes operating. I give the above policy provision of BNG moderate positive weight given that it would be 5% higher than what is required.

Planning Balance

38. The proposal is inappropriate development, which is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The proposal would also result in a loss of openness, and conflict would arise with purposes b) and c). Collectively, the Green Belt harm attracts substantial weight as directed by Framework paragraph 153.
39. I have also identified harm insofar as the Mersey valley landscape and a modest harm to nearby residents living conditions. Very special circumstances will not exist unless the harm to the Green Belt and any other harm is clearly outweighed by other considerations.
40. The proposal would result in benefits but also cause harm. Weighing the two up is not a mathematical outcome; it is an overall judgement. The other considerations must clearly outweigh for very special circumstances to exist, not just tip the balance. I consider that all the other considerations do clearly outweigh the identified harm. Hence, the very special circumstances necessary to justify the development do exist, and the proposal would accord with the development plan as a whole, and there are no material considerations that indicate that I should take a decision other than in accordance with it.

Conditions

41. In the interests of certainty and protecting the Green Belt, I have imposed conditions in respect of the duration of the planning permission, the subsequent decommissioning of the BESS, the restoration of the land [1] and the approved plans [2]. I have imposed conditions in respect of the materials [3] and ground levels [4], in the interests of the character and appearance of the area. To minimise disturbance and nuisance to nearby residential occupiers and users of the highway, I have imposed a condition to secure a construction, transport, and environmental management plan [5]. A condition to secure details of foul, surface water, any contaminated drainage from fire suppression is necessary in the interests of public safety, security, and to protect the surrounding natural environment [6].
42. I have imposed conditions in the interests of visual amenity, and securing biodiversity enhancements enduring for the lifetime of the development for a 30-year Habitat Management and Maintenance Plan [7], a landscaping scheme [8], and tree protection measures [9]. In the interests of safeguarding biodiversity on-site, I have imposed a condition for a construction environmental management plan [10]. To limit the spread of invasive species, I have imposed a condition to secure an invasive species protocol [11]. To safeguard Metrolink infrastructure, I have imposed conditions requiring the submission of an electromagnetic compatibility scheme [12] and an assessment of the development's potential impact of stray current and earthing, and any suitable mitigation measures [15].
43. In the interests of public safety and security a condition is necessary to secure

details of a fire detection and suppression system [13]. A condition is necessary to secure biodiversity enhancements for the lifetime of the development [14]. To protect residents living conditions I have imposed a condition so that a report of the noise from all fixed plant and machinery associated with the development is submitted [16].

44. To reduce the risk of flooding to the proposed development I have imposed a condition concerning the site platform and any finished floor levels [17]. To prevent habitat disturbance and protect residents living conditions I have imposed a condition to secure details of any lighting on the site [18]. To prevent any habitat disturbance to nesting birds I have imposed a condition setting out when development on the site can take place [19]. To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, a condition is necessary to ensure the development is carried out and operated in accordance with the approved Flood Risk Assessment and Surface Water Drainage Strategy [20].

Conclusion

45. For the reasons given above, I conclude that the appeal should be allowed.

Andrew McGlone

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Rob Gandy	Principal Planning Consultant, Enzygo
Doug Moulton	Director of Planning, Enzygo
Paul Beswick	Director, Enzygo
Catherine Martin	Cragside Energy
Ben Coulston	Cragside Energy

FOR THE LOCAL PLANNING AUTHORITY:

Russell Croker	Major Planning Projects Officer, Trafford Council
Rebecca Coley	Head of Planning and Development, Trafford Council

SCHEDULE OF CONDITIONS

1. This planning permission is for a temporary period of 30 years from the date of first operation of the development hereby permitted. Decommissioning of the Battery Energy Storage System, comprising discontinuance and removal of all buildings, works, uses of land and other development hereby permitted and the restoration of the land to its former condition shall take place within 12 months of the expiry of this permission. At least 6 months before the planning permission is due to expire, a Decommissioning Method Statement (to include a timetable for implementation and a scheme to restore the land to its former condition) shall be submitted to and approved in writing by the Local Planning Authority. The site shall be decommissioned and restored in accordance with the approved statement.
2. The development hereby permitted shall not be carried out except in accordance with the details shown on approved plans: CRG001-EL-01 (rev.05); CRG001-EL-02 (rev.06); CRG001-MP-01 (rev.02); CRG001-PL-01 (rev.15); CRG001-PL-02 (rev.15); CRG001-SD-01 (rev.01); CRG001-SD-02 (rev.01); CRG001-SD-03 (rev.02); CRG001-SD-04 (rev.02); CRG001-SD-05 (rev.02); CRG001-SD-06 (rev.02); CRG001-SD-07 (rev.02); CRG001-SD-08 (rev.02); CRG001-SD-09; CRG001-SD-10 (rev.01); CRG001-SD-11 (rev.02); CRG001-SD-12 (rev.02); CRG001-SD-13 (rev.01); CRG001-SP-01; CRG001-SPA-01 (rev.01); and CRG001-SPA-02 (rev.01).

Pre-commencement

3. Notwithstanding any description of materials in the application no works involving the use of any external facing materials shall take place until samples and / or full specification of materials to be used externally on the buildings, battery containers and inverters / transformers have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour, and texture of the materials. The development shall be carried out in accordance with the approved details.
4. No development shall take place until details of existing and finished site levels relative to previously agreed off-site datum points have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
5. No development or works of site preparation shall take place until a Construction, Transport, and Environmental Management Plan (CTEMP) has been submitted to and approved in writing by the Local Planning Authority. The approved CTEMP shall be adhered to throughout the construction period, and it shall include:
 - a) confirmation of forecast vehicle trip numbers for the construction phases of the works, to include the forecast cumulative impact with regards to other development on the Fairy Lane and Golf Road, and how it is proposed to minimise the impact to the highway.
 - b) details for the required temporary widening of the access to 5.5m to accommodate construction of the development.
 - c) details of an area within the site for vehicles (including HGVs / HDVs) to wait in circumstances where another vehicle is entering the site and signage to show that vehicles entering the site have priority.
 - d) detailed plans for any required highway accommodation works needed to facilitate the movement of construction traffic.

- e) a pre-commencement photographic highway dilapidation survey comprising footways and carriageways along the construction traffic route likely to comprise Wythenshawe Road, New Hall Road, Fairy Lane, and Golf Road.
 - f) a post construction photographic highway dilapidation survey comprising footways and carriageways along the construction traffic route likely to comprise Wythenshawe Road, New Hall Road, Fairy Lane, and Golf Road.
 - g) details for the management and scheduling of deliveries to site; no HDV, or HGV vehicle trips associated with the proposed development shall take place during school drop off and pick up hours, nor peak traffic hours.
 - h) details for loading and unloading of plant and materials.
 - i) the intended parking arrangements for site operative and visitor vehicles.
 - j) details for the proposed storage of plant and materials used in constructing the development.
 - k) details for the erection and maintenance of security hoardings including decorative displays and facilities for public viewing (where appropriate).
 - l) details for the proposed wheel washing facilities and any other relevant measures for keeping the highway clean during the works.
 - m) details of measures to control the emission of dust and dirt.
 - n) a scheme for recycling/disposing of waste resulting from the works.
 - o) days and hours of construction activity on site.
 - p) contact details for the site manager are to be advertised at the site in case of issues arising.
 - q) a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site)
 - r) measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity.
6. No development shall take place until a scheme to dispose of foul drainage, surface water and any contaminated drainage from fire suppression has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- a) details of any fire prevention systems;
 - b) evidence of discussions with the fire service to confirm the expected volume and nature of contaminated water which would need to be managed in the event of a fire on site;
 - c) details of the nature of any contaminants which could be present from a failure and leak from the batteries and/or transformer on site;
 - d) details of fire water containments systems and how these will be designed to prevent infiltration and/or isolated to prevent direct discharges of contaminants to surface water;
 - e) details of SUDS features and how these will be constructed to prevent the infiltration of contaminated water to ground (e.g. the proposed permeable hardcore will need to be lined to prevent infiltration);
 - f) details of how the drainage system will be designed such that it is resistant to damage and corrosion that may occur during a fire incident;
 - g) a management and maintenance plan to ensure that all drainage features, including penstock valves are maintained and functional throughout the life of the development. This should include plans for replacement and repair of elements that may be damaged as a result of a fire incident;
 - h) evidence that a plan is in place to remove and safely dispose of any contaminated water stored on site in the event of an incident.

The development shall be implemented in accordance with the approved scheme.

7. No development or vegetation clearance (defined as the deliberate removal of any semi-natural vegetative habitat e.g., grassland, trees, and native shrubs) shall take place unless and until a written 30-year Habitat Management and Maintenance Plan (HMMP) relating to all biodiversity measures within the submitted Biodiversity Net Gain Plan (ref. WOR-3796.3), dated December 2023 has been submitted to and approved in writing by the Local Planning Authority. The HMMP shall include the following:

- a) aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.
- b) descriptions of the management operations necessary to achieving aims and objectives (including options).
- c) preparation of a works schedule (with an annual plan), including timescales for habitat clearance and habitat creation and/or enhancement.
- d) details of monitoring needed to measure the effectiveness of management.
- e) details of those individuals or organisations responsible for the implementation and monitoring of the HMMP, the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured and the management body(ies) responsible for its delivery.
- f) mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
- g) where the results from monitoring show that the targets in the Biodiversity Gain Plan are not being met how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.
- h) details of reporting in years 1, 2, 5, 10, 20 and 30.

The HMMP shall be implemented in accordance with the approved details for the lifetime of the development.

8. Notwithstanding the details shown on the approved plans, no development or any works of site preparation shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall:

- a) incorporate as a minimum the proposed location and density of planting provision as shown on submitted drawing P0634 (rev. C) but shall include only locally native species (beech and hornbeam shall be replaced with a suitable locally native alternative);
- b) enable the implementation of the Biodiversity Net Gain Plan as required by Condition 14 of this approval;
- c) include details of the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained; and
- d) include a scheme for phasing and implementation.

The landscaping works shall be carried out in accordance with the approved details and maintained for the lifetime of the development and in accordance with the measures in the submitted HMMP as required by Condition 7 of this permission.

9. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by

BS:5837:2012 shall take place within such protective fencing during the construction period.

- 10.No development shall take place (including ground works and vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP: biodiversity shall include the following.
- a) risk assessment of potentially damaging construction activities.
 - b) identification of "biodiversity protection zones".
 - c) practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d) the location and timing of sensitive works to avoid harm to biodiversity features.
 - e) the times during construction when specialist ecologists need to be present on site to oversee works.
 - f) responsible persons and lines of communication.
 - g) the role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) use of protective fences, exclusion barriers and warning signs.

The approved CEMP: biodiversity shall be adhered to and implemented throughout the construction period in accordance with the approved details.

- 11.No development shall take place (including ground works and vegetation clearance), until an invasive non-native species protocol has been submitted to and approved by the Local Planning Authority, detailing the containment, control, and removal of Japanese Knotweed and Himalayan balsam on site. The protocol shall be implemented in accordance with the approved scheme.

- 12.(a)No development shall take place unless and until an electromagnetic compatibility scheme has been submitted to and approved in writing by the Local Planning Authority. This plan shall include measures for pre-development testing and demonstrate the compliance of all equipment with BS50121-3-2, BS50121-4, BS50121-5 and Network Rail EMC assurance process NR/L2/RSE/3004. The development shall be carried out in accordance with the approved scheme.

(b) Prior to the first operation of the development hereby permitted (with the exception of necessary post-completion testing), a verification report shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the work undertaken conforms to the scheme approved in respect of part (a) of this condition. The verification report shall include details of post completion testing to confirm compliance and any necessary mitigation measures required if compliance has not been achieved. Any required mitigation measures shall be implemented before the first operation of the development and shall be retained and maintained for their intended purpose for the lifetime of the development.

Before first use

- 13.The development hereby permitted shall not be brought into operation until full details of a fire detection and suppression system have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

14. The development hereby approved shall be carried out in accordance with the submitted Biodiversity Net Gain Plan (ref. WOR-3796.3), dated December 2023 with the exception of the neutral grassland seed mix (section 4.2) which shall include only locally native species and seed mixes including wild carrot, lady's bedstraw, field scabious, salad burnet and cowslip shall not be used. For the avoidance of doubt, the proposed development shall provide the following minimum enhancement, having regard to the submitted Biodiversity Metric: a minimum 15.33% net gain in habitat units; and a minimum 59.72% net gain in hedgerow units.
15. Prior to first operation of the development hereby permitted a study of the potential impact of stray current and earthing (in relation to the rise in earth potential) on Metrolink infrastructure / operations and any necessary mitigation measures to protect the Metrolink network shall be submitted to and approved in writing by the Local Planning Authority. Any required mitigation measures shall be implemented before the development hereby permitted is first operated and shall be retained and maintained for their intended purpose for the lifetime of the development.
16. Once final plant selections have been made, and prior to the installation of any external fixed plant machinery on-site, a report prepared by a suitably qualified acoustician shall be submitted to and approved in writing by the Local Planning Authority. The report shall provide sufficient information to demonstrate how the rating level (LAeq,T) from all fixed plant and machinery associated with the development, when operating simultaneously, achieves a rating level of at least 3dB (LAeq) below the typical background (LA90) level at any time when measured at the nearest residential receptor. Noise measurements and assessments should be compliant with BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. The report shall specifically consider third-octave data in respect of tonal characteristics. Any mitigation measures required to achieve compliance with this requirement shall be retained in working order for the lifetime of the development.

Other

17. The site platform and any finished floor levels shall be set no lower than 24.7 mAOD.
18. No external lighting shall be installed on the site unless a scheme for such lighting has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:
- a) details of the siting and height of any lighting columns or external lighting fixtures.
 - b) details of the duration, intensity, and type of any external lighting, including the use of any motion sensors.
 - c) a lighting contour plan showing the spread of light from the approved scheme (in lux) and the specification of any mitigation required (including cowls) to minimise light spillage beyond the site boundaries and amongst any created habitats within the site.
- Thereafter the site shall only be lit in accordance with the approved scheme.
19. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-August inclusive) unless an ecological survey has been submitted to and approved in

writing by the Local Planning Authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the period specified above unless a mitigation strategy has been submitted to and approved in writing by the Local Planning Authority which provides for the protection of nesting birds during the period of works on site. The mitigation strategy shall be implemented as approved.

20. The development permitted by this planning permission shall only be undertaken and operated in accordance with the approved Flood Risk Assessment and Surface Water Drainage Strategy (May 2023 / 680707-R1(3)-FRA / RSK LED Ltd) and the following mitigation measures detailed within the Strategy:

- limiting the surface water run-off generated by the 1 in 100yr + CC critical storm so that it will not exceed 5.87 l/s and not increase the risk of flooding off-site.
- provision of a minimum 132m³ of attenuation flood storage on the site to a 1 in 100yr +CC standard.

END OF SCHEDULE