



NEWARK &
SHERWOOD
DISTRICT COUNCIL

Schedule of Communications

Schedule of Communication Received after Printing of Agenda

Item	Correspondent	Date	Points Raised (Summary)	Officer's Response
4 23/00317/FULM	Local Resident	10.06.2024	<p>Letter of objection stating the contents of their previous letter is still relevant and applicable, especially with regard to cumulative impacts – see submitted plan, which does not include the Great North Road Solar Park, also proposed in the immediate area. It is your remit to also protect wildlife, agricultural land, environment stewardship, landscape character, visual impact, resident wellbeing with the very real threat to health and safety with the unknown impact of catastrophic failure.</p> <p>Plan (attached as Appendix 1) to accompany objection already submitted showing 4 different sites highlighted in red – Site 1 – BESS development site approved at appeal; Site 2 – the subject of this application; Site 3 – application 23/01837/FULM - Proposed ground mounted photo voltaic solar farm and battery energy storage system with associated equipment, infrastructure, grid connection and ancillary work – pending consideration; Site 4 – unknown.</p>	<p>Officers are not aware of any proposal relating to Site 4.</p> <p>Cumulative impacts are considered within the officer report at paragraphs 7.200 and 7.201.</p> <p>In relation to the Great North Road Solar Park (GNRSP) National Infrastructure Project, an extract from the current pre-application scheme that has under-gone public consultation is attached at Appendix 2, which shows it in relation to the application being considered here. This currently shows a proposed increase in size of the existing Staythorpe Substation and a proposed BESS development and substation on the north side of the A617. This pre-application scheme is currently under consideration and maybe revised prior to the submission of any formal NSIP application. Given no permission is currently in place for this development, no weight can be given to the cumulative impact of this in the determination of this application.</p> <p>The other impacts listed are considered within the officer report.</p>
23/00317/FULM	Local Resident	10.06.2024	<p>Letter of objection relating to cumulative impacts on a small parish as well as those outside the parish – at Knapton and South Muskham and the GNR Solar Park will be looking to connect to the grid at Averham</p>	<p>Noted, see the comment above in relation to the GNRSP. The solar developments at Knapton and South Muskham do not currently have the benefit of planning permission and so can be given no weight in the cumulative impact of the</p>

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Agenda Item 6a

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Item	Correspondent	Date	Points Raised (Summary)	Officer's Response
			Staythorpe substation. The large amount of high-grade agricultural land being lost to food production and the government saying the agricultural land should be protected from BESS and Solar development.	consideration of this application. The loss of a large amount of high-grade agricultural land is considered in the officer report.

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4 23/00317/FULM	Local Resident	11.06.2024	At the recent planning appeal for the BESS at Staythorpe, the Inspector repeatedly stated that comments regarding other applications should not be used in relation to the application considered being discussed. The same principle applies to this application and it is totally inappropriate for any of the Planning Inspector's comments to be used in support of this application and they should be redacted. Given the Staythorpe application has been approved, surely this should count against the application for Averham being approved as the area will become more and more industrialised and the character of the area totally despoiled. There is disappointment that the report totally ignores eminent scientists' health and safety concerns, especially Professor Wade Allison. Even if the risk is limited, it is still a risk. Two people died earlier this year in Australia due to lithium-ion battery-related fire. All BESS developments should be sited away from residential areas to avoid such a catastrophe.	The Inspector at the appeal made reference to not being able to take into account proposals where planning permission was not yet granted. However, once planning permission is granted that recent decision would then become a material planning consideration in the determination of an application close by for the same development. Fire and Health and Safety risks are considered within the officer report.
23/00317/FULM	Local Resident	10.06.2024	There have been 91 objections and 0 letters of support from members of the public on this application according to the planning portal. Cumulative impacts are referenced in relation to the plan submitted at Appendix A by another resident. Planning permission is recommended to be granted and it may look good on paper but the reality would be very different.	The matters raised have been considered within the officer report.

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			Developers benefit to maximise their profits with total disregard for the safety and well being of our community.	

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4 23/00317/FULM	Local Resident	13.06.2024	The report states the development would result in overtly industrial character, contrasting with the landscape and would dominate and distract from surrounding designated heritage assets. The development would be visible for the early years by anyone passing by and always from the A617. The hedging along Staythorpe Road loses its leaves in the winter and would no longer screen. Given the landscape and heritage impacts identified how can it be recommended for approval? Objections do not appear to have been taken into account. If approved conditions should be added to specific that the development cannot be enlarged during the 40 years and site lighting be operational between the hours of 08:00 and 18:00 and not be left on 24 hours a day. BESS development may be necessary but should be sited away from residential areas even if developer have to pay more for their cable run to connect to the main grid.	Most issues raised are covered in the officer's report. It is not reasonable to impose a conditions that states the development cannot be enlarged during the 40 years. Any application submitted, would have to be considered on its merits. External lighting is conditioned with the aim of keeping any external lighting to the absolute minimum necessary.
5 23/00317/FULM	Local Resident	17.06.2024	No green credentials, will not produce green electricity; Too close to residential property; Dangerous new and untested technology; Highway danger; Noise and light pollution; Risk of increased flooding; Environmental damage in the case of fire or explosion;	All the matters raised are considered within the officer report.

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Item	Correspondent	Date	Points Raised (Summary)	Officer's Response
			Cumulative effect, with Staythorpe and GNRSP; Impact on wildlife; Impact on food sustainability.	

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4 23/00317/FULM	Agent	11.06.2024	Staythorpe BESS Statement June 24, saved on the Council's website.	Noted.
4 23/00317/FULM	Agent	14.06.2024	Letter from agent clarifying matters within the officer report, attached at Appendix 3.	Noted. Matters clarified do not alter the officer conclusion or recommendation set out before Members by the Officer Report.
4 23/00317/FULM	Agent	14.06.2024	Amendments have been suggested to the Conditions set out within the Report, as attached at Appendix 4.	Noted. Proposed Amendment to Condition 02: The planning permission hereby granted shall be for a temporary period only, to expire 40 years after the date of the first commercial import of electricity to the development ("the first import date"). Written confirmation shall be provided to the Local Planning Authority within one month after the first import date. Agreed. Proposed Amendment to Condition 03: No later than 12 months prior to the expiry of the planning permission, or within 18 months of the permanent cessation of electricity storage in the site, whichever is the sooner, a decommissioning scheme shall be submitted to and approved by the Local Planning Authority in writing. The decommissioning scheme shall include a programme and a scheme of work and shall be implemented in accordance with the approved

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Agenda Page 9</p>				<p>details.</p> <p>The operator shall notify the Local Planning Authority in writing within five working days following the cessation of electricity storage.</p> <p>All buildings, structures and associated infrastructure shall be removed within 12 months of the approval of the decommissioning scheme, and the land restored, in accordance with the approved details.</p> <p>Agreed.</p> <p>Proposed Amendment to Condition 05:</p> <p>No development shall be commenced until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall be prepared in accordance with the Construction Traffic Management Plan Rev C by Pegasus Group and shall confirm the following details:</p> <p>i) The Staythorpe Road access shall not be used for abnormal load deliveries until a comprehensive abnormal loading delivery plan, including temporary signing, construction traffic routing and structural assessments for any highway structures affected by delivery has been submitted to and approved in writing by the Local</p>

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Agenda Page 10				<p>Planning Authority. Any abnormal load deliveries shall then be implemented in accordance with the approved plan.</p> <p>ii) With the exception of AIL's , deliveries shall not take place outside 08:00 to 18:00 hours Monday to Fridays and 08:00 to 14:00 hours on Saturdays,</p> <p>iii) an indicative programme for the number of HGV and Articulated Indivisible Load (AIL) movements;</p> <p>iv) approved access and egress routes for HGV and AIL movements;</p> <p>v) Traffic Safety Management Plan showing the location and type of traffic management signage and the location of any traffic marshals required to oversee the access and egress of HGVs and AILs;</p> <p>vi) Parking details of vehicles of site operatives and visitors;</p> <p>vii) Wheel washing facilities to prevent mud and debris from migrating on to the adjacent highway; and</p> <p>viii) A timetable for the implementation of each constructional element of the plan.</p>

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Item	Correspondent	Date	Points Raised (Summary)	Officer's Response
Agenda Page 11				<p>The construction of the site shall be carried out only in accordance with the approved CTMP.</p> <p>Agreed.</p> <p>Proposed Amendment to Condition 07:</p> <p>Prior to commencement of development, a detailed hard and soft landscaping scheme for the site has been submitted in writing to the Local Planning Authority for approval. The submitted landscape scheme shall be in accordance with the details set out in the Landscape Master Plan (Drawing No: P22-1211-EN.0003 Rev E) and shall include details of proposed landscape and ecology works, including:</p> <ul style="list-style-type: none"> i) Soft landscape details (to include the western boundary); ii) Hardening surfacing materials; iii) Proposed finished ground levels; iv) Species, type, size and planting density; v) Vehicular and pedestrian access; vi) Soil management measures; vii) Tree protection measures set out in an Arboricultural Method Statement and a Tree Protection Plan prepared in

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Item	Correspondent	Date	Points Raised (Summary)	Officer's Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Agenda Page 12</p>				<p style="text-align: center;">accordance with BS5837;</p> <p>viii)How a biodiversity net gain of at least +28.09% net gain for habitat units and +42.26% net gain for hedgerow units calculated using Metric 4.0 published by the Department for Environment, Food & Rural Affairs will be achieved;</p> <p>ix) A landscape and ecological mitigation, management and maintenance plan in accordance with the submitted Ecological Impact Assessment by Brindle and Green dated September 2023; and</p> <p>x) An implementation timetable.</p> <p>The planting proposed adjacent to Staythorpe Road shall be implemented in the first available planting season following the approval of the landscaping scheme, and the remainder of the approved landscaping scheme shall be implemented in its entirety no later than the first available planting season following completion of the development. The approved landscaping scheme shall be retained and managed in accordance with the approved landscaping scheme for the lifetime of the development.</p> <p>Agreed.</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Agenda Page 13</p>				<p>Proposed Amendment to Condition 09:</p> <p>The proposed new access to Main Road shall not be commenced until details of the Hedge Translocation (shown on Drawing No: P22-1211_EN_0004 Rev F) including a translocation method statement and timetable for the works, which shall be prepared in compliance with BS5837, has been submitted to and approved in writing by the Local Planning Authority. The translocation of the hedgerow shall thereafter be carried out only in accordance with the approved details.</p> <p>Agreed.</p> <p>Proposed Amendment to Condition 012:</p> <p>No development shall take place until a flood risk mitigation strategy (the 'FRMS') has been submitted to and agreed in writing by the Local Planning Authority. The FRMS shall include the following flood risk mitigation measures:</p> <p>i) finished floor levels for all battery containers located on land indicated to flood during the design flood event (1 in 100 AEP event plus an allowance for climate change) shall be 300mm above peak flood level during the design flood event;</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Agenda Page 14</p>				<p>ii) level-for-level compensatory flood storage shall be provided in accordance with Appendix A and B of the Level 2 Flood Risk Assessment (dated February 2023, or any update);</p> <p style="color: red;">The FRMS shall be fully implemented and subsequently maintained for the duration of the development hereby permitted.</p> <p>Agreed.</p> <p>Proposed Amendment of Condition 013:</p> <p>The development shall not be brought into use until an operational stage incident plan has been submitted to and approved by the Local Planning Authority in writing. The plan shall be prepared in accordance with the Level 2 Flood Risk Assessment (dated February 2023 or any update). The development shall be implemented in accordance with the approved operational stage flood incident plan.</p> <p>Agreed.</p> <p>Could Condition 017 be merged into Condition 05?</p> <p>Agreed (see above amendment of condition 05).</p> <p>Re-number Conditions 017 to 024, to reflect.</p> <p>Agreed.</p>

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<p>Agenda Page 15</p>				<p>Proposed Amendment to Condition 022 (now 021):</p> <p>The development hereby approved shall be implemented in full accordance with all the noise mitigation measures and the rating levels of noise due to the operation of the development on the three identified noise sensitive receptors set out within the submitted Noise Impact Assessment Issue 3 dated 8 February 2024 by Environmental Noise Solutions Ltd (or as updated and approved by the Local Planning Authority). The operational noise mitigation measures shall be maintained for the lifetime of the development.</p> <p>Agreed.</p> <p>Proposed Amendment to Condition 024 (now 023).</p> <p>The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans/drawings:</p> <p>General Plans:</p> <p>Site Location Plan (Drawing No: 60687996-ACM-XX-LAY-GEN-1004 Rev A) Site Layout Plan (Drawing No: 60687996-ACM-XX-LAY-GEN-1001 Rev C)</p>

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Item	Correspondent	Date	Points Raised (Summary)	Officer's Response
<p>Agenda Page 16</p>				<p>400kV BESS Substation Layout Plan (Drawing No: 60687996-ACM-XX-LAY-EL-1015 Rev A) 400kV BESS Substation Elevation (Drawing No: 60687996-ACM-XX-LAY-EL-1016 Rev A) 132kV BESS Substation Layout Plan (Drawing No: 60687996-ACM-XX-LAY-EL-1005 Rev C) 132kV BESS Substation Elevation (Drawing No: 60687996-ACM-XX-LAY-EL-1006 Rev B) Battery and PCS Unit Indicative Elevations (Drawing No: 60687996-ACM-XX-LAY-GEN-1002 Rev B) Control Building and Storage Building Indicative Floor Plan (Drawing No: 60687996-ACM-XX-LAY-GEN-1007 Rev A) Control Building, Storage Building and Water Tank Indicative Elevations (Drawing No: 60687996-ACM-XX-LAY-GEN-1003 Rev B) Typical Details – Fencing, CCTV, Intercom, Auxiliary Transformer and Fire Hydrant (Drawing No: 60687996-ACM-XX-LAY-GEN-1005 Rev A) Typical Details – Typical Access Track (Drawing No: 60687996-ACM-XX-LAY-GEN-1005 Rev C) Indicative Acoustic Barrier and Bund Elevation (Drawing No: 60687996-ACM-XX-LAY-GEN-1008 Rev B) Construction Compound Indicative only (Drawing No: 60687996-ACM-XX-LAY-GEN-1006 Rev A)</p> <p>Proposed Landscape Plans:</p>

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				<p>Landscape Masterplan (Drawing No: P22-1211-EN.0003 Rev E)</p> <p>Landscape Boundary Sections – Year 1 and 15 (Drawing No: P22-1211-EN.0002 – Sheets 1 and 2 Rev A)</p> <p>Landscape Masterplan – Main Road Access (Drawing No: P22-1211-EN0004 Rev F)</p> <p>Proposed Highway Plans:</p> <p>Main Road Access (Drawing No: P22-1211TR-SK01 B) attached at the end of the Construction Traffic Management Plan Rev C by Pegasus Group</p> <p>Main Road Access HGV Swept Path Analysis (Drawing No: P22-1211TR-SK02 A)</p> <p>Staythorpe Road Access Geometric Parameters (Drawing No: P22-1211TR-SK05 Rev C)</p> <p>Staythorpe Road Access Fire Tender Swept Path Analysis (Drawing No: P22-1211TR-SK06 Rev C)</p> <p>Staythorpe Road Access Abnormal Load Swept Path Analysis (Drawing No: P22-1211TR-SK10 A)</p> <p>Agreed.</p>

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4 23/00317/FULM	Agent	10.06.2024	Main Road Hedgerow Assessment Note dated 10.06.2024 by Pegasus Group and WEL attached at Appendix 6.	Noted and accepted.
4 23/00317/FULM	Agent	10.06.2024	Amended Landscape Masterplan – Main Road Access (Drawing No: P22-1211_EN_004 Rev F) attached at Appendix 5.	Noted. Updates paragraph 7.142 of the Officer Report and plan (Rev E) shown on page 64 of the Agenda. Amend Conditions 09 and 024 to Refer to this Amended Plan.
4 23/00317/FULM	Agent	11.06.2024	BNG Amendment Calculation to accommodate the translocation of the hedgerow and to respond to the Council's Biodiversity and Ecology Officer's concerns about the proposed compounds (temporary laid down area).	Noted and new figures presented are accepted by the Council's Biodiversity and Ecology Officer. Amended Figures to be inserted into Condition 07.
6 24/00088/FUL	Agent	29.05.2024	<p>The agent has comments on the suggested conditions as follows.</p> <p>Condition 5 (visibility splays) Request amendment to wording to make clear that upper branch removal of trees is permitted.</p>	<p>Condition 5 Noted. NCC Highways raise no issue with the suggested amendments and the condition is amended as follows:</p> <p><i>Save for the construction of the visibility splays themselves, the development shall not be commenced until the visibility splays as shown on drawing number (08)101 rev H are provided. The area within the visibility splays referred to in this condition shall thereafter be kept free of all obstructions, structures or erections in an envelope between 2m and 0.6m above the carriageway.</i></p>

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Item	Correspondent	Date	Points Raised (Summary)	Officer's Response
<p>Agenda Page 19</p>			<p>Condition 6 (widening of public footpath to the north-west of the access) <i>Request that the timing of the condition is amended.</i> Given that this footpath is required for pedestrian safety, it would only really make sense for this to be installed when the site begins to generate pedestrian activity, i.e when the dwellings are occupied. Furthermore, whilst it is certainly possible to widen this path at the commencement of development, it is likely that existing or proposed service connections run through this footpath, and therefore that it will have to be closed and dug up as part of the development. Allowing for these works to take place later in the construction phase would therefore reduce unnecessary expense and disruption. Finally, these works would need a drawing approving by the LPA, and then a s278 agreement with highways, before undertaking, something that tends to take a while for the solicitors to agree. I also understand that as this is outside the application site, it would not be sufficient to implement the permission. If we</p>	<p><i>Reason: In the interests of highway safety. For clarity site clearance, the installation of tree protection measures and matters such as soil sampling are not considered to constitute a start to the development.</i></p> <p>Condition 6 Noted. The reason the condition is currently worded as a pre-commencement condition is because the land where the footpath lies is outside of the application site (not within the red line) which means that there would be enforcement issues if the developer did not undertake the works. There are two workarounds to this, one being to amend the extent of the red line to include the footpath land (which would mean more consultation) or deleting the condition and adding it instead to the s.106 agreement as a prior to occupation trigger which is the preferred approach. This is acceptable to NCC as Highways Authority who had originally suggested it as a prior to occupation condition and means the enforceability robust.</p> <p>The recommendation is therefore to delete condition 6 and insert the requirement into the s.106 legal agreement instead.</p>

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<p>Agenda Page 20</p>			<p>then are required to wait until the correct season to remove the hedging and open up the visibility splays on the front of the site before doing any further works, this could all get very tight for getting the permission commenced within the allotted 2 years. For these reasons we request that this element of the scheme is required prior to occupation, rather than prior to commencement.</p> <p>Condition 8 (surface water flooding)</p> <p>The condition states it is required for all major development. As this is no longer a major development, is this still required?</p> <p>Condition 13 (Tree Felling)</p> <p>These requirements are well over and above anything I've seen before for felled trees. Usually, we are asked for supervision and checking by an ecologist. There are quite a lot of trees removed here, so this is a lot of work being asked for if we have to endoscope each one. Is there a way to perhaps agree a methodology as part of the RM application?</p> <p>Condition 14 (activities near trees)</p> <p>Point (f)</p>	<p>Condition 8</p> <p>The application exceeds 1 hectare in area (irrespective of the number of dwellings proposed) so the development remains as a major development and the condition remains valid and necessary.</p> <p>Condition 13 (Tree Felling)</p> <p>The condition is based on the recommendations of the applicant's own Ecologist. The Council's Lead Officer for Biodiversity and Ecology has reviewed the condition and considers that it is necessary and reasonable. No amendments are therefore considered to be required.</p> <p>Condition 14</p>

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Item	Correspondent	Date	Points Raised (Summary)	Officer's Response
<p>Agenda Page 21</p>			<p><i>No stripping of topsoils, excavations or changing of levels to occur within the root protection areas of any retained tree/hedgerow on or adjacent to the application site</i></p> <p>needs amending to allow for these activities where they are part of the approved works. This would otherwise restrict such things as installing fencing, building on RPAs where proposed (there is at least one area where we are proposing no-dig paving over an RPA), and other such works.</p> <p>Condition 17 (details of new roads to be provided) As this is essentially a prior-to-commencement condition, can we add the note as per condition 6 to allow for clearance, tree protection works, remediation, ecology works, fencing etc before this is agreed.</p> <p>Can we also define this as referring to the new adoptable road, rather than all the roads on site.</p>	<p>Noted. For clarity the following additional words should be added to the end of point (f):unless they form part of the approved works.</p> <p>Condition 17</p> <p>Noted. The reason for the condition amended to read:</p> <p><i>Reason: To ensure the development is constructed to safe and suitable standards. For clarity site clearance, the installation of tree protection measures and matters such as soil sampling are not considered to constitute a start to the development.</i></p> <p>The condition refers to all roads not just adoptable roads. (NCC Highway Authority confirm in this case their interest in private drives is that they need to meet the standards within a specific distance of the rear of an adopted highway and have drainage to prevent egress of surface water.)</p>

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			<p>Condition 19 (Controlling the housing mix) As per the submitted materials and the categories in the housing requirements, the '4-bed' units should be '4+ bed' units, to allow for these to be 5 bed units if required. Please can this be amended.</p>	<p>Condition 19 Fair point noted. Four-bedroom dwellings or larger still reflect the housing need so there is no issue in amending the condition which should now read: <i>The reserved matters application(s) shall comprise a housing mix of two x 2-bed dwellings, three x 3-bed dwellings and 4 x 4 or more bed-dwellings one of which (Plot 9) shall be single storey. The combined gross internal floor space of all dwellings hereby approved shall be not more than 1,000 square metres.</i> Reason: This condition is necessary to secure the mix advanced at outline stage, in order to provide a housing mix that responds to the identified local housing need and address the fact that no affordable housing contribution has been advanced which would be triggered by Core Policy 1 if the combined floor space exceeds 1,000m².</p>

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<p>6 24/00088/FUL</p>	<p>Cllr Farmer</p>	<p>17.06.2024</p>	<p>Concerns raised by Cllr Farmer about the proposal. Specific concerns:</p> <ul style="list-style-type: none"> - Lack of amenities in Spalford to support the proposal. - Poor public transport. - Undue strain on road network. - Disproportionate increase to village population. - Potential flood risk. <p>Verbatim comments:</p> <p>“Counsellor Freeman , members of the planning committee, I am here today in regards the planning you see before you at the rural hamlet of Spalford. I wish to express my concerns regarding the recent approval to further develop the Shady Oaks site, Spalford. Whilst I understand the importance of providing accommodation for our GRT community, there are several critical issues that have not properly been addressed by the NSDC planning team. Firstly, as a rural hamlet, Spalford is significantly lacking the necessary amenities to support a development of this size. There are no immediate village amenities and is poorly served by public transport and as such there is no ability for villagers to walk to their nearest shops. This deficiency will place an undue strain</p>	<p>These matters have been dealt with in the officer report. The need for GRT pitches outweighs other matters.</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Agenda Page 24</p>			<p>on the existing road network which are already in poor state of repair and continue to further impact, both the current residents and the incoming families. It is imperative that a comprehensive assessment of the local infrastructure is conducted, and appropriate measures are taken to ensure it can support the increased population. This unsustainable situation should have been obvious had a site visit been carried out.</p> <p>Furthermore, the development of this area, increasing the number of GRT families, will result in a disproportionate increase in the village's population. This sudden surge is likely to disrupt the community's equilibrium, potentially leading to social and logistical challenges. It is crucial that growth is managed in a sustainable manner, in line with the already agreed long-term plan for GRT homes where provision for this has been included in the NSDC 5 year plan. Adhering to this plan would ensure a more balanced and phased integration of new residents, promoting social cohesion and stability.</p> <p>Another significant concern is the utilization of land in close proximity to a significant flood event for the new site. The area has experienced recent flooding, and the risk of</p>	

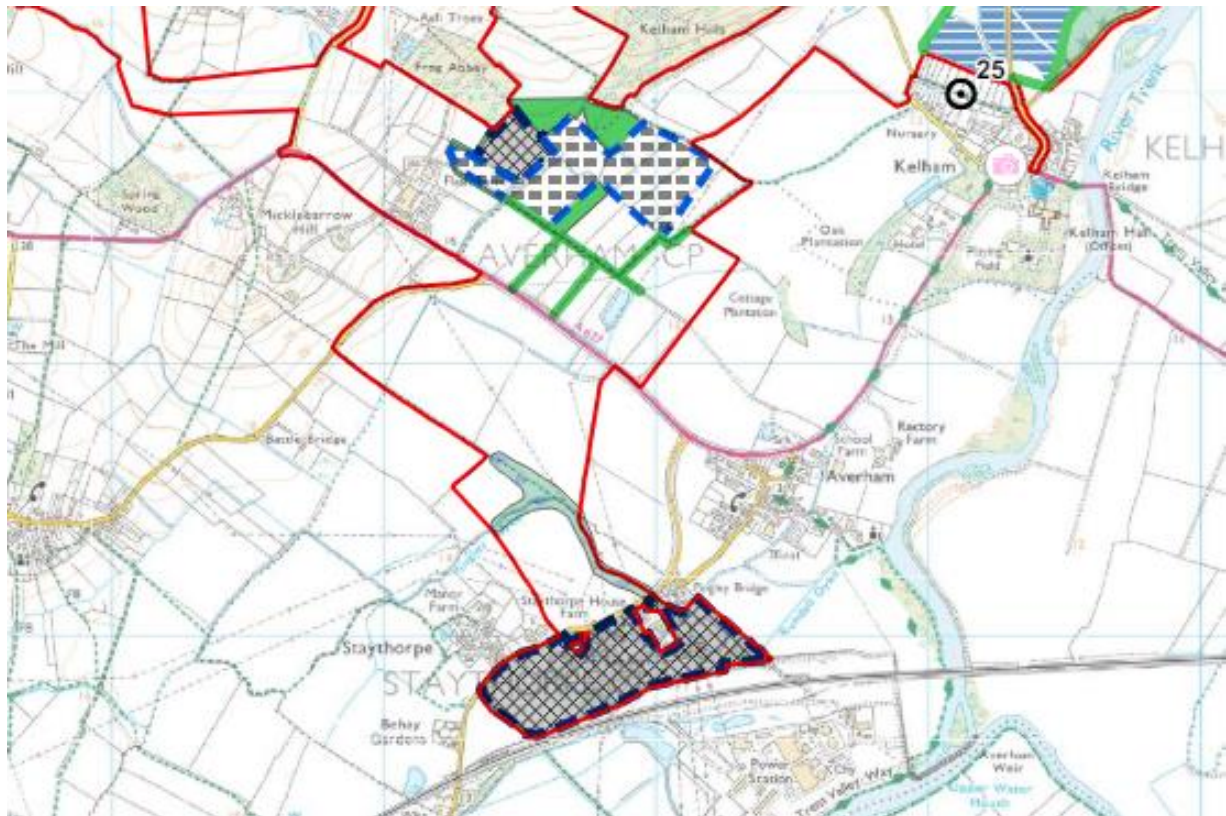
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

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			<p>such events is only projected to increase in the long term. Developing homes on this land poses a serious safety risk to the families who will be living there. It is essential to re-evaluate the site's suitability in light of these environmental factors and consider alternative locations that do not expose residents to such hazards. In conclusion, while the initiative to provide homes for the GRT community is commendable, it must be executed with due consideration of the existing infrastructure, community dynamics, and environmental risks. I urge the authorities to reassess the decision and ensure that any development is sustainable, safe, and beneficial for all parties involved."</p>	



Appendix 2:

National Infrastructure Project :- Great North Road Solar Park – Solar photovoltaic array generating station, battery energy storage system and grid connection infrastructure, with a maximum generation capacity of 800MW



-  Order Limits
-  Proposed Solar Panel Areas (1) - typically offset approximately 10m from field boundaries
-  Proposed 400kV Substation Areas (2)
-  Proposed BESS Area (2)
-  Proposed Substation Areas (2)
-  Viewpoint Locations
- Landscape & Ecology**
-  Proposed Hedgerows and Broadleaf Woodland (5) (6)

Julia Lockwood BA (Hons) Dip TP MRTPI
 Senior Planning Officer
 Planning Development
 Newark and Sherwood District Council

14th June 2024

By Email

Dear Julia,

Planning Committee, 19th June 2024
Land off Staythorpe Road, Averham - 23/00317/FULM and Land Adjacent Staythorpe Substation, Staythorpe Road, Staythorpe - 23/00810/FULM

I write with regards to the above-mentioned planning applications, both of which are to be considered at the Planning Committee on 19th June 2024.

Foremost, I welcome the recommendations of approval and the below is intended to support those recommendations, assisting Officers and Members to consider the schemes.

No new supporting information is submitted, just clarifications where felt necessary.

Land off Staythorpe Road, Averham - 23/00317/FULM

Page/Paragraph Number	Observation										
General observation	<p>Reference is made to the sizes of particular elements of the scheme. Please see the table provided below, which provides details upon the accurate sizing of the component parts of the scheme.</p> <p>In summary, 70% of the site is comprised of retained agricultural land, woodland/hedgerow planting and wildflower meadow.</p> <p>The remaining 30% would have built development upon it in the form of roads (sealed/unsealed), basins, bunds and buildings (including BESS containers and the remaining electrical works).</p> <table border="1" data-bbox="456 1917 1385 2045"> <thead> <tr> <th data-bbox="456 1917 746 1998">Feature</th> <th data-bbox="746 1917 970 1998">Pegasus Amount (Ha)</th> <th data-bbox="970 1917 1181 1998">Committee Report (Ha)</th> <th data-bbox="1181 1917 1385 1998">Notes</th> </tr> </thead> <tbody> <tr> <td data-bbox="456 1998 746 2045">Site area</td> <td data-bbox="746 1998 970 2045">25.86</td> <td data-bbox="970 1998 1181 2045">25</td> <td data-bbox="1181 1998 1385 2045"></td> </tr> </tbody> </table>			Feature	Pegasus Amount (Ha)	Committee Report (Ha)	Notes	Site area	25.86	25	
Feature	Pegasus Amount (Ha)	Committee Report (Ha)	Notes								
Site area	25.86	25									

Agricultural Land Quantums			
Grade 3a land	23.71	23	As per ALC Report
Grade 3b land	2.06	2	
Total agricultural land	25.77		
Associated Works and Landscaping Quantums			
Other land within RLB (such as visibility splay)	0.953 (9,530sqm)		
Planted bunds	0.3167 (3,167sqm)		
Woodland belt	2.7494 (27,494sqm)		
Seasonally wet basins	0.9359 (9,359sqm)		
Wildflower grassland	1.8758 (18,758sqm)		
Total associated works	6.8308 (0.953 + 0.3167 + 2.7494 + 0.9359 + 1.8758)	7.4	
Western and Eastern Field Quantums			
Western field road	0.4189 (4,189sqm)		
Eastern field built development (sealed roads, unsealed roads and 'buildings')	6.0803 (60,803sqm)	6	
Western field retained agricultural land	6.53 (65,300sqm)	7.6	Total field size, with road is 6.9489Ha.
Eastern field retained (shown to be fenced) agricultural land	4.0742 (40,742sqm)	4	
Eastern field retained (non-fenced, less bunds) agricultural land	1.9294 (19,294sqm)		Fence line can be realigned to encompass this element (as per responses to PO)

			questions dated 20 th November 2023).
	Total Retained Agricultural Land	12.5336 (6.53 + 4.0742 + 1.9294) 48% of the total site area	11.6
			The quoted 11.6Ha assumes that all of the vis-splay land is in agricultural use and the non-fenced land is not agricultural. The 11.6Ha is comprised of the visibility splay land (0.953) + western field retained agricultural land (6.53) + eastern field fenced agricultural land (4.0742).
Loss of Agricultural Land Quantums			
	Total Grade 3a (occupied by development – roads (sealed/unsealed), buildings, bunds, woodland planting, wildflower meadow and basins (where applicable))	11.764 (117,640sqm)	12.6
			Applicants total = 12.3751Ha (25.86 – 11.764 – 0.611 – 0.953 – 12.5336 = 0) 48% of the total site area (final 4% = other land within

				RLB, including visibility splay)
	Grade 3b (occupied by development – roads (sealed/unsealed, buildings, bunds, woodland planting, wildflower meadow and basins (where applicable))	0.6111 (6,111sqm)		
Paragraph 1.7	The land area amounts (expressed as percentages) are correct but are taken from the ALC report, which did not for example assess land within the visibility splays and accounted for 25.77Ha of land (as per the plan at paragraph 1.7).			
Paragraphs 1.11 to 1.13	The distances quotes are assumed to be from the site boundary and not from the built development itself. Paragraph is helpful in setting out the distances of the development from the site boundaries.			
Paragraph 3.7	Reference should be updated to reflect the revised BNG figures, as a result of the translocation of the hedgerow along Main Road and the parallel hedge beyond (this will update the list of documents set out within para. 3.17 and also paragraph 7.135).			
Paragraph 5.2	<p>This is the first reference (and repeated elsewhere) within the Committee report to Policy DM8. With reference to the recent appeal decision (as referenced within the Committee report), the Applicant’s view is that Policy DM8 does not apply to the proposed development.</p> <p>Policy DM4 and Core Policy 10 are considered to be the most relevant planning policies.</p>			
Paragraph 5.5	<p>Reference is made to the recent WMS of 15th May 2024, which was issued on the basis of solar development (and not BESS, or other forms of development).</p> <p>The focus of WMS is upon the following matters:</p>			

	<p>Solar developments Food security as an essential part of national security; Energy security is being threatened by world events; Protecting the best agricultural land; Addressing cumulative impacts; Improving soil surveys; and Supporting solar on rooftops and brownfield sites.</p> <p>Increased weight is to be given to higher grades of land within the category of BMV land; in other words, greater weight would be attached to loss of Grade 1 land than it would to Grade 3(a). The highest quality land is least appropriate for solar development and the WMS observes that:</p> <p><i>“there is a greater onus on developers to show that the use of higher quality land is necessary.”</i></p> <p>The WMS does not comprise new policy; it seeks to align policy in the NPS with existing policy in the NPPF.</p>
<p>Paragraph 7.142</p>	<p>It will be important to ensure that Members of the committee have the opportunity to view the updated hedgerow translocation plan, as this will sit alongside paragraph 7.143.</p>
<p>Paragraph 7.144</p>	<p>Regarding the table and the term ‘large trees’ these are indicated to be 4.3m in height at the time they are planted.</p>
<p>Paragraph 7.146 to 7.175</p>	<p>As set out within the Heritage Impact Assessment (HIA), step 1 of the methodology recommended by the Historic England guidance GPA:3 (see ‘Methodology’) is to identify which heritage assets might be affected by a proposed development.</p> <p>Development proposals may adversely impact heritage assets where they remove a feature that contributes to the significance of a heritage asset or where they interfere with an element of a heritage asset’s setting that contributes to its significance, such as interrupting a key relationship or a designed view.</p> <p>Consideration was made as to whether any of the heritage assets present within or beyond the 1km study area include the site as part of their setting, and therefore may potentially be affected by the proposed development.</p> <p>The HIA advises that <i>‘on the basis of proximity and intervisibility, Averham Conservation Area was the only designated heritage asset identified for a detailed settings assessment within or beyond the 1km radial study area [my emphasis]. Due to the limited historic relationship (which will not change as a result of the propos</i></p>

	<p><i>scheme), the physical and visual separation between the Averham Conservation Area and Site as well as proposed screening measures, it is not anticipated that the proposed development would result in any harm to the special heritage interests of the Averham Conservation Area through changes to setting.'</i></p> <p>The HIA sets out that limited amounts of intervisibility were identified towards Kelham Conservation Area due to treeline boundaries around the exterior of the asset per the ZTV submitted as part of this application. Views towards the entire development are noted within a portion of the undeveloped southwestern extent of the Conservation Area and of the proposed substation from a northwestern branch of the asset. These views are relatively limited in scope and are not considered to be integral to the asset's special interests. As such, a full settings assessment for Kelham Conservation Area was not required.</p> <p>The proposed development is well located and well screened and there would be no unacceptable impacts upon heritage interests. Any impacts are more than outweighed by the very substantial benefits that flow from the proposed scheme.</p>
<p>Paragraphs 9.1 to 9.12</p>	<p>'Very significant benefits in supporting the transition to net zero and in helping to secure stability and security in energy supply', are then taken to a 'very substantial' level when considering the fuller range of benefits (listed as energy efficiency, reducing carbon emissions and biodiversity and trees and hedgerows).</p> <p>This approach is consistent with that taken by the Planning Inspector for the ECAP appeal.</p> <p>In considering the weight that should be afforded in the overall planning balance, the following scale ranging from high to low is fairly typical:</p> <ul style="list-style-type: none"> Substantial Significant Moderate Limited No weight <p>Such weight may be regarded as 'positive' as a benefit, 'adverse' as a harm, or where applicable of 'no weight' effect.</p> <p>In the instance of the ECAP decision by the Planning Inspector, the use of 'very' suggests a heightened benefit arising from the 'transition to net zero and in helping to secure stability and security in energy supply' with it becoming 'very substantial' when</p>

	<p>considering other matters, namely biodiversity, trees and hedgerows. The report notes that the scheme need not to have provided BNG, but does so and provides a very substantial benefit. The report notes that the benefits arising from the landscaping proposals, over and above the existing planting.</p> <p>As the Committee report highlights, there is accordance with the Development Plan, but there are some harms (which are limited in nature) that need to be weighed in the planning balance, which are significantly outweighed by these very substantial benefits.</p>
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- Land Adjacent Staythorpe Substation, Staythorpe Road, Staythorpe - 23/00810/FULM

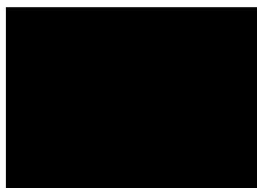
I have no comments to make upon this report.

- Conclusion

Thank you again for the time taken to work collaboratively with ourselves and the applicants during the application process to date, this is well reflected in the report. The above is intended to provide further assistance to Officers and Members to ensure clarity on the matters that I have set out. We shall be attending/presenting to the Planning Committee and we shall be endorsing the two recommendations of approval, with the aspiration of avoiding an unnecessary appeal(s).

Please do not hesitate to contact me if you have any queries in relation to the above or any other matter.

Kind regards,



Chris Calvert



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10.0 Conditions

01

The development hereby permitted shall not begin later than three years from the date of this permission.

Reason: To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

02

The planning permission hereby granted shall be for a temporary period only, to expire 40 years after the date of the first commercial import of electricity to the development (“the first import date”). Written confirmation shall be provided to the Local Planning Authority within one month after the first import date.

Reason: To comply with the requirements of the submitted application.

03

No later than 12 months prior to the expiry of the planning permission, or within 18 months of the permanent cessation of electricity storage in the site, whichever is the sooner, a decommissioning scheme shall be submitted to and approved by the Local Planning Authority in writing. The decommissioning scheme shall include a programme and a scheme of work and shall be implemented in accordance with the approved details.

The operator shall notify the Local Planning Authority in writing within five working days following the cessation of electricity storage.

All buildings, structures and associated infrastructure shall be removed within 12 months of the approval of the decommissioning scheme, and the land restored, in accordance with the approved details.

Reason: In the interests of highway safety, visual and residential amenity, landscape character and environmental protection.

04

The battery containers, substation, fencing and associated structures shall not be installed until details of the external materials have been submitted to and approved in writing by the Local Planning Authority. The details shall include an updated site layout plan that shall be in accordance with Site Layout Plan (Drawing No: 60687996-ACM-XX-LAY-GEN-1001 Rev C) and at a scale of not less than 1:500. The development shall thereafter be carried out only in accordance with the approved details.

Reason: In the interests of the visual amenities of the area.

05

No development shall be commenced until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall be prepared in accordance with the Construction Traffic Management Plan Rev C by Pegasus Group and shall confirm the following details:

- i) With the exception of AIL's, deliveries shall not take place outside 08:00 to 18:00 hours Monday to Fridays and 08:00 to 14:00 hours on Saturdays,
- ii) an indicative programme for the number of HGV and Articulated Indivisible Load (AIL) movements;
- iii) approved access and egress routes for HGV and AIL movements;
- iv) Traffic Safety Management Plan showing the location and type of traffic management signage and the location of any traffic marshals required to oversee the access and egress of HGVs and AILs;
- v) Parking details of vehicles of site operatives and visitors;
- vi) Wheel washing facilities to prevent mud and debris from migrating on to the adjacent highway; and
- vii) A timetable for the implementation of each constructional element of the plan.

The construction of the site shall be carried out only in accordance with the approved CTMP.

Reason: In the interests of highway safety and residential amenity.

06

No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall contain the following details:

- i) A scheme to control noise and dust;
- ii) Construction working hours, which shall be limited to 08:00 to 18:00 hours Mondays to Fridays and 08:00 to 14:00 hours on Saturdays;
- iii) Loading and unloading of plant and materials;
- iv) Storage of plant and metal used in constructing the development;
- v) Details of the temporary compounds area, including fencing;
- vi) Full details of any temporary external lighting;
- vii) A construction stage flood incident plan;
- viii) Measures for the protection of habitats and species before and during construction and a timetable for provision in accordance with the submitted Ecological Impact Assessment by Brindle and Green dated September 2023;
- ix) Construction stage emergency response plan and incident response system(s), including responsible persons and lines of communications.

The construction of the site shall be carried out only in accordance with the approved CEMP.

Reason: In the interests of residential amenity, highway safety and biodiversity.

07

Prior to commencement of development, a detailed hard and soft landscaping scheme for the site has been submitted in writing to the Local Planning Authority for approval. The submitted landscape scheme shall be in accordance with the details set out in the Landscape Master

Plan (Drawing No: P22-1211-EN.0003 Rev E) and shall include details of proposed landscape and ecology works, including:

- i) Soft landscape details (to include the western boundary);
- ii) Harding surfacing materials;
- iii) Proposed finished ground levels;
- iv) Species, type, size and planting density;
- v) Vehicular and pedestrian access;
- vi) Soil management measures;
- vii) Tree protection measures set out in an Arboricultural Method Statement and a Tree Protection Plan prepared in accordance with BS5837;
- viii) How a biodiversity net gain of at least +23.86% net gain for habitat units and +40.9% net gain for hedgerow units calculated using Metric 4.0 published by the Department for Environment, Food & Rural Affairs will be achieved;
- ix) A landscape and ecological mitigation, management and maintenance plan in accordance with the submitted Ecological Impact Assessment by Brindle and Green dated September 2023; and
- x) An implementation timetable.

The planting proposed adjacent to Staythorpe Road shall be implemented in the first available planting season following the approval of the landscaping scheme, and the remainder of the approved landscaping scheme shall be implemented in its entirety no later than the first available planting season following completion of the development. The approved landscaping scheme shall be retained and managed in accordance with the approved landscaping scheme for the lifetime of the development.

Reason: In the interests of landscape character, rural visual and residential amenities and biodiversity.

08

No development shall be commenced until a statement of Reasonable Avoidance Measures Statement (RAMS) and timetable has been submitted to and approved in writing by the Local Planning Authority. The scheme shall identify appropriate measures for the safeguarding of protected and locally important species and their habitats and shall include:

- a) an appropriate scale plan showing protection zones where construction activities are restricted and where protective measures will be installed or implemented; b) details of protective measures (both physical measures and sensitive working practices) to avoid impact during construction;
- c) a timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife could be harmed (such as the bird nesting season);
- d) details of a person responsible for the management of the protection zones.

The content of the Statement should be guided by BS42020:2013: Biodiversity - Code of Practice for Planning and Development. Development shall be carried out in accordance with the approved details and timetable.

Reason: In the interests of maintaining and enhancing biodiversity and ecological assets.

09

The proposed new access to Main Road shall not be commenced until details of the Hedge Translocation (shown on Drawing No: P22-1211_EN_0004 Rev F) including a translocation method statement and timetable for the works, which shall be prepared in compliance with BS5837, has been submitted to and approved in writing by the Local Planning Authority. The translocation of the hedgerow shall thereafter be carried out only in accordance with the approved details.

Reason: In the interests of the biodiversity, landscape character and visual amenities.

10

No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall be in substantial accordance with the principles set out in the Surface Water Management Strategy Rev P02 (dated February 2023), as amended by the Technical Note Staythorpe SWMS Addendum dated 18 September 2023.

The scheme to be submitted shall:

- Demonstrate that the development will use Sustainable Drainage Systems throughout the site as a primary means of surface water management and that design is in accordance with CIRIA C753 and NPPF Paragraph 175.
- Limit the discharge generated by all rainfall events up to the 100 year plus 40% (climate change) critical rain storm to QBar rates for the developable area.
- Provide detailed design (plans, network details, calculations and supporting summary documentation) in support of any surface water drainage scheme, including details on any attenuation system, the outfall arrangements and any private drainage assets.
- Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 30 year and 1 in 100 year plus climate change return periods.
 - No surcharge shown in a 1 in 1 year.
 - No flooding shown in a 1 in 30 year.
 - For all exceedance to be contained within the site boundary without flooding properties in a 100 year plus 40% storm.
- Evidence to demonstrate the viability (e.g Condition, Capacity and positive onward connection) of any receiving watercourse to accept and convey all surface water from the site.
- Provide a surface water management plan demonstrating how surface water flows will be managed during construction to ensure no increase in flood risk off site.

- Evidence of how the on-site surface water drainage systems, including the open drainage ditch along the western boundary of the site, shall be maintained and managed after completion and for the lifetime of the development to ensure long term effectiveness.

The approved surface water drainage scheme shall be implemented and maintain for the lifetime of the development.

Reason: A detailed surface water management plan is required to ensure that the development is in accordance with NPPF and local planning policies. It should be ensured that all major developments have sufficient surface water management, are not at increased risk of flooding and do not increase flood risk off-site.

011

No development shall be occupied until details of the means of foul drainage disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out thereafter in accordance with the approved details.

Reason: To ensure the provision of satisfactory means of foul sewage/surface water disposal.

012

No development shall take place until a flood risk mitigation strategy (the 'FRMS') has been submitted to and agreed in writing by the Local Planning Authority. The FRMS shall include the following flood risk mitigation measures:

i) finished floor levels for all battery containers located on land indicated to flood during the design flood event (1 in 100 AEP event plus an allowance for climate change) shall be 300mm above peak flood level during the design flood event;

ii) level-for-level compensatory flood storage shall be provided in accordance with Appendix A and B of the Level 2 Flood Risk Assessment (dated February 2023, or any update);

the FRMS shall be fully implemented and subsequently maintained for the duration of the development hereby permitted.

Reason: In the interests of mitigating against flood risk.

013

The development shall not be brought into use until an operational stage incident plan has been submitted to and approved by the Local Planning Authority in writing. The plan shall be prepared in accordance with the Level 2 Flood Risk Assessment (dated February 2023 or any update). The development shall be implemented in accordance with the approved operational stage flood incident plan.

Reason: To provide appropriate mitigation in a flood event.

014

No development shall be commenced until details of the site access have been submitted to and approved by the Local Planning Authority. The details shall be in accordance with the details shown on Main Road Access (Drawing No: P22-1211 TR-SK01 Rev B) and Staythorpe Road Access Geometric Parameters (Drawing No: P22-1211TR-SK05 Rev C) and include details of necessary vegetation clearance, culverts and a programme for the delivery of the site access works, of which the access on Main Road shall comprise the first part of the development to be implemented. All works shall be carried out in accordance with the approved details.

Reason: In the interests of general highway safety.

015

The visibility splays shown on drawing P22-1211 TR-SK01 Rev B shall be provided prior to the Main Road access being brought into use. For clarity, any hedging within 1 metre to the rear of the splay shall be removed and the splays then kept clear of all obstructions of 0.26 metres above carriageway level for the lifetime of the development.

Reason: In the interests of highway safety.

016

The Staythorpe Road access shall be used only by Abnormal Load vehicles, any associated escort vehicles, emergency services and agricultural vehicles associated with the existing farming use. No other vehicles are permitted to use it for access or egress related to the construction of development and the gates must be closed at all times other than to allow passage of aforementioned vehicles.

Reason: For the avoidance of doubt, and general interests of highway safety.

017

The Staythorpe Road access shall not be used for abnormal load deliveries until a comprehensive abnormal loading delivery plan, including temporary signing, construction traffic routing and structural assessments for any highway structures affected by delivery has been submitted to and approved in writing by the Local Planning Authority. Any abnormal load deliveries shall then be implemented in accordance with the approved plan.

Reason: In the interests of highway safety.

018

Part 1

Except for archaeological works, no development shall take place until an archaeological Mitigation Strategy for the protection of archaeological remains is submitted to and approved by the Local Planning Authority in writing. The Mitigation Strategy shall include appropriate Written Schemes of Investigation for each phase of archaeological work as necessary. These schemes shall include the following:

1. An assessment of significance and proposed mitigation strategy (ie preservation by record, preservation in situ or a mix of these elements);
2. A methodology and timetable of site investigation and recording;
3. Provision of site analysis;
4. Provision for publication and dissemination of analysis and records;
5. Provision for archive deposition;
6. Nomination of a competent person/organisation to undertake the work.

The scheme of archaeological investigation shall only be undertaken in accordance with the approved details.

Reason: To ensure the preparation and implementation of an appropriate scheme of archaeological mitigation in accordance with the National Planning Policy Framework.

019

Part 2

The archaeological site work shall be undertaken only in full accordance with the approved Mitigation Strategy and written schemes referred to in the above Condition. The developer shall notify the Local Planning Authority of the intention to commence at least 14 days before the start of archaeological work in order to facilitate adequate monitoring arrangements. No variation shall take place without the prior consent of the Local Planning Authority.

Reason: To ensure satisfactory arrangements are made for the recording of possible archaeological remains in accordance with the National Planning Policy Framework.

020

Part 3

A report of the archaeologist's findings shall be submitted to the Local Planning Authority and the Historic Environment Record Officer at Nottinghamshire County Council within 3 months of the archaeological works hereby approved being commenced. The post-investigation assessment shall be completed in accordance with the programme set out in the approved Written Scheme of Investigation and shall include provision for analysis, publication and dissemination of results and deposition of the archive being secured.

Reason: In order to ensure that satisfactory arrangements are made for the investigation, retrieval and recording of any possible archaeological remains on the site in accordance with the National Planning Policy Framework.

021

No development shall take place until a Fire Safety Management Plan has been submitted to and approved by the Local Planning Authority in writing. The Plan shall include expected gas concentrations at ground level during a fire event; design details justifying BESS unit spacing and fire suppression systems selected and shall be prepared in accordance with the Fire Strategy Management Plan Rev (2) dated September 2023 by AECOM and the operational stage flood incident plan (Condition 12). The development shall be implemented in accordance with the approved updated Fire Safety Management Plan.

Reason: In the interests of fire safety and flood risk.

022

The development hereby approved shall be implemented in full accordance with all the noise mitigation measures and the rating levels of noise due to the operation of the development on the three identified noise sensitive receptors set out within the submitted Noise Impact Assessment Issue 3 dated 8 February 2024 by Environmental Noise Solutions Ltd (or as updated and approved by the Local Planning Authority). The operational noise mitigation measures shall be maintained for the lifetime of the development.

Reason: In the interests of residential amenity.

023

No permanent external lighting shall be installed on the site until details have been submitted to and approved in writing by the Local Planning Authority. Lighting shall be designed to prevent light spillage and be directed away from sensitive receptors and habitat, such as woodland. Any external lighting shall be installed in accordance with the approved details for the lifetime of the development.

Reason: In the interests of residential amenity, the character of the open countryside and biodiversity.

024

The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans/drawings:

General Plans:

Site Location Plan (Drawing No: 60687996-ACM-XX-LAY-GEN-1004 Rev A)

Site Layout Plan (Drawing No: 60687996-ACM-XX-LAY-GEN-1001 Rev C)

400kV BESS Substation Layout Plan (Drawing No: 60687996-ACM-XX-LAY-EL-1015 Rev A)

400kV BESS Substation Elevation (Drawing No: 60687996-ACM-XX-LAY-EL-1016 Rev A)

132kV BESS Substation Layout Plan (Drawing No: 60687996-ACM-XX-LAY-EL-1005 Rev C)

132kV BESS Substation Elevation (Drawing No: 60687996-ACM-XX-LAY-EL-1006 Rev B)

Battery and PCS Unit Indicative Elevations (Drawing No: 60687996-ACM-XX-LAY-GEN-1002 Rev B)

Control Building and Storage Building Indicative Floor Plan (Drawing No: 60687996-ACM-XX-LAY-GEN-1007 Rev A)

Control Building, Storage Building and Water Tank Indicative Elevations (Drawing No: 60687996-ACM-XX-LAY-GEN-1003 Rev B)

Typical Details – Fencing, CCTV, Intercom, Auxiliary Transformer and Fire Hydrant (Drawing No: 60687996-ACM-XX-LAY-GEN-1005 Rev A)

Typical Details – Typical Access Track (Drawing No: 60687996-ACM-XX-LAY-GEN-1005 Rev C)

Indicative Acoustic Barrier and Bund Elevation (Drawing No: 60687996-ACM-XX-LAY-GEN-1008 Rev B)

Construction Compound Indicative only (Drawing No: 60687996-ACM-XX-LAY-GEN-1006 Rev A)

Proposed Landscape Plans:

Landscape Masterplan (Drawing No: P22-1211-EN.0003 Rev E)

Landscape Boundary Sections – Year 1 and 15 (Drawing No: P22-1211-EN.0002 – Sheets 1 and 2 Rev A)

Landscape Masterplan – Main Road Access (Drawing No: P22-1211-EN0004 Rev E)

Proposed Highway Plans:

Main Road Access (Drawing No: P22-1211TR-SK01 B) attached at the end of the Construction Traffic Management Plan Rev C by Pegasus Group

Main Road Access HGV Swept Path Analysis (Drawing No: P22-1211TR-SK02 A)

Staythorpe Road Access Geometric Parameters (Drawing No: P22-1211TR-SK05 Rev C)

Staythorpe Road Access Fire Tender Swept Path Analysis (Drawing No: P22-1211TR-SK06 Rev C)

Staythorpe Road Access Abnormal Load Swept Path Analysis (Drawing No: P22-1211TR-SK10 A)

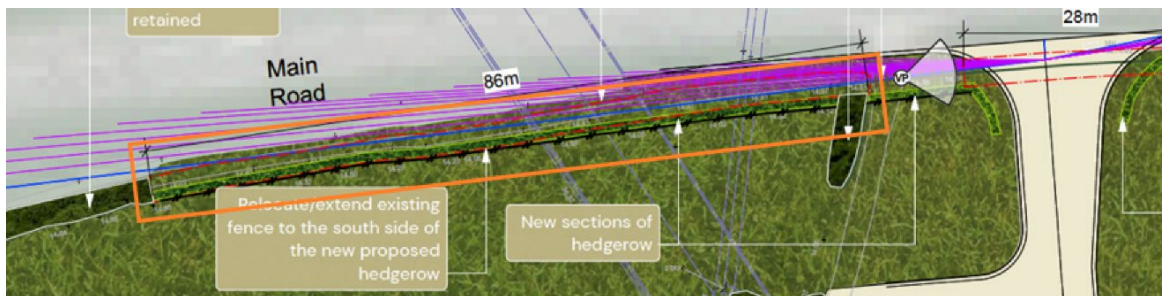
Reason: So as to define this permission.

Main Road Hedgerow Assessment Note.

Project name:	Land at Staythorpe Road. Ref 23/00317/FULM
Author:	Kate Curtis FLI, (Pegasus Group), Chris Wright (WEL) and Chris Calvert (Pegasus Group)
Date:	10.06.24
Project number:	P22-1211
Reference:	Main Road Hedgerow Assessment Note

1. Introduction

- 1.1. This note sets out an assessment of an 86m length of hedgerow located within the visibility splay along Main Road for the proposed development (as shown upon the plan set out below). This length forms part of an overall 114m length of affected hedgerow along Main Road that falls within the red line boundary of the application site.



- 1.2. The 86m hedgerow was surveyed on 4th June 2024 and is an extension of H8 which was surveyed as part of the ECIA, which lies to the northeast of this 86m length (which was found to comprise hawthorn and ash, two of the qualifying 'woody' species). The hedgerow was surveyed by Kate Curtis BAHons Dip LA FLI , Senior Landscape Director at Pegasus Group and Chris Wright BSc MA Ecology, Director at Wright Environmental Ltd.
- 1.3. The hedgerow was originally proposed for retention (at a lower height) but following advice from the Highway Officer, it could not be retained. Consequently, amendments were made to the proposal to show its removal and replacement by a new length of hedgerow beyond the visibility splay. As this document demonstrates, the hedgerow is not regarded as being 'Important'. Consequently, the hedgerow is now proposed to be translocated in accordance with drawing P22-1211_EN_0004 Rev F.
- 1.4. Following a request by the LPA, this 86m length of hedgerow has been surveyed to advise as to whether it (along with the affected elements of H8) constitutes an 'important' hedge when assessed against the Hedgerow Regulations.
- 1.5. To be an important hedge, it must meet at least one of these criteria:

- marks all or part of a parish boundary that existed before 1850
- contains an archaeological feature such as a [scheduled monument](#)
- is completely or partly in or next to an archaeological site listed on a [Historic Environment Record \(HER\)](#), (formerly a Sites and Monuments Record)
- marks the boundary of an estate or manor or looks to be related to any building or other feature that's part of the estate or manor that existed before 1600
- is part of a field system or looks to be related to any building or other feature associated with the field system that existed before 1845 – you can check the County Records Office for this information
- contains [protected species](#) listed in the Wildlife and Countryside Act 1981
- contains species that are endangered, vulnerable and rare and identified in the [British Red Data](#) books
- includes [woody species](#) and [associated features](#) as specified in [Schedule 1, Part II Criteria, paragraph 7\(1\)](#) of the Hedgerow Regulations – the number of woody species needed to meet the criteria is one less in northern counties

1.6. This note provides an assessment against those criteria.

2. Site Survey

2.1. The 86m hedge lies to the southeast of Main Road, beyond a verge and forms the boundary of agricultural fields. An existing field entrance breaks its connectivity to a hedge and group of trees to the northeast.

Sample images from the survey are provided below:-









- 2.2. The hedgerow is predominantly comprised of hawthorn *Crataegus monogyna* along with blackthorn *Prunus spinosa*. Some brambles and ivy are located within the hedge canopy and below, and the ground flora was limited to common and widespread species such as common hogweed *Heracleum sphondylium*, cow parsley *Anthriscus sylvestris* and nettle *Urtica dioica*. The variation in hedgerow is therefore limited. This limited nature being consistent with the hedgerow assessment for H8, which found only two woody species, in the form of hawthorn and ash with a some non-'woody' species plum.

3. Assessment.

- 3.1. The hedgerow does not mark all or part of a Parish Boundary that existed before 1850.
- 3.2. It contains no known archaeological feature, such as a scheduled monument, nor is it located completely or partially in or next to an archaeological site listed on a Historic Environment Record.
- 3.3. It does not mark the boundary of an estate, or manor, or looks to be related to any building or other feature that's part of the estate or manor that existed before 1600.

- 3.4. It is not part of a field system, or looks related to any building or feature associated with the field system that existed before 1845.
- 3.5. The hedgerow contained no evidence of any permanently present protected species listed in the Wildlife and Countryside Act 1981 and contained no evidence of any species that are endangered, vulnerable and rare identified in the British Red Data books.
- 3.6. As set out above, the hedgerow contained only two woody species and no associated features as specified in Schedule 1, Part II Criteria, paragraph 7(1) of the hedgerow regulations.
- 3.7. On this basis, the hedgerow does not meet the criteria for an 'important hedgerow' under the Hedgerow regulations (1997). Notwithstanding this, the applicant is now proposing to translocate the hedgerow and to supplement with an additional hedgerow, resulting in a further net gain of hedgerow upon the site (and resultant increase in BNG).