

Report to Planning Committee – 2 July 2026

Business Manager Lead: Oliver Scott – Planning Development

Lead Officer: Jamie Pegram, Planner

Report Summary			
Application Number	26/00473/FUL		
Proposal	Construction and operation of a micro energy storage project.		
Location	Land At London Road, Balderton		
Applicant	Ms Ashleigh Boyce – AMP Clean Energy	Agent	N/A
Registered	27.03.2026	Target Date	25.05.2026
		Extension of Time	03.07.2026
Web Link to Case	26/00473/FUL Construction and operation of a micro energy storage project. Land At London Road Balderton		
Recommendation	That Planning Permission be APPROVED, subject to the conditions set out at Section 10.0.		

This application has been referred to planning committee as it has been called in by Councillor Simon Forde due to concerns of the siting and appearance of the proposed battery box.

1.0 The Site

1.1 The application relates to an area of grass verge located on London Road in Balderton, to the east of the site on the opposite side of the road is Sainsburys and the turning into Belvoir Road, to the west are residential dwellings, with mature trees lining the boundary between the verge and the houses. London Road runs from North to South and there are residential and commercial buildings all along London Road with a number of telephone masts and telecom cabinets along the road.



1.2 In terms of site constraints, the site is located within Flood Zone 1 according to the Environment Agency Flood Maps and in an area at low risk of surface water flooding.

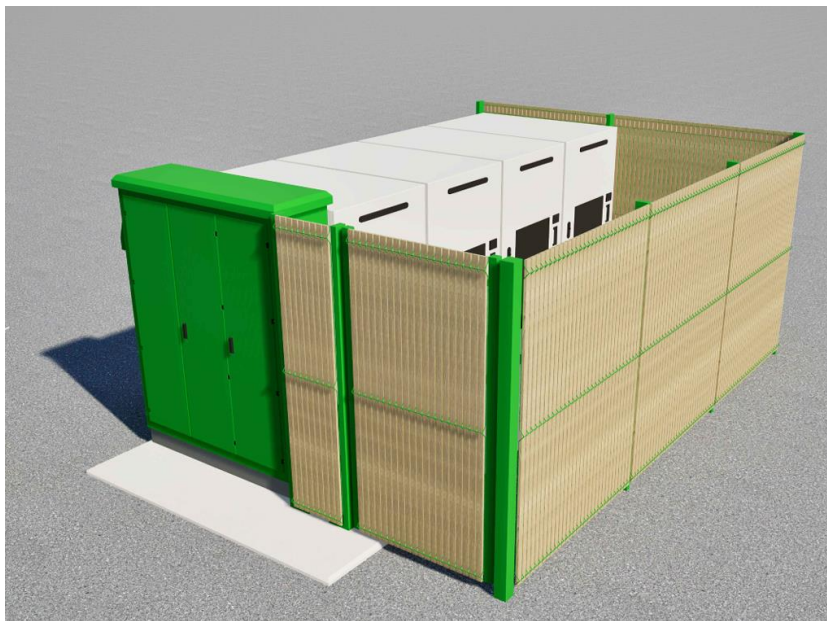
2.0 Relevant Planning History

2.1 No relevant history.

3.0 The Proposal

3.1 The application seeks planning permission for a 200kw (800kWhr) Energy Storage System, known as a 'Battery Box'.

3.2 The battery box would measure approximately 6m by 2.75m, with a height of 2.45m. The battery and electrical cabinets would be steel, white and green in colour, and enclosed by a wire fence slotted with wooden panels.



3.3 The proposed battery box is to be located on the western side of London Road opposite the junction of Belvoir Road.

3.4 Documents assessed in this appraisal: -

Location Plan BB-03941 01 Rev A
Layout Plan BB-03941 02 Rev A
Elevations Plan 04 REV B
Wooden Mesh Fence 03 Rev A
Application Form
Noise Assessment
Planning Statement

4.0 Departure/Public Advertisement Procedure

4.1 Occupiers of 7 properties have been individually notified by letter. A site notice has also been displayed near to the site.

4.2 Site visit undertaken on 18.05.2025.

5.0 Planning Policy Framework

5.1 **Newark and Sherwood Amended Core Strategy Development Plan Document (adopted March 2019)**

Core Policy 9 – Sustainable Design
Core Policy 10 – Climate Change
Core Policy 12 – Biodiversity and Green Infrastructure

5.2 **Allocations and Development Management DPD (adopted 2013)**

Policy DM4 – Renewable and Low Carbon Energy Generation
Policy DM5 – Design
Policy DM7 – Biodiversity and Green Infrastructure
Policy DM12 – Presumption in Favour of Sustainable Development

5.3 The Draft Amended Allocations & Development Management DPD was submitted to the Secretary of State on the 18th January 2024. Following the close of the hearing sessions as part of the Examination in Public the Inspector has agreed a schedule of 'main modifications' to the submission DPD. The purpose of these main modifications is to resolve soundness and legal compliance issues which the Inspector has identified. Alongside this the Council has separately identified a range of minor modifications and points of clarification it wishes to make to the submission DPD. Consultation on the main modifications and minor modifications / points of clarification took place between Tuesday 16 September and Tuesday 28 October 2025. The next stage in the Examination process will be the Inspector issuing their draft report.

5.4 Tests outlined through paragraph 49 of the NPPF determine the weight which can be afforded to emerging planning policy. The stage of examination which the Amended Allocations & Development Management DPD has reached represents an advanced stage of preparation. Turning to the other two tests, in agreeing these main modifications the Inspector has considered objections to the submission DPD and the degree of consistency with national planning policy. Through this process representations have been provided the

opportunity to raise objections to proposed modifications through the above consultation. Therefore, where content in the Submission DPD is either;

- Not subject to a proposed main modification;
- The modifications/clarifications identified are very minor in nature; or
- No objection has been raised against a proposed main modification

Then this emerging content, as modified where applicable, can now start to be given substantial weight as part of the decision-making process.

[Submission Amended Allocations & Development Management DPD Schedule of Main Modifications and Minor Modifications / Clarifications](#)

The following emerging policies are considered to carry weight in the consideration of this application.

Policy DM4 – Renewable and Low Carbon Energy Generation

Policy DM5(b) – Design

Policy DM7 – Biodiversity and Green Infrastructure

5.5 **Other Material Considerations**

National Planning Policy Framework 2024

Planning Practice Guidance (on-line resource)

6.0 **Consultations**

(Relevant comments copied/summarised below. Full comments can be viewed on the Council's planning applications website via the web link included in the Report Summary).

6.1 **Balderton Parish Council** – Concerns of noise generated and whether this has been tested in isolation and would have liked to have seen highways and environmental health submissions.

6.2 **NCC Highways** – No objection, the proposed location does not impact on highway safety.

6.3 **NSDC Environmental Health Officer** – No objections. The noise assessment provided with this application indicates noise will not be an issue. Noise from the battery box appears directional, and therefore installation should ensure correct orientation with respect to the houses located to the east of the site.

6.4 **Joint Radio Company** – JRC does not foresee any potential problems based on known interference scenarios and the data you have provided. However, if any details of the wind farm (or other development) change, particularly the disposition or scale of any turbine(s) or structure(s), it will be necessary to re-evaluate the proposal.

Representations

6.5 30 public objections have been received with concerns over the scale of the proposal, including character and outlook, the loss of greenspace, safety risk from lithium batteries

such as risk of fire, noise impacts, impact on the value of properties and location, impact on wildlife and questions regarding the benefits vs harm. There has also been concerns over anti-social behaviour being an issue due to vandalism of the batteries and graffiti.

6.6 Cllr Jean Hall – Raised objection to the proposal on the grounds of visual impact, over development, loss of green space and safety reasons.

7.0 Appraisal

7.1 The key issues are:

- Principle of Development
- Impact on the Character and Appearance of the Area
- Impact on Residential Amenity
- Impact on the Highway
- Impact on Ecology and Biodiversity
- Flood risk

7.2 The National Planning Policy Framework (NPPF) promotes the principle of a presumption in favour of sustainable development and recognises the duty under the Planning Acts for planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004. The NPPF refers to the presumption in favour of sustainable development being at the heart of development and sees sustainable development as a golden thread running through both plan making and decision taking. This is confirmed at the development plan level under Policy DM12 (Presumption in Favour of Sustainable Development) of the Allocations and Development Management DPD (2013).

Principle of Development

7.3 Core Policy 10 'Climate Change' states that the Council is committed to tackling the causes and impact of climate change and to delivering a reduction in the District's carbon footprint.

7.4 Policy DM4 'Renewable and Low Carbon Energy Generation' states that planning permission will be granted for renewable and low carbon energy generation development and its associated infrastructure, where its benefits are not outweighed by detrimental impact from the operation and maintenance of the development on the landscape character, heritage assets, amenity, highway safety, aviation and ecology.

7.5 Paragraph 161 of the NPPF states that support should be given to renewable and low carbon energy and associated infrastructure. Furthermore, paragraph 168 of the NPPF, states that when determining all forms of renewable and low carbon energy development significant weight should be given to the benefits associated with renewal and low-carbon energy generation and to recognise that small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.

7.6 The overarching National Policy Statement for Energy (EN-1), January 2026, sets out the national policy for energy infrastructure. Paragraph 2.1.2 identifies that a significant

amount of infrastructure is needed at both local and national scale to transport energy to where it is needed. Paragraph 3.3.25 relates to the role of electricity storage and states that;

'Storage has a key role to play in meeting the Clean Power 2030 Mission, achieving net zero, and providing flexibility to the energy system, reducing the amount of generation and associated network that needs to be built to meet peak demand, helping Britain reach clean power in a cost-effective way and reducing delivery risk associated with other types of energy infrastructure.'

Paragraph 3.3.26 goes on to advise that;

'Storage is needed to reduce the costs of the electricity system and increase reliability by storing surplus electricity in times of low demand to provide electricity when demand is higher.'

- 7.7 The proposal relates to the installation of a micro energy storage unit which imports electricity from the local electricity network when demand for electricity is low or when there are high levels of renewable energy available. It then exports electricity back to the grid when required during periods of high demand. The supporting statement details that the storage unit provides a solution to the growing need for network flexibility and helps address grid reliability issues prompted by an increase of intermittent (wind and solar) generation of the electricity system. The battery storage unit and ancillary infrastructure would be relatively small scale and would provide low-carbon energy infrastructure and grid flexibility.
- 7.8 The site is within the Newark Urban Area. This location has been chosen due to the proximity to the substation and being the optimal distance for connections. The location was queried with the applicant during the application process, and it was advised that additional distance from the substation results in voltage drop off and therefore results in efficiency losses and sub-optimal operating conditions. Therefore, the location of the equipment is suitably justified and accepted.
- 7.9 The applicant has provided justification for the location stating that it falls under an ideal distance from the substation for the battery to operate optimally. Ideal distance is within 50 metres of a secondary substation this is predominantly due to voltage rise. The further away from the substation the more energy is lost to resistance in the cable, and the less viable a connection is. Furthermore, the applicant advises that they try to locate them an optimal distance from neighbouring buildings at c20m to reduce any potential noise or visual impacts. It was raised and explored whether the battery box could be moved further down the road and placed with existing infrastructure. However, due to existing telecoms cabinets having cables underground, the proposal would interfere with existing infrastructure. The proposal also seeks to reinforce the local energy grid and therefore the applicant has argued that the development has to be positioned within the locality.

- 7.10 The applicants have provided information dated the 22.06.2026 on the benefits the scheme would provide to address some of the concerns raised. The battery box will help reinforce the local electricity grid. This is achieved by managing the supply and demand for example storing energy when there is an abundance of energy and exporting it back to the grid when it is needed, when demand is high. By doing this Battery Box artificially increases the capacity of the network and reduces the need for extensive costly grid upgrades. Depending on where the fault is in the network the battery can help keep lights on during a power cut. AMP has been told by the network operator that this area is struggling and requires grid flexibility, which the Battery Box would provide. According to the network maps that the applicant has access to, the additional supporting information states that the network is actively procuring and offering contracts for flexibility and therefore need these services.
- 7.10 Having considered all the provided information the proposal is therefore considered to comply with Core Policy 10 of the Amended Core Strategy, emerging Policy DM4 of the Amended Allocations and Development Management DPD and the guidance contained within the NPPF. It is therefore considered that the principle of development could be acceptable, subject to a site-specific assessment of the impacts of the development, including the impacts upon the character and appearance of the open countryside.

Impact upon Character and Appearance of Area

- 7.11 Core Policy 9 (Sustainable Design) states that new development should achieve a high standard of sustainable design that is of an appropriate form and scale to its context complementing the existing built and landscape environments. Emerging Policy DM5(b) (Design) states that the rich local distinctiveness of the district's landscape and character should be reflected in the scale, form, mass, layout, design materials and detailing of proposals for new development. The NPPF states that good design is a key aspect of sustainable development and new development should be visually attractive.
- 7.12 The battery box would measure approximately 6m by 2.75m, with a height of 2.45m. The battery and electrical cabinets would be steel, white and green in colour, and enclosed by a wire fence slotted with wooden panels. The unit would be sited on an existing grass verge, set back from the highway, opposite another verge outside Sainsbury's, which has a mast and telecommunication cabinets. The site is within the Newark Urban Area opposite Sainsbury's in Balderton; there is a number of telecommunications cabinets as well as two telephone masts on the opposite side of the road.
- 7.13 Whilst the unit would be visible from the highway, due to the scale and nature of the proposal, and the character of the immediate surroundings, it is not considered that the development would appear visually intrusive or have a detrimental impact upon the landscape character of the area. Whilst the battery unit would look better situated nearby other cabinets and telephone masts that are situated across the road or further down the road, Officers have to consider the proposal as presented. The location has been suitably justified by the applicant, and it is not considered that the proposal is demonstrably harmful to warrant refusal. Officers have engaged with the applicant to visually improve the battery box as far as possible with timber cladding and a planting condition is proposed to further soften its impacts.

- 7.14 For the reasons outlined above, the proposal would not result in harm to the character or appearance of the area and would accord with the aims of Core Policies 9, DM4 and DM5(b).

Impact on Residential Amenity

- 7.15 Emerging Policy DM5(b) explains that the layout of development within sites and separation distances from neighbouring development should be sufficient to ensure that neither suffers from an unacceptable reduction in amenity including overbearing impacts, loss of light and privacy.
- 7.16 Paragraph 135 of the NPPF seeks to ensure that developments have a high standard of amenity for existing and future users.
- 7.17 The site lies within an existing grass verge; there is a telephone mast and cabinets across the road to the west and another set of cabinets located further down the road to the south. The application has been accompanied by a Noise Assessment which concludes that there would be no low frequency noise impact at noise sensitive receptors.
- 7.18 Following consultation with the Council's Environmental Health Team, they have reviewed the Noise Assessment and confirmed that the noise emitted from the proposed unit would not be considered significant and would not result in harm to the living conditions of nearby residential occupiers, provided it is installed in the correct orientation as the noise emitted is directional.
- 7.19 Due to the modest scale and nature of the proposed development, the existing noise environment and the separation distances to the nearest neighbouring properties, it is not considered that the proposal would have an unacceptable impact upon the residential amenities of nearby residents, in accordance with policy DM5b and Paragraph 135 of the NPPF.

Impact on the Highway

- 7.20 Spatial Policy 7 indicates that development proposals should be appropriate for the highway network in terms of the volume and nature of traffic generated and ensure the safety, convenience and free flow of traffic using the highway are not adversely affected; and that appropriate parking provision is provided. Emerging Policy DM5(b) requires the provision of safe access to new development and appropriate parking provision.
- 7.21 The site is within an existing wide grass verge on London Road opposite Sainsburys in Balderton within the Newark Urban Area. The plant is set approximately 7.8 metres from the edge of the highway and would not interfere with any visibility splays. In terms of construction, the electrical equipment is manufactured off-site and lifted into position on a concrete plinth before the electrical connection is complete. This process takes approximately 4 weeks, with a total of 6 HGV movements (3 arrival and 3 departures). Once installed the plant is controlled remotely with operational visits only carried out in response to faults or for maintenance purposes. Following consultation with the Local Highways Authority, they have confirmed that they raise no objections to the proposal on highway safety grounds. As a result of the limited scale of the proposed micro energy

storage unit, and the low levels of vehicular traffic generated, the proposal would not have any adverse impacts upon highway safety or the wider highway network in the vicinity of the site.

- 7.22 On the basis of the above it is therefore considered that the development would not result in harm to highway safety and would accord with Spatial Policy 7, emerging Policy DM5(b), and the guidance contained within the Nottinghamshire Highway Design Code.

Impact on Ecology and Biodiversity

- 7.23 Core Policy 12 states that the Council will seek to conserve and enhance the biodiversity of the District and that proposals will be expected to take into account the need for the continued protection of the District's ecological and biological assets. Emerging Policy DM7 supports the requirements of Core Policy 12 and states that development proposals affecting sites of ecological importance should be supported by an up-to-date ecological assessment. Emerging Policy DM5(b) seeks to avoid adverse impacts upon ecological interest and protected species.
- 7.24 The proposal site is sited on an existing grass verge there are trees along the whole length of this section of London Road, however the battery units are proposed to be placed on an area of the verge away from the trees and their root protection areas. As such no trees will be impacted by the proposal.
- 7.25 As a result, the proposal is considered to adhere to Core Policy 12 (Biodiversity and Green Infrastructure) of the ACS and emerging Policies DM5(b) and DM7.
- 7.26 Biodiversity Net Gain (BNG) is a way of creating and improving natural habitats. BNG makes sure development has a measurably positive impact ('net gain') on biodiversity, compared to what was there before development. In England, BNG became mandatory (under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021)) for 'minor sites' such as this on 2 April 2024. This legislation sets out that developers must deliver a minimum BNG of 10% - this means a development will result in more, or better quality, natural habitat than there was before development. However, there are some exemptions to where BNG is applicable – these are set out in The Biodiversity Gain Requirements (Exemptions) Regulations 2024 ([legislation.gov.uk](https://www.legislation.gov.uk)). One exception is the 'de minimis' exemption that sets out that BNG does not apply where the development would not impact an onsite priority habitat and impacts less than 25 square metres (5m by 5m) of non-priority on-site habitat (such as modified grassland) or 5 metres of non-priority on-site linear habitats such as hedgerows. This exemption is designed to ensure that BNG does not apply to either very small-scale development or development which does not impact habitat, through loss or degradation within the red line boundary.
- 7.27 The battery store would result in the loss of 23.9 square metres of on-site habitat, under the 25 square metre thresholds, and is therefore exempt from Mandatory Net Gain.

Flood Risk

- 7.28 The site lies within flood zone 1 and at a low risk of surface water flooding according to the Environment Agency Flood Data. Core Policy 9 expects development proposals to proactively manage surface water. Core Policy 10 requires new development to minimise its

potential adverse impacts including the need to reduce the causes and impacts of climate change and flood risk.

- 7.29 The Council will, in line with Policy DM5(b) aim to steer new development away from areas at highest risk of flooding. Development proposals within Environment Agency Flood Zones 2 and 3 and areas with critical drainage problems will only be considered where it constitutes appropriate development and it can be demonstrated, by application of the Sequential Test, that there are no reasonably available sites in lower risk Flood Zones.
- 7.30 Given that the development is located within flood zone 1 and at very low risk of surface water flooding, a flood risk assessment and sequential test is not required. Like many utilities boxes along the street, the battery unit is not considered a high-risk building to flooding i.e. it's not a habitable building with this in mind and given that it is in flood zone 1 it is not considered that there would be adverse impact on flooding in accordance with policy DM5(b) of the Allocations and Development Management DPD, as well as Core Policy 9 Sustainable Design and Core Policy 10 Climate Change of the Amended Core Strategy and the NPPF and PPG which are material planning considerations.

Other Matters

- 7.31 Community Infrastructure Levy (CIL) – Officers have considered whether CIL would be applicable to the proposal, however buildings into which people go only intermittently for the purpose of inspecting or maintaining fixed plant or machinery are exempt from CIL.
- 7.32 It is noted that concerns have been raised in relation to fire risk, whilst these concerns are noted it is not considered that the development would put residential properties or business at risk of fire due to the distance from the nearest residential properties which are over 20m way with the closest building being Sainsbury's on the opposite side of the road.
- 7.33 Public comments raise concern over the loss of green space. Whilst officer's note that the proposal site forms part of a green space along London road, it is considered that a planting scheme (to be conditioned) would soften the appearance of the development and provide ecological benefits. It is accepted that a small amount of green space would be lost. However, it is considered that the public benefits that come from the battery storage outweigh the minor harm from the small section of green space lost.
- 7.34 There have been concerns raised in regard to antisocial behaviour. The proposal is for infrastructure to support the grid and the storage of energy to offload when most needed, it is not considered that this development will have a significant impact upon or encourage antisocial behaviour. Furthermore, conditioning a planting scheme will help to reduce the chances of graffiti on the front of the battery box as it will be screened with a natural screen. The proposal is considered acceptable and the meet the aims of Policy DM5(b) as well as the relevant provisions set out within the NPPF 2024.

8.0 Implications

- 8.1 In writing this report and in putting forward recommendations, officers have considered the following implications: Data Protection, Equality and Diversity, Financial, Human Rights, Legal, Safeguarding, Sustainability, and Crime and Disorder and where appropriate they have made reference to these implications and added suitable expert comment where

appropriate.

8.2 Legal Implications – LEG2627/3371

8.3 Planning Committee is the appropriate body to consider the content of this report. A Legal Advisor will be present at the meeting to assist on any legal points which may arise during consideration of the application.

9.0 Conclusion

9.1 The proposal comprises of a small battery compound to provide additional storage to the local electricity networks when required. Such low carbon energy infrastructure is supported by policies contained within the Local Plan and policies contained within the NPPF. The proposal would not result in harm to the character of the urban area, residential amenity, highway safety or ecology. The proposals therefore comply with the Policies contained within the development plan and the guidance contained within the NPPF, when taken as a whole.

10.0 RECOMMENDATION

That planning permission is granted, subject to the following conditions;

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 development hereby permitted shall be carried out only in accordance with the details and specifications included on the submitted application form and shown on the submitted drawings as listed below:

- Location Plan BB-03941 01 Rev A
- Layout Plan BB-03941 02 Rev A
- Elevations Plan 04 REV B
- Wooden Mesh Fence 03 Rev A

Reason: So as to define this permission.

03

Prior to the installation of the battery box a planting scheme to screen the battery box shall be submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented within the first planting season after the development is complete. All tree, shrub and hedge planting shall be carried out in accordance with BS 3936 -1992 Part 1-Nursery Stock-

Specifications for Trees and Shrubs and Part 4 1984-Specifications for Forestry Trees; BS4043-1989 Transplanting Root-balled Trees; BS4428-1989 Code of Practice for General Landscape Operations. Any trees, shrubs or hedges which die, are removed, or become seriously damaged or diseased within five years of being planted, shall be replaced with trees, shrubs or hedge plants in the next planting season with others of similar size and species.

Reason: In the interest of visual amenity.

Informatives

01

The application as submitted is acceptable. In granting permission without unnecessary delay the District Planning Authority is implicitly working positively and proactively with the applicant. This is fully in accordance with Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

02

The applicant is advised that all planning permissions granted on or after the 1st December 2011 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website at www.newark-sherwooddc.gov.uk/cil/

The proposed development has been assessed and it is the Council's view that CIL IS NOT PAYABLE given that people will only enter the buildings intermittently for the purpose of inspecting or maintaining fixed plant or machinery.

03

From the information provided as part of the application, the development granted by this notice is considered exempt from the biodiversity gain condition.

Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 states that planning permission is deemed to have been granted subject to the condition "the biodiversity gain condition" that development may not begin unless:

- a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- b) the planning authority has approved the plan;

OR

- c) the development is exempt from the biodiversity gain condition.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission is Newark and Sherwood District Council (NSDC).

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. Details of these exemptions and associated legislation are set

out in the planning practice guidance on biodiversity net gain (Biodiversity net gain - GOV.UK ([<http://www.gov.uk>])www.gov.uk)

Based on the information available, this permission is considered by NSDC not to require the approval of a biodiversity gain plan before development is begun, because the following reason or exemption is considered to apply - The proposal is de-minimus.

BACKGROUND PAPERS

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Committee Plan - 26/00473/FUL

