



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

6th August 2026



S25/1534

Proposal:	Erection and operation of an energy storage system including associated infrastructure, engineering works, landscaping and formation of vehicular access from highway. With outline application (all matters reserved) for the erection and operation of a transmission substation with associated infrastructure.
Location:	Land East Of The B6403 High Dike, Stoke Rochford, Grantham NG33 4EB
Applicant:	Cottom to Ryhall Energy Limited
Agent:	Mr James Smith, Ridge and Partners LLP
Application Type:	Hybrid planning application Full application – energy storage system Outline application (all matters reserved) – transmission substation
Reason for Referral to Committee:	Called in by Councillor Ben Green citing the following matters- • Development in open countryside • loss of agricultural land • pollution control • design/scale not appropriate to the open countryside location
Key Issues:	Principle of Development Character and Appearance Residential Amenities Climate Change
Technical Documents:	Planning Statement (Ridge and Partners LLP) Design and Access Statement (Ridge and Partners LLP) Flood Risk Assessment and Appendix (Ridge and Partners LLP) Transport Statement (Ridge and Partners LLP) Framework Construction Traffic Management Plan (Ridge and Partners LLP) Pollution Statement (Ridge and Partners LLP) Sustainability Statement (Ridge and Partners LLP) Minerals Resource Assessment (Ridge and Partners LLP) Geotechnical Desktop Study (Ridge and Partners LLP) Heritage Impact and Archaeological Desk Based Assessment (AOC Archaeology Group) Archaeological Geophysical Survey Report (AOC Archaeology Group) Heritage Impact Addendum (AOC Archaeology Group)

	Agricultural Land Classification Report (Oracle Environmental Experts Ltd) Air Quality and Dust Assessment (Himly) Noise Impact Assessment (Himly) Arboricultural Impact Assessment and Survey Data (Barnes Associates Ltd) Ecological Impact Assessment (Logika) Preliminary Ecological Appraisal (Logika) Winter Bird Report (Logika) Breeding Bird Report 2025 (Logika) Landscape and Ecology Management Plan (Tir Collective) Biodiversity Net Gain Assessment (Logika) Biodiversity Metric (Logika) Landscape and Visual Appraisal (Tir Collective) Economic Impact Assessment (Lichfields) Outline Battery Safety Management Plan (Greenfire Solutions) Verification and Compliance Report (Greenfire Solutions) Statement of Community Involvement (SEC Newgate)
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Report Author

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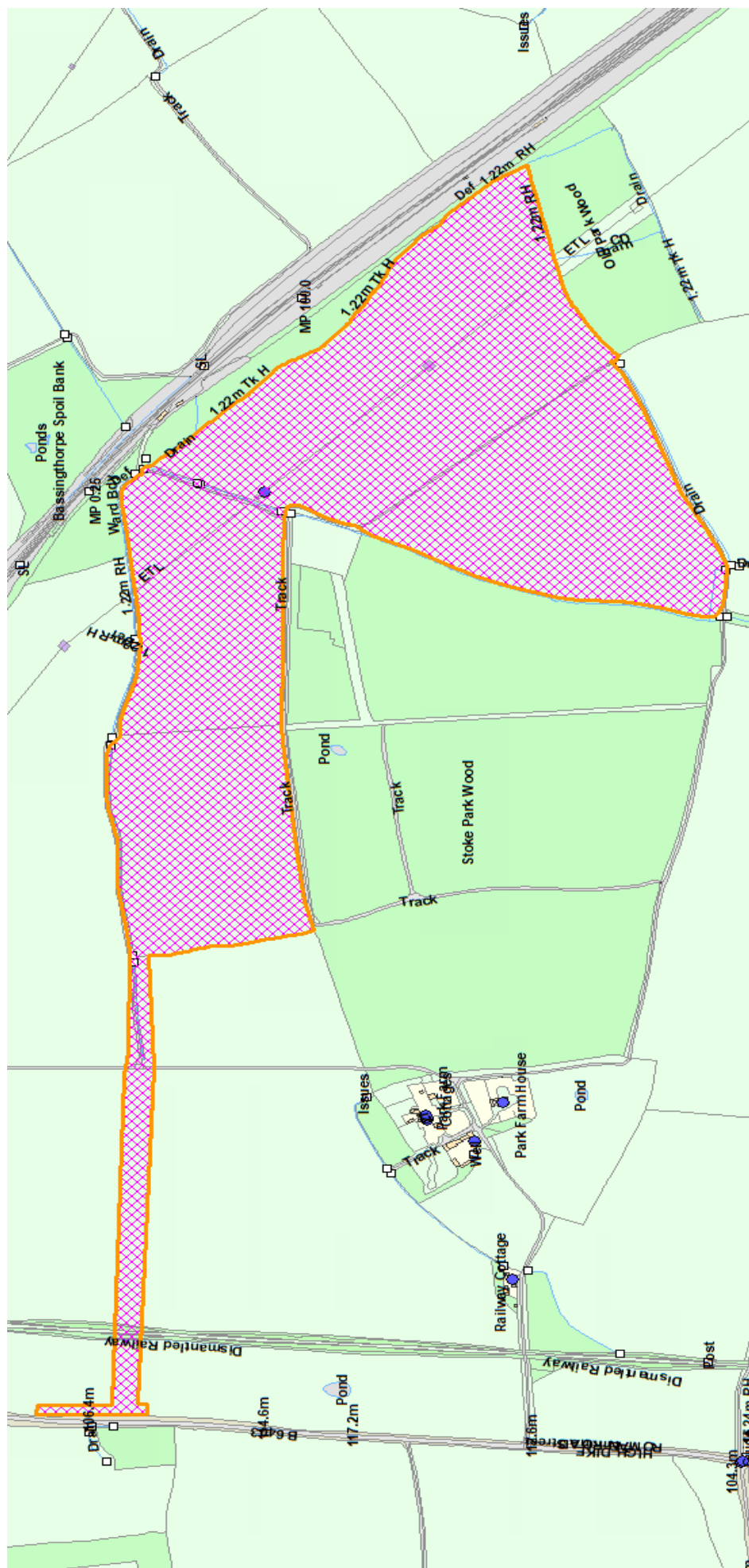
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Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Isaac Newton

Reviewed by:	Adam Murray – Principal Development Management Planner	28 July 2026
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Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions and completion of a Section 106 Agreement



Key



EXECUTIVE SUMMARY

The application site comprises an area of approximately 44.6 hectares, situated in open countryside to the east of the B6403 High Dike and southwest of the railway. There is a proposed new access from the B6403.

The application seeks full planning permission for the erection and operation of an energy storage system including associated infrastructure, engineering works, landscaping and formation of vehicular access from highway. With outline application (all matters reserved) for the erection and operation of a transmission substation with associated infrastructure. The total area of the hybrid application is 44.6ha; full planning application 41.66ha and outline application 2.9ha.

It is the Case Officer's assessment that the development would be in relation to renewable energy meeting Policy RE1 (Renewable Energy Generation). Furthermore, the application is located within the open countryside and therefore falls to be assessed against Policy SP5 (Development in the Open Countryside). It is Officer's assessment that the application does not include sufficient information in relation to the site selection process to determine that there is an essential need for the site to be located within the open countryside. Notwithstanding, this, it is Officer's assessment that the weight to be given to this policy conflict is limited and falls to be balanced against the public benefits associated with the renewable energy credentials of the development.

The proposed development would result in a degree of impact on the landscape character of the area with the loss of the arable fields and have a visual impact on amenity as it would be visible to neighbouring dwellings and from a public right of way, and neighbouring residential dwellings. The development would be visually intrusive with the BESS containers arranged in regimented rows across the site, in an almost industrial use character when combined with the height of the structures and the security fencing. The proposal includes a transmission substation which is outline (all matters reserved), and this would be a prominent, tall feature in the landscape and would occupy a significant central area to the site. In combination these two features are likely to result in harm to the landscape character of the site and visual impact, with the proposal would interrupt open views across agricultural land, interspersed by ancient woodland.

The application was considered at Design PAD in February 2026, assessing the visual impact at key views. Officers suggested further landscaping to soften and screen the views with planting, and the applicant provided additional landscape details and the mitigation demonstrates clear measures to minimise and soften the visual impact on the character and appearance of the area although it would remain industrial in appearance, viewed in the context of existing pylons and overhead cables, and the adjacent Magnavale storage building. It is considered that the visual impact of the development would be reduced to minor to moderate adverse impact however the harm to landscape character would remain as the proposal is industrial in character in a rural landscape setting, and whilst the visual impacts could be partially mitigated through the proposed landscaping scheme, the proposed development would remain contrary to Policies EN1 (Landscape Character) and DE1 (Promoting Good Quality Design), and Section 12 of the NPPF.

The development would provide more than the statutory requirements for Biodiversity Net Gain onsite. Significant weight should be attached to this over delivery of BNG and given the scale of gains proposed. It is the Case Officer's assessment that the improved biodiversity habitat, and tree/hedgerow planting, and gain in BNG would be of significant benefit to the site. The significant benefit would need to be secured through a Section 106 Agreement.

The impacts that could result from the Energy Park development include heritage, archaeology, pollution, biodiversity, ecology and trees, flood risk and drainage, and traffic particularly during the

construction period. The applicant provided supporting documentation for each of the potential impacts and concluded that there would not be any significant adverse impacts. There were no objections raised by the following statutory consultees; Network Rail, Lincolnshire County Council Highways and SuDs, Lincolnshire Minerals and Waste, Environment Agency, Anglian Water, Lincolnshire Fire and Rescue, Lincolnshire Police, Heritage Lincolnshire, SKDC Environmental Protection, and the SKDC Conservation Officer, and the holding objection from the Wildlife Trust and National Highways was removed following the provision of additional information considered by both the consultees.

There is clear support for renewable energy projects and infrastructure in the National Planning Policy Framework and Policy RE1 (Renewable Energy Generation) in the Local Plan. The application proposals would make an important contribution towards meeting the national objectives in respect of reducing greenhouse gas emissions as set out in the Climate Change Act 2019. On a local level, South Kesteven District Council have formally declared a climate emergency, and the published Climate Action Strategy identifies increasing the provision of sustainable forms of energy as a key action for achieving net zero. It is the Case Officer's assessment that the storage of electricity and the contribution this would make towards energy security would be a significant benefit and as such attributes significant weight. It is considered that the environmental benefits of the battery facility are, on balance, sufficient to outweigh the identified harms to the character of the area.

Taking all the above into account, it is the Case Officer's assessment that the application scheme accords with the adopted Development Plan as a whole, and the material considerations in this case also weigh in favour of granting planning permission.

Therefore, the Planning Committee are recommended to authorise **the Assistant Director – Planning and Growth to GRANT planning permission, subject to conditions and completion of a Section 106 Agreement**

1 Description of Site

- 1.1 The site lies in open countryside, situated to the east of the B6403 High Dike and southwest of the railway line, with an area of ancient woodland and Local Wildlife Sites, Old Park Wood to the southeast and Stoke Park Wood to the west. The site is approximately 44.6 hectares with access from the B6403 High Dike.
- 1.2 The nearest villages are Great Ponton (4km northwest) and Colsterworth 4km southwest). There are a few residential and industrial buildings in proximity to the application site including; Park Farm Cottages (500m west), Highdyke Farm (400m northwest), Stoke Tunnel Lodge (500m north), Easton Industrial estate (950m southwest), and Bassingthorpe and Westby (1-1.5km west).
- 1.3 The application comprises of undeveloped agricultural fields and there are no buildings on the site. There are two pylons with associated overhead cables running through the site from southeast to northwest. The site rises from west to east, with low ground in the northeast corner. There is extensive tree planting and woodland to the east, south and west, however, there are no trees within the application site itself. Additionally, there is a small watercourse within the site.
- 1.4 In terms of access to the site, there is a public right of way, a Bridleway, Cannors Lane to the south within 0.3km of the site and connecting to the wider rights of way network. It is proposed to provide a new two-lane access track from the B6403 High Dike, however there is an existing access from High Dike.
- 1.5 The site is surrounded by open countryside with further agricultural fields to the north, east of the railway line, south and west of the woodland. The surrounding area is characterised by open agricultural land with farms and associated buildings, and isolated houses.
- 1.6 There are two heritage assets 300m to the west of the site, Grade 2 listed Fenton Cottage and Adjacent Cottage at Old Park Farm, and Grade 2 listed Barn and Stables at Old Park Farm.
- 1.7 The proposed development site lies outside the main built-up area of any defined settlement within the district and, therefore, falls to be defined as being located within the Open Countryside. The site is identified as being within Flood Zone 1, however several small areas of the site are identified as being at low, medium and high risk of surface water flooding.
- 1.8 Furthermore, the Natural England Provisional Agricultural Land Classification Maps and Agricultural Land Classification Survey accompanying the submission identify the site as being Grade 3(b) moderate agricultural land value; and the site also falls within a Minerals Safeguarding Area (limestone) as designated in the Lincolnshire Minerals and Waste Local Plan (Adopted June 2016). The site is located within the Kesteven Uplands Character Area (South Kesteven Landscape Character Assessment, 2007). There is a SSSI Impact Risk Zone, Woodnook Valley, approximately 4.1km to the north. The area has the potential for archaeological remains.

2 Description of Proposal

- 2.1 The proposal seeks full planning permission for the erection and operation of an energy storage system including associated infrastructure, engineering works, landscaping and formation of vehicular access from highway. With outline application (all matters reserved)

for the erection and operation of a transmission substation with associated infrastructure. The total area of the hybrid application is 44.6ha; full planning application 41.66ha and outline application 2.9ha.

- 2.2 The outline application includes the transmission substation and apparatus connecting the BESS to the transmission network overhead power lines. The apparatus would be a maximum of 15m above finished floor level. The final specification will be to the requirements of National Grid.
- 2.3 The full planning application includes the following:
- There would be two separate BESS compounds:
Each compound would comprise of
 - storage units arranged in rows on hardstanding, enclosed by perimeter fencing with gated access.
 - The units would be equipped with fire safety apparatus, and water collection tanks with shut off valves.
 - The containers would be a maximum height of 3.1m in height above ground level and would be coloured green.
 - The Low Voltage switchgear buildings would be approximately 4.1m in height.
 - The Power Conversion Systems would be approximately 3m in height.
 - The BESS containers would be arranged in linear rows and separated by access tracks.
 - The access tracks between the sections would be 9m in width, and the units would be separated by 3m between rows.
 - There would be a total of 1142 BESS containers on the site.
 - Substation area with a maximum height of 8m-15m and transformers of a maximum height of 12m (outline)
 - Soft landscaping; hedgerow planting (managed to 3m in height), surface water drainage features (SuDs), neutral grassland, native mixed scrub, and tree planting.
 - There would be 25.5ha of space contributing towards biodiversity net gain.
 - Formation of new vehicle access from the B6403 High Dike
 - Internal roads/track and informal hardstanding for visitor parking (maintenance engineers)
 - Security fencing with 2.4-2.7m high security fence with controlled vehicle access gate. The fencing would be green in colour to reduce the visual impact.
 - To monitor the site there would be CCTV, motion sensors, Tannoy system and security lights. LED lighting would be fitted to the CCTV columns and perimeter fencing.
 - Engineering works in association with level changes and other associated works.
- 2.4 A comprehensive landscape scheme is proposed, including trees, hedging, raised bunds, and additional planting.
- 2.5 The site would not be permanently staffed. Maintenance engineers would visit the site for monthly maintenance, and the site would be monitored remotely. The operational phase of the development would generate minimal traffic in relation to the maintenance visits.
- 2.6 The site would be decommissioned when no longer required and returned to a landscape setting.

- 2.7 The site would have an anticipated import/export capability of 1GW of electricity. This would respond to transmission network constraints when the network infrastructure limits the ability of the network to transmit all available power to where it is needed, for example increasing renewable energy provision. Renewable energy provision such as solar and wind energy can be intermittent in generation.

3 Planning History

Environmental Impact Assessment Screening

S25/0637 - EIA not required, response the 4th June 2025.

4 Relevant Planning Policies and Documents

4.1 **SKDC Local Plan 2011 – 2036 (Adopted January 2020)**

Policy SD1 – The Principles of Sustainable Development in South Kesteven

Policy SP1 – Spatial Strategy

Policy SP2 – Settlement Hierarchy

Policy SP5 – Development in the Open Countryside

Policy EN1 – Landscape Character

Policy EN2 – Protecting Biodiversity and Geodiversity

Policy EN3 – Green infrastructure

Policy EN4 – Pollution Control

Policy EN5 – Water Environment and Flood Risk Management

Policy EN6 – The Historic Environment

Policy DE1 – Promoting Good Quality Design

Policy RE1 – Renewable Energy Generation

Policy ID1 – Infrastructure for Growth

Policy ID2 – Transport and Strategic Transport Infrastructure

Local Plan Renewable Energy Appendix 3

Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies DPD (Adopted 2016)

- Policy M11: Safeguarding of Minerals Resources

Design Guidelines for Rutland and South Kesteven (Adopted November 2021)

4.2 **National Planning Policy Framework (NPPF) (Updated December 2024)**

Section 4 – Decision Making

Section 9 – Promoting Sustainable Transport

Section 11 – Making Effective use of Land

Section 12 – Achieving well-designed places

Section 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change
Section 15 – Conserving and enhancing the natural environment
Section 16 – Conserving and enhancing the historic environment

4.3 **National Policy Statement for Energy (EN1) (November 2023)**

National Policy Statement for Renewable Energy (EN-3) (November 2023)

5 Representations Received

- 5.1 Please note that this section includes an Officer summary of the consultation responses. Full details are available to view on the Council's Planning Portal under application reference S25/1534.

Lincolnshire Fire and Rescue

- 5.2 No objections, subject to meeting the Battery Energy Storage System (BESS) requirements.
- 5.3 Lincolnshire Fire and Rescue provided detailed information on key areas regarding the prevention of fire in BESS Energy Storage Systems, access for emergency response, water provision, vegetation, risk management, emergency planning and further consultation with the Service. There is reference to the National Fire Chiefs Council guidance for fire and rescue services, which gives recommendations on Grid Scale Battery Energy Storage System Planning.

Lincolnshire Police

- 5.4 No objections.
- 5.5 Provided detailed comments on fencing and boundary treatment to meet security requirements e.g. 2.4m secure fencing, monitored CCTV system, perimeter alarms, signage, and landscaping. Reference to the Secured by Design Non-Residential Guide 2025.

National Gas

- 5.6 No assets affected.

SKDC Environmental Protection

- 5.7 No objections, subject to conditions.
- 5.8 Environmental Protection accept the Lighting Assessment, Noise report, Air Quality and Dust report, and Contaminated Land report. The Officer notes the recommendations in the various reports. The Officer recommends a condition for a watching brief in relation to any contaminated land during construction and ground works in case any areas of contamination are identified. The Officer recommends a condition for noise mitigation. The Officer recommends a condition for the mitigation for air and dust.

Natural England

- 5.9 No comments to make.
- 5.10 Provided information on tools to assess Impact Risk Zones, and reference to Standing Advice.

Heritage Lincolnshire

- 5.11 No objections, subject to condition.
- 5.12 The proposal lies in an area of archaeological interest, and the officer at Heritage Lincolnshire recommends a condition for archaeological evaluation (including trial trenching) through a Scheme of Archaeological Work in accordance with a Written Scheme of Investigation.

Lincolnshire Wildlife Trust

- 5.13 No objections.
- 5.14 Consider the working buffer of 30m to any adjacent Ancient Woodland along with the planting of a scrub and grassland mosaic alongside the woodland edge to create a natural buffer. The proposal results in a 24.64% increase in watercourse units, as well as a 75.70% increase in habitat units, and a 435.95% increase in hedgerow units.

Lincolnshire County Council – Minerals and Waste

- 5.15 No objections.
- 5.16 The development has been demonstrated to be in accordance with Policy M11 and have a negligible impact with respect to sterilising the mineral resource.

Environment Agency

- 5.17 No objections, subject to condition.
- 5.18 The Environment Agency propose a condition for the disposal of surface water, as controlled waters are particularly sensitive in this location as the proposal is upon a principal aquifer and secondary B aquifer that is confined by a secondary undifferentiated aquifer. Battery Energy Storage has highly polluting chemical in the batteries and this could enter surface waterbodies in firewater or rainfall via surface water run off should battery containers become exposed in the event of a fire. Therefore, it is necessary to secure adequate pollution prevention measures, and the Environment Agency recommends sealed drainage, impermeable liners, shut off controls, adequate storage capacity and emergency response arrangements.

Historic England

- 5.19 Expressed concerns on heritage grounds, as there are undesignated heritage assets that could be directly impacted by the proposed development. Historic England requested the geophysical survey work prior to determination to inform the decision. [Provided by Applicant]

SKDC Conservation Officer

- 5.20 No objections.
- 5.21 Applicant submitted a Heritage Impact Addendum and updated landscape masterplan which would improve the long-distance screening and biodiversity of the site. The additional mitigation would screen the site from heritage assets.

Lincolnshire County Council – Highways and SuDs

- 5.22 No objections, subject to planning conditions, informatives and highway improvements.
- 5.23 The highway authority will require the proposed access to be constructed at the start of the development to Lincolnshire County Council specification. The County Council also requires

a planning condition for a full designed surface water drainage scheme. Lastly the County Council require a Construction Management Plan and Method Statement.

Network Rail

- 5.24 No objection, subject to conditions.
- 5.25 Network Rail comments to work closely with the Asset Protection Team to ensure the safety of the operational railway. Network Rail require a surface water condition to ensure water flows away from the railway and there is no ponding of water adjacent to the boundary. Any attenuation scheme within 30m requires approval from Network Rail. Advises emergency incident procedures.

Health and Safety Executive

- 5.26 No objections.
- 5.27 The Health and Safety Executive confirm that Battery Energy Storage Systems are usually not a relevant development in relation to land-use planning in the vicinity of major hazard sites and major accident hazard pipelines., because they do not involve the introduction of people into the area.

SKDC Tree Officer

- 5.28 No objections, subject to conditions.
- 5.29 The Tree Officer requested further information in relation to the potential impact to the ancient woodland impacts. Ancient woodland, veteran trees and ancient trees receive the highest level of protection under national planning policy and should be treated as irreplaceable habitat.

The information provided addresses the principal arboricultural concerns relating to fire risk, drainage, containment and future tree growth. Provided these matters are appropriately controlled through the relevant planning conditions and management plans, the Tree Officer considers that the residual arboricultural issues can be satisfactory managed. The relevant conditions are the; Emergency Response Plan, Risk Management Plan, Tactical Fire Response Plan, Drainage Details, and Landscape Management Plan.

Anglian Water

- 5.30 No objection, subject to conditions.
- 5.31 The proposal does not provide details of the non-domestic water demand for the development, and there is a current restriction for non-domestic water supply of 20m³ per day. Anglian Water request a condition for a strategic water resources strategy, confirming non-domestic water is available to serve the development.

National Highways

- 5.32 No objection, subject to conditions.
- 5.33 The site does not share a boundary with the A1, which is part of the Strategic Road Network however the nearest point of impact is the A1/B6403 High Dike Junction. National Highway requires a Construction Traffic Management Plan with a detailed breakdown of construction movements, and specialist abnormal load route information. National Highways note that the noise impacts would be negligible on the A1, and that appropriate level of dust mitigation is proposed in the Air Quality report.

The Gardens Trust

- 5.34 No objections.
- 5.35 The Gardens Trust highlight that a Geophysical Report related to archaeological remains was provided on the request of Historic England, but they are not clear whether the report satisfied Historic England's requirements.

Stoke Rochford and Easton Parish Council

- 5.36 Objection.
- 5.37 Stoke Rochford and Easton Parish Council object on; siting; loss of agricultural land important for food production; not an appropriate use in the countryside; disproportionate scale; Easton village, Easton Walled Gardens and Grade 2 Listed Parkland are omitted from reports; local highways network unsuitable for heavy use; effect on view from public right of way; Landscape Character harm; Noise impact on wildlife; lack of EIA; existing building Magnavale visible from A1; local engagement was poor; battery storage is unsafe in the event of a fire and causes pollution; concerns about contamination; risk to ancient woodland; and climate emergency inappropriateness.

6 Representations as a Result of Publicity

- 6.1 This application has been advertised in accordance with the Council's Statement of Community Involvement, and 3 letters of representation (all objections) have been received.
- 6.2 The points raised can be summarised as follows:
- Loss of high-quality agricultural land which is essential for food production and economic stability. There are alternative sites with lower grade or industrial land / brownfield sites.
 - No detail of brownfield sites which were rejected for the project.
 - Fire risks and emergency response. Risk of thermal runaway in lithium-ion batteries, with hard to extinguish fires. Response to rural locations could be delayed. Lincolnshire Fire and Rescue expressed concerns.
 - Risks of contamination and environmental harm. Soil and water contamination when operational.
 - Manufacturing and end of life processes for batteries – lifespan and disposal of batteries unknown.
 - Noise pollution. Cooling systems produce significant noise which would disturb residents and wildlife.
 - Visual and ecological impacts including habitat disruption and reduced landscape value.
 - Ecological impact on plants and wildlife from construction, operation and post development.
 - National Grid proposing overhead power line from Weston Marsh to East Leicestershire with substation at Corby Glen in proximity to the application site.
 - Cumulative impact of solar farms, pylon routes, battery storage sites.
 - Local engagement timespan too short, did not cover a wide enough area / not widely publicised and misleading or missing information.

- Out of keeping with Landscape Character.

7 Evaluation

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority (LPA) makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. In this case, the Development Plan comprises of the following document(s):

- South Kesteven Local Plan 2011-2036 (Adopted January 2020)
- The Lincolnshire Minerals and Waste Local Plan in relation to minerals planning.

7.2 In addition, the Local Planning Authority have also adopted a Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021) and this document is a material consideration in the determination of planning application.

7.3 The policies and provisions set out in the National Planning Policy Framework (NPPF) ("the Framework") (Published December 2024) and the National Policy Statements for Energy (EN1) and Renewable Energy (EN3) are also a relevant material consideration in the determination of planning applications.

7.4 Principle of the Use

7.4.1 This proposal seems planning permission for a 1GW Battery Energy Storage System (BESS) and ancillary works. The site is located in the open countryside, on a greenfield site outside of any defined settlement boundary. There are a significant number of renewable projects within the district, particularly solar farms.

7.4.2 Local Plan Policy SD1 (The Principles of Sustainable Development in South Kesteven) sets out the overarching obligation for development proposals to minimise its impact on climate change and contribute towards a strong, stable, and more diverse economy. In relation to the proposed development scheme, the following policy considerations are relevant to this application:

Development proposals shall consider how they can proactively minimise:

- a. the effects of climate change and include measures to take account of future changes in the climate;
- b. the need to travel, and wherever possible be located where services and facilities can be accessed more easily through walking, cycling or public transport;
- c. the use of resources, and meet high environmental standards in terms of design and construction with particular regard to energy and water efficiency;
- d. the production of waste both during construction and occupation

Development proposals shall consider how they can proactively avoid:

- e. developing land at risk of flooding or where development would exacerbate the risk of flooding elsewhere.
- f. the pollution of air, land, water, noise and light

Development proposals shall consider how they can proactively enhance the Districts:

- j. character
- k. environment

l. cultural and heritage assets

m. services and infrastructure, as needed to support development and growth proposals.

7.4.3 Policy SP5 (Development in the Open Countryside) is the principal spatial policy for development in countryside locations and limits development in the countryside to that which has an essential need to be located outside the existing built form of a settlement. Various examples of the types of development that would be supported in the countryside are listed within the policy and include agriculture, forestry, equine development, rural diversification projects, replacements dwellings, and conversion of buildings. The proposed development does not meet any of the types of development that would be supported in the open countryside and is contrary to policy. The battery energy storage system could be located within a settlement, within a large industrial site, however, the site requires proximity to the National Grid for connection with direct access to an overhead line. In this case, the site is bisected by a 400kV overhead transmission line and has been chosen for its location and size away from any settlements. It is logical that the site is located away from sensitive receptors, particularly given the scale of the site to accommodate the proposal. The scale of previously developed land required is not considered by the applicant to be available, however the application has not been accompanied by adequate justification for the site selection process and the case officer has not been able to review the search criteria, sites considered and discounted. It is acknowledged that the proposal would contribute towards national policy and legislative requirements to achieve net zero emissions, and there would be a wider environmental benefit for the district, however, it has not been adequately justified that the use has an essential need to be located in the countryside, such that there would be a degree of conflict with Policy SP5.

7.4.4 Furthermore, Policy RE1 Renewable Energy Generation provides support for renewable energy projects, which includes anaerobic digestion, provided that:

- a) The proposal does not negatively impact the District's agricultural land asset.
- b) The proposal can demonstrate the support of affected local communities.
- c) The proposal includes details for the transmission of power produced.
- d) The proposal details that all apparatus related to renewable energy production will be removed from the site when power production ceases; and
- e) That the proposal complies with any other relevant Local Plan policy and national planning policy.

7.4.5 In assessing the application proposals against the specific policy obligations of Policy RE1

- a) The proposal would utilise 44.6ha with 25.5ha of that for BNG. An agricultural land classification survey has been provided with the application. The site comprises of portions of 8 agricultural fields of subgrade 3b agricultural land. To summarise the proposed development would not result in any loss of Best and Most Versatile Agricultural Land.
- b) The applicant undertook a public consultation exercise last year which is detailed in the submission. This entailed a consultation period of almost 4 weeks through a newsletter maildrop, 1-day public event, project website. There was also a letter to councillors and officers at South Kesteven District Council. Comments could be returned by post, at the public event, by email or the online feedback form. The proposal has demonstrated limited public support with concerns raised about the location of the site, the size,

proximity to woodland, safety concerns, visual impact, proximity to residential dwellings, restriction to recreation, noise impact, access, construction, loss of agricultural land, and insufficient community energy transition foundation amount.

The application has received 3 letters of representations from local residents objecting to the proposal. There is an objection from the Stoke Rochford and Easton Parish Council. Therefore the proposal does not have the support of the affected local community or the Parish Council, and does not meet this policy criteria. Nonetheless, it is noted that previous appeal decisions have confirmed that this policy criteria is inconsistent with national policy and, therefore, reduced weight should be given to the conflict.

- c) The site would store 1GW of power in order to maximise the efficiency of existing and future renewable energy generation and meet the Government objective of maintaining a reliable and consistent electricity supply. Constraints in the national grid are a noted barrier in decarbonising the UKs electricity supply.
- d) This obligation could be addressed through a planning condition for the decommissioning. This would involve the submission of a Decommissioning Management Plan for approval by the local planning authority. It would include a scheme for the removal and restoration of the site, landscaping, biodiversity, and assessment of the highway/transport impact for the decommissioning.
- e) The proposal complies with SP5 as a rural diversification project. Other relevant local and national planning policies and the prospective impacts of the development are discussed in further detail below.

7.4.6 Additionally Renewable Energy Appendix 3 sets out specific criteria to be used for development management purposes in relation to solar, biomass/anaerobic digestion and wind energy facilities but does not contain a Section on Battery Energy Storage System BESS. However, the potential harm would be similar to a renewable scheme and would relate to visual amenity, landscape character, amenity, highway safety, agricultural land take, heritage assets, and the natural environment.

7.4.7 In addition, the National Policy Statement for Energy (EN-1) (Published November 2023) is identified as being a material consideration for the determination of planning application relating to energy development. The NPS confirms the Government's commitment to cut greenhouse gas emissions to net zero by 2050. It also identifies the need to dramatically increase the amount of low carbon energy generated, and to improve energy security and provide economic opportunities.

7.4.8 This proposal is for a battery farm which stores energy from the national grid and returns the energy at periods of high demand, improving energy security, grid stability, and meeting the sustainable development needs of the district. Surplus energy is typically created when renewable sources such as solar farms are producing more electricity than demand requires. Rather than curtailing that renewable generation, the excess energy is absorbed by the battery energy storage system (BESS), stored and then discharged back to the grid when demand increases or renewable output drops.

7.4.9 The NPPF contains within it a strong presumption in favour of renewable and low carbon energy and para 168 sets out:

'When determining planning applications for all forms of renewable and low carbon energy developments and their associated infrastructure, local planning authorities should:

a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and give significant weight to the benefits associated with renewable and low carbon energy generation and the proposal's contribution to a net zero future;'

- 7.4.8 The above local and national policies provide clear support for renewable energy projects, and the planning practice guidance sets out that the battery stores should be considered as part of this and sets out that

"Electricity storage can enable us to use energy more flexibly and de-carbonise our energy system cost-effectively – for example, by helping to balance the system at lower cost, maximising the usable output from intermittent low carbon generation (e.g. solar and wind), and deferring or avoiding the need for costly network upgrades and new generation capacity."

- 7.4.10 The application does not seek temporary planning permission, however, the applicant has advised that it is possible that the development may end at some point undetermined in the future, as the BESS and battery deteriorate over time like any battery technology. This could be subject to a planning condition imposed on any consent to require an early decommissioning and restoration plan to ensure that once the BESS is no longer required, the land is restored to its pre-development condition as closely as possible.
- 7.4.11 The relevant material considerations for the proposed development are considered below, using the 7 criteria set out in the Renewable Energy Appendix and other relevant Local Plan Policy.

7.5 Effect of the development on agricultural land

- 7.5.1 The site is in a rural location and Policy SP5 is relevant as outlined above. The proposal would result in the loss of the agricultural use. The NPPF at paragraph 180 states in part that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued soils and the wider benefits from natural capital and ecosystem services, by recognising the economic and other benefits of the best and most versatile agricultural land.
- 7.5.2 The information provided by the applicant includes the MAFF agricultural grade classification which confirms that the site is not best and most versatile agricultural land. As such, it is not a policy requirement that the applicant need undertake a search or suitable derelict or brownfield sites, and it is not clear whether there were other suitable sites of poorer grade agricultural land available in the local area for the built development.
- 7.5.3 It is acknowledged that there have been representations concerned with the impact of the proposed development on agricultural land and advocating for brownfield land.
- 7.5.4 It is also acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on agricultural land, local ecology and the ancient woodland.
- 7.5.5 The site is not allocated for development. The submitted Agricultural Land Classification report identifies that the portions of 8 agricultural fields cover an area of 44.5ha. The assessment used a combination of desktop assessment and detailed site survey comprising of 4no. trial pits and 43no. hand augers. The land is classified as Grade 3 subgrade (b) 'Moderate' in response to the sites high clay content and shallow soils with a slowly permeable layer.
- 7.5.6 In view of the above, it is the Officer's assessment that the application proposals would be in accordance with Policy SP1, and RE1 based on the agricultural land classified as 3b.

7.6 Effect of the development on the Character and Appearance of the area

- 7.6.1 The proposal is for a Battery Energy Farm, comprising of 1142 BESS containers and ancillary works. The application site consists of agricultural fields, with two pylons with associated overhead cables running through the site from southeast to northwest. There is a public right of way, a Bridleway, Cannors Lane to the south within 0.3km of the site and connecting to the wider rights of way network.
- 7.6.2 Paragraph 135 of the NPPF (2024) states that “*planning policies and decisions should ensure that developments:*
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)...”*
- 7.6.3 Paragraph 187 of the NPPF (2024) states that “planning policies and decisions should contribute to and enhance the natural and local environment by:
- “b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland”*
- 7.6.4 It is acknowledged that there have been representations concerned with the impact of the proposed development on landscape character.
- 7.6.5 It is also acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on landscape character.
- 7.6.6 The wider landscape context is predominantly rural agricultural land, with an open landscape character. The site consists of arable fields with an open landscape character. The application site is not within a landscape of any national or special designation or protection. The site is located within the Kesteven Uplands Character Area (South Kesteven Landscape Character Assessment, 2007). The character area is a rolling mixed farmland landscape dissected by the Rivers Witham and West Glen, and is a rural landscape with only a small urban area. The geology is varied with a range of soil types, and the well-drained calcareous loam soils support the cultivation of cereals, oilseeds and root crops. Additionally, the wide road verges and hedgerow trees provide woodland character, and there remains areas of important semi-natural and ancient woodlands.
- 7.6.7 In proximity to the site there is a railway line, which is primarily screened by vegetation, as well as the commercial buildings for B8 storage. The building, Magnavale, is a large, modern design and established feature in the landscape, and a prominent built feature. There is some screening by vegetation but due to its size and the topography it is very notable in the landscape, however, it is of a smaller scale than the proposed development,
- 7.6.8 Beyond this there is little in terms of built form visible in the landscape. There are isolated farms, industrial buildings, and dwelling houses. The nearest buildings are Highdyke Farm

(400m northwest), the Park Farm Cottages (500m), and Stoke Tunnel Lodge (500m north). The buildings are all a smaller scale than the proposed development.

- 7.6.9 The proposal is principally for the batteries which are to be housed in 1142 BESS containers, approximately 3.1m high and would be coloured green. The site would be surrounded by security fencing. The development would be intrusive visually and more intrusive visually to the adjacent commercial building. The BESS containers would be arranged in regimented rows across the site, and this would have an almost industrial character when combined with the height of the structures and the security fencing. The proposal includes a transmission substation which is outline (all matters reserved), and this would be a prominent, tall feature in the landscape and would occupy a significant central area to the site. In combination these two features are likely to result in a visual and landscape impact.
- 7.6.10 The public footpath is sited to the south of the application site. The public footpath currently has open views across agricultural land, with this view interrupted partly to the north by the Stoke Park Wood. The proposal will be visible however to the east where the views are not impeded by the woodland. The openness of the public footpath would be lost along with the open views over arable fields.
- 7.6.11 The application was considered at Design PAD in February 2026. The Design PAD assessed the visual impact at key views and encouraged further landscape to soften and screen the view with planting. Suggested staggered planting in viewpoint 1 to increase the density of landscaping, and additional planting to address viewpoint 4, but there will still be glimpsed views through the existing trees to the railway line. The green colour palette will aid to reduce the visual harm of the proposals, along with the preference for mesh fencing instead of palisade fencing. The applicant agreed to provide additional landscape details, which were provided along with an amended landscape drawing.
- 7.6.12 The application has been accompanied by a detailed Landscape and Ecology Management Plan, Landscape and Visual Appraisal report, and Landscape Masterplan. The application has been supplemented by further information and Photo Viewpoints during the course of the application and following Design PAD in February 2026.
- 7.7 The Landscape and Visual Appraisal report which noted the following:
- The site is immediately to the west of the East Coast Main Line railway
 - The site is within an area of higher ground, forming part of a broader agricultural landscape ridge between the River Witham to the west and the West Clan River to the east.
 - The site comprises 4 medium sized arable fields with a narrow linear section through a further 2 fields and a dismantled railway line for the proposed access
 - The site retains a rural character with some detractors including pylons and overhead cables that cross the site and adjacent landscape, and views of the large Magnavale Easton industrial building to the southwest.
 - There are no views of the railway line or its associated infrastructure except for the central lower part of the site.
 - The site is open with wide views across several fields, against backdrop of the ancient woodlands.

Construction

- There would be some engineering works to create levelled areas for the installation of the BESS units and substations. The west of the site would be converted to a grassland field with native planting on the periphery and a SuDS feature.
- The impact from construction on the landform, arable field pattern, rural qualities with short-mid-distant views.
- The effects on the ancient woodland would be negligible during Construction.
- Overall, the impact from the development at Construction would be moderate adverse.

Year 1

- Effects on landscape receptors remain consistent with construction phase, but with reduction in onsite activity
- Overall, the impact from the development at Year 1 would be moderate adverse.

Year 15

- Moderate effects would reduce to minor-moderate. Proposed permanent level changes within the site would become imbedded. Proposed planting would reflect the ancient woodland areas, reinforce some field boundaries, enhance green infrastructure connectivity which reduce adverse effects to neutral. Proposed planting would help integrate the proposals in the site.
- Arable cultivation alongside the woodland edge would have ceased and the margin would have improved management, and the creation of a transitional margin to grassland.
- The effects on the ancient woodland would be minor-moderate beneficial by Year 15.
- Overall, the impact from the development at Year 15 would be minor-moderate-neutral.

7.8 The Landscape and Visual Appraisal report reached the following key conclusions for the Visual Assessment due to the establishment of any proposed mitigation planting:

Construction

- Public rights of way within 1km – moderate adverse
- Residents beyond 1km – partial, oblique or filtered views – moderate adverse
- Local road users beyond 1km – minor-moderate
- Beyond 3km - negligible

Year 1

- Public rights of way within 1km – moderate adverse
- Residents beyond 1km – partial, oblique or filtered views – minor moderate adverse
- Local road users beyond 1km – minor adverse
- Beyond 3km - negligible

Year 15

- Public rights of way within 1km – moderate neutral

- Residents beyond 1km – partial, oblique or filtered views – neutral
- Local road users beyond 1km – neutral
- Beyond 3km – negligible

7.9 The undulating landform would limit the visual effects of the proposed development, and the mature woodland screens effectively. The BESS containers units would be mostly screened from view and painted green so recessive against the woodland. The proposed substations would be visible from the surrounding landscape but viewed in context with the pylons and overhead cables.

7.10 The proposed development incorporates buffers to protect the ancient woodland, trees and hedgerows. It is proposed to remove a small number of trees and sections of hedgerow; however, mitigation planting is proposed. This mitigation includes native hedgerow with trees to enhance field boundaries, woodland, tree and scrub planting.

7.11 While the methodology and the assessment of the relevant viewpoints within that LVA are not disputed, however it is noted that despite the proposed mitigation, the impact on the landscape character of the area would be the loss of arable fields to almost an industrial use, with harm to the openness of the rural landscape of the countryside. This would further have a significant impact on the views and visual amenity from the public rights of way network and neighbouring residential dwellings, although it is proposed to screen the proposal with extensive mitigation planting to boundaries and within the site. The officer concludes that the proposal would result in a level of harm to the landscape character of the site and a visual impact to the public right of way in particular.

7.12 Accepting that this type of development is supported in principle by both National and Local policy the proposal has demonstrated clear measures to minimise and soften its visual impact on the character and appearance of the area although it would remain industrial in appearance. It will be viewed in the context of existing pylons and overhead cables, and the adjacent Magnavale storage building, as will the provision of new and enhanced landscaping. Consequently, the development would have an impact on the existing visual appearance of the area, where considered in the context, but the proposed mitigation would reduce the impact.

7.13 For this reason, it is considered that the visual impact of the development would be reduced to a level of minor to moderate adverse impact, and the impacts could be partially mitigated through the proposed landscaping scheme. The harm to the landscape character would remain as the proposal is industrial in character in a rural landscape setting. Therefore, this harm remains contrary to Policies EN1 and DE1 of the adopted Local Plan, and Section 12 of the NPPF. This policy conflict falls to be assessed within the overall planning balance discussed below.

7.14 **Impact on Heritage Assets**

7.14.1 Policy EN6 (The Historic Environment) is the primary development plan policy through which the Council exercises its statutory responsibilities. This policy states that the Council will seek to protect and enhance heritage assets and their settings in keeping with the policies in the National Planning Policy Framework, and proposals will be expected to take Conservation Area Appraisals into account, where these have been adopted by the Council. Development that is likely to cause harm to the significance of a heritage asset or its setting will only be granted permission where the public benefits of the proposal outweigh the potential harm.

- 7.14.2** In connection with the above, Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to have special regard for the desirability of preserving listed buildings and their settings, or any special architectural or historic interest which it possesses. Similarly, Section 72 of the Act 1990 requires Local Planning Authorities to give special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas.
- 7.14.3 The proposed development site does not contain any designated built heritage assets. The site is set around the extent of the Stoke Park Wood, and Old Park Wood, both areas of ancient woodland and non-designated heritage assets. It is in close proximity to the grade II listed Fenton Cottage and adjacent cottage and the Barn and Stables at Old Park Farm is approximately 375m west of the site boundary. The site is also in the wider proximity to the grade II listed Park and Garden at Easton Park and grade II* listed Stoke Rochford Hall (NHLE 1000991). A series of non-designated heritage assets are noted within and surrounding the site. The site is also near Ermine Street with the potential for archaeological features.
- 7.14.4 It is acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on heritage.
- 7.14.5 The application has been supported by a Heritage Impact and Archaeological Desk Based Assessment, and Heritage Impact Addendum.
- 7.14.6 The SKDC Conservation Officer was consulted on the application and has commented with no objection. The distance from Easton Park and Stoke Rochford Hall is considered sufficient separation with the wider landscape, that the proposal would be unlikely to impact on the setting of the designated heritage assets. There is the potential for glimpse views towards Bassingthorpe where there is a number of designated heritage assets, however this would be a negligible impact.
- 7.14.7 During the consideration of the proposal at Design PAD in February 2026, the Conservation Officer highlighted that there is a cluster of listed buildings and woodland in proximity to the site, and there was a need for a strong landscaping strategy to provide screening. This was addressed through the revision of the landscape strategy.
- 7.14.8 The Conservation Officer provided updated comments following the submission of a Heritage Impact Addendum to be read with the Heritage Impact and Archaeological Desk Based Assessment. The Conservation Officer observes the submission of the Addendum, and that it has assessed the designated heritage assets in close proximity of the site comprising Fenton Cottage and the Barn & Stables at Old Park Farm, as well as the ancient woodland of Stoke Park Wood and Old Park Wood. The Conservation Officer notes the potential impacts on heritage are confirmed as low level of impact during the construction phase. The Conservation Officer confirmed that this would be a less than substantial level of harm during the construction phase by changing the setting, and this would lower to a negligible impact once completed and the site is operational.
- 7.14.9 Historic England was consulted on the application and provided comments that there are concerns regarding heritage grounds. Historic England noted that there are undesignated heritage assets impacted by the proposal, including Ermine Street, a Roman Road situated to the west of the site at the site access point. Following the comments from Historic England and the SKDC Conservation Officer the applicant provided additional information in the form of a Heritage Impact Addendum to address the concerns raised. The Conservation Officer was satisfied that this addressed the concerns raised when reconsulted. Historic England

was also reconsulted on the additional information however provided no further comments on the application.

7.14.10 The Garden Trust (joint with Lincolnshire Gardens Trust) was consulted on the application and had no comment initially and then commented following the submission of the Geophysical Report. The Garden Trust commented that it is not clear whether the Geophysical Report satisfies Historic England's concerns and no decision should be made on the application until this is confirmed.

7.14.11 It is the Officer's conclusion taking the above into account that the heritage assets lie at a suitable distance from the proposal, and there would not be harm on the setting or significance of the heritage assets. The low level of less than substantial harm would be temporary during construction, and there would be a negligible impact following the establishment of mitigation planting. The proposal would be in accordance with Policy EN6 of the adopted Local Plan, and Section 16 of the NPPF.

7.15 Impact on Archaeological Assets

7.15.1 The proposal lies in an area of archaeological interest and offers the potential for archaeological remains to be present based on the extent and type of remains recorded in the vicinity. Policy EN6 seeks to protect and enhance heritage assets and their settings in keeping with the policies in the National Planning Policy Framework. Where development affects archaeological sites is acceptable in principle, the Council seeks to ensure mitigation of impact through preservation of the remains in situ. Where in situ preservation is not practical, the developer will be required to make adequate provision for excavation and recording before or during the development.

7.15.2 The application was supported by a Heritage Impact and Archaeological Desk Based Assessment, and Archaeological Geophysical Survey Report.

7.15.3 Heritage Lincolnshire were consulted on the application and have commented with no objection, subject to a scheme of archaeological works being carried out as mitigation and secured through the imposition of conditions. The geophysical survey, subject to the completion of suitable archive and dissemination arrangements, meets the requirements of Heritage Lincolnshire in respect of the first phase of archaeological evaluation. Further investigation should include a Scheme of Archaeological Work with trial trenching which will then inform appropriate mitigation required on site.

7.15.4 Subject to this further mitigation being secured through conditions, being successfully discharged and implemented in full on site, it is reasonable to conclude that the proposal would result in no adverse harm or impacts being caused to any archaeological remains.

7.15.5 Heritage Lincolnshire, the district's archaeological advisors, commented that the geophysical survey meets the requirements. Subject to the conditions to secure the above, the proposal would be in accordance with Policy EN6 of the adopted Local Plan, and Section 16 of the NPPF.

7.16 Effect of the development on Biodiversity, Ecology and Trees

7.16.1 The Conservation of Habitats and Species Regulations 2017 ('the Habitats Regulations') affords protection to certain species or species groups, commonly known as European Protected Species (EPS), which are also protected by the Wildlife and Countryside Act

1981. Additionally, the NPPF recognises the contribution of trees to the intrinsic character and beauty of the countryside.

- 7.16.2 The application was supported by a Preliminary Ecological Appraisal, Ecological Impact Assessment, Winter Bird Report, Breeding Bird Report, Landscape and Ecology Management Plan, an Arboricultural Impact Assessment and Survey Data, Arboricultural Impact Assessment drawings, Tree Protection drawings, and a Biodiversity Net Gain Assessment and metric.
- 7.16.3 The site comprises of arable field margins, artificial unvegetated unsealed surface, cereal crops, winter stubble, modified grassland, non-cereal crops, native hedgerows, native hedgerows associated with bank or ditch, and native hedgerows with trees. There are 22 trees onsite. T34 and T35 are candidate veteran trees and assigned irreplaceable status within the BNG metric.
- 7.16.4 It is acknowledged that there have been representations concerned with the impact of the proposed development on ecology.
- 7.16.5 It is also acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on biodiversity, ecology and the neighbouring ancient woodland.
- 7.16.6 The SKDC Tree Officer was consulted on the application and expressed concerns regarding the level of provided information. The Tree Officer identified that the ancient woodland, veteran trees and ancient trees receive the highest level of protection under national planning policy and should be treated as irreplaceable habitat. There are viewpoints from the railway line to the north, and public right of way Stok/6/1. The Officer noted that the submitted reports do not include assessment of the ancient woodland, therefore additional surveys are requested. There are also concerns regarding fire risk, hydrological impacts, soil disturbance, and ecological impacts and long-term degradation risk.
- 7.16.7 The applicant's agent responded to the Tree Officers concerns, stating that the submitted information is considered to be sufficient when the reports are read in combination. The SKDC Tree Officer commented again on the application, that information was still not provided and relevant given the level of protection afforded to ancient woodland. The outstanding information is fire risk, hydrology, soil profiles, percolation rates, and potential impacts on soil ecology. The Tree Officer states that *'In accordance with Natural England's Standing Advice, development proposals with the potential to affect ancient woodland must be supported by adequate information to enable a full and informed assessment of impacts, having regard to the protection afforded to the habitat, including soils and ecological processes. In the absence of such information, the proposal cannot be demonstrated to avoid harm'*.
- 7.16.8 Following the Design PAD, there were revisions to the landscaping drawings, and the proposal includes additional mitigation planting. The Tree Officer was reconsulted and provided further comments. The Tree Officer considers that the previous comments have not been addressed, and the information provided is insufficient to demonstrate that the proposed development can be delivered without unacceptable arboricultural impacts of long-term conflict with retained vegetation. The Tree Officer raises an arboricultural objection, as it has not been demonstrated that the proposal would preserve retained trees and woodland features, provide adequate mitigation for arboricultural losses, or avoid future pressure for the pruning or removal of retained vegetation.

- 7.16.9 The applicant's agent responded further to the Tree Officers concerns with additional information and clarification on fire risk and reflected heat, ground fire risk, containment of water or materials, hydrology, and future mature tree growth. The Tree Officer confirmed that the submitted Verification and Compliance Report confirms compliance with the National Fire Chiefs Guidance, this means that reflected heat at the distances proposed would not result in an adverse impact on trees. The risk of grass or ground fire transmission is proposed to be managed through an appropriate mowing regime. Any water, run-off or material arising from an incident on site would be contained within the site and would not be permitted to enter the adjacent woodland. The submitted drainage information indicates that the development would not alter the hydrology of the associated woodland, either during construction or in the longer term. The future mature tree growth could be addressed through an appropriately worded planning condition. Planning conditions for Emergency Response Plan, Risk Management Plan and Tactical Fire Response Plan, drainage details, and Landscape Management Plan would address concerns related to fire risk, drainage, containment and future tree growth. On the basis, the Tree Officer is satisfied that the outstanding arboricultural concerns can be addressed, subject to the above matters being appropriately secured by condition and through the relevant management plans.
- 7.16.10 Lincolnshire Wildlife Trust were consulted on the application and initially registered a holding objection requesting an updated biodiversity net gain plan with projected uplift in watercourse units as even if the development does not impact the habitat if its present within the red line it required a 10% net gain. The Lincolnshire Wildlife Trust provided positive comments on the proposed mitigation for the proximity to the ancient woodland, and provision of the 6 skylark nesting plots. The Lincolnshire Wildlife Trust support the 30m buffer to ancient woodland, and planting of a natural buffer.
- 7.16.11 Lincolnshire Wildlife Trust were reconsulted when the revised biodiversity net gain metric was received. Lincolnshire Wildlife Trust again issued positive comments on the proposed biodiversity net gain, which now include the watercourse units.

Biodiversity Net Gain

- 7.16.12 The Environment Act 2021 and subsequent Schedule 7A within the Town and Country Planning Act 1990 (as amended) require a measurable 10% net gain in biodiversity for all proposals that are not exempt. This scheme is not exempt and as such must meet these legislative requirements.
- 7.16.13 At application stage, this includes a baseline assessment of the proposed site and the submission of a biodiversity metric. The biodiversity metric was updated during the course of the application to include the watercourse habitat, creation to the culvert and enhancement to the ditch habitat. These have been included, which detail a baseline of 90.20 habitat units, 5.44 hedgerow units, and 0.63 watercourse units. The baseline assessment is considered to be accurate and acceptable, and no concerns have been raised by Lincolnshire Wildlife Trust that haven't been addressed, and thus the minimum requirements for consideration at this stage have been met.
- 7.16.14 The application also includes indicative proposals for on-site habitat creation across the site. Onsite post intervention there would be 158.49 habitat units, 29.14 hedgerow units and 0.78 watercourse units. The statutory Biodiversity Metric concluded that the proposal would deliver 68.29 habitat units (75.70% increase), 23.71 hedgerow units (435.95% increase) and 0.15 watercourse units (24.64% increase) if that condition could be achieved, giving more than the 10% net gain. Significant weight should be attached to this over delivery and

provision of BNG and given the scale of gains proposed, this would be secured through a Section 106 Agreement as required by the Planning Practice Guidance.

- 7.16.15 The 30-year monitoring period commences once the habitats have been implemented. The frequency of monitoring will be agreed as part of an approved Habitat Management and Monitoring Plan (HMMP). Where habitats are identified through monitoring as not meeting the expected target condition or distinctiveness, remedial management strategies may need to be prepared, approved and actioned to address any deficiencies.
- 7.16.16 A Landscape and Ecological Management Plan (LEMP) has been submitted which confirms that the habitats can be managed to achieve the condition detailed within the BNG assessment.

Protected Species

- 7.16.17 The Preliminary Ecological Appraisal and Ecological Impact Assessment detail that it includes the application site and notes the woodlands in proximity. The report includes desk-based assessment from November 2024, and a survey was undertaken in October 2024. There are no designated sites of international, national or local importance within the zone of influence. There are 7 non-statutory designated sites, all Local Wildlife Sites; Burton Lane Verges, Easton Lane Verges, Great Ponton Quarry Road Verge, Pasture Farm Road Verges, Pit Lane Road Verges, with the following woodlands bordering the site; Old Park Wood Bassingthorpe, Stoke Park Wood.
- 7.16.18 The data search returned 2 records of badger, 72 records of 17 species of notable and protected bird species, 3 records of invertebrate the small heath butterfly, 1 record of reptile the common lizard, 25 records of brown hare, 1 record of hedgehog and 5 records of White-clawed Crayfish. There are no records for amphibians, bats, dormouse, otter, or water vole, or notable or protected plant species.
- 7.16.19 The habitat survey recorded limited ditch habitats with potential for amphibians, but without ponds or waterbodies on site or within 250m. There are 6 trees onsite with the potential for bat roosting. No field signs were recorded of badger onsite, however the woodland and scrub habitats have the potential for badgers; setts, foraging and commuting. The site has open arable fields and hedgerows with the potential for breeding and non-breeding birds. Notable species were recorded onsite during the survey, and there was evidence of barn owls foraging. No invertebrates were recorded onsite, however there is arable verges and woodland habitats which offer potential for invertebrates. The fragmented arable verges offer low potential for reptiles as the sites are fragmented. The site is considered suitable for brown hare and hedgehog, and brown hare were observed on an adjacent field during the survey.
- 7.16.20 The adjacent woodlands have potential for a wildlife corridor, and the evidence of overgrazing by fallow deer. The arable verges that border Stoke Park Wood and Old Park Wood have the potential for notable or protected plant species. The proposal provides approximately a 50m buffer distance from the ancient woodland.
- 7.16.21 A Winter Bird survey was undertaken between November 2024 and February 2025. The survey recorded the total species recorded within or flying over the site during the survey period. 6 species are on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended), 6 species are listed as Species of Principal Importance by the Natural Environment and Rural Communities Act 2006 (as amended), 9 species are listed on the Birds of

Conservation Concern red list, and 4 species are on Annex I of the EU Birds Directive. Other birds were also recorded including common species and birds of prey.

7.16.22 A further Breeding Bird survey was undertaken between March and June 2025. The survey recorded distribution and assemblages of breeding birds. A total of 18 target species were recorded breeding or holding territory.

7.16.23 Mitigation is proposed including a

- Construction Environmental Management Plan
- Species specific mitigation measures for barn owls, red kite, skylark.
- Lighting Strategy designed to the Bats and Artificial Lighting at Night Guidance Note
- Habitat Management and Monitoring Plan (as part of the BNG)
- Landscape and Ecology Management Plan (LEMP) outlining the onsite habitat management requirements
- Veteran trees will be buffered in line with standing advice on ancient woodland, ancient trees and veteran trees
- Buffer zones created and maintained to the ancient woodlands in excess of the standing advice and kept free from development. There will be habitat enhancements.

7.16.24 Enhancement is proposed for boundary features with planting of hedgerow gaps, a 5m grass strip to hedgerows, management of existing hedgerows, planting of scrub and grassland to woodland edges to create a natural buffer, grassland strip to northern boundary of the site for foraging for barn owls, increased game cover crop within the site for winter bird populations. The buffers are a minimum of 20m, in the main 30m, and up to 50m against the ancient woodland.

7.16.25 The Landscape and Ecology Management Plan details that the proposal includes new native shrub and tree planting, infill native hedgerow planting, species rich grassland, and habitat enhancement areas. The site will protect retained habitats and trees, with buffers to the woodlands. It sets out short term objectives for 0-5 years, long term objectives for 5-40 years, maintenance objectives and a monitoring regime. There is further detailed information on protected species, and planting species. It outlines the habitat protection measures, management objectives and prescriptions. Monitoring will be undertaken every 5 years starting with 5 years post construction, and reports provided to the local planning authority. Finally, it informs that after 40 years of operation the BESS site would be restored to its original condition except for new areas of wildlife habitat which would remain onsite. The site will therefore be actively managed for 40-year lifetime. If planning permission is granted an ecological mitigation strategy should be secured as a condition of planning permission.

Trees and Hedgerows

7.16.26 The Arboricultural Impact Appraisal details that it includes the application site, and the survey was undertaken in March 2025. There are no Tree Preservation Orders on the site, and the site is not in a Conservation Area. Category A trees will be retained onsite. There will be the loss of 9 Category U trees, groups and hedges requiring removal, plus 1 partial hedge loss to facilitate the development. No other losses would be necessary but there would be some incursions into root protection measures. The assessment of the installation

of services is not identified, therefore a method statement for the servicing will be required and it will be necessary to impose a condition to secure the detailed servicing routing and confirmation of any affected trees to ensure compliance with this.

- 7.16.27 None of the hedgerows are identified as being of importance under the Hedgerow Regulations but are priority habitats within the UK biodiversity action plan criteria and should be enhanced. Replacement trees and hedgerow is proposed as mitigation onsite, as well as supplementary planting.
- 7.16.28 The proposal includes for tree protection to avoid impact on the root protection areas of retained trees, and there are buffer zones to the Veteran/Ancient Trees and woodlands in line with guidance from the Woodland Trust. Where the development will be in proximity and within the buffer zones, it is proposed to improve the remaining buffers to offset. Mitigation such as tree protection fencing, no dig surfacing, services located outside of root protection areas or low impact methods for the installation of services, as well as an Arboricultural Method Statement.
- 7.16.29 Overall, the proposals are considered to provide a significant creation and enhancement to local habitats and biodiversity gains and would comply with Policies EN2 and EN3 in this regard. The development would result in no adverse harm to local wildlife, nor result in any adverse loss of BNG. The applicant has demonstrated that in excess of the statutory requirement of 10% BNG would be achieved in accordance with the mandatory requirements of national policy.

7.17 Effect of Residential Amenities

- 7.17.1 Policy DE1 seeks to ensure that high quality design is achieved, and new development ensure that there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light.
- 7.17.2 The site is located in open countryside, operating 24 hours a day. There are few residential dwelling houses in proximity to the site with the nearest 400m-1.5km. The closest neighbour is Highdyke farm is circa 400m northwest of the site. This is considered sufficient separation distance from the BESS to ensure there is no adverse impact in terms of light pollution, loss of privacy and loss of light.
- 7.17.3 The Environmental Protection team were consulted on the application and raised no objection to the application or concerns regarding residential amenity.
- 7.17.4 On balance, it is not considered that the proposed development would adversely impact the residential amenity of the residential properties. The proposal therefore accords with Policy DE1 of the Local Plan.

7.18 Safety and Pollution – Noise, Lighting and Air Quality

- 7.18.1 The sites impact on health and safety in terms of fire hazards, pollution and other air quality is a material consideration and has been raised within the report. It is important to note that the SKDC Environmental Protection team has raised no objections in respect of air quality, light pollution, ground pollution and noise.
- 7.18.2 Paragraph 187 within the NPPF states that:

“Planning policies and decisions should contribute to and enhance the natural and local environments by: e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable; levels of soil, air, water or noise pollution or land instability.”

7.18.3 Paragraph 198 goes on to state that:

“Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impact resulting from noise from new development- and avoid noise giving rise to significance adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.”

7.18.4 The underlying principles and aims of existing noise policy documents, legislation and guidance are clarified in Noise Policy Statement for England, DEFRA, 2010 (NPSE). The NPSE outlines three aims for the effective management and control of environmental. Neighbour and neighbourhood noise:

- “Avoid significant adverse impacts on health and quality of life;
- Mitigate and minimise adverse impacts on health and quality of life; and
- Where possible, contribute to the improvement of health and quality of life”

7.18.5 The site is in a rural location, and the closest neighbour is approximately 400m away to the northwest of the site. A Pollution Statement, Geotechnical Desktop Study, Lighting Impact Assessment, Air Quality and Dust Assessment, Outline Battery Safety Management Plan, and Noise Impact Assessment were submitted in support of the application.

7.18.6 It is acknowledged that there have been representations concerned with the impact of the proposed development on pollution including noise, contamination, and fire risk.

7.18.7 It is also acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on noise and fire risk.

7.18.8 In terms of the construction of the BESS, the construction site preparation will include the use of dozer, excavators, loaders, dump trucks, telescopic handler, and rollers and vibratory rollers for the rolling and compaction, which will generate noise. There will be further noise from the platform construction works which will include dump truck, HGV, telescopic handler, mixer trucks, crane, excavator, loaders, tractors, and a diesel generator. There will also be the road construction works which will include backhoe hydraulic breaker, road planner, dozer, bulldozer, rollers, pavers, excavator and a diesel generator. Further to this there are electrical works which will include dump truck, HGV, crane, diesel generator, angle grinder, drills, and generators. Mitigation measures have been set out in the Noise Impact Assessment.

7.18.9 In terms of the operation of the BESS, the development would operate 24 hours per day and there would be an audible operational sound. Noisier periods would be experienced when the batteries are discharged typically 6-8am, and 5-7pm in the afternoon, and any additional periods when required. Again, the Noise Impact Assessment includes the mitigation measure to reduce the sound levels of the battery units through design.

- 7.18.10 In relation to the Noise report the Environmental Protection Officer accepted the report and its findings, and the proposed noise mitigation measures. The Noise Assessment does not identify sensitivity to construction noise, and non-significant adverse effects during the operational for the closest receptors.
- 7.18.11 The Environmental Protection team were consulted on the application and raised no objection to the application. The Environmental Protection Officer accepted the findings in the Geotechnical Desktop report and recommends a planning condition in relation to the construction works. The Geotechnical Desktop report identified that Polycyclic Aromatic Hydrocarbons (PAHs), ethylene glycol, creosote, herbicides, ferrous residues, metal fines, ash, sulphate, lubricating oils and fuel oils from the works associated with the railway line are potentially present on the site. The risk levels are low, but a contamination screening should be carried out and a watching brief during the construction and ground works.
- 7.18.12 In relation to the Lighting Assessment report the Environmental Protection Officer accepted the report. Lighting will be designed in line with the Institution of Lighting Engineers guidance notes for the reduction of obtrusive light, the Institution of Lighting Engineers guidance note on Bats and Artificial Lighting in the UK, and the CIBSE SLL LG21 Protecting the Night-time Environment.
- 7.18.13 The Outline Battery Safety Management Plan identifies how the applicant will use good practice to reduce risk to life, property, and the environment. The report details the compliance required with relevant regulations, and notes that it is a live document which will develop. Lincolnshire Fire and Rescue Service will be kept up to date with regards to the BESS. Lincolnshire Fire and Rescue Service were consulted on the application and raised no objection. The Water Planning Manager notes the Health and Safety Guidance published by the government, and by the National Fire Chiefs Council. The Water Planning Manager requested confirmation that proposal would meet the requirements of National Fire Chiefs Council. This was provided by the applicant to the satisfaction of the Lincolnshire Fire and Rescue Service. Furthermore, the Health and Safety Executive (HSE) also did not object in relation to safety and the proposed development.
- 7.18.14 In relation to the Air Quality and Dust report the Environmental Protection Officer accepted the report. The Officer recommends that the mitigation proposed is implemented as per the report recommendations. The number of air quality receptors in proximity to the application site is low, and it is a low sensitivity area. The construction traffic on the public highway is not expected to give rise to significant adverse air quality effects on sensitive receptors along the route. However, mitigation will be required to ensure that construction dust arising from the site, including HGV track, does not give rise to significant adverse effects. Mitigation includes site management, monitoring, preparing and maintaining the site, operating the vehicles and machinery, operations, waste management.
- 7.18.15 It is the Officer's assessment that the proposed development would not result in any unacceptable safety and pollution impacts regarding noise, air quality, lighting, and would not impact on the amenity of neighbouring dwelling houses. This would be in accordance with Local Plan Policy EN4 and Section 15 of the NPPF. In relation to potential impacts, conditions are proposed regarding construction management, watching brief for contamination, noise mitigation, and a battery safety plan.

7.19 Access and Highway Impacts

- 7.19.1 The NPPF promotes sustainable patterns of development and expects land use and transport planning to work in parallel in order to deliver such. A core principle of the NPPF is that: *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios’.*
- 7.19.2 The proposal includes a new development access from the B6403 High Dike Road to the northwest of the site with a secondary access to the south using the existing access. This will be a simple priority junction. The new access is designed to accommodate all vehicles entering/exiting the site including the construction traffic, HGV, abnormal loads and a fire tender.
- 7.19.3 There will be internal access tracks provided between the energy storage container areas, with an abnormal load road connecting to the new access and around the transmission and client substations. There will be parking for up to 3 vehicles onsite in the customer substation area, with EV charging points, and space on site for larger vehicles and additional vehicles to be parked informally.
- 7.19.4 There are no public rights of way (PRoW) within or adjoining the site. The nearest PRoW are two public footpaths which connect to the B6403 High Dike (reference numbers East/5/2 and East/8/1).
- 7.19.5 It is also acknowledged that Stoke Rochford and Easton Parish Council was consulted and has objected to the proposed development. The concerns raised include the impact on highways and the proposed access.
- 7.19.6 In the case of the current application, it is noted that highway safety and capacity need to be considered and assessed in two ways; traffic movements during the construction phase of the development; and traffic during the operational phase of the development. Policy ID2 states that new developments should demonstrate that the development is located where travel can be minimised, reduces additional travel demand, and do not severely impact on the safety and movement of traffic on the highway network. Paragraph 116 of the NPPF confirms that, *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*
- 7.19.7 A Transport Statement has been submitted to support the proposal, along with a Framework Construction Traffic Management Plan. The TS provides details of the existing highway network, the accessibility by various modes including sustainable transport modes, an analysis of collisions within the vicinity for a 5-year period to 2023, and the baseline traffic flows taken from automatic traffic counts (ATC) at three locations for a 7-day period in March 2025. The report also includes a forecast of how vehicle trips will be distributed across the highway network during the construction, and operation stages of the proposed development. The TS also sets out the methodology for the trip distribution for workers and HGV and provides a Highway Impact Assessment which indicates the level of impact that the proposed development is expected to have on the local highway network.

Construction Traffic

12-18 HGVs on average per day

Up to 35 HGV per day during the construction phase

Up to 80 members of staff will be working at the site each day. It is anticipated that there will be 30-60 staff vehicles before 8am and leaving before 5pm or after 6pm

10-20 abnormal load deliveries over the full construction period to deliver substation transformers

Construction traffic will approach via the A1, and turn right into the proposed access on the B6403 High Dike Road

Operational Traffic

3-4 staff (engineer) vehicle trips per week

- 7.19.8 Once the site is operational it will be monitored remotely and there will be visits from an engineer periodically to inspect the BESS and associated infrastructure.
- 7.19.9 The local highway authority, Lincolnshire County Council has been consulted on the application and has not raised any objection in relation to the potential impact on local highways, subject to conditions. Lincolnshire County Council concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application. The County Council note that the construction phase could see up to 150 deliveries of up to 15 a day, material deliveries up to 1800 of up to 10 a day and then BESS Deliveries of 1142 of up to 16 a day. In addition to this there could be 10 – 20 AIL deliveries which will be subject to their own movement orders. This would be a total of up to 41 per day (82 two-way movements – 41 arrivals and 41 departures), and with additional staff trips.
- 7.19.10 The County Council requested highways planning conditions for a Construction Management Plan and Method Statement, access details, clearance of obstructions to the visibility splays at the access, accordance with the surface water drainage scheme. The County Council also requested inclusion of highways informatives.
- 7.19.11 National Highways was also consulted on the application and has not raised any objection in relation to the potential impact on the strategic road network, subject to conditions. National Highways is primarily interested in the A1 Great North Road. The Transport Statement and subsequent information provided by the applicant confirmed that the daily HGV trip totals will be a cap for construction activity. A more detailed breakdown including peak hour movements will be prepared as part of the Construction Management Plan. The abnormal loads information is based on a worst-case scenario assessment, and more assessment will be included in a Construction Management Plan.
- 7.19.12 National Highways requested highways planning conditions for a Construction Management Plan, and detailed abnormal indivisible loads route assessment and swept path analysis.
- 7.19.13 Considering the assessment within the Transport Statement, and the comments from the local highway authority and National Highways, it is considered that the proposal would be suitable in terms of highway impact. The proposal would therefore be acceptable with securing the additional details and highway improvements via conditions as requested by the local highway authority and National Highways and would not have an unacceptable adverse impact on highway safety in accordance with Local Plan Policy ID2 and Section 9 of the NPPF.

7.20 Flood Risk and Drainage

- 7.20.1 The application was accompanied by a Flood Risk Assessment, which confirms that the site is within Flood Zone 1 however as the area exceeds 1 hectare assessment was required. The site also contains areas at higher risk of surface water flooding, and the Flood Risk Assessment considers appropriate mitigation measures for addressing drainage concerns through SuDs onsite. With reference to NPPF Annex 3 'Flood Risk Vulnerability Classification', it is noted that Battery Storage is considered as 'Essential Infrastructure'. Although the site is at risk of surface water flooding, under the NPPF Annex 3, it is deemed compatible to construct the type of development proposed in areas at risk of surface water flooding.
- 7.20.2 Mitigation measures are proposed which includes land raising to ensure infrastructure is not at risk of flooding. Includes a culvert to replace a ditch, and surface water will be intercepted and attenuated in an onsite basin. Runoff will be restricted to the greenfield rate. Each BESS will have a gravel subbase and electrical infrastructure lined impermeable geotextile to ensure no infiltration through the base or sides. There will be a shut off valve where the sewer network discharges to the existing land drain to manage risk of pollution in the event of an abnormal or emergency situation, and water would be stored in an underground tank. The access road will be permeably surfaced using crushed aggregate or similar to ensure surface water will drain in line with existing. Exceedance flood flows would flow overland, following the alignment of onsite sewer network and discharge to existing land drains.
- 7.20.3 The local lead local flood authority, Lincolnshire County Council was consulted on the application and has not raised any objection in relation to the potential impact on flood risk and drainage. Lincolnshire County Council notes that it is proposed that 'surface water runoff from the electrical infrastructure and the BESS compound areas will drain via an impermeably lined gravel sub-base to sump manholes before being conveyed by a site sewer network which discharges to an existing land drain at the north of the site. Source control (including additional storage and water quality treatment) is provided by the gravel sub-base of the BESS and electrical infrastructure areas, which will be lined with an impermeable geotextile to ensure no infiltration through the base or side'. The County Council does not consider that this proposal would increase flood risk in the immediate vicinity of the site, however, a full designed drainage scheme will be required.
- 7.20.4 Anglian Water was consulted on the application and commented. Anglian Water provides comment on non-domestic water, and confirms there are no Anglian Water assets affected, no public foul sewers and no public surface water sewers within the vicinity of the development.
- 7.20.5 The Environment Agency was consulted on the application and provided comments. The Environment Agency commented that the site is on a principal aquifer and secondary B Aquifer confined by secondary undifferentiated aquifer, however, the development would be acceptable if measures are implemented and secured by planning condition. The planning condition would be for a scheme to dispose of surface water, noting that battery energy storage use highly polluting chemicals in the batteries and should not enter surface waterbodies via surface water runoff should the containers become exposed in the event of fire. Furthermore, a planning condition for adequate pollution prevention measures. The Environment Agency recommends sealed drainage to ensure no potential leaks into the environment, and that the pipes, liner and storage tank be designed to withstand

contaminated discharge. A further planning condition is recommended for a final drainage strategy. The Environment Agency also offered additional advice to the applicant, and guidance on BESS developments.

- 7.20.6 The agent has confirmed that the submission was accompanied by a Flood Risk Assessment and it outlined measures including an impermeable liner and shut off valve to stop potentially contaminated discharged into local surface drains, and an underground tank to store the diverted potentially contaminated firewater. The impermeable liner and shut-off valve are the elements for sealed drainage requested by the Environment Agency.
- 7.20.7 On this basis, subject to conditions, it is considered that the proposal would be acceptable from a flood risk and drainage perspective. The proposal would therefore be acceptable and in accordance with Local Plan Policy EN5 and Section 14 of the NPPF.

7.21 Other Matters

Network Rail

- 7.21.1 In terms of the proximity to a railway line, Network Rail has been consulted and has not objected to the proposal. Network Rail commented that the design and operation of the scheme is expected to meet safety requirements and regulations and requires a clear and detailed plan on how major incidents will be managed, and to work with the Asset Protection Team prior to any works onsite. Network Rail will require a site-specific Construction Methodology. In addition, drainage must be considered and surface water must flow away from the railway with no ponding adjacent to the boundary and attenuation within 30m of the railway boundary needs advance approval, and any connection to railway drainage needs prior agreement. Network Rail recommend a planning condition regarding the disposal of surface water be included as part of any consent to address these concerns. Network Rail also recommends a number of Informatives in relation to the railway line.

Mineral Safeguarding

- 7.21.2 The planning application was accompanied by a Mineral Safeguarding Assessment.
- 7.21.3 Lincolnshire County Council has been consulted as the Minerals Planning Authority and had no objections.
- 7.21.4 Consequently, the proposal would be in accordance with Policy M11 (Safeguarding of Mineral Resources) of the Lincolnshire Minerals and Waste Local Plan.

7.22. Section 106 Heads of Terms

- 7.22.1. As outlined above, significant net gains in biodiversity to be provided as part of the development, and the weight to be attributed to this in the overall planning balance, it is proposed that this BNG provision would be formally secured through a Section 106 Agreement.
- 7.22.2 The Section 106 Agreement would secure the details of the Biodiversity Gain Plan and the Habitat Management and Monitoring Plan, as well as monitoring fees to address the requirements for the LPA to monitor and enforce the delivery of the net gains.

The final fee would be determined based on the number of units created per habitat distinctiveness.

8 Crime and Disorder

- 8.1 It is considered that the proposal would not result in any significant crime and disorder implications.

9 Human Rights Implications

- 9.1 Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is considered that no relevant Article of that act will be breached.

10 Planning Balance and Conclusion

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.
- 10.2 The application proposals seek planning permission for the erection and operation of an energy storage system including associated infrastructure, engineering works, landscaping and formation of vehicular access from highway. With outline permission sought for the erection and operation of a transmission substation with associated infrastructure.
- 10.3 The proposal is located within the open countryside, and development proposals are limited by Policy SP5 (Development in the Open Countryside) to schemes which have an essential need to be located outside of the existing built form of a settlement and this proposal has not demonstrated that it has an essential need to be located outside of the existing built form of a settlement. Further, it does not meet one of the types of development supported under Policy SP5 for development in the open countryside, therefore it is contrary to Policy SP5. The siting of the scheme in this location is appropriate to facilitate connection with the pylons and overhead cables, although this is not specifically in association with renewable infrastructure such as solar farms in the district.
- 10.4 There is clear support for renewable energy projects and infrastructure in the National Planning Policy Framework and Policy RE1 (Renewable Energy Generation) in the Local Plan. The application proposals would make an important contribution towards meeting the national objectives in respect of reducing greenhouse gas emissions as set out in the Climate Change Act 2019. On a local level, South Kesteven District Council have formally declared a climate emergency, and the published Climate Action Strategy identifies increasing the provision of sustainable forms of energy as a key action for achieving net zero. These matters are material considerations that weigh in favour of the application proposals. In addition, Policy RE1 (Renewable Energy Generation) advocates a generally permissive approach to renewable energy schemes. As such, the application proposals are acceptable in principle, subject to material planning considerations.
- 10.5 In respect of the effect of the development on the character and appearance of the area, it is Officer's assessment that the proposed development would result in a degree of impact on the landscape character of the area and for visual receptors neighbouring dwellings and the public highway, as a result of the proposed BESS containers and infrastructure, and

security fencing. Whilst these landscape and visual impacts can be reduced through the mitigation proposed in the submitted landscaping and planting scheme, the application proposals would still result in a moderate adverse impact on the landscape character, contrary to Policies EN1 (Landscape Character) and DE1 (Promoting Good Quality Design) of the adopted South Kesteven Local Plan, and Section 12 of the NPPF

- 10.6 There would be impact on biodiversity, ecology, and trees as the development proposes the removal of trees, hedgerow and partial sections of hedgerow to facilitate the development, and it is in proximity to ancient woodland. Nevertheless, the site is a managed agricultural site, and suitable mitigation is proposed for habitat creation, tree and hedgerow planting, and the watercourse onsite. The site would achieve significantly in excess of the mandatory requirements for statutory biodiversity net gain onsite with 75.70% increase in habitat units, 435.95% increase in hedgerow units, and 24.64% increase in watercourse units.
- 10.7 The proposal has been assessed against the material planning considerations, local and national policies and is considered to be acceptable in terms of the impact on heritage, archaeology, residential amenity, the highway network, flood risk, pollution and health and safety, subject to the relevant conditions and informatives.
- 10.8 The officer attributes significant weight to the storage of electricity and the contribution this would make towards energy security as this is a significant benefit. It is acknowledged that the development would provide benefit to the local economy through a limited benefit of jobs during the construction of the scheme, and a limited number of local jobs when the site is operational. This is attributed limited weight.
- 10.9 Therefore, it is considered that the environmental benefits of the battery facility are, on balance, sufficient to outweigh the identified harms to the character of the area and less than substantial harm to heritage during the construction phase, and the application proposals are in accordance with the adopted Development Plan when taken as a whole, albeit there are conflicts identified in relation to the visual impact of the development. In this case, it is Officer's assessment that the balance of material planning considerations would also weigh in favour of granting planning permission.

11 Recommendation

To authorise the Assistant Director-Planning to GRANT planning permission, subject to the proposed schedule of conditions detailed below and the completion of a Section 106 Agreement.

Schedule of Conditions

FULL PLANNING PERMISSION

Time Limit for Commencement

- 1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 2) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - Site Location Plan, drawing ref. 1014-RDG-PA-BE01-M2-ED-0051 (received 15/08/25)
 - Parameters Plan, drawing ref. 1014-RDG-PA-BE01-M2-ED-0052 (received 15/08/25)
 - Proposed Site Layout, drawing ref. 1014-RDG-M2-ED-0020 (received 15/08/25)
 - Coloured Proposed Site Layout, drawing ref. 1014-RDG-M2-ED-0021 (received 15/08/25)
 - Proposed Site Wide Levels Layout, drawing ref. 5027166-RDG-XX-ST-D-C-110631-P04 (received 15/08/25)
 - Battery Container Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0001 (received 15/08/25)
 - Power Conversion System Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0002 (received 15/08/25)
 - 400KV Transformer Bund Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0003 (received 15/08/25)
 - Storage Container Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0004 (received 15/08/25)
 - Lighting and CCTV Column Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0006 (received 15/08/25)
 - Site Fencing and Gate Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0007 (received 15/08/25)
 - Control Room Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0008 (received 15/08/25)
 - LV Building Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0009 (received 15/08/25)
 - Oil Filled Transformer, drawing ref. 0001-NPLUK-00-XX-DR-ED-0010 (received 15/08/25)

- 400KV Customer Substation, drawing ref. 0001-NPLUK-00-XX-DR-ED-016 (received 15/08/25)
- Water Tank and Pump, drawing ref. 0001-NPLUK-00-XX-DR-ED-0021 (received 15/08/25)
- 33KV Switch Gear Container Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0024 (received 15/08/25)
- Setting Out Dimensions, drawing ref. 5027166-RDG-XX-ST-PL-A-0300 (received 14/05/26)
- Site Section AA, drawing ref. 1014-RPG-PA-BE01-M2-ED-0040 (received 15/08/25)
- Site Section BB, drawing ref. 1014-RPG-PA-BE01-M2-ED-0041 (received 15/08/25)
- Site Sections CC and DD, drawing ref. 1014-RPG-PA-BE01-M2-ED-0042 (received 15/08/25)
- Site Section EE, drawing ref. 1014-RPG-PA-BE01-M2-ED-0043 (received 15/08/25)
- Lighting Impact Assessment Layout, drawing ref. 5027166-RDG-XX-ST-D-SP-630001-P02 (received 15/08/25)
- Lighting Impact Assessment Layout, drawing ref. 5027166-RDG-XX-ST-D-SP-630002-P02 (received 15/08/25)
- Lighting Impact Assessment Layout, drawing ref. 5027166-RDG-XX-ST-D-SP-630003-P02 (received 15/08/25)
- Tree Protection Plan – Whole Site, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Tree Protection Plan – Sheet 1, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Tree Protection Plan – Sheet 2, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Tree Protection Plan – Sheet 3, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Tree Protection Plan – Sheet 4, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Landscape Masterplan, drawing ref. TC25306_L100_RevBv3 (received 13/04/26)
- Landscape Masterplan, drawing ref. TC25306_L101_revBv3 (received 13/04/26)

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

Before the Development is Commenced

Archaeology

- 3) Before the development hereby permitted is commenced, a Written Scheme of Archaeological Investigation and an Archaeological Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The details must include:
 - a. Details of a programme of trial trenching, which must be first completed and used to inform the mitigation strategy;
 - b. A plan illustrating the location of any archaeological remains on the site;
 - c. Areas which are designated for archaeological monitoring and recording;

- d. Proposals to ensure that significant archaeological remains are protected or, if appropriate, set out a programme of further archaeological works to ensure that they are recorded in advance of works on site;
- e. A programme for the implementation of the archaeological mitigation strategy.

Thereafter, all works on site shall be carried out in accordance with the approved Archaeological Mitigation Strategy.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

Construction Management Plan

4) Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that has been submitted to and approved in writing by the Local Planning Authority in consultation with the local highways authority and National Highways. The Plan and Statement shall indicate measures to mitigate against traffic generation of the site during construction, and the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include but not be limited to;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- Details of wheel washing facilities and precautions undertaken to prevent the deposit of mud and other debris from vehicles leaving the site onto the public highway including wheel washing facilities;
- Details of a scheme of dust management;
- Details of the monitoring arrangements;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material (to include a routing plan back to the A1)
- Details of the routing agreement for HGVs, including directional signage for all vehicular construction and delivery traffic to and from the site;
- Daily and peak hour construction vehicle movements, including Heavy Goods Vehicles (HGVs);
- Construction vehicle parking, loading and unloading arrangements;
- Measures to manage and minimise impacts on the Strategic Road Network (SRN) and ensure the safe and efficient operation of the A1, part of the SRN, including using the EDSAL process for the movement of Abnormal Loads.
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan shall thereafter be implemented in accordance with the details so approved and the approved measures shall remain in place for the duration of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the safety and free passage of those using the adjacent public highway, and efficient operation of the Strategic Road Network during the construction phase of the proposed development, and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

Surface Water Drainage Scheme

5) Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on verified groundwater levels and seasonal variations, as evidenced through on site monitoring conducted over a six-month winter period;
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to an agreed rate;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No part of the development shall be operational until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Detailed Battery Safety Management Plan

- 6) No development shall take place until a Detailed Battery Safety Management Plan (DBSMP) based on the principles within the Outline Battery Safety Management Plan (June 2025) that has been submitted with the application have been submitted to and approved in writing by the Local Planning Authority. It shall include details of safety measures and risk mitigation across the construction, operational, and decommissioning phases of the development. The

development shall be carried out and maintained for the duration of the permission in accordance with the approved DBSMP.

Reason: In the interests of fire safety. These details are required prior to the commencement of development in order to secure appropriate fire safety measures at operational stage.

Detailed Emergency Response Plan

- 7) Prior to the first use of any of the equipment on the development hereby approved, a detailed Emergency Response Plan (ERP) shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable access for fire and rescue services, as well as sufficient water provision across the site. The development shall be carried out and maintained for the duration of the permission in accordance with the approved details.

Reason: In the interests of fire safety.

Strategic Water Resources Strategy

- 8) No development shall commence until a strategic water resources strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. The strategy will confirm non-domestic water is available to serve the development and should explore innovative solutions which may help reduce overall water demand.

Reason: To ensure domestic water supply is not jeopardised and to protect water resources and ensure sustainable development.

Materials and fencing

- 9) Prior to commencement of the development hereby approved, full details of external materials, finishes and colours, security fencing style, materials, and measures to facilitate movement of protected species shall have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of preserving or enhancing the character and appearance of the surrounding area and biodiversity.

Site Levels / Ground Works

- 10) Before the development hereby permitted is commenced, a Groundworks Strategy Plan detailing the existing and proposed site levels and land profiling (areas of cut, areas of fill, mounding, shaping and contouring works), with reference to an off-site datum point, shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved details before the site is operational.

Reason: In the interests of visual amenity and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

During the Building Works

Ecology

- 11) All works on site during the construction period shall be carried out in accordance with the recommendations contained within the Ecological Appraisal, including reasonable avoidance measures for protected species.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan.

Abnormal Loads

- 12) Prior to the delivery of any Abnormal Indivisible Loads (AIL) associated with the development, a detailed route assessment and swept-path analysis shall be undertaken and submitted to the Local Planning Authority for approval in consultation with National Highways. The assessment shall identify any required mitigation measures along the delivery route, including temporary removal or relocation of street furniture where necessary.

All identified mitigation measures shall be implemented in accordance with the approved details prior to and during the delivery of such loads.

Reason: To ensure the safe and efficient operation of the Strategic Road Network during the construction phase of the proposed development.

Tree Protection

- 13) All works on site, including construction and delivery works, shall be carried out in accordance with the recommendations contained within the Arboricultural Impact Assessment June 2025 (Barnes Associates), Arboricultural Impact Assessment Plans drawing ref. BA24945AIA Sheet 1 – 4 (Barnes Associates) and Tree Protection Plans drawing ref. BA24945TPP Sheet 1 - 4 (Barnes Associates), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan

Before the Development is Operational

Lighting

- 14) Before any part of the development is operational, full details of the proposed lighting scheme must be submitted to and approved in writing by the local planning authority.

The scheme shall be installed and be operational prior to operation of the development. The scheme shall be retained for the life of the development.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Access Visibility

- 15) Highway Condition 13

Before the access is brought into use all obstructions exceeding 0.6 metres high shall be cleared from the land within the visibility splays illustrated on drawing number JUNCTION VISIBILITY SPLAYS VERTICAL AND HORIZONTAL VISIBILITY FROM SITE ACCESS TO B6403 HIGH DIKE dated 14/07/25 and thereafter, the visibility splays shall be kept free of obstructions exceeding 0.6 metres in height.

Reason: So that drivers intending entering the highway at the access may have sufficient visibility of approaching traffic to judge if it is safe to complete the manoeuvre.

Noise Management Plan

- 16) Before any part of the development is brought into use, a Noise Management Plan, based on the recommendations contained within the Noise Impact Assessment submitted with the application, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the residential amenity of local residents in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Boundary Treatments

- 17) Before any part of the development hereby permitted is occupied/brought into use, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme.

Reason: To provide a satisfactory appearance to any boundary treatments in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Surface Water Drainage

- 18) Before any part of the development hereby permitted is brought into use, the works to provide the surface water drainage shall have been completed in accordance with the approved details.

Reason: To ensure the provision of satisfactory surface and foul water drainage is provided in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

Landscape Management Plan

- 19) Before any part of the development hereby permitted is occupied/brought into use, a landscape management plan shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- i. long term design objectives,
- ii. management responsibilities and maintenance schedules for all landscape areas.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Risk Reduction Strategy

- 20) A risk reduction strategy to provide a Risk Management Plan and Tactical Fire Response Plan shall be submitted to the Local Planning Authority before the site is brought into use, in consultation with Lincolnshire Fire and Rescue. The strategy should cover the construction, operational and early decommissioning phases of the project.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy DE1.

Ongoing Conditions

Contamination

- 21) Should the developer during excavation and construction works of the said development site find any area of the site where it is suspected that the land is contaminated then all works must stop, and the local planning authority notified immediately. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with current good practice and legislation and submitted to and approved by the Local Planning Authority, and the approved remediation shall thereafter be implemented. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy EN4.

Noise Mitigation

- 22) The development should operate in accordance with the approved Noise Management Plan required by Condition 16 above.

Reason: To ensure there is appropriate mitigation from the impact of noise from the proposed development in the interests of the residential amenities of futures occupiers of the site.

Replacement Planting

- 23) Within a period of five years from the first occupation of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as was approved in condition above unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Battery Storage

- 24) The Battery Energy Storage System (BESS) shall not exceed 1 Gigawatts of power.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy DE1 of the Local Plan.

Batteries On Site

- 25) The number of battery containers on site shall not exceed a total of 1142 BESS containers.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy DE1 of the Local Plan.

Early Decommissioning Scheme

- 26) In the event the site ceases to store electricity for supply to the electricity grid network for a period of 12 months, an Early Decommissioning Scheme (EDS) shall be submitted to and approved in writing by the Local Planning Authority, no later than 3 months following the end of the 12-month period. The DS shall include provision for the dismantling and removal of all containers, hardstanding, buildings and other associated infrastructure hereby approved. The scheme shall include: a. A scheme for the repair/reinstatement of any identified field drainage within the site; b. Measures to avoid contamination, compaction, or erosion of soils and land during the decommissioning phase; and c. The management of traffic during the decommissioning process and a decommissioning timetable. Thereafter, the land shall be restored to its former condition in accordance with a scheme of decommission work (the Decommissioning Scheme). The decommissioning shall be carried out strictly in accordance with the approved EDS.

Reason: To limit the long-term effects of the development and in recognition of the temporary lifespan of the structures, in accordance with Policy DE1.

OUTLINE PLANNING PERMISSION

Time Limit for Commencement

- 1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Time Limit for Reserved Matters

- 2) Details of the reserved matters set out below shall have been submitted to the Local Planning Authority for approval within three years from the date of this permission:
 - i. Access
 - ii. Appearance
 - iii. Landscaping
 - iv. Layout
 - v. Scale

Approval of all reserved matters shall have been obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To enable the Local Planning Authority to control the development in detail and in order that the development is commenced in a timely manner, as set out in Section 92 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 3) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - Site Location Plan, drawing ref. 1014-RDG-PA-BE01-M2-ED-0051 (received 15/08/25)
 - Parameters Plan, drawing ref. 1014-RDG-PA-BE01-M2-ED-0052 (received 15/08/25)
 - Proposed Site Layout, drawing ref. 1014-RDG-M2-ED-0020 (received 15/08/25)
 - Coloured Proposed Site Layout, drawing ref. 1014-RDG-M2-ED-0021 (received 15/08/25)

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

Before the Development is Commenced

Archaeology

- 4) Before the development hereby permitted is commenced, a Written Scheme of Archaeological Investigation and an Archaeological Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The details must include:

- a. Details of a programme of trial trenching, which must be first completed and used to inform the mitigation strategy;
- f. A plan illustrating the location of any archaeological remains on the site;
- g. Areas which are designated for archaeological monitoring and recording;
- h. Proposals to ensure that significant archaeological remains are protected or, if appropriate, set out a programme of further archaeological works to ensure that they are recorded in advance of works on site;
- i. A programme for the implementation of the archaeological mitigation strategy.

Thereafter, all works on site shall be carried out in accordance with the approved Archaeological Mitigation Strategy.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

Construction Management Plan

5) Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that has been submitted to and approved in writing by the Local Planning Authority in consultation with the local highways authority and National Highways. The Plan and Statement shall indicate measures to mitigate against traffic generation of the site during construction, and the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include but not be limited to;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- Details of wheel washing facilities and precautions undertaken to prevent the deposit of mud and other debris from vehicles leaving the site onto the public highway including wheel washing facilities;
- Details of a scheme of dust management;
- Details of the monitoring arrangements;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material (to include a routing plan back to the A1)
- Details of the routing agreement for HGVs, including directional signage for all vehicular construction and delivery traffic to and from the site;
- Daily and peak hour construction vehicle movements, including Heavy Goods Vehicles (HGVs);
- Construction vehicle parking, loading and unloading arrangements;
- Measures to manage and minimise impacts on the Strategic Road Network (SRN) and ensure the safe and efficient operation of the A1, part of the SRN, including using the EDSAL process for the movement of Abnormal Loads.

- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan shall thereafter be implemented in accordance with the details so approved and the approved measures shall remain in place for the duration of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the safety and free passage of those using the adjacent public highway, and efficient operation of the Strategic Road Network during the construction phase of the proposed development, and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

Surface Water Drainage Scheme

6) Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on verified groundwater levels and seasonal variations, as evidenced through on site monitoring conducted over a six-month winter period;
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to an agreed rate;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No part of the development shall be operational until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Detailed Emergency Response Plan

- 7) Prior to the first use of any of the equipment on the development hereby approved, a detailed Emergency Response Plan (ERP) shall be submitted to and approved in writing by the Local

Planning Authority. This shall include details of suitable access for fire and rescue services, as well as sufficient water provision across the site. The development shall be carried out and maintained for the duration of the permission in accordance with the approved details.

Reason: In the interests of fire safety.

Strategic Water Resources Strategy

- 8) No development shall commence until a strategic water resources strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. The strategy will confirm non-domestic water is available to serve the development and should explore innovative solutions which may help reduce overall water demand.

Reason: To ensure domestic water supply is not jeopardised and to protect water resources and ensure sustainable development.

Materials and fencing

- 9) Prior to commencement of the development hereby approved, full details of external materials, finishes and colours, security fencing style, materials, and measures to facilitate movement of protected species shall have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of preserving or enhancing the character and appearance of the surrounding area and biodiversity.

Site Levels / Ground Works

- 10) Before the development hereby permitted is commenced, a Groundworks Strategy Plan detailing the existing and proposed site levels and land profiling (areas of cut, areas of fill, mounding, shaping and contouring works), with reference to an off-site datum point, shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved details before the site is operational.

Reason: In the interests of visual amenity and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

During the Building Works

Ecology

- 11) All works on site during the construction period shall be carried out in accordance with the recommendations contained within the Ecological Appraisal, including reasonable avoidance measures for protected species.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan.

Abnormal Loads

- 12) Prior to the delivery of any Abnormal Indivisible Loads (AIL) associated with the development, a detailed route assessment and swept-path analysis shall be undertaken and submitted to the Local Planning Authority for approval in consultation with National Highways. The assessment shall identify any required mitigation measures along the delivery route, including temporary removal or relocation of street furniture where necessary.

All identified mitigation measures shall be implemented in accordance with the approved details prior to and during the delivery of such loads.

Reason: To ensure the safe and efficient operation of the Strategic Road Network during the construction phase of the proposed development.

Tree Protection

- 13) All works on site, including construction and delivery works, shall be carried out in accordance with the recommendations contained within the Arboricultural Impact Assessment June 2025 (Barnes Associates), Arboricultural Impact Assessment Plans drawing ref. BA24945AIA Sheet 1 – 4 (Barnes Associates) and Tree Protection Plans drawing ref. BA24945TPP Sheet 1 - 4 (Barnes Associates), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan

Before the Development is Operational

Lighting

- 14) Before any part of the development is operational, full details of the proposed lighting scheme must be submitted to and approved in writing by the local planning authority.

The scheme shall be installed and be operational prior to operation of the development. The scheme shall be retained for the life of the development.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Boundary Treatments

- 15) Before any part of the development hereby permitted is occupied/brought into use, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme.

Reason: To provide a satisfactory appearance to any boundary treatments in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Surface Water Drainage

- 16) Before any part of the development hereby permitted is brought into use, the works to provide the surface water drainage shall have been completed in accordance with the approved details.

Reason: To ensure the provision of satisfactory surface and foul water drainage is provided in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

Landscape Management Plan

- 17) Before any part of the development hereby permitted is occupied/brought into use, a landscape management plan shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- iii. long term design objectives,
- iv. management responsibilities and maintenance schedules for all landscape areas.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Risk Reduction Strategy

- 18) A risk reduction strategy to provide a Risk Management Plan and Tactical Fire Response Plan shall be submitted to the Local Planning Authority before the site is brought into use, in consultation with Lincolnshire Fire and Rescue. The strategy should cover the construction, operational and early decommissioning phases of the project.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy DE1.

Ongoing Conditions

Contamination

- 19) Should the developer during excavation and construction works of the said development site find any area of the site where it is suspected that the land is contaminated then all works must stop, and the local planning authority notified immediately. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with current good practice and legislation and submitted to and approved by the Local Planning Authority, and the approved remediation shall thereafter be implemented. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy EN4.

Replacement Planting

- 20) Within a period of five years from the first occupation of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as was approved in condition above unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Standard Note(s) to Applicant:

In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.

Informatives

Biodiversity Net Gain Informative

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England 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.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be South Kesteven District Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Highway Informative 03

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link: <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.

Highway Informative 04

The road serving the permitted development is approved as a private road which will not be adopted as a Highway Maintainable at the Public Expense (under the Highways Act 1980). As such, the liability for the future maintenance of the road will rest with those who gain access to their property from it.

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway Authority's website via the following link: Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 4.0m of the railway boundary.

With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

Excavations/Earthworks/Underground Workings

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Asset Protection.

Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may be affecting underground workings next to the railway, consultation with the Asset Protection Engineer and the Network Rail Principal Mining Engineer should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Interface Manager.

Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Interface Manager before the development can commence.

Vibro-impact Machinery

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works. Where the works have the potential to introduce ground movements, Network Rail may require the monitoring of track and other assets, the works shall only be carried out in accordance with the approved method statement and design.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence and has the potential to collapse within 4 meters of the Network Rail boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. Approval of the method statement and design must be obtained from Network Rail's Asset Protection Engineer.

Bridge Strikes

Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in 'Bridge strikes'. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the Asset Protection Interface Manager is necessary to understand if there is a problem. If required there may be a need to fit bridge protection barriers which may be at the developer's expense.

Abnormal Loads

From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges and level crossings). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Interface Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

Two Metre Boundary

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail airspace and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or airspace is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

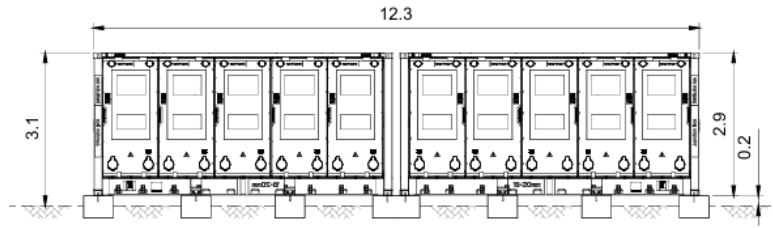
Access to the Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

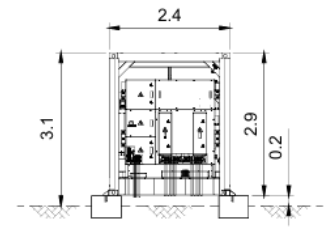
SITE LOCATION PLAN



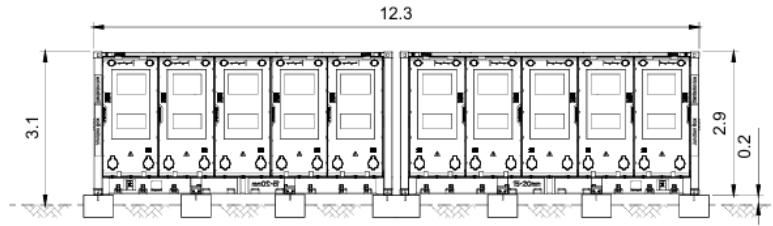
SITE PLAN PROPOSED



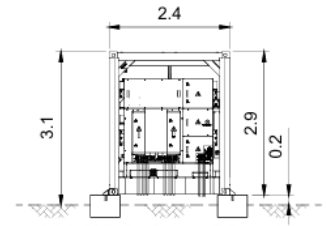
Typical Front Elevation
Scale: 1:100



Typical Side Elevation
Scale: 1:100

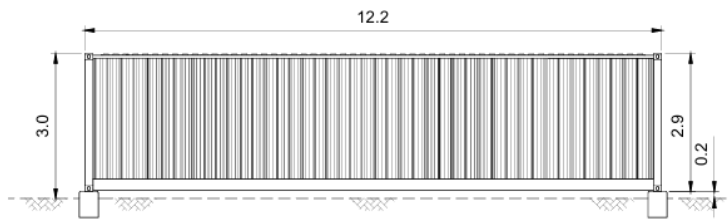


Typical Rear Elevation
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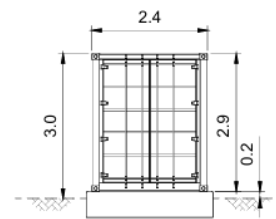


Typical Side Elevation
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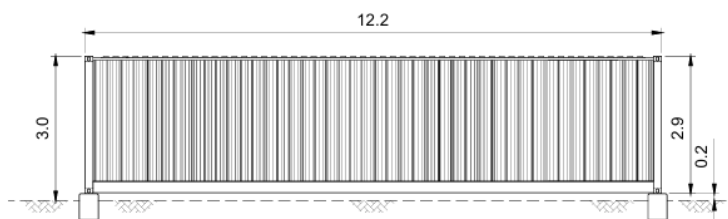
Battery Containers



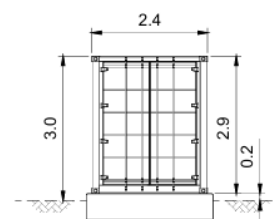
Typical Rear Elevation
Scale: 1:100



Typical Side Elevation
Scale: 1:100

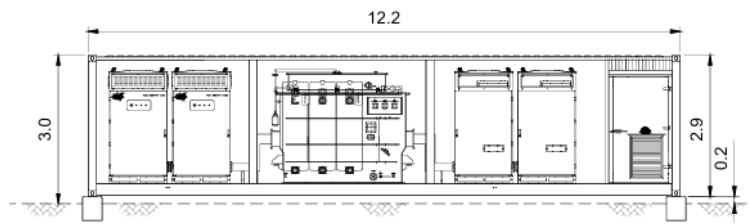


Typical Front Elevation
Scale: 1:100

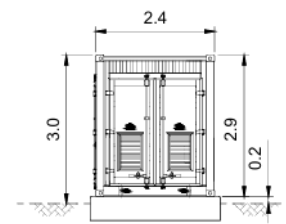


Typical Side Elevation
Scale: 1:100

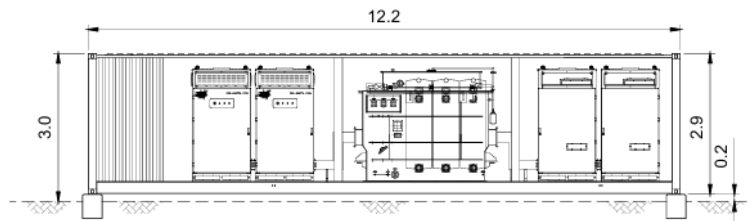
Storage Containers



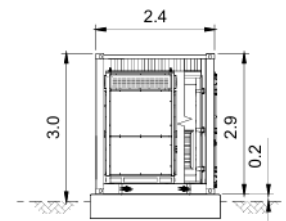
Typical Rear Elevation
Scale: 1:100



Typical Side Elevation
Scale: 1:100

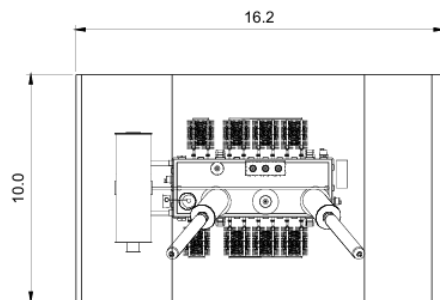


Typical Front Elevation
Scale: 1:100

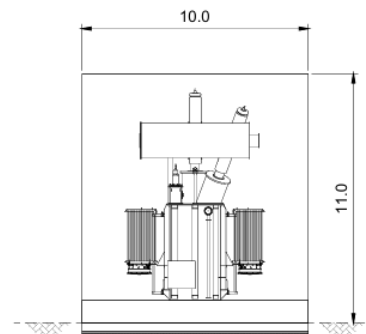


Typical Side Elevation
Scale: 1:100

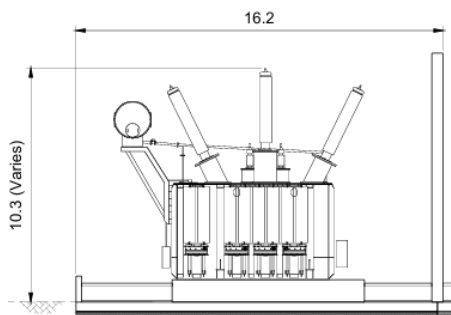
Power Conversion Systems



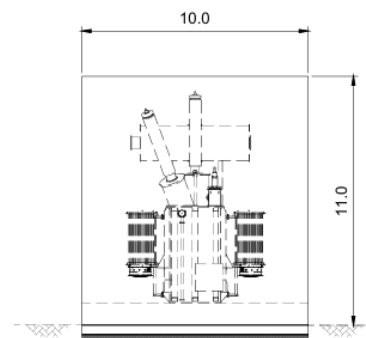
Plan
Scale: 1:200



Transformer Bund End View
Scale: 1:200

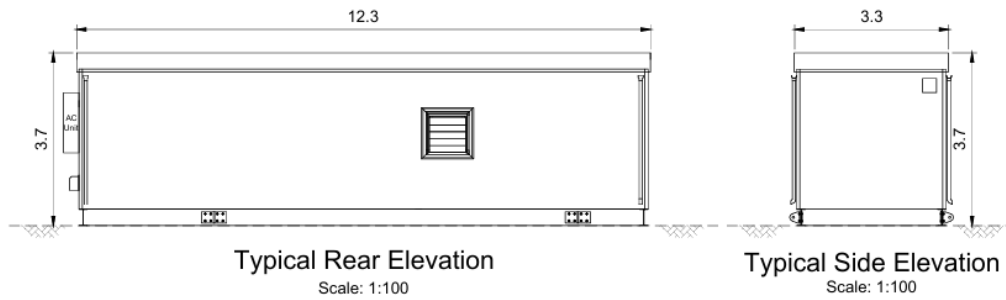
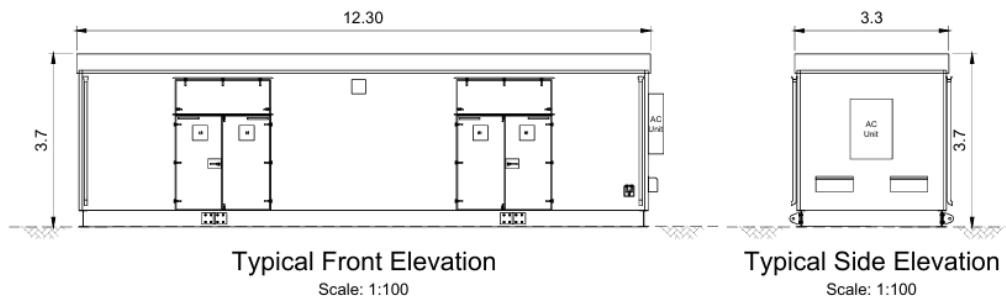


Transformer Bund Side View
Scale: 1:200

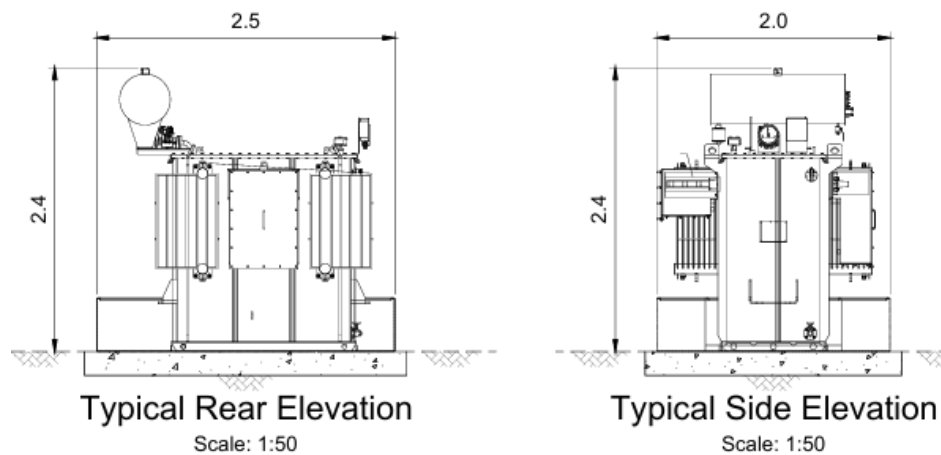
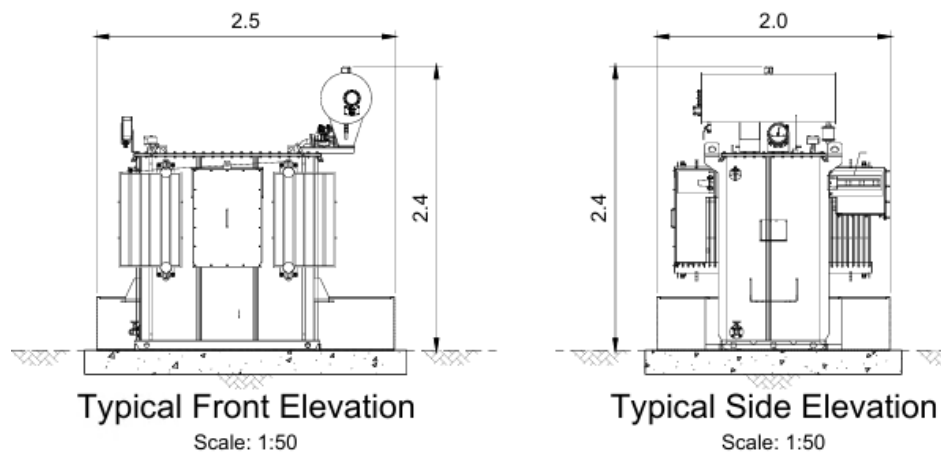


Transformer Bund End View
Scale: 1:200

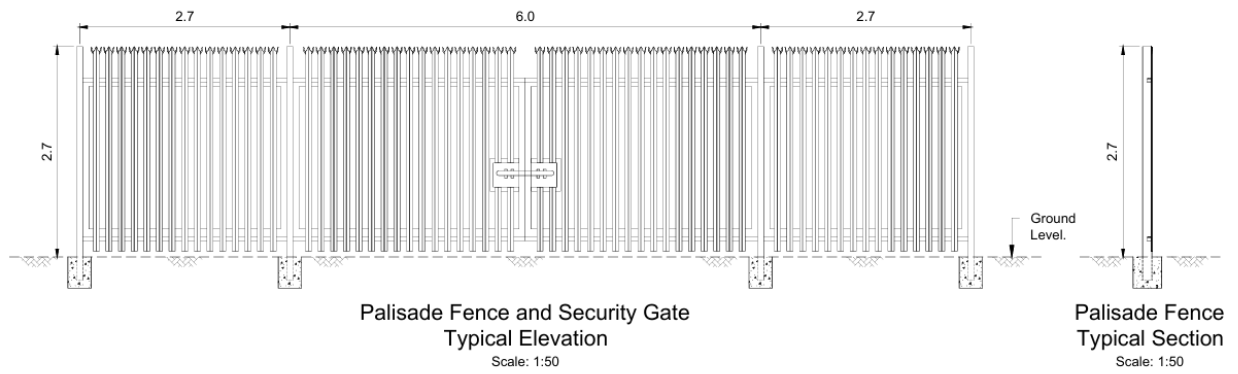
400kV Transformer Bund



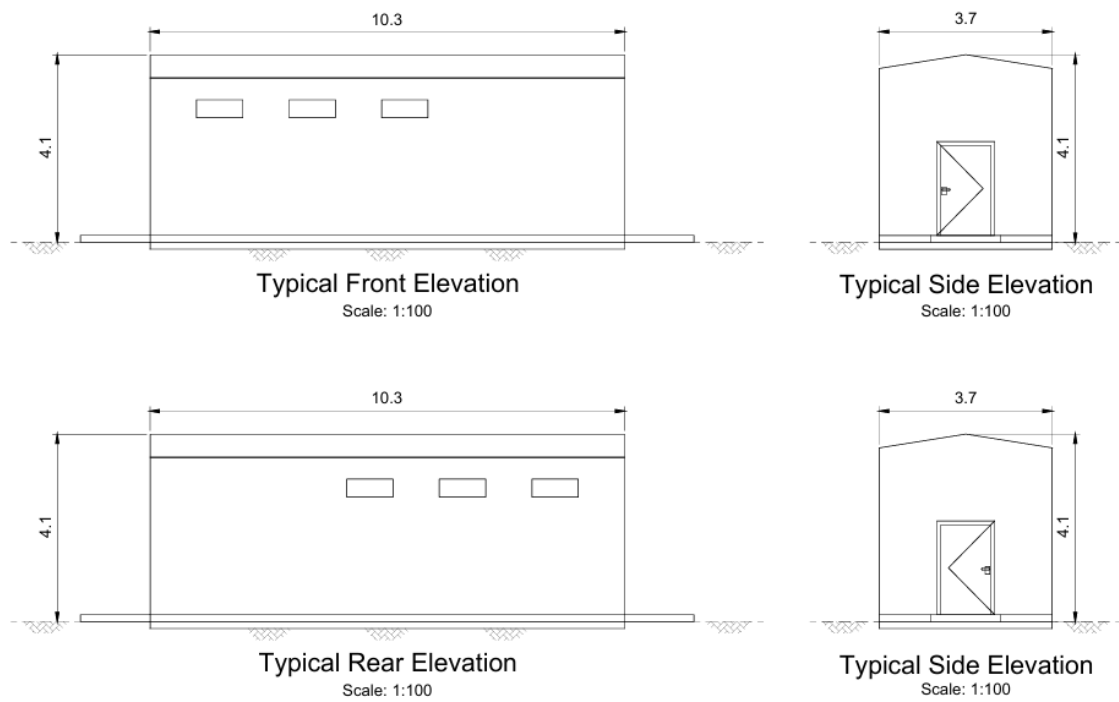
33kV Switch Gear Container



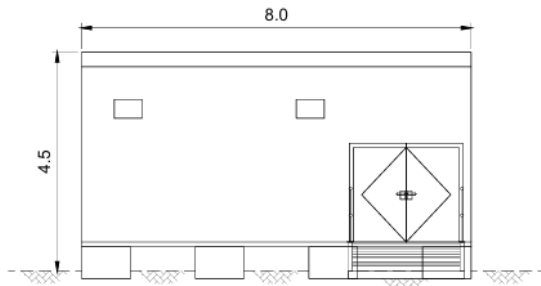
Oil Filled Transformer



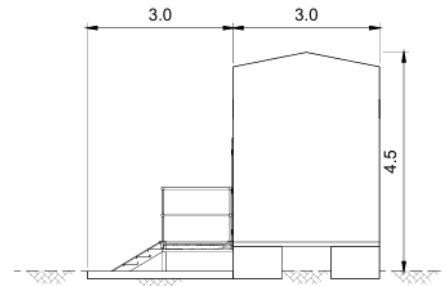
Palisade Fencing and Security Gate



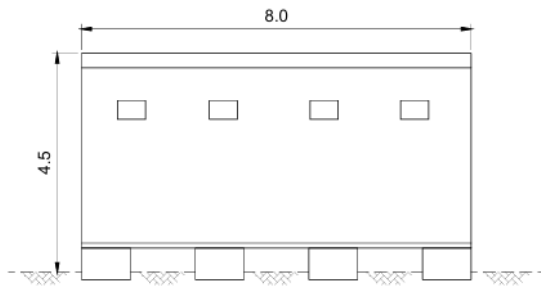
Control Room



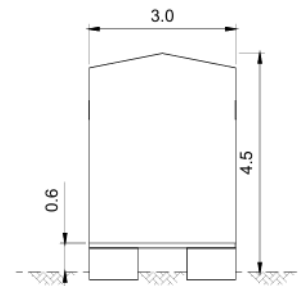
Typical Front Elevation
Scale: 1:100



Typical Side Elevation
Scale: 1:100

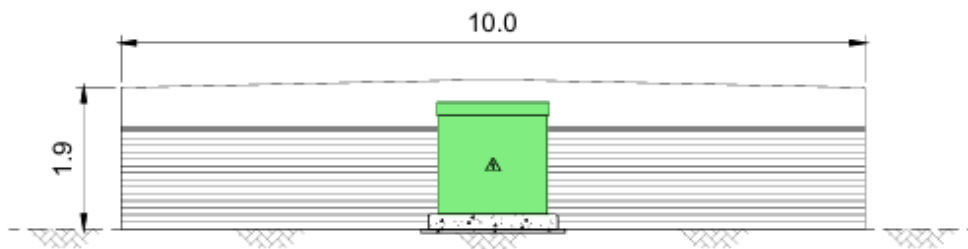


Typical Rear Elevation
Scale: 1:100

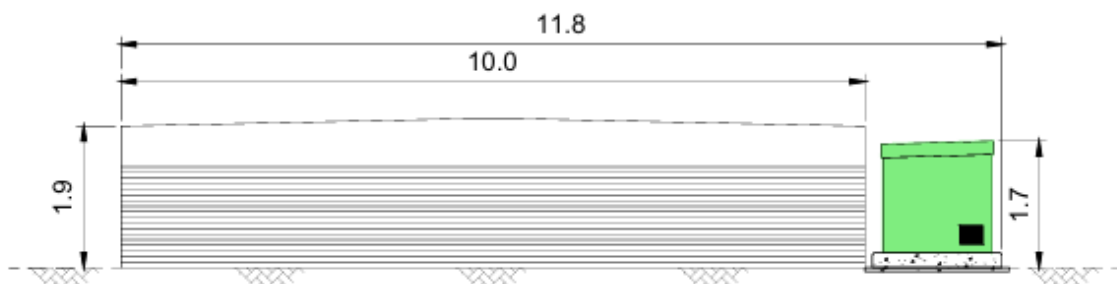


Typical Side Elevation
Scale: 1:100

LV Building



Typical Front Elevation
Scale: 1:100



Typical Side Elevation
Scale: 1:100

Water Tank and Pump Housing

LANDSCAPE MASTERPLAN



Financial Implications reviewed by: Not applicable

Legal Implications reviewed by: Not applicable