

Application Number:	23/00770/FUL
Proposal:	Development of a battery storage facility, associated infrastructure, earthworks, and means of access.
Site:	Land off Printworks Road, Cocker Hill, Heyrod, Staybridge
Applicant:	Zenobe Energy Limited
Recommendation:	Grant planning permission, subject to conditions.
Reason for Report:	A Speakers Panel decision is required because the development constitutes a major development.
Background Papers:	The planning application documents are background papers to the report. They are open to inspection in accordance with Section 100D of the Local Government Act 1972.

1. SITE & SURROUNDINGS

- 1.1 The site is located within an industrial area to the north of Stalybridge, allocated as an Established Employment Area, as per the Tameside Unitary Development Plan (UDP) allocations map.
- 1.2 The site lies south east of Printworks Road, which can be accessed via Wakefield Road, north west of the site, or via Spring Bank Close, north of the site. A bridge over the River Tame, to the south, connects the site to Northend Road.
- 1.3 The site covers 3.12 hectares of land and largely comprises piles of stone rubble and stored construction materials, plant and machinery. The topography of the site varies due to the piles of materials, though typically is slopes downwards from northwest to southeast.
- 1.4 Immediately north east of the site is Stalybridge substation, a large concrete complex, whereby overhead electricity lines are present along the north-west boundary of the site.
- 1.5 Existing buildings are present to the east of the site, which are currently used to store machinery and other materials
- 1.6 The River Tame borders the site to the south east, and immediately beyond this is the Huddersfield Narrow Canal, which is designated as a Site of Scientific Interest (SSI) and as a Site of Biological Importance (SBI). The railway line run along the northwest boundary of the site.
- 1.7 The majority of the site lies within flood zone 2, and a small section of the site to the south, bordering the River Tame, is situated within flood zone 3.
- 1.8 The nearest residential properties are approximately 40 metres (m) to the northwest of the site, along Souracre Fold. The properties are separated from the site by the railway line and Printworks Road, as well as intervening trees/mature vegetation.

2. PROPOSAL

- 2.1 Planning permission is sought for a proposed battery energy storage energy system (BESS), with a capacity in excess of 50MW, with associated access and infrastructure.

2.2 The proposed development would comprise:

- 39 BESS units
- 48 battery inventors
- 48 MV transformers
- 2MV switch rooms
- 3 LV switch rooms and auxiliary transformer
- 1 control room
- 3 spare containers
- 1 HV transformer
- 2.4m high security fencing, CCTV and lighting
- Landscaping scheme.

2.3 The site would be accessed via the adjacent Printworks Road and an internal road is proposed within the site.

3. PLANNING HISTORY

3.1 04/01550/FUL – Change of use to waste transfer loading station and erect a recycling centre. Approved subject to conditions October 2005.

4. PLANNING POLICY

National Planning Policy Framework

4.1 Paragraph 9 of the National Planning Policy Framework (NPPF) states that planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area.

4.2 Paragraph 11 states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay (as per section 38(6) of the Planning and Compulsory Purchase Act 2004). However, where the development plan is absent, silent or out of date, planning permission should be granted unless the application of policies in the NPPF that protects areas or assets of particular importance, provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

4.3 Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Development Plan

4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012).

Tameside Unitary Development Plan (2004)

4.5 Part 1 Policies

- Policy 1.3: Creating a Cleaner and Greener Environment;
- Policy 1.5: Following the Principles of Sustainable Development;

- Policy 1.10: Protecting and Enhancing the Natural Environment;
- Policy 1.11: Conserving Built Heritage and Retaining Local Identity; and
- Policy 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 **Part 2 Policies**

- C1: Townscape and Urban Form;
- E3: Established Employment Areas;
- MW11: Contaminated Land;
- MW12: Control of Pollution;
- MW14: Air Quality;
- N1b: National Nature Conservation Sites;
- N2: Locally Designated Nature Conservation Sites;
- N3: Nature Conservation Factors;
- N4: Trees and Woodland;
- N5: Trees Within Development Sites;
- N6: Protection and Enhancement of Waterside Areas;
- N7: Protected Species;
- OL10: Landscape Quality and Character;
- OL15: Openness and Appearance of River Valleys;
- T1: Highway Improvement and Traffic Management;
- U3: Water Services for Developments;
- U4: Flood Prevention; and
- U5: Energy Efficiency.

Supplementary Planning Documents

- 4.7 Tameside Employment Land SPD; and
Trees and Landscaping on Development Sites SPD.

Places for Everyone

- 4.8 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors have been appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.
- 4.9 Paragraph 48 of the NPPF sets out what needs to be taken into account when considering the weight given to emerging plans. It states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).
- 4.10 Places for Everyone has been published and submitted, where examination is on going. The inspectors have recently issued examination document IN36, which is a 'part one' post hearing note. IN36 states that subject to a number of action points contained therein, the inspectors are satisfied at this stage of the examination that a schedule of proposed main modifications are necessary to make the plan sound and would be effective in that regard. In addition, the inspectors have indicated their position on the proposed allocations and Green Belt additions. Other than consideration of final issues on five specific allocations, or a significant change in national policy, no further action points are likely to be issued before the main modifications are consulted on.
- 4.11 The plan is a material consideration and to date, very limited weight has been given to the policies within it, primarily due to the number of outstanding objections received as a result

of previous consultations. However, following the above, it is now reasonable to give a greater degree of weight to the plan, being reasonable within the context of national planning policy.

- 4.12 Places for Everyone cannot be given full weight in planning decisions, as it does not form part of the adopted plan for Tameside. However, given the stage reached, it is reasonable to give elements of the plan substantial weight, subject to the inspector's caveat that this is without prejudice to their conclusions following consideration of responses to consultation on the main modifications later in the examination.
- 4.13 To clarify, IN36 gives a clear steer as to the wording required to make the plan sound. Substantial weight should therefore be applied to the text of the plan as amended by the schedule of main modifications, and not the published version of Places for Everyone.

Other Considerations

- 4.14 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
- 4.15 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

- 5.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Council's adopted Statement of Community Involvement the application has been advertised as a major development by neighbour notification letters, display of site notice, and an advertisement in the local press.

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 In response to the publicity carried out, the Council has received no comments.

7. RESPONSES FROM CONSULTEES

- 7.1 Local Highway Authority (LHA) – No objections, subject to conditions relating to the approved car parking spaces, sightlines, reinforcement scheme and a construction and environmental management plan (CEMP).
- 7.2 Environmental Health – No objections, subject to conditions restricting the hours of development and an updated Noise Impact Assessment.
- 7.3 Contaminated Land – No objections, subject to pre-commencement and prior to use conditions.
- 7.4 Greater Manchester Ecology Unit (GMEU) – No objections, subject to conditions relating to an Environmental Method Statement, nesting birds and the submitted Biodiversity Management Plan.

- 7.5 Greater Manchester Archaeological Advisory Service (GMAAS) – No objections, subject to a pre commencement condition requiring a Written Scheme of Investigation (WSI).
- 7.6 Network Rail – Objects to development considering lack of proposed site levels being provided.
- 7.7 Transport for Greater Manchester (TfGM) – No objections.
- 7.8 Coal Authority – No objections.
- 7.9 Tree Officer – No objections.
- 7.10 Lead Local Flood Authority (LLFA) – No objections, subject to a pre commencement condition requiring details of a sustainable water drainage scheme and foul water drainage scheme.
- 7.11 National Grid – No objections.
- 7.12 United Utilities – No objections, subject to a condition requiring a sustainable water drainage scheme and a foul water drainage scheme.
- 7.13 Waste Services – No objections.
- 7.14 Natural England – No objections.
- 7.15 Canal and River Trust – No objections, subject to a landscaping condition.
- 7.16 Environment Agency – No comments received.
- 7.17 Design for Security – Recommends Crime Impact Statement be submitted.

8. ANALYSIS

- 8.1 The key issues to be assessed are the principle of development and the impact of the proposals on:
- The character of the site and wider area
 - The amenity of neighbouring uses
 - Highway safety
 - Ecology and trees
 - Drainage
 - Other matters
- 8.2 In terms of the principle of development, the site lies within an Established Employment Area. Policy E3 of the UDP is therefore applicable to the proposals. It states that, in established employment areas, the Council will permit development for employment purposes both on vacant sites and through the redevelopment of sites already in use. The supporting text to the policy states that “employment purposes” are defined to include light industry, research and development and offices, general industry, and storage and distribution plus “sui generis” commercial uses which have similar characteristics to industry or storage.
- 8.3 Although it is noted that the proposed use itself would not represent a conventional employment use, as no staff would be based on site on a permanent basis, with engineers visiting the site for maintenance/repairs and on an ad-hoc basis, the development is considered to represent infrastructure which would be complementary to the existing uses within the vicinity of the site. Commercial uses are significant consumers of electricity and the proposed development would benefit those, in addition to nearby residents, by providing

security/resilience of supply for the local distribution network. The broad principle of the proposed development is considered to be acceptable in this location, having regard to UDP policy E3.

9. CHARACTER OF THE SITE AND SURROUNDING AREA

- 9.1 Policies within the UDP, NPPF and the adopted Residential Design Guide SPD are clear in their expectations of achieving high quality development that enhances a locality and contributes to place making objectives. The NPPF emphasises that development should be refused where it fails to take opportunities available to improve the character and quality of an area and the way that it functions (para. 134).
- 9.2 It is considered that the application site is not overly prominent from immediate public views. The main highway and footpath running adjacent to the site (Printworks Road) is not considered to be heavily utilised by pedestrians. Residential properties are situated to the north west along Souracre Fold, separated from the site by dense tree coverage and a railway line. To the south east bordering the site is the River Tame, and immediately eastward of this is the Huddersfield Narrow Canal and accompanying towpath. A public footpath and bridleway is situated at a higher ground level to the east of the towpath, running between Stalybridge and Mossley, however this is partially screened by dense tree coverage.
- 9.3 Native shrub and tree mix would be implemented along the southeastern boundary of the site, as shown on the proposed landscaping design (drawing no. 3240-L-01), adjacent to the River Tame. This would help screen the site from the River Tame, but also better complement the semi-natural landscape of the wider waterway corridor.
- 9.4 It is considered that the site is characterised by a history of operations of an industrial nature, and industrial developments are situated adjacent, with a substation and recycling facility neighbouring the site.
- 9.5 Considering the site surroundings, its location and the proposed landscape screening, the proposed BESS would not appear at odds with the immediate character/land use and therefore would not have detrimental impact on the character and appearance of the wider area, in line with policy C1 of the UDP and section 12 of the NPPF.

10. IMPACT ON AMENITY OF NEIGHBOURING USES

- 10.1 The nearest residential properties are situated to the north west along Souracre Fold. It is not considered that the scale/size of the development would impact unduly on the amenity of those neighbouring occupants.
- 10.2 However, due to the nature of the proposed BESS, a noise impact assessment (NIA) has been submitted to support the application, given the potential impact in terms of noise and disturbance on the neighbouring residential amenities. The Council's Environmental Health Officer has reviewed the assessment and requires an updated NIA to be submitted to and approved in writing by the Local Planning Authority. This has been attached as a condition.
- 10.3 The Council's Environmental Health Officer has also recommended a condition be attached restricting the hours of demolition and construction works, in order to protect amenity.
- 10.4 Subject to the above conditions, the proposed development would not result in an adverse impact on the residential amenity of any surrounding neighbouring properties.

11. HIGHWAY SAFETY

- 11.1 The proposed vehicle trips generated by the development are expected to be minimal, though during the construction phase is expected to result in a peak traffic demand of circa 125 two-way vehicle trips per day, during the most intensive construction period. As such, the LHA and TfGM are satisfied the vehicles trips generated would have a residual cumulative impact on the road network.
- 11.2 The development proposes 3no off street parking spaces upon completion and can provide for all contractor vehicles during the construction phase of the development, which is considered satisfactory to meet UDP policy.
- 11.3 The site access features a sliding electric gate, which would be set back into the site to provide sufficient clearance for turning vehicles and to allow the required visibility splays. Vehicles would be able to enter and exit the site in a forward gear, carrying out turning manoeuvres within the site.
- 11.4 The LHA note there is an existing low bridge located on Printworks Road to the west of the site. HGV movements will therefore necessarily be restricted to access and egress the site via Printworks Road north-east of the proposed access.
- 11.5 There is also a 10 tonne maximum gross weight restriction in effect on the railway overbridge adjacent to the Spring Bank Land/Wakefield Road junction. HGVs will therefore be re-routed to/from Grove Road to the east of the Printworks Road/Spring Bank Lane junction. Temporary reinforcement of the railway overbridge will be agreed in an approval in principle (AIP) to allow the delivery of abnormal weight. As advised by the LHA, a proposed HGV routing strategy and traffic during the construction phase would need to be agreed prior to works commencing, and this would be included within a Construction Environmental Management Plan (CEMP), which would be subject to a condition.
- 11.6 Should the application be approved, it would be reasonable to impose further conditions to ensure adequate parking arrangements, adequate sightlines as well as the submission of a CEMP.
- 11.7 In concluding highways matters, the proposed development would not result in an adverse impact on highway safety in terms of trip generation, the safety of the access arrangements or car parking capacity, subject to the recommended conditions. The proposals would not result in a detrimental impact on highway safety, in accordance with UDP policy T1.

12. ECOLOGY, TREES AND LANDSCAPING

- 12.1 The application site is situated within very close proximity to the Huddersfield Narrow Canal, a Site of Special Scientific Interest (SSSI) and a Site of Biological Importance (SBI). The site also falls within the Natural England Impact Risk Zone.
- 12.2 Based on the plans submitted, Natural England consider the proposed development would not have significant adverse impacts on the statutorily protected nature conservation sites and landscape, and therefore raise no objections.
- 12.3 GMEU has reviewed the supporting Biodiversity Management Plan and raise no concern to the proposed development, though should the application be approved, recommend conditions be attached relating to an environmental method statement, nesting birds and the submitted Biodiversity Management Plan.
- 12.4 The application site mainly consists of scrub and lower value vegetation with a few mature trees located around the boundary. The trees on site would not be a constraint to the development and the proposed removals would be acceptable. The trees that are to be

retained are, in the main, more significant trees to the wider area and will provide an effective screen to the new facility. The proposed new planting and landscaping, although limited, is appropriate to the development and the industrial nature of the land use. As such, the proposed development is acceptable from an arboricultural perspective.

- 12.5 The Canal and River Trust were initially concerned that construction access to the application site may result in damage to bridge 96, which carries Grove Road over the canal, given any damage to it could result in canal users below. The Canal and River Trust were provided with further detail, to which they were satisfied the impact on bridge 96, due to the proposed development, would not pose a significant risk to the canal.
- 12.6 The Canal and River Trust also note the proposal includes soft landscaping alongside the River Tame, which would help screen the site from the canal. The Trust have recommended a condition be attached regarding the landscaping, to ensure it would provide adequate screening and would comprise native species appropriate for the waterside environment.
- 12.7 Subject to the recommended conditions, the proposed development is considered to be acceptable and compliant with UDP policies N1b, N2, N3, N4, N5, N6, N7 of the UDP and section 15 of the NPPF.

13. DRAINAGE AND FLOOR RISK

- 13.1 The majority of the application site lies within flood zone 2, and a small section of the site to the south, bordering the River Tame, is situated within flood zone 3. A flood risk assessment has been submitted to support the proposed development.
- 13.2 The Lead Local Flood Authority (LLFA) has reviewed the submitted information and raise no objection to the application, subject to a sustainable surface water and a foul water drainage scheme to be agreed and implemented as per the agreed details prior to the commencement of works. United Utilities make a similar request, and therefore a condition requiring a full sustainable drainage scheme to be submitted could be imposed should the application be approved.
- 13.3 United Utilities also note that a public sewer crosses the site, which they would not permit building over, and also require an access strip for its maintenance or replacement. It is recommended therefore that, should planning permission be granted, the applicant makes early contact with United Utilities in order to ascertain the location of the sewer, and it is noted that any diversion would be at a cost to the applicant. It is recommended that an informative be attached to any decision notice to inform them of this if the application were approved.
- 13.4 Subject to imposition of the condition as set out above, it is considered that the proposals have demonstrated they can be implemented without undue flood risks, and to ensure that an appropriate amount of attenuation can be achieved to account for climate change.
- 13.5 Following the above assessment, it is considered that the proposals would not result in a detrimental impact on flood risk or drainage capacity, in line with UDP policy U4.

14. OTHER MATTERS

- 14.1 Contaminated Land – The applicant confirms that the site appears to have been a field with a surface watercourse in the south from the earliest available mapping (1851). They advised that sometime between this date and 1874 River Meadow Mills, a cotton mill, was constructed in the northeast which included an engine and boiler house and tramway. During the same period SGP confirmed that a residential property (Acres Bank) was constructed in the west. However, they stated that little change occurred up until 1966 apart from the presence of a

large stockpile in the northernmost part of the Site. SGP stated that mapping from 1966 shows that the site changed use, becoming a dye and rubber works with a tank and chimney located on site. They confirmed that it is uncertain at what point demolition of the original mill buildings took place but by 2001 and 2005, demolition of some of the buildings had taken place and imagery from 2009 shows the site occupied by several stockpiles and machinery (excavators and dumper trucks). In addition, they confirmed that it is assumed this relates to the current site use as a storage yard which includes stockpiles of masonry and hardstanding.

- 14.2 The applicant advises that based on the previous uses at the site and potential contamination sources, that a site investigation should be carried out to determine the composition and chemistry of shallow soils. They state that sampling of the soils should also include analysis for a range of contaminants including:
- pH
 - Heavy metals
 - Speciated PAHs
 - Fractionated hydrocarbons
 - VOCs
 - Asbestos
 - Cyanide
 - Phenols
- 14.3 The applicant confirms that the proposals for further investigation with regards to ground contamination should be agreed in advance with the TMBC Contaminated Land Officer. However, they consider that the site is suitable for the proposed use with regards to ground contamination subject to the implementation of certain mitigation measures. They confirmed that there is no reason why the requirements for site investigation should not be included as a standard land contamination condition in any grant of planning consent from the proposed development.
- 14.4 The information contained in the report dated July 2023 has identified the potential contamination issues and the Environmental Protection Unit (EPU) agree with the conclusions and recommendations. Consequently, based on the information currently known about the site, the EPU has no objection to the development proposal from a contaminated land perspective, subject to pre-commencement and prior to use conditions, in line with UDP policy MW11.
- 14.5 The application site does not fall within the defined Development High Risk Area as defined by the Coal Authority, and is instead located within the defined Development Low Risk Area. As such, there is no requirement under the risk-based approach that has been agreed with the LPA for a coal mining risk assessment to be submitted. The Coal Authority therefore raise no concern, and their standing advice would be relayed to the applicant if the application were approved.
- 14.6 Archaeology - GMAAS states that the application site does not contain any designated heritage assets but was occupied from the mid-19th century by a large textile factory known as River Meadow Mills, together with an associated villa residence (Acres Bank) and formal gardens known as Acres Bank Park, the sites of which are all entered onto the Greater Manchester Historic Environment Record and are of potential archaeological interest. The steam-powered River Bank Mills (HER Ref. 3377.1.0) was erected in 1851 by James Adshead & Brothers, although it is possible that this replaced an earlier textile mill. The entire site was cleared during the late 20th century.
- 14.7 It is noted in the submitted Heritage Impact Assessment that delivery of the development proposals will necessitate considerable earth-moving works that have potential to damage or completely remove any below-ground remains of archaeological interest. It is concluded that whilst there is very little potential for the site to contain any remains deriving from pre-19th-century activity, the foundations of the former River Meadow Mills and Acres Bank will be of

potential archaeological interest. In particular, any surviving foundations of the steam-power plant (engine and boiler houses) that served the mill warrant further archaeological investigation in advance of development. In the first instance, this investigation should comprise a programme of evaluation trenching to confirm the presence or absence of any below-ground remains and determine their depth, extent and significance to enable the requirement and scope of an archaeological mitigation strategy to be formulated.

- 14.8 As any such foundations that do survive as below-ground remains are not going to be of national, but of regional or local significance, GMAAS have recommended a condition be attached to any approved requiring a Written Scheme of Investigation prior to development taking place.
- 14.9 Waste – The application has been reviewed by the Council's Waste Management officers. The business must have a trade waste contract in place for the removal of waste, which can be with Tameside Council or a private company.
- 14.10 Network Rail – Originally submitted comments requiring further information to be submitted, with regards to risk management and arrangements during the construction phase, as the site lies close to the railway. Network Rail subsequently objected to the scheme, as they stated that the proposed site levels were not clear from the submitted information. They required that further information be submitted by the applicant in order to address their concerns, and the applicant forwarded additional information onto Network Rail in October. No further response has been received from Network Rail removing their objection, however it is considered that submission of site levels in future, in consultation with Network Rail, should lead to a resolution. A condition is thereby recommended requiring full site levels details to be submitted prior to construction works commencing. An informative is also recommended with regards to risk management and arrangements during the construction phase, as the applicant would be required to liaise further with Network Rail in this regard, in order to ensure the operations of the site do not affect the integrity of the railway.
- 14.11 Design for Security – Greater Manchester Police have reviewed the submitted information, and note a lack of a full Crime Impact Statement. A condition is therefore recommended requiring submission of a statement, which should include security measures as proposed within the site, in order to reduce crime.

15. CONCLUSION

- 15.1 The site lies within an Established Employment Area and although it is noted that the proposed use itself would not represent a conventional employment use, the development is considered to represent infrastructure which would be complementary to the existing uses within the vicinity of the site, and therefore has regard to UDP policy E3.
- 15.2 The proposed BESS and associated works are acceptable in this location, as to not have a detrimental impact on the surrounding character, owing to the site surroundings and proposed landscaping screening. The proposed development would not result in an adverse impact on the residential amenity of any surrounding neighbouring properties, subject to the recommended conditions.
- 15.3 Subject to the recommended conditions, the proposal is acceptable on highways, ecology and drainage grounds. There are no objections to the proposal from the statutory consultees.
- 15.4 The proposal therefore complies with relevant development plan policies as well as those contained within the NPPF and is considered acceptable when taking into account other material planning considerations.

RECOMMENDATION

Grant planning permission, subject to the following conditions:

- 1) The development hereby permitted must begin before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission:

- Location plan – STAY2-PLA-GA_C received 22 August 2023
- Site location plan – STAY2-PLA-GA_C received 22 August 2023
- Proposed site layout - STAY2-PLA-GA_C received 22 August 2023
- Battery storage unit elevations – STAY2-PLA-GA-04 received 22 August 2023
- HG transformer compound – STAY2-PLA-GA-05 received 22 August 2023
- MY switch room elevations – STAY2-PLA-GA-06 received 22 August 2023
- Fencing and security/lighting column elevations – STAY2-PLA-GA-07 received 22 August 2023
- Control room elevations – STAY2-PLA-GA-08 received 22 August 2023
- Spare container elevations – STAY2-Pla-GA-09 received 22 August 2023
- LV switch room and auxiliary transformer elevations – STAY2-PLA-GA-10 received 22 August 2023

Reason: In the interests of the visual amenities of the locality and in accordance with polices of the adopted TMBC UDP.

- 3) Notwithstanding any description of materials in the application form and shown within the Design & Access Statement, no above ground construction works shall take place until samples and/or full specification of materials to be used: externally on the approved apparatus and buildings; in the construction of all boundary fences and railings; and, in the finishes to all external hard-surfaces have been submitted to, and approved in writing by, the local planning authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality, in accordance with UDP policy C1: Townscape and Urban Form.

- 4) The car parking spaces to serve the development hereby approved (Drwg.Number STAY2-PLA-GA_C) shall be laid out as shown on the approved site plan prior to the first use of the development and shall be retained free from obstruction for their intended use thereafter. Driveways shall be constructed on a level which prevents displacement of materials or surface water onto the highway and shall be retained as such thereafter.

Reason: To ensure adequate car parking arrangements, in accordance with UDP policy T1.

- 5) Sightlines, having the dimensions 2.4m x 43m, shall be safeguarded at the junction of the development with Printworks Road, such that there is no obstruction to visibility at a height exceeding 1.0m above the nearside channel level of the adjacent highway.

Reason: In the interests of highway safety in accordance with policy T1 Highway Improvement.

- 6) No work shall take place in respect to the temporary reinforcement of the railway overbridge adjacent to the Spring Bank Lane / Wakefield Road junction, until a scheme relevant to the reinforcement of the bridge to accommodate all types of construction vehicles during the construction phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of:
1. Phasing plan of highway works;
 2. Approval in Principle AIP of the construction details of retaining structures;
 3. Amendments to the kerb line and construction of new carriageway and footways onto Spring Bank Lane;
 4. Details of carriageway markings and signage.

No part of the approved development shall commence until the approved highways works have been constructed in accordance with the approved details or phasing plan.

Reason: In the interest of highway safety, in accordance with T1: Highway Improvement and Traffic Management.

- 7) No development (including demolition or site clearance) shall commence until a construction and environmental management plan (CEMP) has been submitted to and approved by the local planning authority. The CEMP shall cover the following issues and any other matters the local planning authority reasonably requires:
- Hours of construction work and deliveries;
 - Phasing of the development;
 - Location of site compound/offices which shall be located to minimise disturbance to the amenity of existing residents outside of the site;
 - Construction traffic management measures including details of access arrangements, turning and manoeuvring facilities, material deliveries, vehicle routing to and from the site, traffic management, signage, hoardings, scaffolding, where materials will be loaded, unloaded and stored, contractor parking arrangements and measures to prevent the discharge of detritus from the site during construction works;
 - Wheel washing facilities;
 - Measures to control the emission of dust and dirt during construction;
 - Measures to control noise levels during construction;
 - Details and agreements of routes for Oversized vehicles to access the development; and
 - Details of any public relations measures e.g. Considerate Constructors Scheme.

Development of the site shall not proceed except in accordance with the approved method statement which shall be adhered to at all times.

Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with UDP Policies H10: Detailed Design of Housing T1 Highway Improvement.

- 8) No development, other than site clearance and site compound set up, shall commence until a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the environment has been submitted to, and approved in writing by, the Local Planning Authority (LPA). The scheme shall be implemented and verified as approved and shall include all of the following components unless the LPA dispenses with any such requirement specifically in writing:
1. A site investigation strategy, based on the Smith Grant LLP Stage 1 Contamination Assessment (reference: R3078-R01-v4) detailing all investigations including sampling, analysis and monitoring that will be undertaken at the site in order to enable

- the nature and extent of any contamination to be determined and a detailed assessment of the risks posed to be carried out. The strategy shall be approved in writing by the LPA prior to any investigation works commencing at the site.
2. The findings of the site investigation and detailed risk assessments referred to in point including all relevant soil / water analysis and ground gas / groundwater monitoring data.
 3. Based on the site investigation and detailed risk assessment referred to in point (2) an options appraisal and remediation strategy setting out full details of the remediation works and measures required to address any unacceptable risks posed by contamination and how they are to be implemented.
 4. A verification plan detailing the information that will be obtained in order to demonstrate the works and measures set out in the remediation strategy in (3) will be fully implemented including any requirements for long term monitoring and maintenance.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 183 of the National Planning Policy Framework.

- 9) Upon completion of any approved remediation scheme(s), and prior to use, a verification / completion report demonstrating all remedial works and measures detailed in the scheme(s) have been fully implemented shall be submitted to, and approved in writing by, the Local Planning Authority (LPA). The report shall also include full details of the arrangements for any long term monitoring and maintenance as identified in the approved verification plan. The long term monitoring and maintenance shall be undertaken as approved.

If, during development, contamination not previously identified is encountered, then the LPA shall be informed and no further development (unless otherwise agreed in writing with the LPA, shall be undertaken at the site until a remediation strategy detailing how this contamination will be appropriately addressed and the remedial works verified has been submitted to, and approved in writing by the LPA. The remediation strategy shall be fully implemented and verified as approved.

The discharge of this planning condition will be given in writing by the LPA on completion of the development and once all information specified within this condition and any other requested information has been provided to the satisfaction of the LPA and use of the development shall not commence until this time unless otherwise agreed in writing by the LPA.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 183 of the National Planning Policy Framework.

- 10) Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
 - (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). In the event of surface water discharging to the public combined sewer, the rate of discharge shall be restricted to 5 l/s;
 - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;

- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage.

Prior to first use of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, in accordance with UDP policy MW12, MW15 and U4.

- 11) Prior to the commencement of the development hereby approved, including any groundworks, the applicant or their agents or successors in title shall secure the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
1. A phased programme and methodology of investigation and recording to include:
 - targeted archaeological evaluation through trial trenching.
 - informed by the above, more detailed targeted excavation (subject of a new WSI).
 2. A programme for post investigation assessment to include:
 - production of a final report on the investigation results.
 3. Deposition of the final report with the Greater Manchester Historic Environment Record.
 4. Dissemination of the results commensurate with their significance.
 5. Provision for archive deposition of the report and records of the site investigation.
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In order to record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly available, in accordance with Policy C10 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 12) During demolition / construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

Reason: To protect the amenities of occupants of nearby properties / dwelling houses in accordance with UDP policies 1.12 and E6.

- 13) Prior to the commencement of the development hereby approved, an updated Noise Impact Assessment (NIA) shall be submitted to and approved in writing by the Planning Authority. The Rating Level (as defined in BS 4142:2014+A1:2019) calculated externally at the nearest residential receptors existing or consented at the time of this consent, shall not exceed 5 dB above the daytime or night-time background sound levels, where daytime is defined as 07:00 - 23:00 and night-time as 23:00 - 07:00. The background sound levels to be used for the assessment shall be as detailed in Table 4-2 of the NIA report (ref: 15069-007). The updated NIA shall include:
- Details of the specific plant that is to be installed on site and the predicted Rating Levels at the nearest sensitive receptors; and
 - Full details of all mitigation required to ensure no exceedance of the above limits.

Any mitigation measures shall be installed prior to the first use of the development hereby approved, and shall be retained as such thereafter.

Reason: To protect the amenities of occupants of nearby properties/dwelling houses. In accordance with UDP policy 1.12.

- 14) Prior to the commencement of the development hereby approved, an Environmental Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall include details of the measures to be taken during site clearance, ground remediation and constructions to avoid any possibility of the nearby river course. The approved document shall be adhered to prior to and during construction works.

Reason: To protect the nearby conservation sites, in accordance with policy N1b, N2 and N6 of the UDP.

- 15) No vegetation clearance required for the scheme should be undertaken during the optimum time of year for bird nesting (March to August inclusive), unless nesting birds have been shown to be absent by a suitably qualified person.

Reason: To ensure that any potential harm to protected species prior to and during the construction phase of the development is adequately mitigated, in accordance with policy N7 of the UDP.

- 16) The submitted Biodiversity Management Plan shall be implemented in full prior to and during the course of the approved development.

Reason: To ensure that any potential harm to protected species and nearby conservation sites, prior to and during the construction phase of the development is adequately mitigated, in accordance with UDP policy N1b, N2, N6 and N7.

- 17) Within six months of the commencement of the development hereby approved, a hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the first occupation of the building.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the first use or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with polices OL10: Landscape Quality and Character and C1: Townscape and Urban Form.

- 18) No development (including demolition or site clearance) shall commence until detailed plans indicating existing ground levels, finished floor levels of all buildings and associated structures and apparatus, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.

Reason: In the interest of visual amenity and safety of the adjacent railway, in accordance with Policies C1 and T1 of the Tameside Unitary Development Plan.

- 19) No development shall commence until a Crime Impact Statement has been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the statement shall be undertaken by a Suitably Qualified Security Consultant (SQSC) or

similar. The recommendations of the approved statement shall be undertaken prior to first use of the approved development, and shall be retained as such thereafter.

Reason: In order to ensure the design of the development minimises crime and the fear of crime.