Item 2b

4th November 2025

Planning Applications Committee

Report by
Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: Eileen Dudziak Phone: 0141 287 6094

Application Type	Full Planning Permission
Recommendation	**Grant subject to Conditions and Section 75 Agreement**

Application	24/03094/FUL	**Date Valid**	11.02.2025
Site Address	Site On Vacant Ground Adjacent To 603 Helen Street Glasgow		
Proposal	Erection of a 49.9MW Battery Storage System (including demolition of buildings) and associated works.		
Applicant	Vital Energi Ltd Mr Adam Roche Century House Roman Road Blackburn Lancashire BB1 2LD	**Agent**	Neo Enviromental Chloe McDonnell 83-85 Bridge Street Ballymena BT43 5EN
Ward No(s)	05, Govan	**Community Council**	02_073, Govan
Conservation Area	N/A	**Listed**	N/A
Advert Type	Bad Neighbour Development	**Published**	22.08.2025
City Plan	Glasgow City Development Plan - Urban Area		

Representations/Consultations

Nine representations were received. The application has been subject to a secondary round of Neighbour Notification due to a change in the red line boundary.

The **material** grounds of objections can be summarised as follows:

- No impact assessment documentation provided.
- Concerns regarding potential noise pollution.
- Concerns regarding access to the two existing commercial units.
- Concern over proximity to another battery storage plant.
- Concerns over proximity to M8/rail link.
- Concerns the proposal will exacerbate traffic issues.
- Concerns over potential contamination of water.

N**on-material** comments comprised the following:

- Fire risk/toxic fume concerns and question over whether there will there be collaboration with Scottish Fire & Rescue.

- Concerns that underground gas pipes remain.
- Impact on future local investment including the potential to re-open a rail station.

There were also concerns regarding the neighbour notification and late notification of other owners of the land. This has been explained above.

Consultations:

Scottish Water: No objection.

Transport Scotland: No objection

Strathclyde Passenger Transport (SPT):
Requested an assessment of hazards and impacts on the adjacent SPT site, along with assurances that this development would not compromise the future use of the SPT site. The agent provided this information to SPT and the planning department. SPT confirmed that they were satisfied that all concerns had been addressed.

Network Rail (NR):
Initially submitted a holding objection due to concerns regarding drainage and fire safety issues. NR agreed to withdraw this on the basis that a Flood Risk Management Plan (FRMP) and Drainage Plan (DP) were submitted and satisfied their concerns.

It was agreed that two advisory notes reiterating the commitment made in **Technical Appendix 8- Outline Fire Risk Management Plan** to prepare a Fire Risk Management Plan (FRMP) and a site-specific Emergency Plan be included in the Decision.

Coal Authority- Confirmed that the application site falls within the defined Development High Risk Area (DHRA). More specifically, the Coal Authority indicated that the western part of the site lies in an area where historic unrecorded underground coal mining is likely to have taken place at shallow depth. Voids and broken ground associated with such workings may pose a risk to ground stability and public safety.

A Coal Mining Risk Assessment (CMRA) was provided and the authors concluded that they were unable to discount the risk that unrecorded shallow coal mining may have taken place beneath the site. Accordingly, recommendations have been made that intrusive site investigation works are required. The findings will inform the extent of any remedial works and / or mitigation measures required to ensure that the development will be safe and stable. The Coal Authority agreed to withdraw its objection subject to the imposition of the conditions suggested.

Scottish Fire & Rescue- No response

Site and Description

The site is adjacent to 603 Helen Street and is located on vacant ground covering an area of approximately 1.64 hectares. It was previously occupied by a former gas holder station that was dismantled and infilled. It is bounded by a mixture of mature trees, hedgerows and palisade fencing. The Application Site is located 0.15km northeast of Craigton, Ibrox is 0.3km southwest, and Govan 0.6km south. The site is in Ward 05 – Govan.

Within the immediate vicinity are Police Scotland buildings to the northwest, a large industrial site to the southeast, and SPT infrastructure in the northeast followed by a car park (part of which has consent for a large housing development (20/03086/FUL- Erection of flatted residential development (160 units) with associated works GC and S75). To the south is Glasgow southwestern railway corridor, followed by the M8.

The site is optimally located for the available grid capacity at the existing Govan GSP Substation, avoiding the need for large lengths of cable route disturbance. The proposed connection point is approximately 350m north of the application site.

Site History

24/00366/PRE Erection of a 49.9MW Battery Energy Storage System and associated works- Closed
23/02966/PAN Proposal of Application Notice - Erection of a 49.9MW Battery Energy Storage System and associated works: No objection.
22/00990/SCR Screening Opinion - Infill works at former gas holder station. - Not Required – EIA

23/00256/HAR- Hazardous substances Consent Revocation- Continuation of hazardous substances consent following change in control of part of land - storage of natural gas (206 tonnes). Revocation of Hazardous Substance Deemed Consent 01/00144/DC: PCO.
22/00533/FUL- Infill works at former gas holder station-GC
21/02976/PAP- Prior approval for the demolition of gas holder and associated structures- Grant Subject to Condition(s)
21/02616/SCR- Demolition of unlisted gas holder and associated structures- Not Required - EIA
21/02419/PRD- Prior Notification for Demolition of buildings- Prior Approval Required.
01/00144/DC- Continuation of hazardous substances consent following change in control of part of land - storage of natural gas (206 tonnes). GR
93/022669/DC- Low pressure natural gas holder station (206 tonnes established quantity). GR

Proposal:

The proposed Battery Energy Storage System (BESS) will store up to 49.9MW of energy, with associated infrastructure: new access tracks, underground cabling, perimeter fencing with CCTV cameras and access gates, a temporary construction compound and all ancillary grid infrastructure and associated works.

The proposed development would comprise of 40 containerised units to house battery energy storage systems and associated ancillary infrastructure. Each container would have the appearance of a standard metal ISO/shipping container and would be soundproofed. The containers would be arranged in parallel banks. The colour of the containers and supporting infrastructure is yet to be agreed.

The containers would be supported by ancillary infrastructure including: transformers/HV switchgear units, which would be installed on pads, control/storage containers and a communications cabinet. The aforementioned infrastructure would be located in a compound and would include cabling routes to enable infrastructure to be connected together.

The compound would be enclosed by a 2m perimeter fence, which will ensure the facility remains secure at all times. Infra-red (non-visible), pole-mounted CCTV cameras (5 metres in height) would also be provided at appropriate intervals along the boundary fence. These would enable remote surveillance of the site. The existing tarmac road would provide access to the site from the main road. Internal access tracks to be constructed to allow access for the construction, operation, maintenance and decommissioning of the associated infrastructure.

In summary the main components include:

40 battery Energy Storage Units: (6.1m (L) x 2.4m (W)). Total Area – 585.6m². These units are to be mounted on concrete pad foundations and comprise of an energy storage battery system and other ancillary equipment. Colour to be agreed.

10 PCS units: (Power Conversion Systems)– (6.1m (L) x 2.4m (W)). Total Area – 146.4m². These units are to be mounted on concrete pad foundations and comprise inverters and other ancillary equipment. Colour to be agreed.

DNO Substation: (6.9m (L) x 6.7m (W)– Total Area = 46.2m2. The design includes 1no. compound that will house switchgear and metering equipment. The substation will be built upon concrete foundations. Slate roof, brick façade, black gutters/soffits and fascia boards. Powder coated steel doors (anthracite grey).

Vital Energi Substation: (10.3m (L) x 5.3m (W)– Total Area = 54.6m².

Transformer: 2 transformer units (5.8m (L) x 5.3m (W))-Total Area = 30.7m². Colour to be agreed.

Switchroom GRP Elevations: (10.3m (L) x 5.3m (W). Colour to be agreed.

Welfare Control Unit: 1no. welfare control unit mounted on concrete foundations. – (9.3m (L) x 5.3m (W)) -Total Area = 49.3m². Colour to be agreed.

Security Fence: Up to 2m high fence perimeter fence with 156 posts measuring 2.5m. Colour to be agreed. To note: Security fencing will be installed immediately, possibly a temporary form such as Heras Fencing with the permanent security fencing to follow at a suitable time. The northwest elevation features a section of 2.4m high galvanised palisade fencing in front of DNO Substation

CCTV and infra-red lighting: Nine cameras and infrared lighting supported on 5m high galvanised steel posts with anti-climb guard (if required) positioned at intervals around the security fence line.

Access Tracks: Internal access tracks are to be constructed to allow access for the construction, operation, maintenance and decommissioning of the associated infrastructure. All new tracks will be unpaved and constructed a compacted granular material (crushed rock) up to an approximate thickness of 0.3m, dependent on the ground conditions.

Cable Trenches: The design includes internal cable trenches - 1m deep and up to 1.5m wide. Estimated at 304.0m in length.

Temporary Construction Compound: (25m (L) x 20m (W)) -Total Area = 500m2

Lighting: Permanent lighting fixtures will be incorporated into the BESS enclosures; however additional work will be required to cover street lighting along the road within the enclosure which will be controlled via timeclock/ photocell.

Specified Matters

Planning legislation now requires the planning register to include information on the processing of each planning application (a Report of Handling) and identifies a range of information that must be included. This obligation is aimed at informing interested parties of factors that might have had a bearing on the processing of the application. Some of the required information relates to consultations and representations that have been received and is provided elsewhere in this Committee report. The remainder of the information, and a response to each of the points to be addressed, is detailed below.

A. Summary of the main issues raised where the following were submitted or carried out

i. an environmental statement

24/02601/SCR- The EIA Screening included a detailed consideration of the Proposed Development's anticipated environmental effects. The conclusion was that the development is not within a sensitive area and is unlikely to have significant environmental effects. An EIA was, therefore, not required.

ii. an appropriate assessment under the Conservation (Natural Habitats etc.) Regulations 1994

Not applicable

iii. a design statement or a design and access statement

Design & Access Statement (DAS)- covers both design and access, allowing applicants to demonstrate an integrated approach that will deliver inclusive design, and address a full range of access requirements throughout the design process.

iv. any report on the impact or potential impact of the proposed development (for example the retail impact, transport impact, noise impact or risk of flooding)

Landscape and Visual Impact Assessment – (LVIA) considers the potential direct and indirect effects of the proposed development upon the landscape and visual amenity across a 5km study zone. It also proposes measures to mitigate these impacts and effects where necessary.

Extended Preliminary Ecological Assessment
An extended Preliminary Ecological Appraisal (EPEA) has been undertaken to assess the potential impacts of the proposed development on local ecology. This involves an initial desk-based study, supported by onsite Phase 1 habitat surveying and protected species scoping survey visits.

Cultural Heritage Impact Assessment
The applicant has submitted a historic environment desk-based assessment. The assessment draws together the available archaeological, historical, topographic and land-use information to clarify the heritage significance and archaeological potential of the study site. This assessment has established that there are no designated heritage assets within the study site, and that the proposed development will result in no impact upon the setting and significance of any designated and non-designated heritage impacts within the surrounding landscape.

Flood Risk Assessment
The application is supported by a Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA). The aim of this assessment is to identify the baseline geological and hydrological conditions of the application site and surrounding area, to assess the potential impacts of the proposed development during the construction, operation and decommissioning phases, and to recommend an outline drainage design for the development.

Construction Traffic Management Plan
The Construction Traffic Management Plan (CTMP) outlines the framework for managing the movement of construction and delivery traffic to and from the proposed Govan BESS, as well as considering the type of traffic it will generate. The traffic assessment for the operational and decommissioning phases is also considered.

Noise Impact Assessment
This assessment considers the potential generated by the development when in operation. No issues are anticipated.

Outline Construction Environmental Management Plan (OCEMP)
This outlines steps to be taken by the contractor to reduce the potential impact on the environment during the construction and decommissioning phases of the proposed development.

Outline Fire Risk Management Plan
This document outlines numerous measures that mitigate against fire risk. The document also makes reference to the preparation of a Fire Risk Management Plan (FRMP) and Site Specific Emergency Plan.

Building Survey for Bat Roosts and Other Ecological Considerations
A Preliminary Roost Assessment (PRA) and an Endoscopic Examination Assessment were undertaken 16th May 2025 at a derelict brick building located within the application site. The purpose was to check for the presence of roosting bats and for evidence of any currently unoccupied bat roosts prior to the building's demolition. The examinations concluded that there was no evidence of current or previous bat roosts. It is recommended that building demolition occurs before October to ensure there is no potential for bats to arrive at the building and form hibernation roosts. A feral pigeon nest with chicks was identified in the southwest corner of the building but it was estimated that the pigeon chicks would have fully fledged in the 2-3 weeks following the assessment. It was recommended that a suitably qualified and experienced ornithologist from an appropriate organisation performs a nesting bird check immediately prior to the demolition, as feral pigeons can nest at any time of the year. Given the foregoing, it was concluded that the building could be demolished in accordance with the advice provided, without ecological impacts occurring.

Design and Access Statement
A Design and Access Statement was provided. It provided an integrated approach to deliver design and address access requirements throughout the design process. All new tracks will be unpaved and constructed from stone. The access track and main development area surface will be left in situ after completion of the construction period. These will provide:

- Access for the proposed development maintenance and repair works;
- Access for the landowner; and
- Access for decommissioning..

Once the proposed development is decommissioned, unless required by the landowner and agreed with the Council, all new surfaces will be removed.

Construction Traffic Management Plan
A Construction Traffic Management Plan (CTMP) has also been produced, Technical Appendix 5.
It identifies the number and type of vehicles used throughout all phases of the proposed development. It also assesses the existing condition of the highways network and the potential impact of the proposed development. The CTMP proposes traffic management measures to be followed during the construction and operation of the proposed development and ensures that access to the proposed development takes the safest and most appropriate route. An amendment to the route proposed for delivery vehicles exiting the M8 has been agreed with the agent. Further details are provided below.

B. Summary of the terms of any Section 75 planning agreement

In deciding whether a financial guarantee is required for this proposed development, Glasgow City Council has concluded that, due to the scale of the development, and quantity of equipment, the development could significantly negatively affect the environment if not implemented as per the planning permission. Potential breaches or works not undertaken include:

• End decommissioning / restoration of the site

• Decommissioning of the BESS and associated equipment which have ceased to be required for the generation of electricity.
• Failure to implement approved landscaping, and habitat management.

The scale of the development is significant and the costs of removing and disposing of redundant equipment, foundations and access tracks and restoring the site is also expected to be significant.

As such, there will need to be a bond/security for the remediation costs and a mechanism to future-proof/review this. Due to the overall complexity of that mechanism and the duration of the proposal, it is considered essential that successor landowners are very aware of the obligations attached to this land. Hence it is not considered appropriate to attempt to capture all this (the detail and the potential evolution over the years) in planning conditions. It is concluded that a financial guarantee is required, to be secured through a S75 agreement. The planning obligation will set out the detail of what will be required which should include the financial guarantee form and quantum figure.

C. Details of directions by Scottish Ministers under Regulation 30, 31 or 32

These Regulations enable Scottish Ministers to give directions

i. with regard to Environmental Impact Assessment Regulations (Regulation 30)

Not applicable

ii.
1. requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31)

Not applicable

2. restricting the grant of planning permission

Not applicable

iii.
1. requiring the Council to consider imposing a condition specified by Scottish Ministers

Not applicable

2. requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has considered to the condition and that it will either imposed or need not be imposed.

Not applicable

Policies

National Planning Framework 4

Policy 1. Tackling the climate and nature crises
Policy 2. Climate mitigation and adaptation
Policy 3. Biodiversity
Policy 6. Forestry, woodland and trees
Policy 9. Brownfield, vacant and derelict land and empty buildings
Policy 11. Energy
Policy 14. Design, quality and place
Policy 20. Blue and green infrastructure
Policy 22. Flood risk and water management
Policy 23. Health and safety
Policy 25. Community Wealth Building

Glasgow City Development Plan

CDP 1 & SG 1 – Placemaking
CDP2 – Sustainable Spatial Strategy
CDP 5 & SG 5 – Resource Management
CDP 6 & SG 6 – Green Belt and Green Network

CDP 7 & SG 7 – Natural Environment
CDP 8 & SG 8 – Water Environment
CDP 11 & SG 11 – Sustainable Transport

Assessment and Conclusions

Sections 25 and 37 of the Town and Country Planning (Scotland) Acts require that when an application is made, it shall be determined in accordance with the Development Plan unless material considerations dictate otherwise.

The issues to be taken into account in the determination of this application are therefore considered to be:
a) Whether the proposal accords with the statutory Development Plan;
b) Whether any other material considerations (including objections) have been satisfactorily addressed.

Each development proposal is considered on its individual merits and must respond to its setting appropriately.

In respect of (a) the development plan comprises National Planning Framework 4 (NPF4) which was adopted on 13th February 2023 and the Glasgow City Development Plan which was adopted on 29th March 2017 as well as associated supplementary guidance which supports both plans.

Having regard to the provisions of the Development Plan the main issues in this application are whether the change in use of the land and the erection of a Battery Energy Storage System (BESS) is acceptable in principle as well as considering the visual and amenity impact of such a development.

As explained above the site comprises approximately 1.64 hectares of brownfield land that was previously occupied by a former gas holder station. The proposal comprises 40 battery storage units capable of storing up to 49.9MW of energy, with associated infrastructure: new access tracks, underground cabling, perimeter fencing with CCTV cameras and access gates, a temporary construction compound and all ancillary grid infrastructure and associated works.

Access would be via an existing road from Helen Street which connects to the M8, located c. 50m south of the site.

For the purposes of this assessment the Chief Planners letter of 27th August 2020 confirms that battery installation generates electricity and therefore is to be treated as a generating station.

Whilst BESS is classified as a generating station it is not necessarily a form of renewable energy. Instead, the batteries store excess power from the grid to help stabilise and balance the grid by providing flexibility and responds to changes in demand and generation. In some cases, a BESS can be connected directly to a renewable energy source, such as wind, solar, hydro etc, but as this development will be connected into a grid substation, the energy generated could be a mix of renewables and non-renewables.

Principle of Development

NPF4 Policy 11, Energy, provides in principle support for energy storage proposals including battery storage but it does not offer unequivocal support. Proposals must also meet other criteria, including addressing a range of impacts, many of which are relevant to the proposal. These include landscape and visual impacts, as well as the impact on residential amenity, noise, public access, biodiversity and the water environment.

The application site was previously occupied by a gas works which was decommissioned with the land cleared and backfilled. The site is therefore categorised as brownfield. Policy 9 NPF4 *states that development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported.* In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account. In this case the site has only recently been decommissioned with a significant level of backfill introduced to level the site. The edges of the site remain green, providing a natural buffer but the remainder of the site, where development would occur, is undeveloped and lacks any ecological value. In this case the re-use of the land for further industrial development could be supported, subject to consideration against other policies in the Development Plan.

With regards to CDP 2, the site is covered by Govan Patrick Strategic Development Framework (published in February 2020). The agent has stated that this demonstrates that nothing is planned or zoned within the application site, however a spatial link is proposed to the eastern boundary. It also outlines that there is a need for Strategic Connectivity Improvements and Enhancements along Helen Street. Furthermore, the Townscapes, Landscape and Green Network Map demonstrates that there is existing or proposed green network along Helen Street. The Framework also discusses the importance of moving towards low carbon energy and supports its development throughout the area of Govan. This proposal would not contradict the aims of the SDF.

NPF4 Policies 1 and 2 and CDP 5 & SG 5 are also important factors for determining the acceptability of the principle of the development. These policies seek to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis, minimises emissions and adapts to the current and future impacts of climate change.

The proposed development can store energy generated from renewable sources and so could contribute to the generation of electricity from a renewable source, helping to decarbonise the energy sector and allowing flexibility in the grid to respond to peaks and troughs in demand. In this regard the development would be considered to make a positive contribution in addressing the global climate crisis. With regards to the nature crisis and loss of biodiversity, the proposed development would have no significant impact on ecology through disturbance and/or displacement of wildlife. A landscape plan has been provided which includes biodiversity improvements such as hedgerow/wild meadow planting, nesting areas and a SUDS pond.

The proposed development would result in the release of carbon emissions during its construction, although during its operational lifetime, it is not anticipated to generate any notable greenhouse gas emissions. On balance, the development should result in carbon emission savings over its lifespan. Batteries are an emerging technology though and are typically housed in shipping container style structures. These should enable them to withstand adverse climatic conditions. Although difficult to predict exactly what sort of future risks might emerge from climate change, flood risk can be safely managed and there are no known climate related hazards which could pose a threat to development on this site.

Finally, Policy 11 of NPF4, in considering support in principle, requires, under section 11(c), that proposals for energy storage, and other forms of energy generation, will only be supported where they maximise net economic impact, including local community and socio-economic benefits such as employment, associated business and supply chain opportunities.

To support this the applicant has provided an outline assessment of socio-economic benefits stating:

- There will be a level of net economic gain and community benefits generated by the proposal through employing local contractors and using local supply chains;
- The proposed development will improve the overall efficiency of the Grid and therefore accelerate the transition to a low carbon economy;
- The proposal includes an enhanced landscape and biodiversity value from the matured mitigation planting. Following decommissioning, all infrastructure will be removed with the benefit of retaining the enhanced landscape and biodiversity value from the matured mitigation planting;
- The proposed development will generate a range of economic benefits by generating jobs for installation, maintenance, and its eventual decommissioning; and
- In addition to the battery storage units and electrical infrastructure, a range of support services will be required including haulage, on-site welfare facilities, refuse and recycling facilities, transport and potentially local accommodation for construction workers.

The Scottish Government has produced draft advice on calculating the net economic impact of developments and, on balance, the proposal would not be inconsistent with this advice or NPF4 Policy 11(c). The applicant's aim around local supply chains and local employment in the form of land maintenance would also be consistent with the relevant aspects of NPF4 Policy 25 on Community Wealth Building.

Taking this all into account the proposal is supported by NPF4 Policy 11 (c) and CDP5/SG5 of the City Development Plan. Whilst not necessarily exclusively storing energy from renewable energy sources the development would increase resilience and flexibility in the grid which would contribute towards climate change targets. It is also considered that based on the assessment of visual impacts, below, the principle of the development on this brownfield site would also be supported by NPF4 Policy 9, CDP 2 and CDP 5

Therefore, it is considered that the principle of the development is acceptable.

The remainder of this report will assess the landscape and visual impacts, road safety, nature impacts, cumulative impacts and decommissioning.

Layout, Siting and Design

In terms of design, NPF4 Policy 14 states that development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale. Development will also be supported where it is consistent with the six qualities of successful places; Healthy, Pleasant, Connected, Distinctive, Sustainable, Adaptable. Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

CDP 1 & SG 1 further supports this as CDP 1 requires a holistic, design-led approach to development to achieve the City Development Plan's key aim of creating and maintaining a successful, high quality, healthy place. The Council expects new development to contribute towards making the city a better and healthier environment to live in and aspire towards the highest standards of design whilst protecting the city's heritage.

The development is positioned within an urban setting. The BESS equipment is of a standard design and consists of the siting of 40 containers, similar in design to shipping containers, together with associated structures and equipment. The containers' colour will be agreed later by way of a planning condition but, the aim will be, to further reduce their visual impact.

A range of technical, environmental, and economic factors are considered when assessing a site for a BESS development, particularly of this scale. Key considerations include:

- Proximity to an available grid connection. The proposed connections point, Govan GSP station, is c. 350m north of the application site;
- Proximity to settlements and local population;
- Topography. Due to the topography of the land being mostly flat and with the current and proposed mitigation screening, views into the proposed development are expected to be localised and limited;
- Access to the site for construction;
- Absence of landscape, archaeological and nature conservation designations;
- Flood risk. SEPA flood maps show the application site is in an area with little to no risk of fluvial flooding in any one year, but an area of pluvial flooding is located within the central section of the application site (although this part of the site has been infilled and so these maps are no longer considered current). The proposed development will be developed accordingly to ensure there is limited risk from pluvial flooding.; and
- The potential for a commercial / land agreement with a landowner.

Due to its location, the development itself is not considered to raise significant landscape and visual impacts. A Landscape and Visual Impact Assessment (LVIA) was submitted to identify and assess the potential effects of the proposal on the landscape and concludes the following:

Within the confines of the site: The development will not alter the landscape character, considering the sites previous use for gas storage. The site is also fairly secluded due to level differences outwith the site and due to the presence of screening in the form of buildings, shrubbery and trees on parts of its boundary and on intervening land. The LVIA demonstrates that the most significant visual impact will be experienced within an approximate 100m radius of the Proposed Development boundary, from locations with open or partial views of the proposed development.

Views between approximately 100m – 1km will comprise mainly of the taller elements of the proposal, such as fencing or mitigation planting. However, they will be seen in conjunction with the existing field structure and field pattern components. The magnitude of visual change is considered Low.

Between approximately 1km – 5km, the LVIA concludes that the proposed development will add an industrial element to what is already an industrial landscape. The magnitude of visual effects on local residents and residential areas with views of the proposal is therefore considered negligible. The LVIA demonstrates only low and negligible impacts at receptors within the study area are anticipated and therefore no mitigation is required.

The site selection, design and layout have properly considered the impact on sensitive receptors including residential amenity. A Landscape and Ecology Management Plan has been provided and details mitigation planting proposals comprising 65 metres of new native screen planting to the eastern boundary of the proposed development. Other enhancement measures include installation of wildlife

shelters (bat boxes/bird boxes), new grassland and wildflower meadow that will improve the biodiversity value and potential of the local area to support local wildlife. Mitigation measures will be implemented immediately and come into effect following the completion of construction works. There may be a slight increase in visual effects during the winter season due to the absence of foliage but given the industrial and built up character of the area the report confirms most differences in visibility will be experienced locally within an approximate 100m radius depending on the pruning status of intervening hedgerows, as well as the amount of other intervening vegetation. The proposed planting positively contributes to the overall design of the development and will have a beneficial impact to the visual amenity of area.

The applicant has also confirmed there will be no site lighting other than typical security lighting which can be controlled by way of a planning condition, therefore, there will be no nighttime visual or landscape impacts resulting from the proposed development.

Given the above, it is considered that the proposed development is not considered to result in unacceptable visual impacts on any nearby receptors.

With respect to the final layout, this is consistent with this type of scheme where containers are placed in a line with associated development located at the edges. The applicant has also confirmed that the site layout has been designed following the National Fire Chiefs Council's non statutory guidance for Battery Energy Storage Systems with respect to its siting away from mutual boundaries and sensitive receptors, provides a clear path for fire engines to navigate, provides space for emergency vehicle turning and ample space to site vehicles.

Overall, it is considered that the development has been well sited and provides an acceptable level of screening to reduce any visual impacts. The development is not considered to be detrimental to the amenity of the surrounding area and is consistent with the six qualities of successful places. As such, the development accords with NPF4 Policy 9,14 and CDP1 & SG1.

Cumulative Impact

NPF4 Policy 11 and CDP 5 & SG 5 refer to cumulative impacts.

Appropriate consideration has been given cumulative impacts. Traffic impacts are discussed elsewhere within this report and focus at this point will be on cumulative landscape and visual impacts.

A cumulative assessment has been detailed within the LVIA. Cumulative landscape and visual effects may result from additional changes to the baseline landscape or views because of the proposed development in conjunction with other developments of a similar type and scale. A search was conducted by the agent of relevant planning applications within the vicinity of the application site. The closest BESS scheme is located at 322 Broomloan Road (Planning reference 22/00637/FUL), approximately 430m to the north however between these two sites are various buildings and physical structures as well as topographical changes which would ensure that they would not be viewed in the same context at ground level.

As such the potential for cumulative views of the proposed development with the closest BESS scheme would be unlikely but if seen from an elevated position the scale, siting and urban character of the area is such the impact would not be detrimental.

Given the above, the proposal is considered to comply with NPF 4 Policy 11 and CDP 5 & SG 5 with regards to cumulative impacts.

Natural Environment

The site is a brownfield site but the land surrounding this site and some land within the red line boundary has been identified in the Open Space Network map as being part of a green corridor.

NPF4, Policy 3 aims to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. Similarly, NPF4 Policy 4 aims to protect, restore and enhance natural assets making best use of nature-based solutions and NPF Policy 20 aims to protect and enhance blue and green infrastructure and their networks. Policy 6 states that development proposals that enhance, expand and improve woodland and tree cover will be supported.

CDP 7 & SG 7 aims to ensure that Glasgow's natural environments, including its ecosystems and protected species, are safeguarded and, wherever possible, enhanced through development.

An extended Preliminary Ecological Appraisal (PEA) was undertaken to assess the potential impact of the proposed development on local ecology. This involved an initial desk-based study, supported by onsite Phase 1 Habitat surveying and Protected Species scoping survey visits.

The desk-based assessment identified that within 20km of the Application Site boundary there are three internationally designated sites, including two Special Protection Areas (SPAs) and one Ramsar site. There are no Special Areas of Conservation (SACs). Within 5km of the Application Site there are three nationally designated sites: two Sites of Special Scientific Interest (SSSIs) and one Local Nature Reserve (LNR). Within 2km of the Application Site there are six non-statutory locally designated Sites of Importance for Nature Conservation (SINCs). These designated sites have been assessed for potential connectivity with the proposed development and the findings described. No likely significant effects were identified.

The Phase 1 Habitat surveying undertaken in October 2023 identified twelve habitat types within the Ecological Survey Area ("ESA"). The main impacts during the construction phase include the direct loss of habitat under the proposed development footprint and indirect loss of habitat due to noise and vibration disturbance, dust and water pollution. The loss of these habitat areas is largely confined to hardstanding ground, rubble and crushed rock with low ecological interest and so the significance is considered negligible. The proposed development has been designed to avoid losses of established mature trees during the construction stage. No removal of vegetation is currently expected. These habitats were also assessed for their potential to support protected and notable species but no signs indicating the presence of protected or notable species were found within the application site. There is a disused brick building on site and, as established by the PRA and Endoscopic Examination Assessment described above, there is no evidence of current or previous bat roosts.

It is considered that the short-term disturbance from the proposed development will not be significant if the recommended mitigation is implemented. Survey work was undertaken as described to identify any bat roosts present. A pre-commencement nesting bird checking survey visit is also recommended prior to the trimming of any trees.

A tree survey was submitted identifying existing trees on site and adjacent to the site. None will be removed, and these will be protected as required during the construction phase of the development.

The PEA concluded that potential short-term disturbance impacts from the proposed development will not be significant if the recommended mitigation is undertaken. With the implementation of pre-commencement checking surveys and other mitigation measures, there will be no significant negative effects upon protected or notable species. The accompanying Biodiversity Management Plan proposes enhancements that include installation of wildlife shelters (bat boxes/bird boxes) and creation of native hedgerow, new grassland and wildflower meadow. With the implementation of this, the biodiversity value and potential of the local area to support local wildlife will increase.

Overall, it is considered that the development complies with NPF Policies 3, 4, 6 and 20 and CDP 7 & SG 7.

Amenity

NPF4 Policies 11, 14, 23 and CDP 1, 5 & SG1, SG5 take account of the impact to amenity of the surrounding developments and residential properties.

The residential development on Broomloan Road is located approximately 250m from the proposal site. There are only likely to be views into the site from the upper floors of the flatted development but, considering the distance, there are no concerns. This proposal does not change the industrial context of the site or its setting in all cases. It should also be noted that countless visual barriers in the form of trees, shrubs and buildings are otherwise present between the application site and this residential development.

There are no views from the other residential development at Bunessan Street/ Helen Street (which is also approximately 250m from the development). This is due to the amount of intervening structures present. A large residential development 20/03086/FUL- Erection of flatted residential development (160 units) with associated works -GC and S75, was consented to the east of the application site on the southern end of an existing car park. Little progress appears to have been made as yet but during a site visit this summer, barriers had been erected and the applicant is currently discharging conditions with a site start expected imminently. Being only 150m away, it will be the closest residential development to the proposal site. Level differences mean that the application site is significantly higher than the housing site. Screening is present on much of the external boundary of the proposal site but 60m of mixed hedging is also proposed within the site, on this boundary. Given the context outlined, no issues are anticipated.

In terms of noise and its impact on residential amenity, this is an urban area which features significant routes including the M8, Helen Street, Edmiston Drive and Paisley Road West. The background noise from these will normally drown out noise generated by the BESS. However, a Noise Impact Assessment (NIA) is provided and confirms that the noise generated by the proposal is acceptable. It states that a low background noise level of 35dB is assumed to be appropriate for a typical inner city night-time setting. The day-time background noise levels are assumed to be higher than 35dB and therefore the night-time assessment is considered a worst-case scenario. Additionally, the Scottish Government's Noise Map indicates night-time noise levels around the proposed development to be between 45 and 65dB(A). An assessment of the acoustic impact of the proposed development was undertaken in accordance with BS4142. The results showed only low and negligible impacts at receptors and all identified receptors are residential buildings and within 500m of the application site. No mitigation is therefore required.

NPF4 Policy 23 further states that development proposals that are likely to have significant adverse effects on air quality will not be supported. In addition NPF4 states that '*any advice from Health and Safety Executive or the Scottish Environment Protection Agency that planning permission or hazardous substances consent should be refused, or conditions attached to a consent, should not be overridden by the decision maker without the most careful consideration'.*

In terms of air quality, the proposed development is not likely to have a detrimental impact once it has been completed and operational.

Due to its location, the development itself is not considered to raise significant landscape and visual impacts.

Given the above, it is considered that the proposed development would not have any significant adverse impacts on residential or visual amenity.

Transport and Traffic Safety

Policy 13 and CDP 11 & SG 11 aim to ensure that Glasgow is a connected City, characterised by sustainable and active travel. SG 11 includes detailed guidance on vehicle and cycle parking standards as well as electric vehicle charging standards for new development. NPF4 Policy 11 and CDP 5 & SG 5 refer to the impacts on trunk roads and on the generation of road traffic and its associated impacts on communities, including during construction.

A Design and Access Statement and Technical Appendix 5: Construction Traffic Management Plan (CTMP) accompanies this submission.

The Design and Access Statement indicates that access to the site will be from Helen Street. Other roads include the A761, Edmiston Drive and Broomloan road, situated c. 0.14km southeast, c.0.18km north, and c.0.23km northeast, respectively. Two railway lines are situated c. 20m from the eastern and southern boundaries of the site. Internal access tracks will be constructed to allow access for the construction, operation, maintenance and decommissioning of the associated infrastructure. All new tracks will be unpaved and constructed from local stone. Geosynthetic reinforcement or soil stabilisation may be used to reduce the depth of track construction. The surface will be a compacted granular material (crushed rock) up to an approximate thickness of 0.3m, dependent on the ground conditions. The access track and main development area surface will be left in situ after completion of the construction period, as they will provide access for the Proposed Development, maintenance and repair works; access for the landowner; and access for decommissioning of the proposed development. Once the proposed development is decommissioned, the land will be returned to its previous condition.

The location where the vehicles are illustrated as ingressing the site is approximately 80 metres from the on and off ramp to the M8 motorway network. Helen Street is a strategic route in the City with many neighbouring land uses such as a retail park and a stadium that generate high levels of pedestrian and vehicle traffic in addition to the standard use of Helen Street as a feeder to the Trunk Road network. For reasons of traffic safety and the possibility of queue back, a left turn in and left turn out restriction will be required for construction vehicles accessing the site. This means that vehicles will be required to proceed north on Helen Street to the roundabout at Edmiston Drive and to go around the roundabout and back onto the southbound carriageway of Helen Street. They will then turn left to ingress the site.

Emergency vehicles may access the site via the same route as haulage vehicles, from Helen Street to the northwest. The swept path assessment confirms this access is suitable for the largest HGVs

associated with construction and therefore is also considered to be appropriate for fire vehicles. All vehicles must be able to ingress and egress the site in a forward gear.

The CTMP indicates that the overall volumes of traffic generated by the proposed development during the construction period is considered quite low. During the anticipated 8-10 month construction period, a total of 355 HGV deliveries will be made to the application site. During the peak construction period there will be an estimated maximum of 15 daily HGV deliveries. A dedicated person will be appointed for the management of the delivery booking system during the construction stage. Temporary signage would be used to highlight the entrance to the application site and to direct construction traffic to the site via the public road network.

Once the site is operational it will be secure and will include equipment to allow 24-hour monitoring of the batteries remotely which will mean that only one physical routine maintenance visit will be required each month. Given this, traffic to the development, once operational, will be minimal and will typically involve access by a car or small van.

The number of HGVs required for the decommissioning period will be slightly higher than the construction phase due to the materials not being as neatly packed as when shipped from factory conditions. Whilst the construction phase had a total of approximately 710 movements, the decommissioning phase will have a total of circa 781 movements (estimate includes a 10% increase on the construction stage).

Overall, the development does not raise any significant concerns with regards to impacts on road traffic, pedestrians or other road users. As such, the development accords with the criteria set out within NPF4 Policy 11, CDP 5 & SG 5 and CDP 11 & SG 11.

Flood Risk and Drainage

NPF4 Policy 22 aims to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. CDP 8 & SG 8 provides detailed guidance on Flood Risk Assessments and Drainage Strategies for new development.

The application is supported by a Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA). The FRA assessment covers all possible sources of flooding (rivers, surface water, sewers and groundwater) to the site at Helen Street. The application site is wholly within an area of little or no risk of fluvial/coastal flooding. SEPA maps also provide surface water flood maps. These indicate that there are some areas at risk of pluvial flooding within the application site where the previous gas works were and where there is a depression where surface water could accumulate. However, since being levelled out (Planning Ref: 22/00533/FUL) the SEPA surface water flood maps will be outdated. The surface water will not flood in the way that is currently shown within the application site. Any surface water flooding issues will be mitigated through the proposed site levels and drainage strategy, which incorporates SuDS (Sustainable Drainage Systems) and a positive drainage discharge to collect and manage surface water. A review of the site's topography indicates that it sits at a higher elevation than the surrounding area, suggesting that the flooding is not caused by external flows that cannot be controlled.

It is proposed that surface water drainage from the site will discharge to an existing Scottish Water surface water sewer located to the north of the site, rather than the currently used combined sewer network. This provides a significant improvement to the capacity and performance of the Scottish Water combined sewer system.

The FRA and drainage plan are acceptable. SEPA and Scottish Water have not objected to the proposal. A safeguarding condition is attached requiring finalised details of the drainage proposals prior to commencement.

Impacts on the Historic Environment

No designated heritage assets are located within the boundary of the application site. The closest scheduled monument is Govan Carved Stones and Old Parish Church and Churchyard located 1.45km to the north of the application site, while the closest listed building is the Category C listed Lodge at Bellahouston Park, located approximately 0.25km south of the application site. Indirect effects upon the surrounding heritage assets have been assessed as negligible.

West of Scotland Archaeology Service has confirmed that no archaeological issues are likely given the sites industrial history.

Decommissioning and Restoration

NPF4 Policy 11 and CDP 5 & SG 5 refer to the decommissioning of developments, including ancillary infrastructure, and site restoration. In addition, they seek to assess the quality of site restoration plans including the measures in place to safeguard or guarantee availability of finances to effectively implement those plans.

The proposed development is for a finite period of 30 years. A decommissioning and restoration plan has been provided which sets out the intention and framework for decommissioning. Decommissioning and restoration would be controlled through a condition but given the significant cost associated with restoration and the financial risks to the landowner and Council should the developer not restore the land, it is considered appropriate to secure a financial bond. As this bond could not be secured by condition a planning obligation, Section 75 Agreement, would be entered into with the applicant.

Subject to condition and a Section 75 Agreement the proposed decommissioning and restoration of the site could be secured and would be considered acceptable.

Conclusion

Overall, it is considered that the applicant has provided sufficient information to support the change of use of the land as well as demonstrate and mitigate against the potential impacts of the development.

In terms of issue **(a)** the proposal is considered to accord with the Development Plan, having regard to the designated land use and all relevant policies as addressed above.

In respect of **(b)** other material considerations include the views of statutory and other consultees and the contents of letters of representations. In this case nine objections were submitted. These representations are summarised and have been addressed in more detail within the main body of this report. A summary of responses to those objections are also provided below:

- The applicant has provided several reports that identify the potential impact and risks of the proposal on the landscape, visual amenity of the area, potential flooding risks, ecology, heritage assets, traffic and residential amenity. A summary and fuller assessment of them is provided in the report above. Planning conditions will be applied to implement the measures recommended.

- There is no requirement to consider fire risk or any potential mitigation measures. Most fire safety matters are covered by other legislation and are not considered to be material planning considerations. However, what is material is the overall design and layout of the development. Scottish Fire and Rescue Service (SFRS) was consulted and did not provide any comment. SFRS generally advises that it is not a consultee in the planning approval process and only provides guidance in accordance with National Fire Chiefs Council's guidance (NFCC). An **Outline Fire Risk Management Plan** is included in this submission, and this details all safety measures. In terms of the site's design, containers and equipment will be separated by a sufficient distance (up to 3m) to ensure that were a fire occur then it will not spread and will be contained within that singular container. Emergency vehicles can access the site via the same route as haulage vehicles, from Helen Street to the northwest. The swept path assessment confirms this access is suitable for the largest HGVs associated with construction and therefore is also considered to be appropriate for fire vehicles.

- A Noise Impact Assessment has been provided and confirms the development will have no adverse effect and no mitigation measures are proposed. Safeguarding conditions can also be applied to ensure residents' amenity is not detrimentally impacted.

- With respect to concerns for visiting patients, Buchanan Orthotics, is located on the periphery of the proposal, adjacent to the access. If an incident were to occur, then safety measures are in place as outlined. The proposal is designed so that, in the event of fire, this will be confined to a single container.

- In terms of the proposal's proximity to the rail link and M8, Transport Scotland has not objected. Following comments from Network Rail advisory notes have been added to the Decision regarding the applicant's commitment to produce a Fire Risk Management Plan (FRMP) and site-specific Emergency Plan in accordance with Technical Appendix 8-Outline Fire Risk Management Plan (prior to construction). Flood risk matters were discussed with Network Rail who confirmed that the mitigation measures proposed in the Flood Risk Assessment and Drainage Impact Assessment were sufficient for them to withdraw their objection.

- A Construction Traffic Management Plan detailed the trip generation likely to be generated by the proposal. This confirms that following construction the operational phase of the proposed development

will be limited to maintenance visits approximately once per month and so between 20- 40 LGVs per year.

- The construction period anticipated a total of 355 HGV deliveries will be made to the application site over an 8–10-month construction period. During the peak construction period there will be an estimated maximum of 15 daily HGV deliveries.
- The number of HGVs required for the decommissioning period will be circa 781 movements. These figures are not considered significant. However, for reasons of traffic safety and the possibility of queue back, a left turn in and left turn out restriction will be required for vehicles accessing the site. This means the vehicles will be required to proceed north on Helen Street to the roundabout at Edmiston Drive. The roundabout will bring them back onto the southbound carriageway of Helen Street and then a left turn to ingress the site.

- Regarding potential contamination of water, the application is supported by a Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA). Hydraulic modelling of the proposed drainage network confirms that the system is designed to withstand a 1-in-200-year storm event, including allowances for climate change, with no flooding simulated. However, in the unlikely event of unforeseen flooding within the drainage system, surface water would overflow from the detention basin into the unoccupied green space located to the north of the site, avoiding any buildings or access routes.

Other matters raised within objections are not material planning considerations and therefore do not form part of this assessment.

An objection was received from Network Rail however this was withdrawn once further information in connection with flood risk management and fire safety was provided. With respect to **(b)** there are no other material considerations which would justify a refusal in this case.

CONCLUSION

The assessment demonstrates that the proposed development complies with the relevant policies of the Development Plan. Other material considerations including the statutory consultation responses and representations have informed this assessment; however, these do not outweigh the proposal's accordance with the Development Plan.

On the basis of the foregoing, it is recommended that the application for planning permission be granted subject to the following suggested conditions, informatives, and the completion of a Section 75 legal agreement to secure the provision, maintenance and regular review of a suitable financial guarantee to cover the cost of all decommissioning, restoration and aftercare of the site.

Approved Drawings

1. NEO01302_025I SITE LOCATION AND SITE NOTICE LOCATION REV B Received 23 October 2025
2. NEO01302/024I/B SITE LOCATION MAP Received 23 October 2025
3. 19994-VE-SW-XX-E-A-XX01 SITE ELEVATIONS REV PA4 Received 23 October 2025
4. NEO01302_027I_B INFRASTRUCTURE LAYOUT A3 REV B Received 23 October 2025
5. NEO01302_028I_B INFRASTRUCTURE LAYOUT A1 REV B Received 23 October 2025
6. NEO01302_029I_B INFRASTRUCTURE LAYOUT SHEET 2 REV B Received 23 October 2025
7. MC10C-B5365-U-R4M01 Battery Container Details Received 19 December 2024
8. WPS16014-MGA-100 Transformer Detail Received 19 December 2024
9. 19994-VE-SW-XX-E-A-XX05 DNO Substation Elevations REV PA1 Received 19 December 2024
10. 19994-VE-SW-XX-DR-A-XX01 Proposed Fence & Gate Elevations REV P1 Received 19 December 2024
11. NREC-XXXT-E1001 PCS Container Plan & Elevations Received 19 December 2024
12. 19994-VE-SW-XX-E-A-XX02 Transformer GRP Elevations REV PA2 Received 2 September 2025
13. 19994-VE-SW-XX-E-A-XX03 Welfare Control Room GRP Elevations REV PA2 Received 2 September 2025
14. 19994-VE-SW-XX-E-A-XX04 HV Switchroom GRP Elevations REV PA2 Received 2 September 2025
15. NEO01302_036I LANDSCAPE PLAN REV E Received 18 August 2025

As qualified by the above condition(s), or as otherwise agreed in writing with the Planning Authority

Conditions and Reasons

01. The development to which this permission relates shall be begun no later than the expiration of three years beginning with the date of grant of this permission.

Reason: In the interests of certainty and the proper planning of the area, and to comply with section 58(1) of the Town and Country Planning (Scotland) Act 1997, as amended.

02. Prior to commencement of the development, full details of the final locations for the battery units, and colour scheme for the proposal shall be submitted to the local planning authority for agreement in writing. Thereafter the development shall be implemented in accordance with the approved details and maintained thereafter.

Reason: In order to protect the appearance of the surrounding area

03. During construction the recommendations outlined within the Biodiversity Management Plan, prepared by Neo Environmental Ltd and dated 18th December 2024 and the Extended Preliminary Ecological Appraisal (EPEA), prepared by Neo Environmental Ltd and dated 18th December 2024 shall be implemented. For the avoidance of doubt these measures shall include:

(i) A suitably qualified and experienced ornithologist from an appropriate organisation, such as Neo Environmental Ltd, performs a nesting bird check immediately prior to the demolition (within 48 hours) before any preparation or demolition works commence.

(ii) The building demolition should occur before October to ensure there is no potential for bats to arrive at the building and form hibernation roosts. If the building is demolished after this, time then it should be checked to ensure that no hibernating roosts are present.

(iii) Any excavations during the construction phase shall be securely covered.

(iv) Any lighting to be used during the construction and operational phases shall be limited and not focused onto the boundary habitats.

In the event that the development does not commence before January 2026, a repeat protected species survey shall be required to be completed prior to works commencing on site and submitted for the written approval of the Planning Authority.

Reason: To protect the biodiversity of the area.

04. No development shall take place until finalised construction drawings, details and calculations for the proposed surface water drainage system and SuDS (Sustainable Urban Drainage Systems) features havebeen submitted to and approved in writing by the Planning Authority. The submitted details shall:

i) include a timetable for its implementation relative to the construction and occupation of the development hereby permitted;

ii) include suitable verification that all necessary agreements are in place to implement required drainage network connection(s); and,

iii) provide a management and maintenance plan for the lifetime of the development which shall include details of the responsibilities of relevant parties, the arrangements for adoption by any public authority or statutory undertaker, and any other arrangements to secure the effective operation of the scheme throughout its lifetime. The development shall be carried out in accordance with the approved information. The surface water drainage system shall be managed and maintained thereafter in accordance with the approved management and maintenance plan.

Reason: To minimise the risk of flooding and its adverse effects and to comply with Policy 22 'Flood risk and water management' of NPF 4.

05. No development shall commence on site until a comprehensive strategy for dealing with existing contamination at the site has been submitted to and approved in writing by the Planning Authority. The assessment shall include a review of previous site assessment and remediation undertaken; and consider this in the context of site development proposals and structures, as well as planned material movements. The assessment shall be conducted and reported in accordance with current recognised codes of practice and guidance and shall

include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN33 'Development of Contaminated Land'. Any potential risks to human health, property, the Water Environment and designated ecological sites shall be determined.

Reason: To ensure the ground is suitable for the proposed development.

06. In the event that any previously unsuspected or unencountered contamination is found at any time when carrying out the approved development, it shall be reported to the Planning Authority within one week and work on the affected area shall cease unless otherwise agreed by the Planning Authority in writing. A comprehensive contaminated land investigation and assessment shall be conducted to determine the revised contamination status of the site and a remediation strategy where required shall be prepared and agreed in writing with the Planning Authority before work recommences on site. Upon completion of the remediation works, a remediation completion / validation report which demonstrates the effectiveness of the completed remediation works shall be submitted and approved in writing by the Planning Authority.

Reason: To ensure the ground is suitable for the proposed development

07. No development shall commence until;

a) a scheme of intrusive site investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;

b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed. The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason: To ensure that the proposal site is safe and stable for the development proposed.

08. That prior to the commencement of works on site, details of the proposed floodlighting scheme (including for the construction phase) shall be submitted to and approved in writing by the Planning Authority. The floodlighting scheme shall be supported by a lighting impact assessment which considers the site context, baseline conditions, receptor sensitivity, ecology, lighting design requirements, proposed lighting levels (downward and upward ratios), impacts and mitigation measures and operation boundaries. The scheme shall include a light spill diagram as well as details regarding proposed operation hours/remote triggering to avoid ongoing or 24-hour illumination of the site. If agreed the development shall be completed in compliance with these details.

Reason: To avoid light nuisance and ongoing light pollution as a result of operation of the development.

09. With the exception of tree works detailed in the approved application, existing trees on the site shall not be lopped, topped, felled or removed without the prior written approval of the planning authority. Details of such trees and the proposed operations on each of them shall be submitted to the planning authority. Any proposals for felling or removal shall include proposals, including a programme, for replacement tree planting.

Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

10. Before any work on the site is begun, a detailed plan which shows the root protection area (RPA), the location and details of a method of tree protection and temporary works, including scaffolding and access routes, to comply with BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations shall be submitted to and approved in writing by the planning authority. The approved protection shall be in place prior to the commencement of any work on the site and shall be retained in place until completion of the development.

Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

11. All tree works shall be carried out in accordance with the specifications detailed in tree survey unless otherwise agreed in writing by the Planning Authority.

Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

12. Before any work on the site is begun, a scheme of landscaping shall be submitted to and approved in writing by the planning authority. The scheme shall include hard and soft landscaping works, boundary treatment(s), details of trees and other features which are to be retained, confirmation of all biodiversity enhancements and a programme for the implementation/phasing of the scheme in relation to the construction of the development. All landscaping, including planting, seeding and hard and soft landscaping, shall be completed in accordance with the approved scheme prior to the first operation of the development.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

13. Before any landscaping works on the site is begun, a maintenance schedule for the landscaping scheme/open space, including a calendar detailing the maintenance of each component of the landscaping scheme and the number of operations within each month, and details of the responsibilities of relevant parties, shall be submitted to and approved in writing by the planning authority.

Reason: To ensure the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

14. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

Reason: To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

15. Prior to its first use a pollution control and maintenance plan shall be submitted to and approved in writing by the Planning Authority. The plan shall include details relating to the overall maintenance of the development, the container structures and spill/leaching controls in relation to contaminants and materials being used on site. Where any batteries or containers are to be replaced, details of the proposed removal and recycling of materials shall be submitted to the Planning Authority. For the avoidance of doubt no waste materials shall be stored or buried on site.

Reason: To prevent localised pollution and ensure that the development continues to protect the local environment throughout its lifetime.

16. (a) The development will disconnect from the grid and cease to import or export electricity no later than the date falling thirty years from the date of final commissioning. The total period for decommissioning and restoration of the site in accordance with this condition shall not exceed thirty-two years from the date of final commissioning unless otherwise agreed in writing by the Planning Authority.

(b) No later than one year prior to decommissioning of the Development, or one year prior to the expiration of the operational period of this planning permission (whichever is the earlier) a detailed decommissioning, restoration and aftercare plan based upon the principles of the approved decommissioning, restoration and aftercare strategy and which also takes account of the current best environmental practice, shall be submitted to the Planning Authority for written approval. The detailed decommissioning, restoration and aftercare plan shall provide updated and detailed proposals for removal of above ground elements of the Development, the treatment of ground surfaces, the management, and timing of the works and environmental management provisions which shall address the same matters addressed by the CEMP insofar as relevant to decommissioning, restoration and aftercare of the Site.

(c) The development shall be decommissioned, the site restored, and aftercare thereafter undertaken in accordance with the approved detailed decommissioning, restoration and aftercare plan agreed under this condition.

Reason: To define the duration of the planning permission.

Reason: To ensure that any redundant or non-functioning equipment is removed from the site in the interests of public safety, amenity and environmental protection, and to ensure acceptable arrangements for the reinstatement of the ground are provided.

17. (a) In the event that any battery energy storage equipment installed and commissioned fails to supply electricity on a commercial basis to the electricity grid network for a continuous period of 6 months the developer shall notify this to the Planning Authority within seven days following that continuous period.

(b) Unless the battery energy storage equipment is in the process of being repaired or replaced and evidenced to be so by the Developer, or unless otherwise agreed in writing by the Planning Authority, the battery energy storage system shall be deemed to have ceased to be required and:

(i) the battery energy storage system (including its foundations and any ancillary surface equipment and access tracks solely related to the development) shall be dismantled and removed from the site; and
(ii) the land shall be restored to such condition as is agreed by the Planning Authority all in accordance with a scheme including clear timescales, to be submitted by the developer within one month of the date of notification under part (a), for the written approval of the Planning Authority.

(c) The scheme approved under part (b) shall begin to be implemented in accordance with the approved timescales within three months of notification of its approval by the Planning Authority.

Reason: To ensure that any non-operational battery energy storage system equipment is removed from site in the interests of safety, amenity and environmental protection.

18. Unless otherwise agreed in writing, construction and delivery vehicles associated with the construction and future decommissioning of the development shall access and approach the site and access roads junction with Helen Street, from the north. For the avoidance of doubt no construction or delivery vehicles shall turn right into or out of the access road junction with Helen Street, as indicated by the blue line in the approved drawing NEO01302/024I/B SITE LOCATION MAP Received 23 October 2025.

Reason(s) for Granting this Application

01. The proposal was considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's accordance with the Development Plan.

Advisory Notes to Applicant

1. Before the lighting system is installed, the applicant should submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the proposed system will satisfy the requirements of the light pollution condition.

2. Before the use commences, the applicant should, following the testing of the installed lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the system complies with its design specification.

3. Construction and/or demolition work associated with this development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.

4. In order to protect local residents' amenity, noise associated with construction and demolition works in residential areas should not occur before 0800 or after 1900 Monday to Friday, and not before 0800 or after 1300 on Saturdays. Noise from construction or demolition works should be inaudible at the site's perimeter on Sundays and public holidays. The planning authority should be notified of necessary works likely to create noise outwith these hours.

5. The applicant should consult Scottish Water concerning this proposal in respect of legislation administered by that organisation which is likely to affect this development. In particular, sustainable drainage systems (SUDS) should be designed and constructed in accordance with the vestment standards contained in the most recent version of "Sewers for Scotland" published by Scottish Water. The applicant is advised that, where drainage systems including SUDS are not vested in Scottish Water, it is the applicant's/developer's responsibility to maintain those systems in perpetuity or to make legal arrangements for such maintenance.

6. Ground Investigations
Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Mining
Remediation Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Application forms for Mining Remediation Authority permission and further guidance can be obtained from The Mining Remediation Authority's website at: www.gov.uk/geta-permit-to-deal-with-a-coal-mine-on-your-property What is a permit and how to get one? - GOV.UK (www.gov.uk)

Shallow coal seams
In areas where shallow coal seams are present caution should be taken when carrying out any on site burning or heat focused activities.

All construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks. The developer must contact our Asset Protection Engineers regarding the above matters,either by submitting an enquiry on the Network Rail website or by writing to: Network Rail Asset Protection Engineer 151 St. Vincent Street, GLASGOW, G2 5NW
E-mail: AssetProtectionScotland@networkrail.co.uk

7. In accordance with **Technical Appendix 8-Outline Fire Risk Management Plan,** the developer should prepare a Fire Risk Management Plan (FRMP). The final FRMP will consider the most up-to-date best practices for battery fire detection and prevention, along with the emergency response at the time of development.

8. In accordance with **Technical Appendix 8-Outline Fire Risk Management Plan,** the developer should prepare a site-specific Emergency Plan in consultation with the local fire service (prior to construction) and will outline procedures in the event of a fire.

9. That prior to any works commencing on site, the applicant shall undertake a roads dilapidation survey of the construction traffic route. Interim and final surveys shall be undertaken and the applicant shall be responsible for repairing damage attributable to their operations and undertake all necessary repairs within timescales stipulated by the Council as Planning and Roads Authority.

for Executive Director of Neighbourhoods, Regeneration and Sustainability DC/EDZ/28/10/2025