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HEALTH & SAFETY LABORATORY

GRIN LOW ROAD ACCESS ROAD IMPROVEMENT

Design & Access Statement

Submitted in support of planning application for the Access Road Improvement

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HEALTH & SAFETY LABORATORY

GRIN LOW ROAD ACCESS ROAD IMPROVEMENT
DESIGN & ACCESS STATEMENT

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1. Project Background

The Health and Safety Laboratory (HSL) carry out incident investigation and root cause analysis not only in support of the Health and Safety Executive (HSE) but also other public and private sector organisations.

The HSL have reviewed their traffic management and security strategy and concluded that there is a need for the main access road to be widened at certain locations and a footpath to be added along the full length.

The road widening and footpath will be located within a new 5m strip of land recently purchased by the HSL. The widening will allow safer traffic management allowing heavy goods vehicles to safely pass on either side of the road.

The present access road has not been adopted by the Local Authority and it is proposed that any upgrades to the road, would not be offered to up for adoption, although the construction will be of an adoptable standard.

2. The Site

The site is located between Grin Low Road and the Access Road to Harpur Hill Industrial Estate. The location and proposed details are shown on the submitted drawings. The proposed site area is shown on P2003503(0-)AP100 Site Location Plan Rev -.

The neighbours that are adjacent to and directly affected by the proposed work are:

- Ferny Bottom Cottages at the bottom of the road.
- Building Contractor at the top of the road.

Other neighbours that use the road are:

- Harpur Hill Industrial Estate.
- A driving school, cart track.

Availability of vacant land:

- The HSL previously commissioned the Derbyshire Wildlife Trust (DWT) to carry out an ecological assessment of the HSL estate. The site is located in an area described by the DWT as "species poor neutral grassland, with low nature conservation value, with no Priority UK BAP Habitats and no Peak District Local BAP Habitats".

- This land is considered to be rough pasture. The land was previously grazed by sheep before it was purchased by the HSL.

3. Use

The proposed road widening and footpath will improve the road safety. The proposed road widening will also be of great value to the neighbours particularly those that use heavy goods vehicles as a regular form of transport.

4. Layout

The proposed road widening and footpath is located between Grin Low Road and the main entrance to Harpur Hill Industrial Estate.

The levels have been determined by the existing road gradients and cross falls.

5. Scale

Please see the following submitted drawings for the overall layout and construction materials.

- P2003503 (95) CP101 Rev B. Proposed General Arrangement Sheet 1 of 5.
- P2003503 (95) CP102 Rev B. Proposed General Arrangement Sheet 2 of 5.
- P2003503 (95) CP103 Rev B. Proposed General Arrangement Sheet 3 of 5.
- P2003503 (95) CP104 Rev B. Proposed General Arrangement Sheet 4 of 5.
- P2003503 (95) CP105 Rev B. Proposed General Arrangement Sheet 5 of 5.
- P2003503 (95) CP106 Rev A. P P C Kerb Types and Roadmarkings Sheet 1 of 5
- P2003503 (95) CP107 Rev A. P P C Kerb Types and Roadmarkings Sheet 2 of 5
- P2003503 (95) CP108 Rev A. P P C Kerb Types and Roadmarkings Sheet 3 of 5
- P2003503 (95) CP109 Rev A. P P C Kerb Types and Roadmarkings Sheet 4 of 5
- P2003503 (95) CP110 Rev A. P P C Kerb Types and Roadmarkings Sheet 5 of 5
- P2003503 (95) CP111 Rev A. Proposed Drainage Amendments Sheet 1 of 2
- P2003503 (95) CP112 Rev A. Proposed Drainage Amendments Sheet 2 of 2
- P2003503 (95) CP113 Rev A. Swept Path Analysis FTA Design 1998 Sheet 1 of 2
- P2003503 (95) CP114 Rev A. Swept Path Analysis FTA Design 1998 Sheet 2 of 2
- P2003503 (95) CD100 Rev A. Proposed Pavement Constructions and Standard Details
- P2003503 (95) CD101 Rev -. Typical Cross Sections
- P2003503 E(6-)001 Rev - Proposed External Lighting Proposals

The proposed road width has been design using Autotrack and varies along its length depending on the gradient and line at any point. Drawings P2003503(95) CP113 and 114 illustrates that the dimensions are adequate to allow HGVs to safely pass.

Lighting is from 8 meter high road lanterns on steel columns. These give predominantly down light directly onto the road with only nominal up light. Drawing P2003503 E(6-)001 shows the lighting column locations.

6 Landscaping

All ground to be affected by the work will be landscaped to sympathetic contours and grass seeded.