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To: [Phillips, Moya](#)
Subject: 2017 08 02 HA RESPONSE Battery Storage
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Attachments: [image001.png](#)

Moya

**Proposed construction of an Battery Storage Development – vehicular access off unnamed section between A6 and Batham Gate Road Buxton TP32186
HPK/2017/0312**

The above application has been referred for highway comments. I also note the associated application submitted for the proposed underground cable to connect this facility to the existing substation Ref HPK/2017/0318.

The fronting (unnamed) road is a classified section of public highway which connects the A6 to the various Waterswallows industrial developments and quarries and as a result there are numerous HGVs using the route throughout the day. The route is also used by commercial and residential traffic associated with the busy recycling centre. It has no formal pedestrian margins and is subject to the national speed limit i.e.60mph.

Since the proposals include the creation of a new vehicular access I would have expected to see appropriate exit visibility sightlines demonstrated on the submitted drawings. Based on the speed limit the required exit visibility sightlines are 2.4m x 203m in both directions. The site is currently bounded by low dry stone walls however the proposals are to install hedges and trees to screen the proposed facility. I also note that the planting to the south eastern corner will be on top on a 1.5m bund. This may obstruct exit visibility from the proposed site entrance.

I am aware that it is just the construction phase that would be likely to generate any significant volume of traffic movements and once the facility is operational it is understood it would be unmanned with only infrequent maintenance visits.

On this basis a 2.4m parallel sightline across the frontage adjacent the proposed access on the north eastern boundary would be acceptable with additional traffic management during the construction phase. To this effect the entire development/controlled frontage to the unnamed section of road between the A6 and Batham Gate Road within 2.4m of the carriageway edge should be delivered and maintained free from all obstructions greater than 1m in height. Any hedge or tree planting should be located at least 1m behind this strip to allow for seasonal growth. Any proposed bunds should also be located behind this 2.4m strip. Whilst this could be covered by condition it is recommended that a revised plan is requested from the applicant for avoidance of doubt. Upon receipt I would comment further.

A Construction Management Plan will be required (details should include site compound, routes for construction traffic including the proposed crane, hours of operation, method of prevention of debris being carried onto highway, pedestrian and cyclist protection, proposed temporary traffic restrictions and arrangements for turning vehicles etc.) and the applicant should contact David Nicholson, Traffic Management directly for advice and procedure on 01629 538685.

The proposed 4m width for the new access is acceptable and this Authority would recommend that at least the first 10m from the public highway into the site is constructed in a solid bound material to reduce the transfer of extraneous materials from the site out onto the public highway. I note from the Design and Access Statement that the applicant is aware that the connection to the public highway would need to meet with this Authority's material and construction specifications.

On-site parking and turning should be suitable for the largest vehicle likely to require access once the facility is operational. Whilst there is room to park the drawings only show minimal turning – please ask the applicant to clarify whether this is sufficient.

I note that there is motion activated security lighting proposed in the corners of the main compound. This

should be shielded to avoid dazzle/distraction to passing motorists on all sections of the public highway surrounding the site.

It is presumed that the facility would be unlikely to generate the requirement for refuse collection once operational but the applicant should clarify this.

The Design and Access Statement also refers to the decommissioning of the facility and again appropriate Traffic Management would be sought to ensure the safe operation of the adjacent highway network during these works. It is presumed that should the facility be no longer required that the site would be returned to its former status i.e. agricultural and that the access would also be removed.

Subject to the applicant providing revised drawings suitably resolving the above matters there are no further highway objections and if your Authority is minded to approve then I would ask that conditions to cover the following are included in any consent granted in the interests of highway safety;

1) No development shall take place until a construction management plan has been submitted to and been approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan/statement shall be adhered to throughout the construction period. The plan shall provide for:

- parking of vehicles of site operatives and visitors
- routes for construction traffic, including abnormal loads/cranes etc
- hours of operation
- method of prevention of debris being carried onto highway
- pedestrian and cyclist protection
- proposed temporary traffic restrictions
- arrangements for turning vehicles

2) No decommissioning shall take place until a decommissioning management plan has been submitted to and been approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan/statement shall be adhered to throughout the decommissioning period. The plan shall provide for:

- parking of vehicles of site operatives and visitors
- routes for construction traffic, including abnormal loads/cranes etc
- hours of operation
- method of prevention of debris being carried onto highway
- pedestrian and cyclist protection
- proposed temporary traffic restrictions
- arrangements for turning vehicles

3) Before any operations are commenced (excluding above), a new access shall be created in accordance with the revised application drawings, laid out, constructed and provided with a 2.4m parallel exit visibility sightline across the entire frontage/north-eastern boundary of the development plot/controlled land to the unnamed section of public highway running from the A6 to the north west to Batham Gate Road in the south east, the area in advance of the sightlines being kept clear, in perpetuity, of any obstructions in excess of 1m, measured above the adjacent carriageway channel. To this effect there shall be no bunds or security fencing within 2.4m

of the public highway to the north eastern boundary and additionally any proposed hedging or trees shall be planted at least 1m to the rear of the 2.4m sightline to allow for seasonal growth.

4)The access shall not be gated within 6m of the highway limits and where fitted, shall open into the site only unless otherwise agreed with the Local Planning Authority.

5)Prior to the taking into use of the facility on-site parking and associated turning (suitable for the largest vehicle to require access to the facility) shall be provided as per the revised application drawings.

6)The parking and turning thus provided shall be maintained thereafter free from impediment to designated use throughout the lifetime of the development.

7)Should the facility be decommissioned all components of the vehicular access shall be permanently removed from site and the vehicular crossover formally and permanently closed up, including all verge being replaced as may be appropriate.

The following notes should be included for the applicant;

1)Pursuant to Section 184 of the Highways Act 1980 and Section 86(4) of the New Roads and Streetworks Act 1991 prior notification shall be given to the Department of Economy Transport & Communities at County Hall, Matlock regarding access works within the highway. Information, and relevant application forms, regarding the undertaking of access works within highway limits is available via email highways.hub@derbyshire.gov.uk or telephone Call Derbyshire on 01629 533190 or via the County Council's website http://www.derbyshire.gov.uk/transport_roads/roads_traffic/development_control/vehicular_access/default.asp.

2)Construction works are likely to require Traffic Management and advice regarding procedures should be sought from Dave Bailey, Traffic Management on 01629 538686.

3)Under Section 151, Highways Act 1980, the applicant must take all steps to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant's responsibility to ensure that all reasonable steps (e.g. street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness.

4)The applicant is advised to use a solid bound material for the first 10m from the public highway for highway safety reasons. The introduction of loose material onto the highway, for example through vehicles leaving the private access or through materials being washed onto the highway in wet weather can cause danger to users of the highway. This may result in the owners of the site being liable to prosecution under Section 151 of the Highways Act 1980. The use of a solid bound material would avoid these problems.

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