



Planning, Design and Access Statement

Proposed cable route at Marsh Lane and Ladypit Road, New Mills, Derbyshire

On behalf of Innova Renewables Ltd

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Version History

Version	Date	Amendments
1	14/08/2025	Issue
2	15/08/2025	Client Issue
3	18/09/2025	Final Issue

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1. Introduction

1.1. Introduction

1.1.1. This Planning, Design and Access Statement has been prepared by ADAS Planning (henceforth, 'Agent'), on behalf of Innova Renewables Limited (henceforth, 'Applicant') in support of a Planning Application for a cable route at Marsh Lane and Ladypit Road, New Mills, Derbyshire.

1.1.2. The Applicant has over 60 District Network Operator (DNO) and Grid connected sites under development in the UK, with a combined solar and storage capacity in excess of 24GW. The description of development is as follows:

"Construction of a 33kV cable route at Marsh Lane and Ladypit Road, New Mills, Derbyshire."

1.1.3. This Planning Application follows the grant of planning permission for "Construction and installation of an Energy Storage System (ESS) including the formation of site levels and associated access, landscaping and site infrastructure" at Land at Marsh Lane, New Mills, Derbyshire. (LPA ref: HPK/2023/0193).

1.1.4. There was no cable route approved as part of planning permission HPK/2023/0193, which was granted on 17th January 2025, therefore full planning permission is now being sought for the cable route.

1.2. Scope of this Planning Application

1.2.1. The suite of documents submitted with the Planning Application include:

- Forms and Notices
- This Planning and Design Statement
- Site Location Plan
- Site Layout Plan
- Cable Section drawing
- Construction Traffic Management Plan (CTMP)

1.2.2. The Applicant advises that this Planning Application should be read alongside the suite of reports approved as part of planning permission HPK/2023/0193. This gives certainty to High Peak Borough Council that the proposed development is engineering works facilitating the approved development and as such, the development will not give rise to unacceptable impacts in accordance with local and national policy.

2. Site Description and Proposed Development

2.1. Site Location

- 2.1.1. The Site is located between the approved site access for planning permission HPK/2023/0193 and the Ladypit Road Electricity Substation, and runs along a section of Marsh Lane and Ladypit Road.
- 2.1.2. The Site measures 2,862 sq/m (0.2862 ha) and the location of the Site is indicated below in Figure 1.

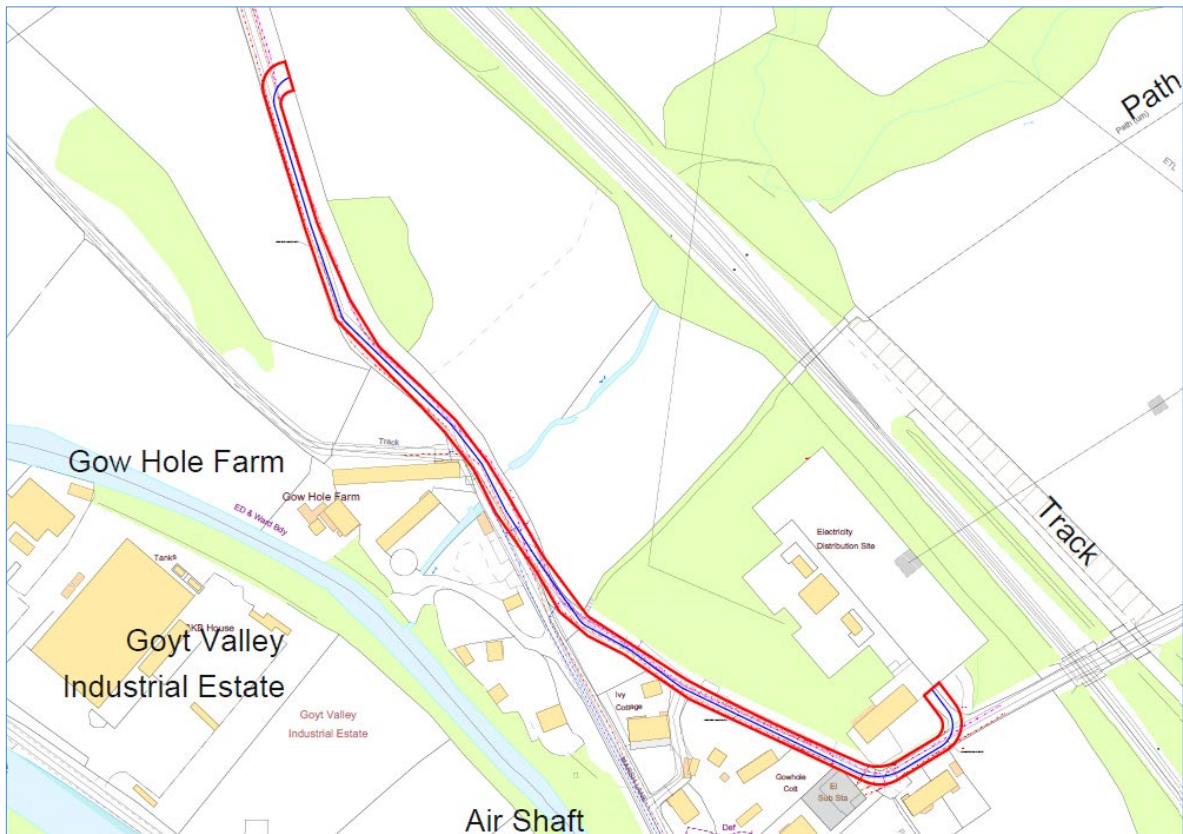


Figure 1: Site Location Plan for cable route

2.2. The Proposal

- 2.2.1. The proposed development is for a 33kV cable route which will be buried under the existing road surface on Marsh Lane and Ladypit Road. The proposal will involve a hard dig of the road surface between the site entrance of the approved ESS site, as seen in Figure 2 below, and the entrance of Ladypit Road Electricity Substation, as seen in Figure 3. The Site Layout Plan and Section drawing of the cable installation are submitted with the Planning Application. The delivery of the cable exclusively within the existing road surface will avoid any environmental impacts. A summary of the key environmental considerations are discussed in Section 5 of this Statement.

2.2.2. The BESS and substation access points are shown in Figures 2 and 3.



Figure 2: Site entrance for planning permission HPK/2023/0193 where cable route will start



Figure 3: Site entrance at Ladypit Road Electricity Substation where the cable route will end.

2.3. Construction Process

2.3.1. The construction process for the cabling installation is that the cable trench will be excavated, the duct will be laid, backfilled, and then the carriageway surface will be reinstated. This will be carried out in multiple, smaller sections, working from one end of the route to the other.

3. Planning History

3.1.1. There is no relevant planning history for the site, aside from the consented BESS facility.

3.1.2. A summary of other relevant cable route applications is provided in Table 1 below:

Table 1: Relevant planning applications within the area.

Reference	Description	Address	Outcome
25/01657/FUL South Cambridgeshire	To undertake the necessary works for the cable route to facilitate permission 24/00295/FUL	Land At Cambridge Road Croxton Cambridgeshire	Approved 30/07/2025
24/00632/FUL Hinckley and Bosworth	Installation of an underground grid connection cable within the highway verge to connect Enderby Substation	Highway Verge Hinckley Road / Desford Road Enderby LE19 4AD	Approved 07/04/2025
23/02683/MAF Bedford	Cross boundary submission of full planning application for Cable route associated with Solar Farm.	Land North Of Barford Road And Land At Barford Road To The Little Barford Power Station, Little Barford	Approved 28/02/2025

3.1.3. The above table illustrates that such applications are a normal aspect of securing the delivery of such BESS facilities. For some applications, technical work is required such as ecology or arboriculture survey information, however this is only where such features are impacted, for example due to impacts on hedgerow within the sites. In relation to this Planning Application, the cable is proposed to be delivered exclusively within the existing road surface, therefore no such impacts are expected.

4. The Development Plan Policy

4.1. Introduction

- 4.1.1. Section 38(6) of the Town and Country Planning and Compulsory Purchase Act 2004 places a statutory duty on local planning authorities to determine planning applications in accordance with the development plan unless material planning considerations indicate otherwise.

4.2. High Peak Local Plan

- 4.2.1. The Site falls within the boundary of High Peak Borough Council, therefore the relevant statutory development plan is the High Peak Local Plan (adopted April 2016). The Policies Map designates the Site as being within the Green Belt. The following policies are most relevant in relation to the proposal:

- Policy EQ 1 Climate Change
- Policy EQ 4: Green Belt Development
- Policy CF 6: Accessibility and Transport

- 4.2.2. **Policy EQ 1 Climate Change** states that the Council intends to meet part of its future energy needs through renewable or low carbon energy sources and will therefore encourage and support the provision of renewable and low carbon technologies. While this application is not specifically for the installation of a renewable energy project, it supports the connection of an already approved project to the grid that will help store and distribute energy potentially generated by renewable sources.

- 4.2.3. **Policy EQ 4: Green Belt Development** states that the Council will seek to protect the Green Belt and maintain its openness and permanence. The boundaries of the Green Belt are defined on the Policies Map. Within the Green Belt, planning permission will not be granted for development unless it is in accordance with national planning policy.

- 4.2.4. The approved BESS facility is deemed to be in accordance with Green Belt policy and the cable route would comprise engineering works so would not be classed as inappropriate development in the Green Belt.

- 4.2.5. **Policy CF 6: Accessibility and Transport** states that the Council will ensure that development can be safely accessed in a sustainable matter. The Planning Application will be supported by a Construction Traffic Management Plan confirming how any impacts on the local road network and its users will be addressed during construction.

- 4.2.6. The below policies are also deemed to be relevant to the proposal:

- Policy EQ 2 - Landscape Character
- Policy EQ 5 - Biodiversity

- Policy S 1 - Sustainable Development Principles

4.3. Summary

- 4.3.1. There is explicit support in **Policy EQ 1** for the development of renewable energy and low carbon technologies (such as BESS facilities) within the Development Plan, which this development will enable and support the operation of.
- 4.3.2. This Statement and the accompanying Construction Traffic Management Plan provides a robust plan of the relevant construction impacts of the proposal. The approved documents linked to the approved BESS element also provide certainty that there are no unacceptable impacts though the Construction Traffic Management Plan for the proposal in question addresses the additional highways and amenity impacts during the cable route construction.
- 4.3.3. A full assessment of the key environmental considerations is set out in Section 5 of this Planning Statement.

5. Other Material Considerations

5.1. Introduction

- 5.1.1. Material Considerations of the Proposal include the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

5.2. National Planning Policy Framework (NPPF)

- 5.2.1. The NPPF is an important material consideration in the taking of planning decisions. The Framework confirms the statutory presumption in favour of the development plan and sets out the Government's national planning policies for the achievement of sustainable development.

- 5.2.2. The most relevant NPPF Paragraphs are as follows:

- NPPF P8: Achieving Sustainable Development
- NPPF P11: Presumption in favour of Sustainable Development
- NPPF P116: Considering Development Proposals: Highways
- NPPF P142: Fundamental Aim of the Green Belt
- NPPF P143: Five Purposes of the Green Belt
- NPPF P154: Development that is not inappropriate in the Green Belt
- NPPF P161: Meeting the challenge of climate change, flooding and coastal change
- NPPF P168: Determining Planning Applications for Renewable Energy

- 5.2.3. **NPPF Paragraph 11** sets out the presumption in favour of sustainable development and confirms that where proposals accord with an up-to-date development plan, they should be approved without delay.

- 5.2.4. **NPPF Paragraph 116** sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network.

- 5.2.5. **NPPF Paragraph 142** sets out that the fundamental aim of the Green Belt is to prevent urban sprawl and to keep land permanently open. Openness is an essential characteristic of the Green Belt, that has spatial as well as visual aspects. It can be considered to be the absence of buildings and development.

- 5.2.6. **NPPF Paragraph 143** states that the Green Belt serves 5 Purposes;

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and

- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.2.7. **NPPF Paragraph 154** sets out a closed list of types of development that are not regarded as inappropriate development. The proposed development would comprise a minor engineering operation within the road, meeting the exceptions to 'inappropriate development' set out at paragraph 154 of the NPPF.

5.2.8. **NPPF Paragraph 161** states that the planning system should support the transition to a low carbon future in a changing climate. It states that the planning system should help to shape places in ways that contribute to a radical reduction to greenhouse gas emissions, encouraging the reuse of existing resources, and supports renewable and low carbon energy and associated infrastructure.

5.2.9. **NPPF Paragraph 168** of the NPPF states that when determining planning applications for renewable development, local planning authorities should:

'a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to significant cutting greenhouse gas emissions'.

5.3. [Planning Practice Guidance – Climate Change](#)

5.3.1. This PPG document addresses the role that the planning system can play in addressing climate change. Specifically, it refers to the importance of supporting the delivery of appropriately Sited green energy. Furthermore, it states that LPAs should ensure that protecting the local environment is properly considered when factoring in the broader issue of protecting the global environment.

5.3.2. It is noted that the PPG also reiterates that responding to climate change is central to the economic, social, and environmental aspects of sustainable development.

5.4. [Planning Practice Guidance – Renewable and Low Carbon Energy](#)

5.4.1. This PPG states that planning has an important role in the delivery of new renewable and low carbon energy infrastructure, specifically stating that increasing the amount of energy from renewable sources is a key aspect in ensuring that the UK has a secure energy supply, as well as also slowing down the negative impacts of climate change and stimulating investment in new jobs and businesses.

5.4.2. It is further stated within this PPG that whilst all communities have the responsibility of helping to increase the use and supply of green energy, this responsibility does not override other considerations, such as environmental designations that may be affected as a result of a proposed development. Whilst noting this, the Climate Change PPG raises the point that

the UK has legal commitments to cut greenhouse gases and meet increased energy demand from renewable sources.

5.5. Summary

- 5.5.1. The strong support for renewable energy generation and energy storage developments is noted in both national planning policy and planning practice guidance. In particular, national planning policy specifies that local plans should include policies that 'take a proactive approach to mitigating and adapting to climate change'.
- 5.5.2. Further to this, it is noted that national planning policy directly encourages local planning authorities to take a positive and proactive approach in regard to sustainable development, highlighting the three key aspects of economic, environmental, and social objects that form a sustainable development. As demonstrated above, the ability to support the generation and storage renewable energy is given significant support in both the NPPF as well as PPG: Renewable and Low Carbon Energy and PPG: Climate Change.
- 5.5.3. The proposed development is not a renewable energy generating development or a storage facility but will directly support the storage of electricity which could potentially be coming from renewable sources. The proposed cable route will enable the operation of the BESS and will help to deliver the much needed energy storage capacity that national policy encourages.

6. Key Environmental Considerations

6.1. Introduction

- 6.1.1. This Section provides an assessment of the Proposals in relation to the relevant policies in the development plan and other material considerations including the NPPF.

6.2. Access and Highways

- 6.2.1. The Planning Application is supported by a Construction Traffic Management Plan which sets out how construction traffic and the local highway network, will be managed during the construction phase. For the operational phase, there will be no impact.
- 6.2.2. The construction period is likely to give rise to the impacts due to the cable construction being a hard-dig installation underneath an existing road.
- 6.2.3. The main impacts of this proposal will occur during the construction phase of the project, caused by traffic management and the partial or full road closures expected on sections of Marsh Lane and Ladypit Road. Detailed description of proposed road closures and diversions can be found within the submitted CTMP.
- 6.2.4. The cable laying process will take place over a programme of 4-5 weeks duration and will require shuttle working, partial, or full road closures during this time. Due to the narrow width of Ladypit Road, it is expected for this road to be temporarily closed. Marsh Lane is wider and therefore the cable can be laid through shuttle working.
- 6.2.5. All delivery of materials for use in cable laying will be stored within the footprint of the Marsh Lane ESS site.
- 6.2.6. Up to 24m of cable ducting can be laid per day, with there being approximately 19 sections of 24m cable duct along the route. Construction will take place between peak hours of 09:00 to 15:00 on weekdays, and 08:00 to 13:00 on Saturdays.
- 6.2.7. Three PRoW's will need to be closed during the construction along Ladypit Road, however they will only be closed for one day each due to the phased road closures.
- 6.2.8. The CTMP submitted alongside this planning application details how the construction will mitigate impacts on the local road network and its users, and is therefore in accordance with Policy CF 6 of the High Peak Local Plan.

6.3. Landscape

- 6.3.1. The proposal involves burying a cable underneath the road surface therefore once constructed the proposal will not be visible within the landscape and to nearby receptors such as neighbouring residents.

- 6.3.2. The cable installation will not give rise to any further impacts in addition to the approved BESS facility. The proposal is therefore in accordance with Policy EQ 2 Landscape Character of the Local Plan.

6.4. Biodiversity Net Gain

- 6.4.1. The Site and proposed cable route is entirely within the road surface (zero biodiversity value) and will not cross any verges or green areas, therefore the proposed development would be exempt from biodiversity net gain in accordance with the Environment Act 2021 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.
- 6.4.2. The proposal is therefore in full accordance with Policy EQ 5 Biodiversity of the Local Plan.

6.5. Arboriculture

- 6.5.1. The Site and proposed cable route is entirely within the road surface, therefore no trees or hedgerows will be affected by the proposals.
- 6.5.2. As such, the proposal is in full accordance with Policy EQ 9 Trees, woodland and hedgerows of the Local Plan.

6.6. Amenity

- 6.6.1. The construction period will give rise to some limited and localised impacts. This would be specifically on the amenity of nearby residents near the Site and due to the noise emitted from machinery.
- 6.6.2. A Construction Traffic Management Plan is submitted in support of the planning application which sets out the construction details, the timing of works and the ways in which amenity impacts will be mitigated to ensure these are acceptable. Therefore the proposal is in accordance with Policy S 1 Sustainable Development Principles.

7. Summary

7.1. Summary

- 7.1.1. This Planning, Design and Access Statement has been prepared in support of a Planning Application for a cable route at Marsh Lane and Ladypit Road, New Mills, Derbyshire.
- 7.1.2. The Proposal this cable route facilitates will provide critical support for the UK National Grid, providing flexibility in responding to peaks and troughs of energy demand, whilst reducing unnecessary surplus waste. In this respect, the development will enable the BESS to play a vital role in contributing to the UK's chances of achieving carbon neutral status by 2050.
- 7.1.3. The development is located within the Green Belt (**Policy EQ 4: Green Belt Development**), and outside of an identified settlement boundary. This Statement confirms that the proposal is engineering works and is therefore not regarded as inappropriate development in the Green Belt.
- 7.1.4. **Policy CF 6: Accessibility and Transport** states that the Council will ensure that development can be safely accessed in a sustainable matter. The accompanying Construction Traffic Management Plan sets out how construction traffic and the local highway network, will be managed during the construction phase.

7.2. Conclusion

- 7.2.1. Section 38 (6) of the Town and Country Planning and Compulsory Purchase Act 2004 states that development Proposals should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 7.2.2. The Proposal is in line with the High Peak Local Plan and the relevant policies within the NPPF. The National Planning Policy Framework sets out that an application should only be refused where the harm significantly and demonstrably outweigh the benefits.

This Statement, together with the suite of documents submitted with this Planning Application demonstrates that the proposal will facilitate the delivery of significant benefits of critical, national importance and will not result in any unacceptable impacts.



Planning, Design and Access Statement

Proposed cable route at Marsh Lane and Ladypit Road, New Mills, Derbyshire

On behalf of Innova Renewables Ltd