

From: Paul Bigg (Place) <Paul.Bigg@derbyshire.gov.uk>
Sent: 01 December 2021 09:43
To: Neil Thompson
Cc: SDDC Planning Applications
Subject: DMPA/2021/1698 - Land off Mount Road Castle Gresley

Hi Neil,

I refer to the above application received by this authority for highway comments, which are as detailed below.

Application Ref: DMPA/2021/1698

Address: Land off Mount Road Castle Gresley

Proposal: An energy storage facility, together with associated equipment, infrastructure and ancillary works.

Comments:

A Transport Statement (TS) has been submitted in support of the application that assesses the highway and transport implications of the proposed development. The TS has been thoroughly reviewed and the following comments are made.

Access – The proposed vehicular access to the site for construction and maintenance vehicles will be via the existing access from Coton Park which serves the waste water treatment works.

The TS has demonstrated that satisfactory visibility splays of at least 2.4m x 43m are achievable in both directions at the site access junction which is considered to be appropriate for the 30mph speed limit on Coton Park. It should be noted that the hedge adjacent to the access should be cut back to ensure the required visibility splay is achieved and must be maintained appropriately.

Taking the above into account it is considered that the proposed access arrangements for the proposed development are acceptable.

Traffic Impact – The submitted TS states that the peak daily movements associated with the proposed development 16 per day i.e. 8 in and 8 out over the 18 week construction period. Once the facility is operational only the occasional maintenance vehicle will access the site.

It is considered that this volume of generated traffic during the relatively short construction period will have no material impact on the operation of the road network or on road safety.

Construction Traffic Management Plan – The submitted TS confirms that the applicant is willing to accept that a Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the local planning authority prior to the commencement of works on the site.

The highway authority agrees that a planning condition as detailed above is required should planning approval be granted.

Taking the above into account the highway authority has no objections to the planning application subject to the following conditions being imposed should planning approval be granted.

1. No development shall start until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details specifically relating to:
 - Hours of operation.
 - Management of arrival/departure times for HGV deliveries.
 - Parking for vehicles of site personnel, operatives and visitors.
 - Site accommodation.
 - Storage of plant and materials.
 - Wheel washing facilities.
 - Routes for construction traffic to and from the site and measures to ensure adherence to the approved routing plan for vehicles under the applicant's control.
 - Provision of roadside boundary hoarding behind any visibility zones.
 - Proposed temporary traffic management measures including signing.
 - A condition survey on the local highway network prior to commencement of construction and post-completion.

Only the approved details shall be implemented and shall be maintained throughout the construction period.

Reason: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general and dangers to highway safety, during the construction phase.

2. Prior to the start of works hereby permitted, the existing access to Coton Park shall be provided with visibility sightlines of 43m in both directions measured to a point 1m in from the nearside edge of the carriageway as measured from a point located centrally and 2.4m back into the access. The area within the sightlines shall thereafter be kept clear of any object greater than 1m in height (0.6m in the case of vegetation) above the nearside carriageway channel level.

Reason: To ensure safe and suitable access for all users, in the interests of highway safety.

3. Any access gates or other means of obstruction shall be hung to open inwards and set back, and thereafter retained, a minimum distance 15m from the near channel edge of the adjacent carriageway. Any sidewalls/fences/hedges adjacent to the access shall be splayed at an angle of 45 degrees from each of the outside gateposts to the front boundary of the site.

Reason: In the interests of highway safety enabling vehicles to safely draw off the highway before the gates/obstruction is opened.

In addition, the following Informative should be included on any consent.

- a) Under provisions within Sections 149 and 151 of the Highways Act 1980, the developer must take all necessary action 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 developer'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.

Should you have any queries please do not hesitate to let me know.

Best Regards

Paul

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