



Staffordshire County Council
Town and Country Planning Act 1990
Development Management Procedure Order 2015

To: Staffordshire Moorlands
 Staffordshire Moorlands District Council
 Moorlands House
 Stockwell Street
 Leek
 ST13 6HQ

Application Type: FULL

Applicant:

c/o Mr Richard Moore Enso Green Holdings X Ltd c/o Enso
 Energy Unit 1 & 2 Cirencester Office Park, Tetbury Road,
 Cirencester, GL7 6JJ

Officer: David Plant

Our Reference: SMD20240423

District Reference: SMD/2024/0423

Date Received: 09-Oct-2024

Date Responded: 24-Oct-2024

Particulars of Development:

Battery Energy Storage System and substation with associated infrastructure and works

Location of Development:

GREENFIELDS, Greenfields, Thorney Edge Road, BAGNALL, ST9 9LA

Recommendation Summary: Conditional

Site Visit Conducted on: 16-Oct-2024

1. No development shall take place, until a revised Construction Traffic Management Plan has been submitted to, and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for, in addition to that already included in the submitted CTMP:

i) mechanical road sweeper for existing carriageway when necessary;

2. The development hereby permitted shall not be brought into use until the access drive to the 'Goods Entrance' rear of the public highway has been surfaced and thereafter maintained in a bound material for a minimum distance of 10m back from the carriageway edge in accordance with details to be first submitted to and approved in writing by the Local planning authority. The access shall thereafter be surfaced in accordance with the approved details.

REASONS

To comply with NPPF Paragraph 115; to comply with SMDC Local Plan Policy DC1; in the interests of highway safety; to carry out the works with a minimum of disruption to local residents.

NOTES TO PLANNING OFFICER

Application is for a BESS

Construction Traffic Management Plan has been submitted which addresses transport aspects of the construction period. However, there is no provision for mechanical road sweeper should one become necessary. This should be included in the CTMP hence wording of condition above.

Access will be taken through an existing access. CTMP proposes that a banksman will be in attendance at this junction. Use of this access will be intensified during construction period. Access appears to be partially bound surfaced, but also partially loose surfaced and breaking up. This will only be worsened by the intensification. Condition above recommends surfacing of the whole access to avoid damage o the carriageway and reduce likelihood of loose material being brought onto the highway..

Delivery route is expected to be A520, A52, Armshead Road, Thorneyedge Road. Armshead Road as far as the junction with Luzlow Lane/Thorneyedge Road is of reasonable quality, with two vehicles able to pass each other. Between Luzlow Lane and the site access, Thorneyedge Road is relatively narrower but forward visibility is good.

Traffic analysis within the CTMP anticipates 780 HCV movements over 52 weeks, 5 day working week averaging to 3 hcv movements per day (6 two way movements). It is difficult to consider that this would have a severe effect on the highway.

There is reference within CTMP to abnormal loads. These will require notice to be given and traffic management proposals to be agreed.

Proposal appears to affect public rights of way. SCC rights of Way should be consulted.

There are a number of applications of this type in this area. Is any form of coordination between the various sites possible?

Current records show that there were no Personal Injury Collisions on Thorneyedge Road within 215m either side of the access in the previous five years.

Assistant Director, Highways and the Built County
On behalf of the County Council as
Highway Authority