



**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:**

Root Power (South) Limited c/o agent, 3 Lockside Office  
 Park, Lockside Road, Preston, United Kingdom, PR2 2YS

**Officer:** David Plant

**Our Reference:** SMD20240568V2

**District Reference:** SMD/2024/0568

**Date Received:** 10-Mar-2025

**Date Responded:** 14-Mar-2025

**Particulars of Development:**

Battery Energy Storage System (BESS) and associated infrastructure

**Location of Development:**

New House Farm Luzlow Lane, Bagnall

**Recommendation Summary:** Refusal

**Site Visit Conducted on:** 12-Mar-2025

1. Insufficient information

**IMPORTANT INFORMATIVE TO BE INCLUDED ON DECISION NOTICE**

This recommendation of approval will not prejudice consideration of a further application at a later date when:

- details of improvements to the access to accommodate construction vehicles;
- details of dimensions and surfacing of access track;

are included in the application.

**NOTES TO PLANNING OFFICER**

Application is for a BESS

Transport Statement para 2.2.3 states that access will through an existing field gate which is expected to be widened. Para 5.2.3 refers to swept paths which it is claimed demonstrate that a standard articulated HGV can adequately access/egress the site via the existing .....subject to some minor widening/surfacing upgrades.

However, swept path drawing LTP/5884/T1/01/01 B demonstrates that a 16.5m HGV cannot access the site through the existing field gate without significant widening.

The construction period is expected to last 12 to 14 months and will require 302 two way HGV movements peaking at 16 two way per day. The existing field access is grassed from the edge of carriageway. This will require more than minor surfacing upgrades. Construction detail able to withstand HGV use will be required.

Access gate is currently setback approx 2.5m from edge of carriageway. Is this to be altered for construction? CTMP states that both a Banksman and Traffic Management will be used?

How is the access track to be surfaced? Permanent construction? bound? Temporary removable trackway?

How wide will the access be at the highway boundary? How wide will the access track be? How far between highway boundary and the first 90 degree bend? How far will the gate be setback? What is the construction detail of the access? Will this be permanent or removed/downgraded once construction is complete?

CTMP includes a section on Highway Cleaning (5.7). However this is non specific. Wheel wash will be required. Road sweeper will be required as necessary.

Visibility splays are proposed which do appear to be able to be provided with trimming back of roadside vegetation. Visibility to the south as far as the junction is appropriate.

Construction traffic routing A52/Rownall Road/Armshead Road/Luzlow Lane is appropriate. Detailed CTMP will be required

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