



Design and Access Statement

Land at Dig Gate Lane, Rochdale, OL16 4NR

For:

Rochdale Power Ltd.

SHF.3050.001



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Planning Application for a Gas-Powered Reserve Energy Facility on Land at Dig Gate Lane, Rochdale, OL16 4NR.

Project:	SHF.3050.001
For:	Rochdale Power Ltd.
Status:	Final
Date:	October 2022
Author:	Robert Gandy Principal Planning Consultant
Reviewer:	Doug Moulton Director of Planning

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SUBMISSION DRAWINGS

Drawing	Reference
Location Plans	C5059-GA-007-TC and C5059-GA-008-TC
General Arrangement Plan View	C5059-GA-001-TF
Isometric View	C5059-GA-006-TD
Elevations	Reference
Elevation looking west	C5059-GA-005-TB
Elevation looking south	C5059-GA-004-TB
Elevation looking east	C5059-GA-003-TB
Elevation looking north	C5059-GA-002-TB
Sectional Drawings	C5059-GA-501-PA

1 INTRODUCTION

1.1 Background

- 1.1.1 This Design and Access Statement (DAS) prepared by Enzygo Ltd. supports a planning application made by Rochdale Power Ltd. to undertake development works required for the construction of a 4.4MW gas-powered reserve energy facility located off Dig Gate Lane, Rochdale, OL16 4NR.
- 1.1.2 The UK government have legislated the objective of achieving Net-Zero carbon emissions to tackle the climate emergency felt nationally by councils. The Net-Zero strategy, from an energy generation perspective, covers a mix of technology including Wind, Solar, Battery STOR, and Natural Gas fuelled distributed generation, supporting local and national electricity demand.
- 1.1.3 Electricity demand naturally varies throughout the day. This creates an imbalance between readily available capacity (supply) and consumption (demand). Peaking plants such as that proposed are designed to supply electricity during peak demand times during the day. Renewable solar and wind generation projects do not provide a steady supply consistently; consequently, peaking capacity is required to balance the supply during periods of excess demand, thus creating a more stable and reliable localised supply. The UK Government continue to decommission coal and antiquated power generation technologies, increasing the requirement for new standby capacity.
- 1.1.4 Gas powered peaking plants directly assist in meeting the targets of becoming Net-Zero by 2050 and 'future-proofing' the UK's energy security. The fully renewable technology and infrastructure that currently exists within the energy mix are not, on their own, in a form the UK can rely on to meet current and future demand requirements. This is primarily due to solar, wind and tidal providing an inconsistent supply. The variations in the amount of energy generated by these 100% renewable technologies are defined by factors outside of our control (light, wind strength, tidal flows etc.) To balance the inconsistencies and maintain a readily available and reliable supply, other standby generation such as batteries and small-scale gas peaking plants are required.
- 1.1.5 The proposed development of a standby peak generation facility comprises one containerised generator connected to mains gas and the local electricity network. The generator shall be located within a secure compound, along with associated infrastructure including electrical switchgear, a welfare room, and a gas conditioning unit.

1.2 Structure of this report

- 1.2.1 This DAS explains how the proposal fits within the site and its setting and demonstrates that it can be adequately accessed. This DAS will take the following structure;
- Chapter 1 – introduces the proposed development and site;
 - Chapter 2 – considers the proposed site size, layout, appearance, and materials;
 - Chapter 3 – considers access to the site; and
 - Chapter 4 – provides a conclusion.

- 1.2.2 The site's location is shown in the Site Plan accompanying this planning application (drawing reference C5059-GA-007).
- 1.2.3 The Planning Statement (SHF.3050.001.PL.R001.C) accompanying this application sets out further details of the application site; the proposed development; consideration of national and local planning policy; and environmental considerations. This information will not be repeated within this DAS.

1.3 The Site

- 1.3.1 The c.0.13ha/c.0.33 acres agricultural site is located within a currently undeveloped greenfield plot of land, which is allocated for employment uses, approximately 0.6km east of the settlement of Burnage. The centre of Rochdale being approximately 2.3km north-west of the site.
- 1.3.2 The site is surrounded by large warehouses and distribution centres, being located on the southern edge of the large Kingsway Business Park, with agricultural fields to the south beyond the M62 to the southern site boundary. Circa 100m to the north-east lies the Grade II listed Broadshaw Farm building.
- 1.3.3 The site is located within Rochdale Borough Council administrative boundary and is allocated under Saved Policy EC/7 (Kingsway Business Park) of the Rochdale Unitary Development Plan (UDP) for employment uses.
- 1.3.4 The site is located within Flood Zone 1 and at low risk of flooding. The site is not the subject of any environmental or historical designations.



Figure 1: Site context denoted by red star (Google Earth, 2022)

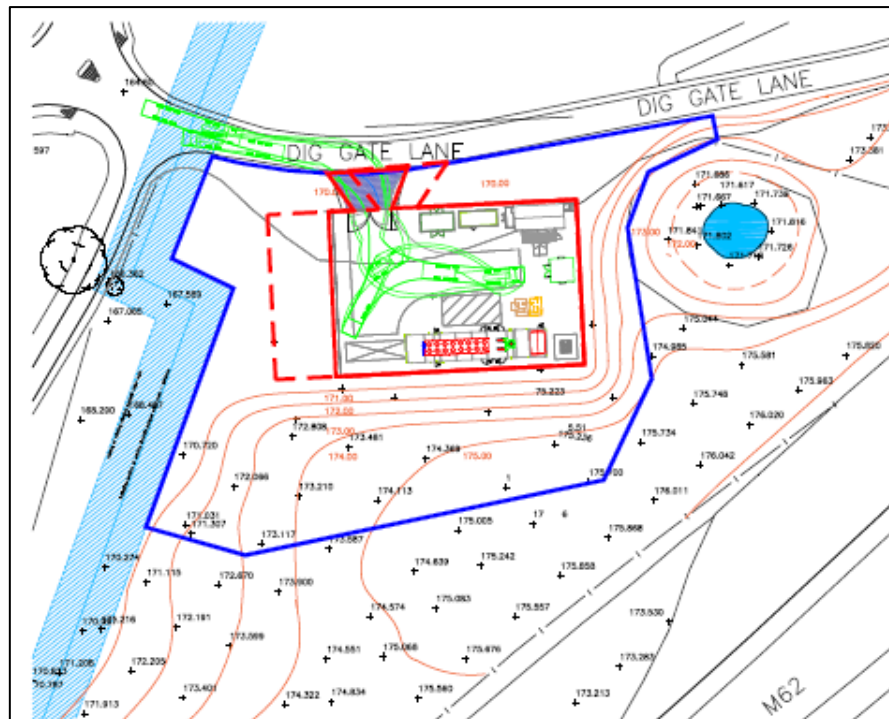


Figure 2: Proposed site area (red line) with proposed access road

1.4 Site Suitability

- 1.4.1 The accompanying Planning Statement demonstrates that the proposed development is consistent with national and local planning policy, and the site has previously obtained planning consent for a similar scheme.
- 1.4.2 In terms of environmental impacts, the Planning Statement considers in detail the potential impacts of the proposed development and concludes that there would be no adverse environmental impacts which could not be suitably mitigated.
- 1.4.3 The design and layout of the proposed gas-powered reserve energy facility has been developed following a wide range of technical and environmental information collected from the suite of assessments and reports that supplement the application. These assessments and studies conclude that with proposed mitigation there will be no significant impacts and confirm the suitability of the site for the proposed use.

2 SITE DESIGN

2.1 Introduction

- 2.1.1 This section explains how the proposed development assimilates within its setting and demonstrates that the site can be adequately accessed by prospective users.

2.2 Proposed Development

- 2.2.1 The proposed 4.4MW gas-powered reserve energy facility would comprise of the following equipment:
- Containerised J624 engine;
 - Transformer;
 - Heat dump radiator;
 - Air outlet attenuator;
 - Exhaust silencer;
 - Switchgear container;
 - DNO building;
 - Welfare cabin;
 - Gas kiosk;
 - Clean and waste oil tanks;
 - 2.4m high palisade fencing with gated access; and
 - Downward facing lighting and CCTV.
- 2.2.2 Export from the site will be through the on-site substation. Underground connections to the gas and electricity grids point of connection will be achieved under Permitted Development by the DNO as statutory undertakers.
- 2.2.3 The site is accessed off Dig Gate Lane, with a new construction access point incorporated into the sit.
- 2.2.4 As the site lies at a higher elevation than Dig Gate Lane, earth works are proposed to ensure that the site's land levels are consistent with the highway, with soils retained as bunds to add further screening to the facility.
- 2.2.5 A comprehensive landscaping plan is submitted with the application, detailing how the site will be fully screened with no detrimental impacts upon the wider area.
- 2.2.6 Access to the site for construction vehicles will be taken via the existing access onto Dig Gate Lane, via John Milne Avenue. Safety measures will be applied to manage the possibility of any disturbance caused by construction traffic, as set out on the Construction traffic management Plan, including:

- Use of Banksmen;
- Management of deliveries through a booking system;
- Restricting working hours to 07:30-18:00, Monday-Friday, and 07:30-12:00 on a Saturday and Bank Holidays, and no construction work taking place on Sundays;
- Consultation and ongoing communication with neighbouring businesses and properties; and
- Wheel wash facilities to prevent mud and debris entering the public highway.

- 2.2.7 Ongoing access to the site for maintenance vehicles will take place via a new access to Dig Gate Lane, measuring approximately 6 metres in width, with a bellmouth junction at the highway.
- 2.2.8 Once construction has been completed there will be limited traffic impacts, with only scheduled maintenance visits to the site. No permanent staff will be based on site, and the facility is managed and monitored remotely. Therefore, the proposed development will not impact on the highway network, and there will be no significant increases in carbon emissions from traffic.
- 2.2.9 The overall construction programme is anticipated to be approximately 6-7 months. The construction times will be subject to agreement the Local Planning Authority (LPA) and will be conditioned. It is put forward that construction can be restricted to 07:30 to 18:00 Monday to Friday and 07:30 to 12:00 Saturday. Sunday working hours will be agreed with the LPA if required.
- 2.2.10 The scheme is temporary in nature, and the site shall revert to the existing use following the end of the 30-year planning permission.

2.3 Site Layout

- 2.3.1 The proposed site layout has been designed to ensure a functional and efficient use of the site and reflects the nature of the proposed development. The site layout is shown in drawing C5059-GA-001-TD.
- 2.3.2 The site layout plan provides details regarding the scale and siting of the infrastructure and the associated equipment (Figure 3).

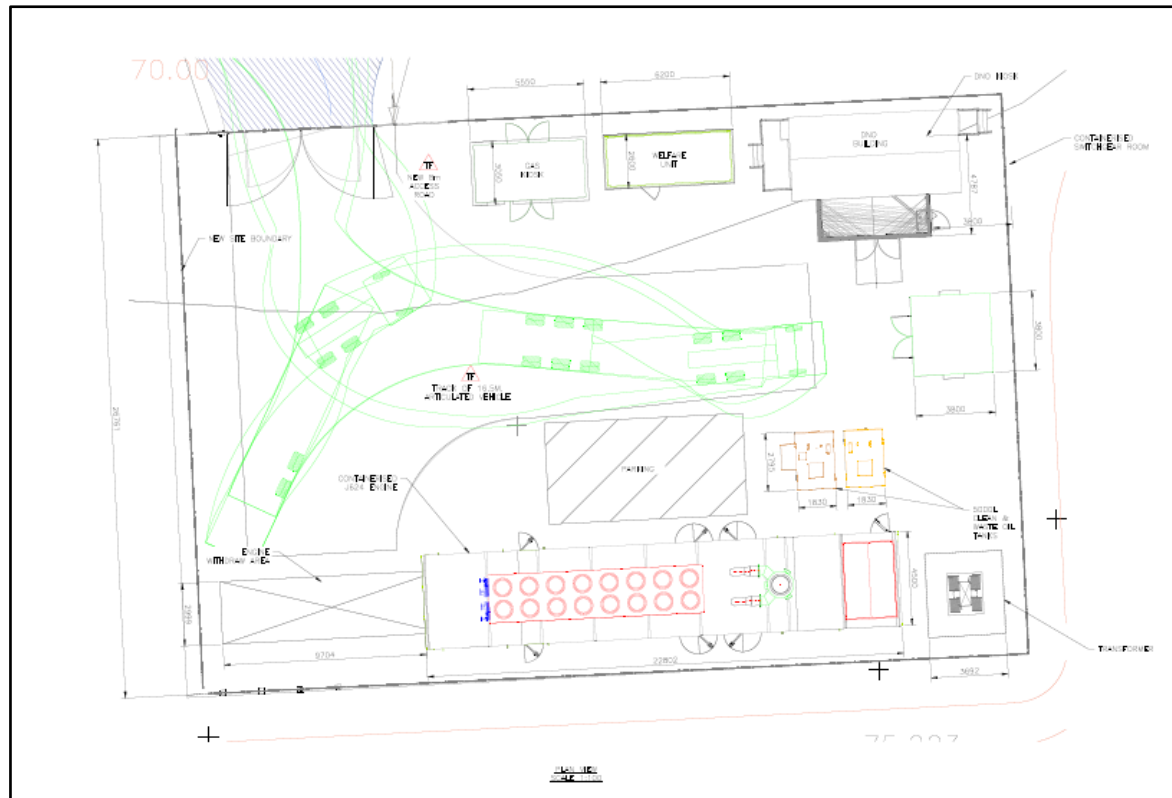


Figure 3: Site Layout Plan

2.3.3 The facility will be enclosed by a 2.4m high paladin security fence and gates, see Figure 4, to provide security to the site.

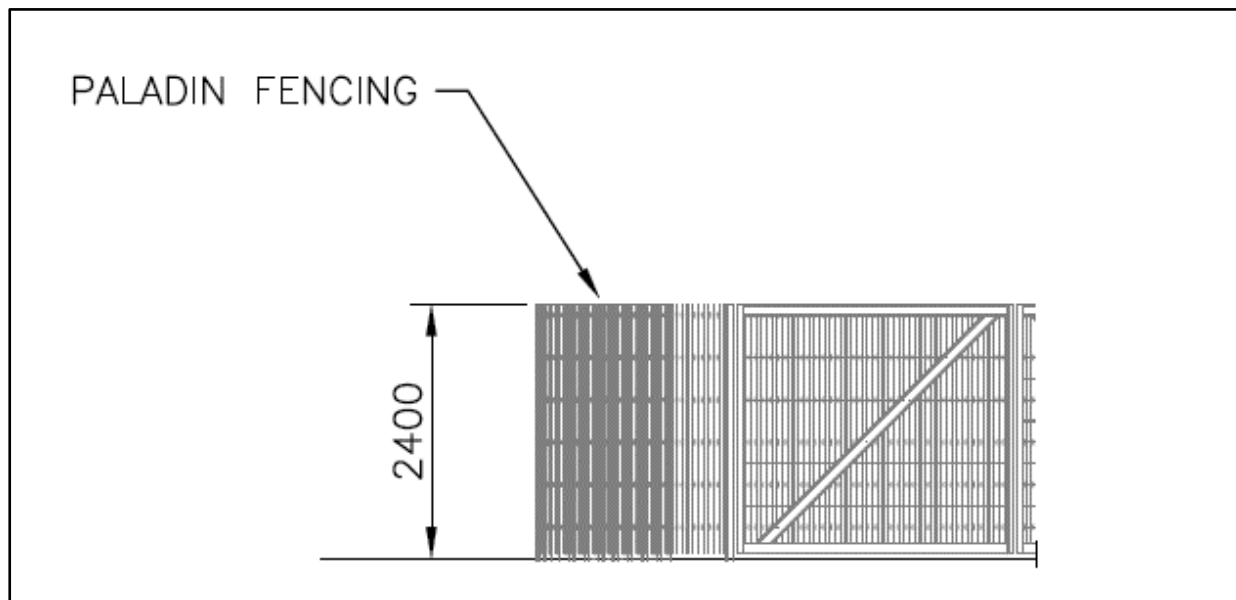


Figure 4: Paladin boundary fencing

2.4 The Appearance and Materials

- 2.4.1 The details and appearance of the facility are shown within the elevation drawing C5059-GA-001-TD accompanying this application. The proposed infrastructure is functional by nature, as it is for the generation of energy, and accordingly is simple in design. This functionality enables the facility to assimilate with the character of the adjacent business park. The containers are proposed to be moss green in colour, RAL colour 6005, to visually assimilate into the landscape.
- 2.4.2 The compound shall be c.0.13ha/c.0.33 acres, with the Jenbacher JMS 624 GS-N.L cogeneration unit comprising the largest of the facility's infrastructure, being c.12.8 metres in length, 2.5 metres in width, and 2.9 metres in height.
- 2.4.3 The boundary treatment will consist of 2.4m high security fencing around the site as seen in Figure 4. The colour finish can be discussed with the Local Planning Authority through the application process; however, at this juncture they are proposed to be moss green – RAL colour 6005.
- 2.4.4 The boundary treatment for the proposed facility is as follows:
- Northern boundary 2.4m high paladin security fencing with entrance gate
 - Eastern boundary 2.4m high paladin security fencing
 - Southern boundary 2.4m high paladin security fencing
 - Western boundary 2.4 m high paladin security fencing
- 2.4.5 Design considerations of the development which have been incorporated to minimise landscape and visual effects include:
- Retention of existing trees/hedgerows;
 - Evergreen native hedge planting along the application boundary to the south, west and north of the site and adjacent to the perimeter fence line on the north-eastern edge;
- 2.4.6 The landscape contains existing large warehouses, distribution centres, and the M6 motorway, which are considered detractors within the local landscape.
- 2.4.7 The access road shall comprise screened crushed concrete.
- 2.4.8 The level of development proposed is less than that previously consented, with similar levels of landscaping proposed as that previously considered acceptable.

2.5 Visual Considerations

- 2.5.1 The application site is located within allocated employment land at the south of Kingsway Business Park. Construction access to the site is achieved via Dig Gate Lane – see Figure 5, and to the site via a new bellmouth entrance and a 6m wide access road.

- 2.5.2 Within the setting are large-scale commercial and business buildings, an energy infrastructure facility is well suited, being contained and well screened by the topography, existing industrial built form, vegetation, and from the M6 motorway embankment to the south of the site.



Figure 5: Northern boundary from Dig Gate Lane

- 2.5.3 Mature vegetation and existing landscaping screens the site well from Dig Gate Lane to the north of the site, Figure 6, and from the nearest residential receptors, Dig Gate Farm and Dig Gate Barn, which are circa 0.3km from the site's south-eastern boundary (Figure 7), and located at the other side of the M62.



Figure 6: Eastern boundary

- 2.5.4 Circa. 100m to the north-east lies the Grade II listed Broadshaw Farm, which has been repurposed as an office building, and sits lower in the landscape than the proposed energy facility. Additional soft landscaping is proposed as part of the scheme, which shall screen the facility to the offices and the public right of way north of the site, Mil Fp 322.
- 2.5.5 Notwithstanding the proposed planting to screen the facility, it is considered that in allocating a large portion of the land to the north of the M62, including the application site, as the Kingsway Business Park, Rochdale Council have established that commercial and industrial

development shall be welcomed in the vicinity, and therefore occur within the setting of Broadshaw Farm.

- 2.5.6 This is further evidenced by previous gas-powered reserve energy facilities being granted planning permission on the application site.



Figure 7: Southern boundary (with traffic from M62)

- 2.5.7 The south-western site boundary comprises a line of fencing that separates the field parcels.



Figure 8: Western site boundary

- 2.5.8 The proposed maintenance access from Dig Gate Lane to the north east of the site, Figure 10, being a bell mouth opening, provides good visibility to vehicles that access and egress the site from this point. Mature vegetation and the topographical change in land levels screen the site from the highway.

- 2.5.9 This access shall be used for the scheduled maintenance of the site once operational.



Figure 9: Proposed site of new access from Dig Gate Lane

- 2.5.10 The proposed development would not detract from the existing character of the area, being well screened by existing and proposed vegetation and built form, and there being existing commercial businesses and uses adjacent to the site operating within the semi-rural setting, which reflect the site being allocated for employment uses.

2.6 Proposed Elevations

- 2.6.1 The proposed facility's elevations are demonstrated below in figures 11 – 14. The highest point of infrastructure is the 10-metre exhaust silencer, however, due to the topography, this height shall be visually minimised.
- 2.6.2 The stack height, 10 metres, is the same as that previously granted planning permission under planning references 17/01260/FUL and 18/01338/FUL.

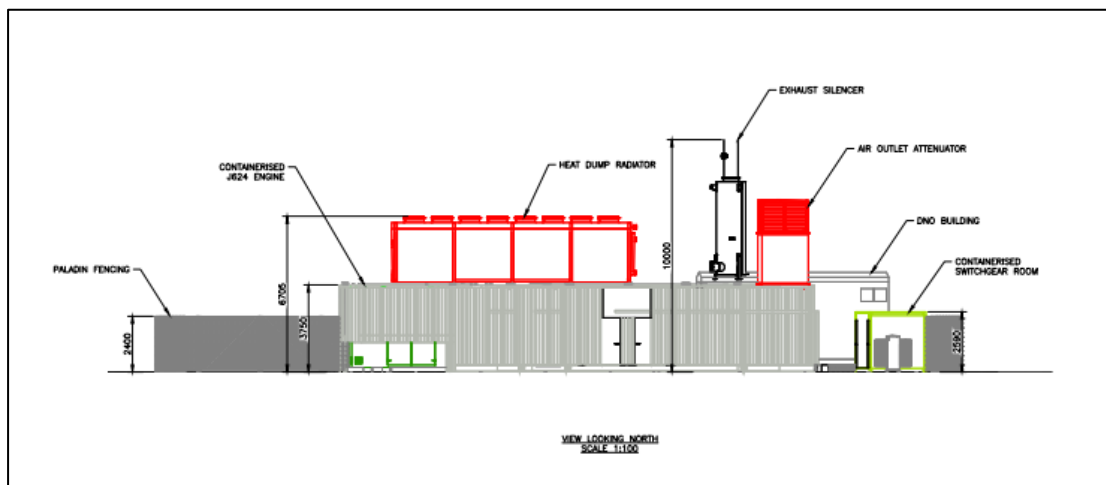


Figure 10: Proposed elevation looking north

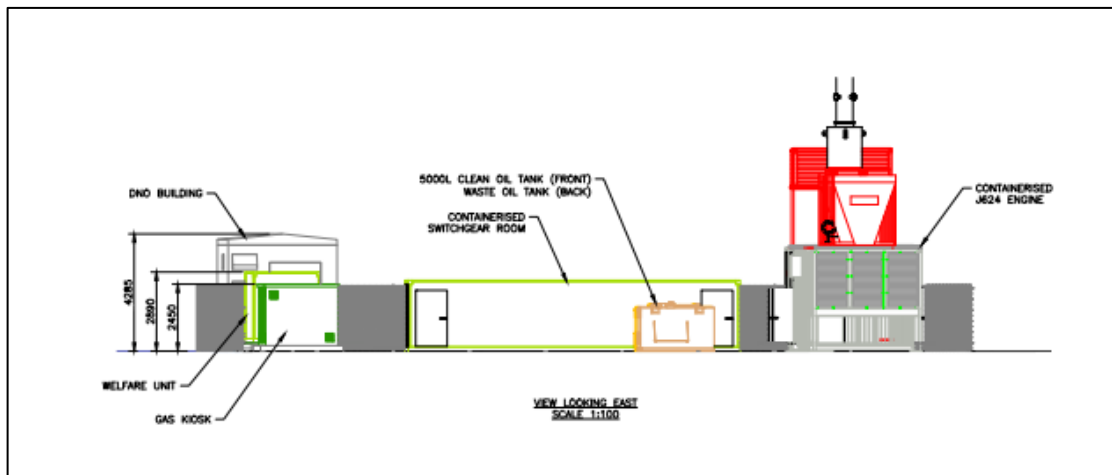


Figure 11: Proposed elevation looking east

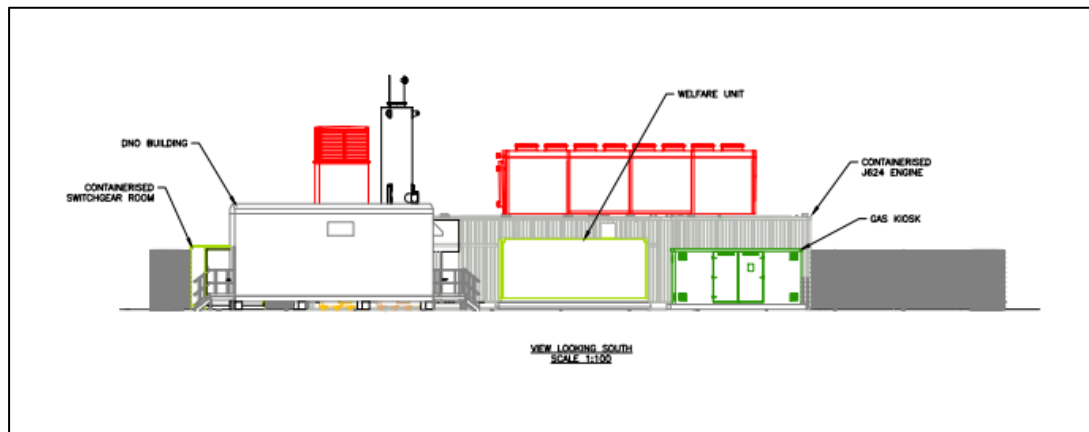


Figure 12: Proposed elevation looking south

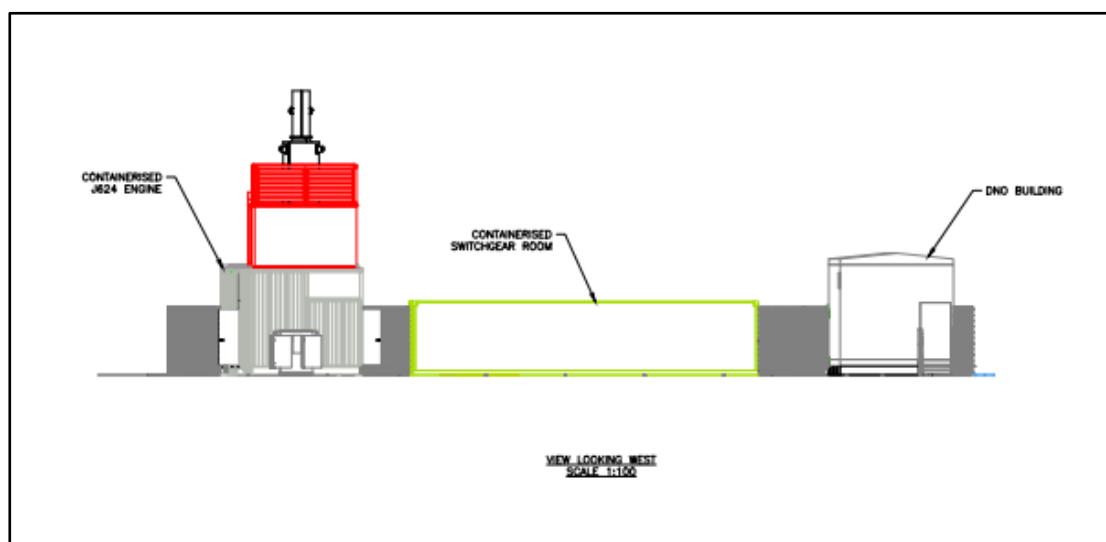


Figure 13: Proposed elevation looking west

3 SITE ACCESS

3.1 Proposed Site Access

- 3.1.1 The access point for the proposed development, as demonstrated by Figure 11 below, shall be a newly created bell mouth junction, connecting the facility to Dig Gate Lane to the north of the site, constructed through the reduction in land levels. This was the same arrangement as proposed in the previously consented gas-powered reserve energy facilities at the site under planning references 17/01260/FUL and 18/01338/FUL. The access shall be utilised for the construction phase of the development and for maintenance once operational (see Figure 11).
- 3.1.2 Dig Gate Lane and John Milne Avenue are well-established highways and are utilised to serve large commercial businesses in the vicinity of the site, which include ASDA and Amazon distribution centres. This demonstrates the site access infrastructure are operating safely for Heavy Goods Vehicles without detrimental impact upon the local highway network.
- 3.1.3 Indeed, the Kingsway Business Park's strategic location, being sited between Manchester and Leeds at junction 21 of the M6, and within a short journey time to the M1, M6, M60, and M61, ensures the access to the strategic highway network for the construction vehicles shall be easily achieved.
- 3.1.4 Post construction, the level of vehicle movements will be minimal, as demonstrated in the accompanying Construction Traffic Management Plan.
- 3.1.5 The additional traffic created by the facility, to and from the site, is not expected to be discernible in the local road network due to the strategic highway location.



Figure 14: Proposed site access from Dig Gate Lane denoted in blue hatching

- 3.1.6 A review of the crashmap.co.uk data for the last 10-year period (since 2012) for the highways surrounding the site show that there were no reported incidents in that period. Accordingly, the proposed access to the site via and Dig Gate Lane John Milne Avenue, which is heavily utilised by the distribution and Business Park's HGVs, is entirely safe and suitable.
- 3.1.7 The new highway arrangement shall provide sufficient access and egress for HGVs and emergency vehicles.

3.2 Public Rights of Way

- 3.2.1 There are no public rights of way across the site, however there is a footpath abutting the northwest boundary outside of the application site (Mil Fp322) – see Figure 12. The site infrastructure is inset from the public footpath providing a separation distance, with additional soft landscaping within the applicant's land ownership intended to screen the site from users.

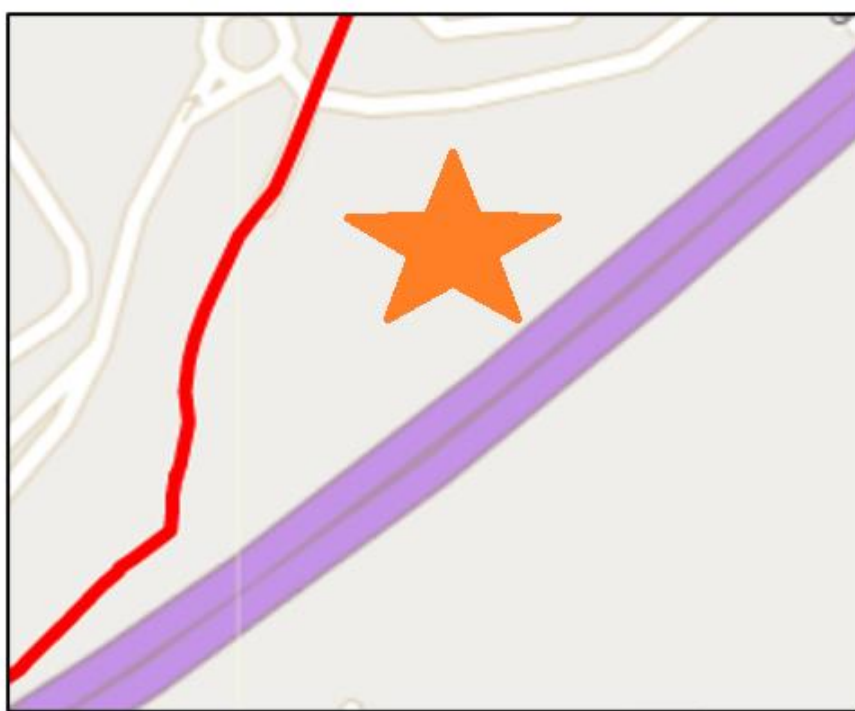


Figure 15 – PROW to north-western boundary – site denoted by orange star

3.3 Car Parking

- 3.3.1 No staff will be permanently based at the site and therefore there is no requirement for formal car parking spaces. Site personnel will visit the site on a scheduled basis for routine maintenance work. Sufficient space has been incorporated into the site to accommodate operational parking as required.

3.4 Landscaping

- 3.4.1 The site benefits from a good level of screening from existing trees, the adjacent M62 motorway and associated embankment, and the large-scale commercial built form surrounding the application site. The robust landscape planting proposed will further screen the site and assimilate it into the wider landscape, whilst delivering a net gain in biodiversity.

- 3.4.2 A Landscape Planting Strategy Plan has been prepared as part of this planning application submission.

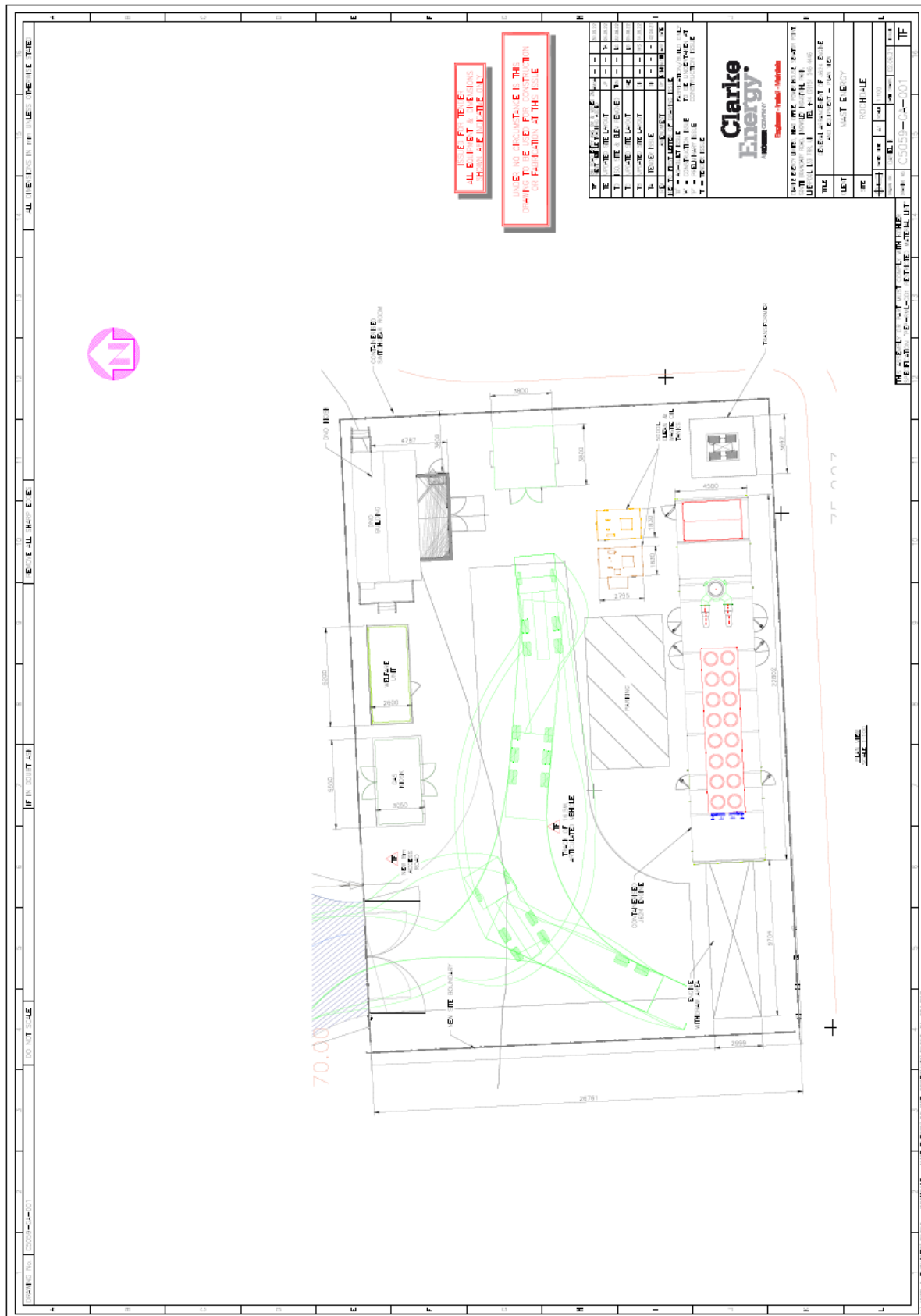
3.5 Lighting

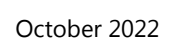
- 3.5.1 The development does not require permanent external lighting as no operational staff will be present. Any lighting and CCTV incorporated into the development will be for emergency purposes only, located on the side of the equipment itself. It will be provided according to good practice design to minimise any potential for light pollution impacts and will be oriented downwards and within the site to minimise light spillage.

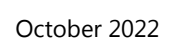
4 CONCLUSION AND SUMMARY

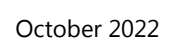
- 4.1.1 This Design and Access Statement supports the application by Rochdale Power Ltd for the works required to develop and operate a 4.4MW gas-powered reserve energy facility at land at Dig Gate Lane, Rochdale, OL16 4NR. The site is a vacant parcel of allocated employment land, adjacent to the M62 motorway and to a large, well established business park characterised by large distribution units.
- 4.1.2 This DAS demonstrates that the proposed development is well designed for the proposed functional use, and the modest facility is in keeping with the nature and context of the site's surroundings. Suitable parking is provided within the site for maintenance staff once the facility is in operation.
- 4.1.3 The site has previously received planning permission for an identical energy facility.
- 4.1.4 The development site is well screened by the existing vegetation, topography, and the Kingsway Business Park site, which contains buildings of considerable scale and massing. The proposed landscape mitigation strategy will further screen the site and assimilate it into the landscape.
- 4.1.5 The site has appropriate highways access and is locationally suitable as it will utilise existing gas and electricity grid connections through the infrastructure associated with the large Kingsway Business Park.
- 4.1.6 This statement demonstrates the site can be safely accessed and will not impact upon the local highway network.

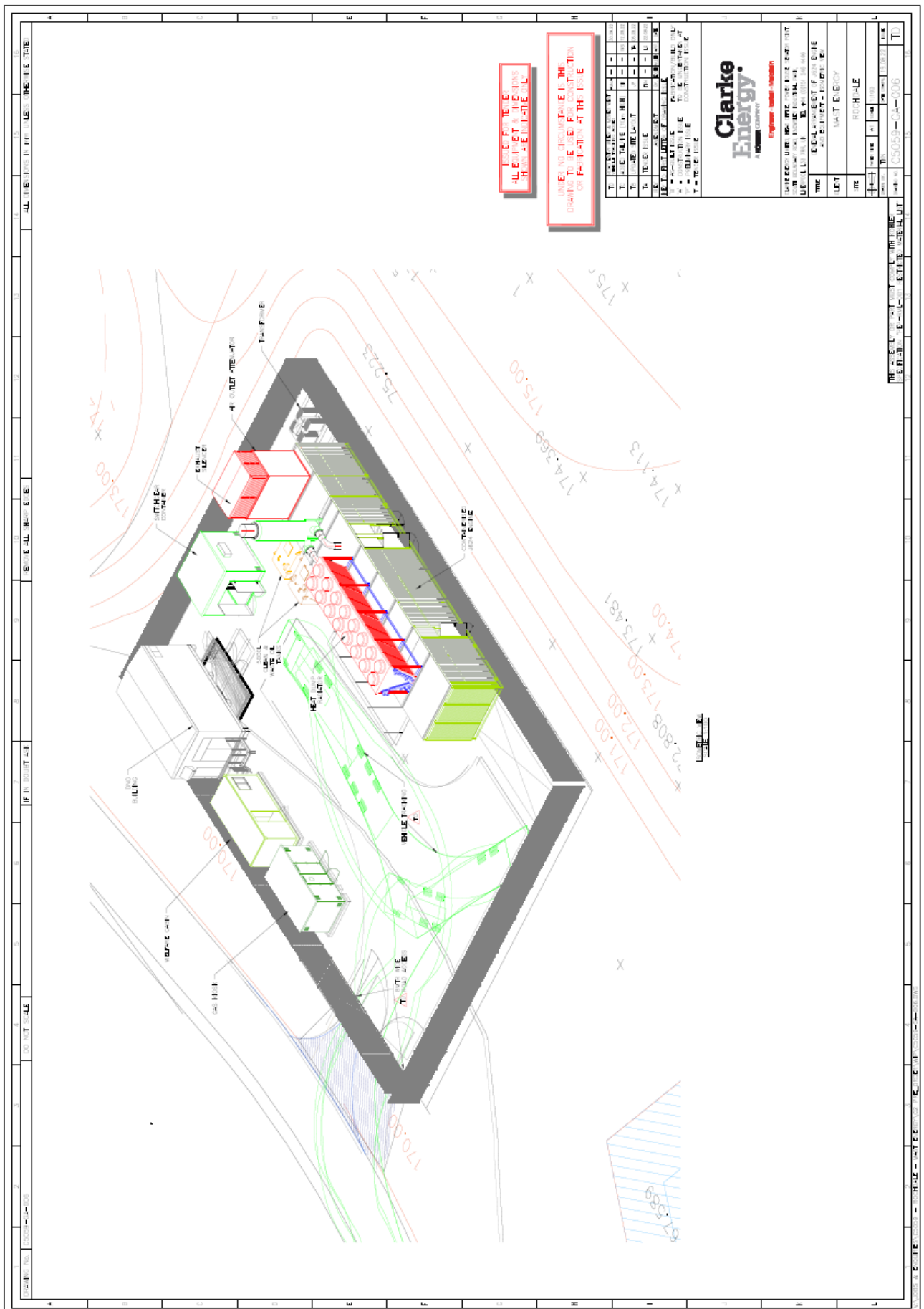
5 Drawing Package

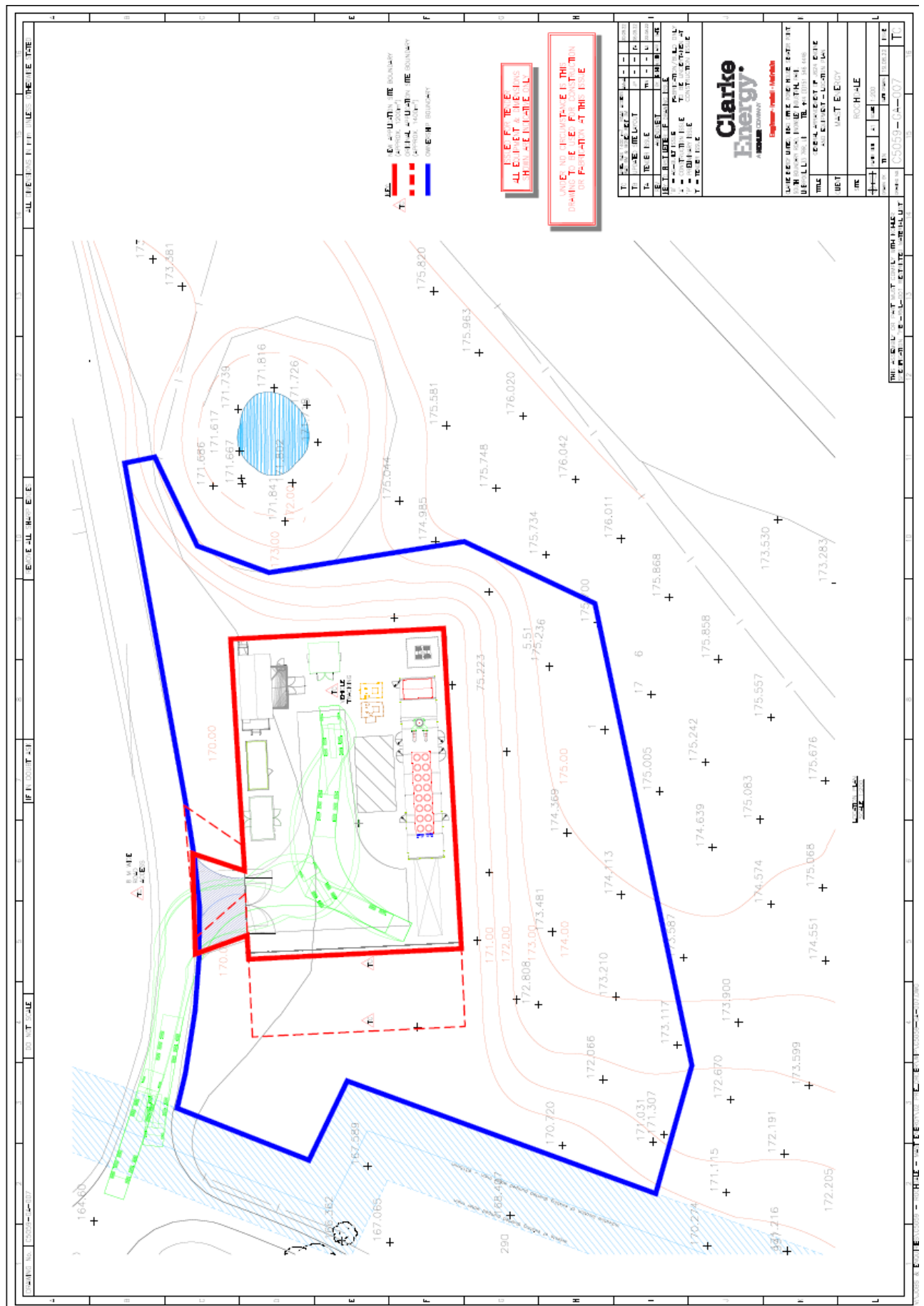














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