

June 2024

DESIGN AND ACCESS STATEMENT

INSTALLATION OF BIO-FUEL GENERATOR AND ASSOCIATED ELECTRICAL
INFRASTRUCTURE, MARTIN BROWER LTD, OFF PILSWORTH ROAD, HEYWOOD



EJD Planning

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Planning Drawings

Drawing	
Proposed Site Plan (includes elevations)	999 000000

1 SITE CONTEXT



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1.1 Introduction

- 1.1.1 EJD Planning has been instructed by Meller Ltd to prepare a Design and Access Statement in support of an application for the installation of a bio-fuel generator and associated electrical infrastructure on land off Pilsworth Road, Heywood. This Design and Access Statement explains how the proposed development is a suitable response to the site and its setting.

1.2 Description of Development

- 1.2.1 EJD Planning have been instructed to submit a planning for the installation of a bio-fuel generator, an electrical storage cabin/container, a bio-fuel storage structure, battery storage and 50no. 32amp TPN sockets adjacent to the existing HGV parking spaces on site. This application has been prepared following discussions between Rochdale Borough Council and Marton Brower Distribution UK Ltd.
- 1.2.2 Diesel engines currently power the refrigeration units within the trailers on site and these run as and when required during day time and night time hours. This is inconsistent with Condition 3 of planning consent Ref: 95/D31582 which notes that no refrigeration equipment is to operate on any vehicle or trailer within the lorry park except if powered by mains electricity. This approach has received a noise complaint from a local resident. As a result, rather than using diesel engines to power the refrigerated trailers, a biofuel generator is proposed which would provide electricity to 50no. of the existing vehicle spaces via charging points. These would then connect into the refrigerated trailers.
- 1.2.3 The generator would power the 50no. charger points which will connect into the refrigerated trailers on the HGV's. In addition to powering the refrigerated trailers to keep stock on the trailers cool, the electricity created would also charge up batteries on site. During night time hours, the bio-fuel generator would be turned off and the stored energy from the batteries would then be released to allow for the refrigeration units within the HGV trailers to be powered without the use of the generators.

1.3 Site and Surroundings

- 1.3.1 The site is occupied by Martin Brower Ltd, a leading logistics service provider for restaurant chains around the world.
- 1.3.2 The site forms part of a wider industrial/commercial estate to the south of Heywood which comprises Heywood Distribution Park and Hareshill Business Park. It is located north of Pilsworth Road and south of the railway line.

2 DESIGN MATTERS



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2.0 DESIGN MATTERS

2.1 Amount

- 2.1.1 As noted earlier, the proposal comprises the installation of a bio-fuel generator and associated electrical infrastructure. 50no. charging points are proposed adjacent to 50no. of the vehicle spaces and an electrical storage cabin/container and bio-fuel storage structure is proposed.

2.2 Layout

- 2.2.1 The proposed development can be identified on the accompanying Proposed Site Plan.
- 2.2.2 A bio-fuel generator is proposed to the south western corner of the existing car park. 1no. bio-fuel storage structure (which is to store the combustible materials) is to be positioned adjacent to the generator.
- 2.2.3 The bio-fuel generator will produce electricity to power the on-site charger points in the day. The on-site charger points will connect into the refrigerated trailers on the HGV's. 50no. charge points are proposed.
- 2.2.4 During night time hours, the bio-fuel generator will be turned off and the stored energy from the batteries would then be released to allow for the refrigerated trailers to then be powered without the use of the generator.

2.3 Scale

- 2.3.1 None of the proposed infrastructure will be taller than 3.5 metres. The tallest elements proposed are the bio-fuel generators and bio-fuel storage structure. The bio-fuel generator, fuel storage structure and electrical storage cabin/container are only large enough to allow for the internal equipment to be safely housed.
- 2.3.2 The Proposed Plan which accompanies the application shows the scale of the proposed equipment.

2.4 Landscaping

- 2.4.1 Existing soft landscaping on site is to remain unchanged as a result of the proposed development.
- 2.4.2 No additional soft landscaping is proposed.

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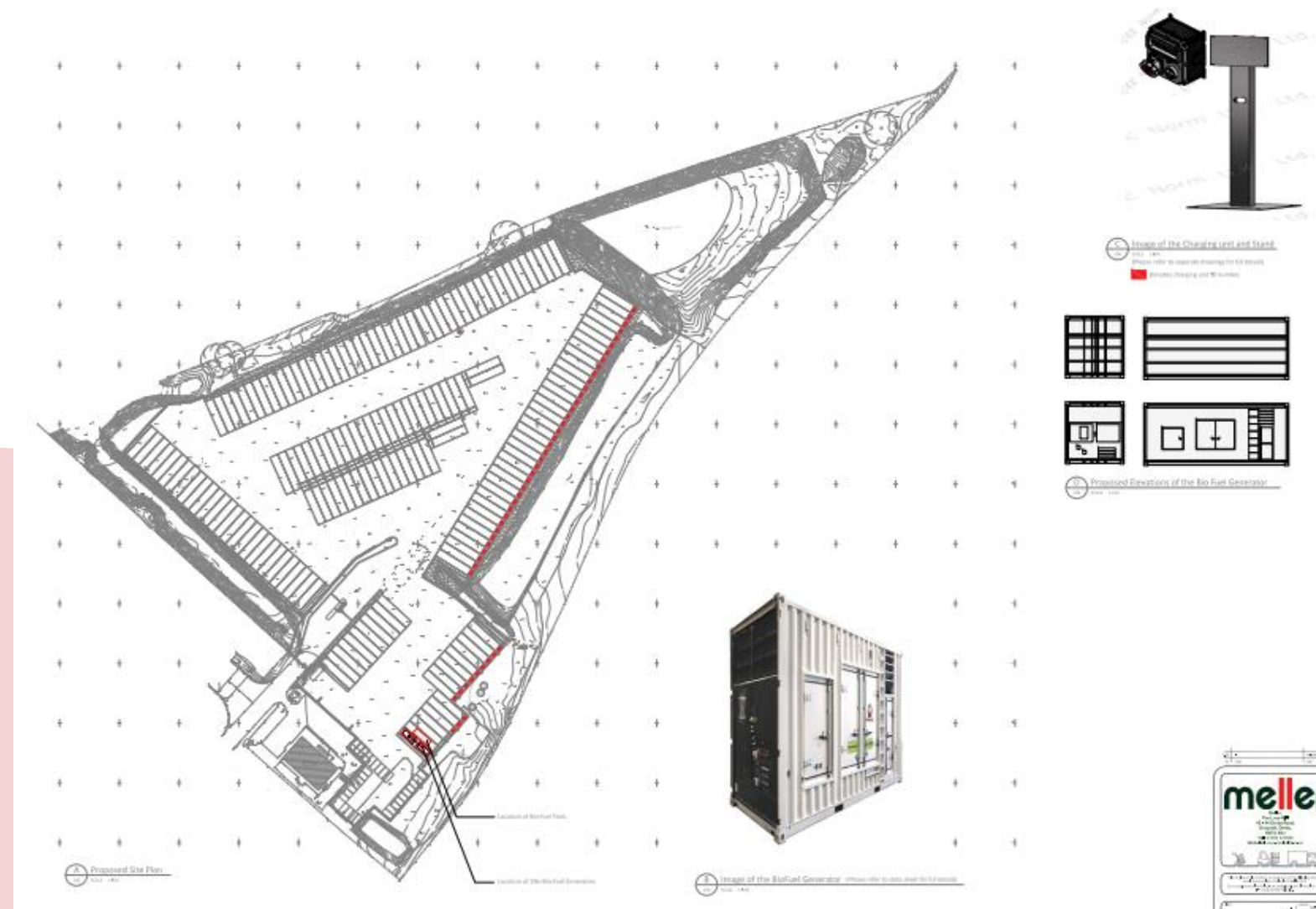


Figure 2.1: Proposed Site Plan

2.5 Appearance

- 2.5.1 The proposed infrastructure has been designed to be functional and efficient, with safety in mind. The underlying purpose of the installation is to reduce noise emissions from the site.
- 2.5.2 The colour palette has been chosen to tie in with the colours used elsewhere on surrounding development.
- 2.5.3 Given the industrial context within which the infrastructure will sit, the appearance is considered to be appropriate in terms of design. It will be viewed against the backdrop of an existing industrial facility where no public access is permitted

2.6 Access

- 2.6.1 The access arrangements are to remain unchanged.
- 2.6.2 Parking arrangements are to remain unchanged (there will be no loss of parking spaces and the configuration is to remain the same as existing).

3 SUMMARY AND CONCLUSIONS



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3.0 SUMMARY AND CONCLUSIONS

- 3.1.1 The proposal is in response to a letter recently received from Rochdale Borough Council and involves the installation of a bio-fuel generator, a bio-fuel storage structure, battery storage and 50no. 32amp TPN sockets adjacent to the existing HGV parking spaces on site.
- 3.1.2 Diesel engines currently power the refrigeration units within the trailers on site and these run as and when required during day time and night time hours. This is inconsistent with Condition 3 which notes that no refrigeration equipment is to operate on any vehicle or trailer within the lorry park except if powered by mains electricity. This approach has received a noise complaint from a local resident. As a result, rather than using diesel engines to power the refrigerated trailers, a biofuel generator is proposed which would provide electricity to 50no. of the existing vehicle spaces via charging points. These would then connect into the refrigerated trailers.
- 3.1.3 This Design and Access Statement and the supporting documents enclosed with this planning application set out that the design team has objectively assessed the constraints and context of the site to provide for the delivery of the proposed works.
- 3.1.4 The design and scale of the proposed development is in keeping with surrounding development, and would sit well within its context.
- 3.1.5 The proposed development will help support existing jobs and the continued success of an important local employer.
- 3.1.6 It will also deliver economic and environmental benefits to the business.
- 3.1.7 As covered in more detail in the Planning Statement and supporting technical reporting, all technical matters can be satisfactorily addressed and there are no other reasons which could preclude development. As such, the proposal conforms with the principles of sustainable development, whereby the benefits of the development outweigh any potential for harm.