KINGSWAY - DESIGN AND ACCESS STATEMENT rev A

ROCHDALE

November 2018

SPACE+

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1 PROJECT INTRODUCTION

1.1 INTRODUCTION

This Design and Access Statement has been prepared by Space+ Architects on behalf of Balance Power in support of its Full Planning Application for a Peaking Power Plant of 7.5MW capacity on a site located off Dig Gate Lane in Rochdale.

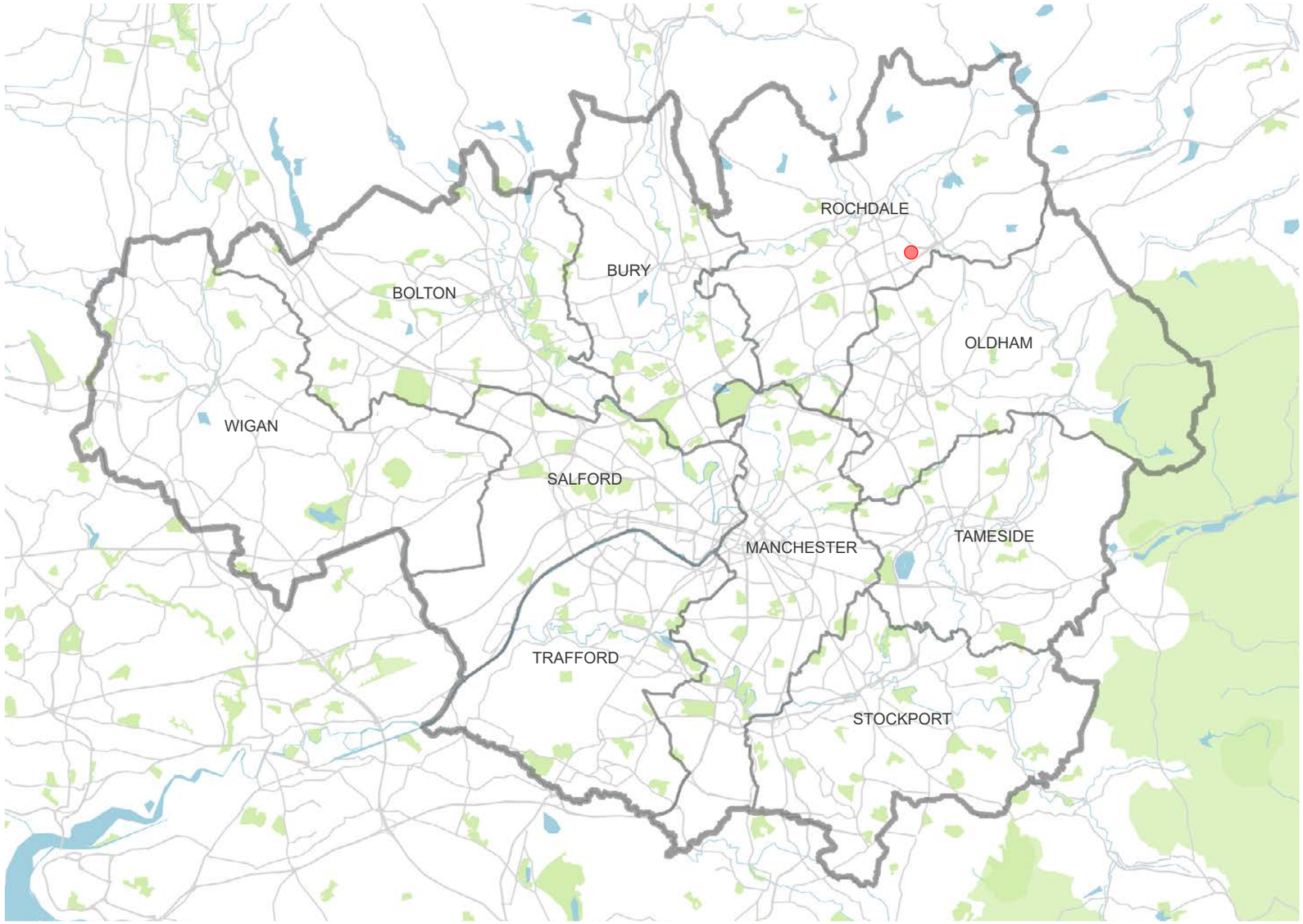
1.2 LEGISLATIVE CONTEXT

The requirement for Design and Access Statements has arisen in response to the need to promote better quality and more sustainable design in development – an objective embedded through PPS1: Creating Sustainable Communities (2005).

The purpose of this statement is to describe in detail the site and surroundings, relevant design policy and guidance, and the concepts and principles behind the development of the site. This Design & Access Statement is to be read in conjunction with drawings prepared by Space+ Architects, to accompany the application for planning permission submitted to Rochdale County Council.

It is submitted as a statutory requirement of the planning process and has been formulated to reflect current advice on design best practice, including CABE's advice on how to produce the Design & Access Statements. It is intended as a positive and helpful tool for the Council and interested third parties alike, and demonstrates in succinct terms the extent of consideration that has been invested in the scheme design and layout.

2 SITE ANALYSIS



2.1 **SITE LOCATION**

The site is located in Greater Manchester, in Kingsway Business Park. It's adjacent to the M62 Motorway in a semi urban landscape to the south of Rochdale.

2.2 **SITE OVERVIEW**

The site is located on the southern edge of the Kingsway Business Park and lies 68m to the north-east of the Grade II listed building "Broadshaw Farm". and is 54m away from the motorway boundary.

Strategically placed between Manchester and Leeds, at Junction 21 of the M62, Kingsway Business Park is well placed to serve manufacturing, logistics, and other commercial operations. It has direct access to the M62, and the M60, M6, M61 and M1 motorways all within easy reach.

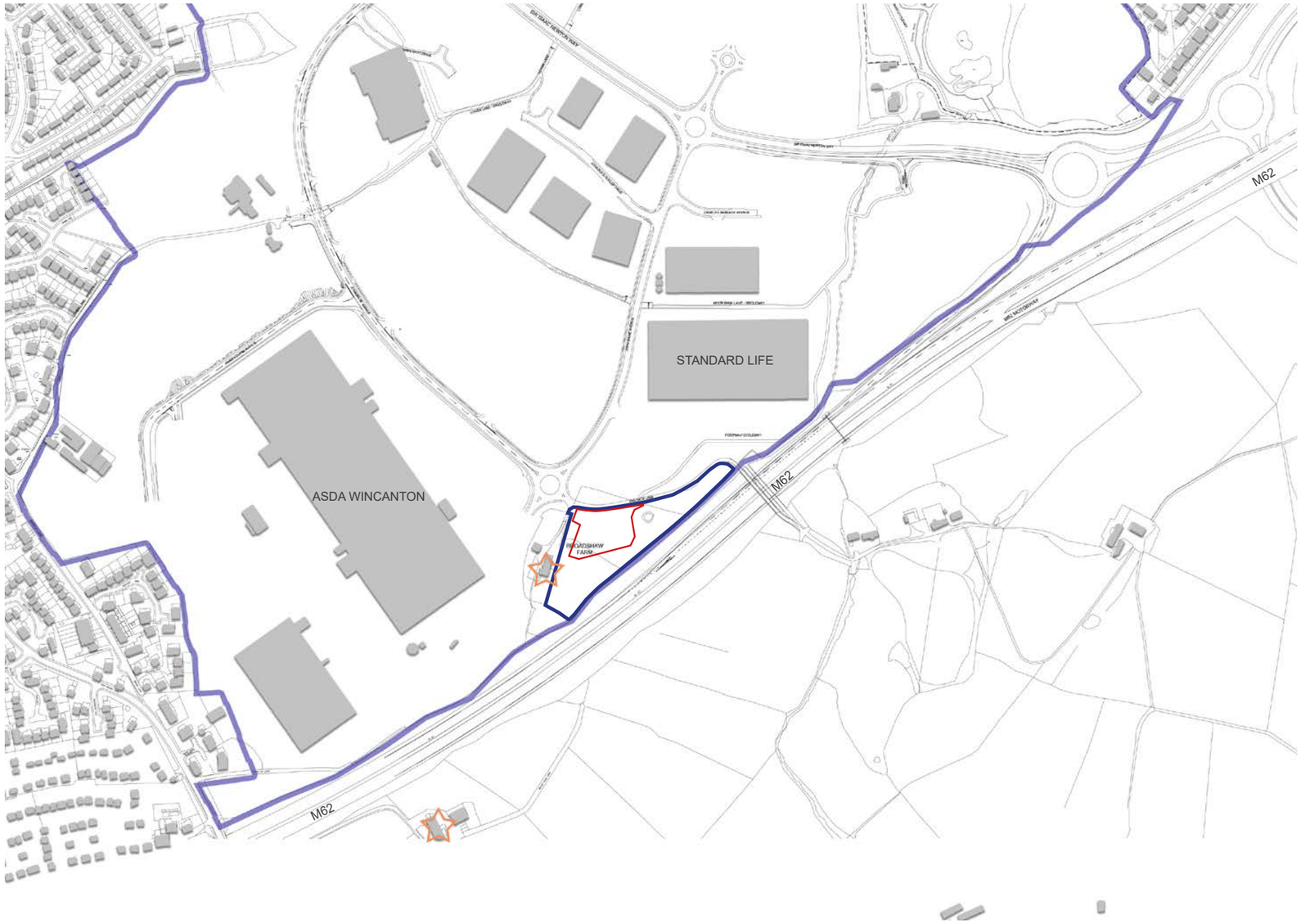
Located nearby is "Broadshaw Farm" (Grade II listed) which is currently used for office/workshop/storage purposes. The nearest dwellings to the site are "Dig Gate Farm" and "Dig Gate Barn", off Dig Gate Lane,; both of which are located on the opposite side of the motorway and are set at a lower ground level than the application site.

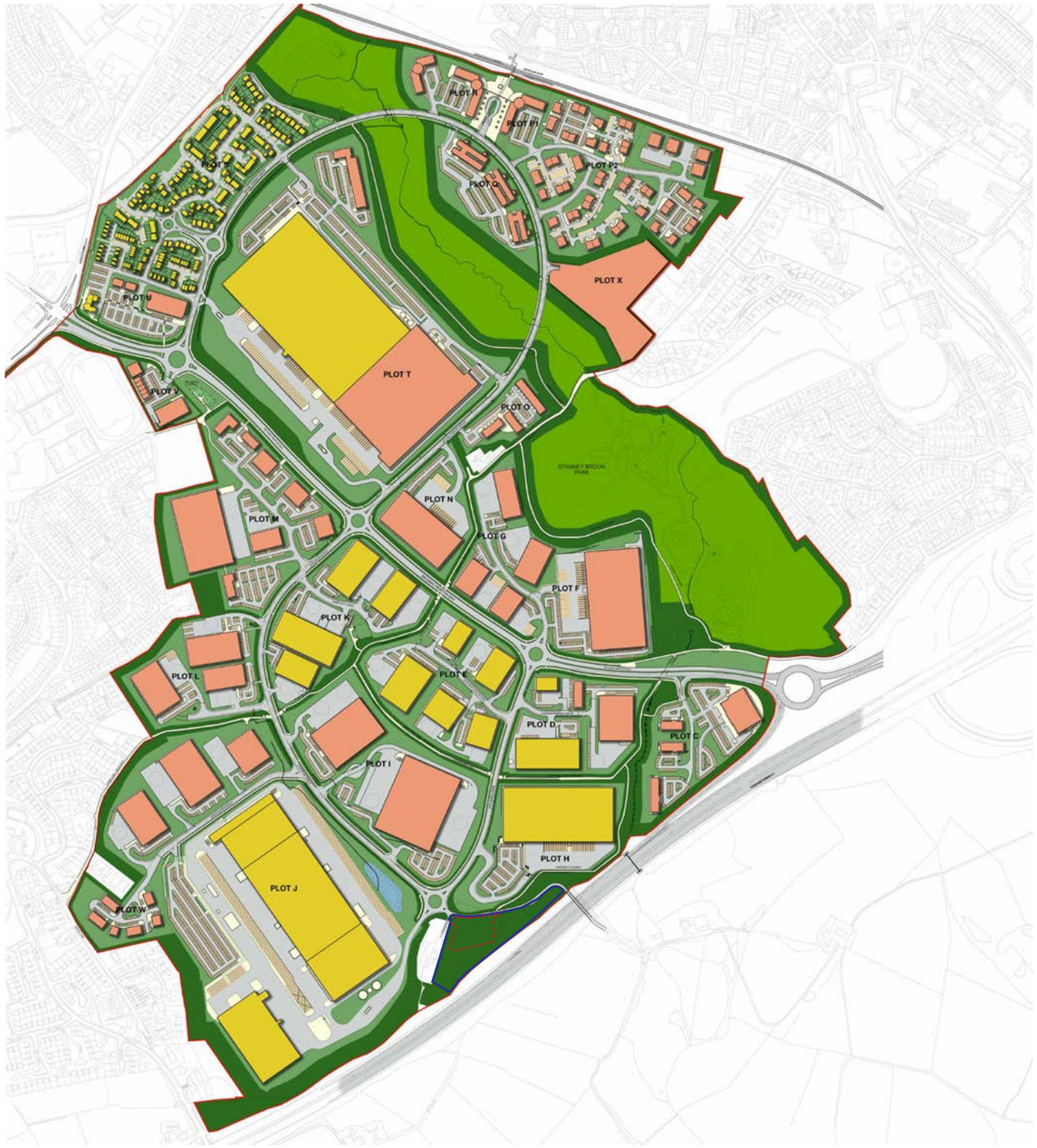
The only other nearby building is the large Asda/ Standard Life distribution warehouses located within the Business Park; it lies approximately 180m to the south-west and is also set at a much lower ground level. There is another Grade II listed building relatively nearby; "Chadwick Fold", a residential property approximately 420m to the south-west, on the opposite, (southern), side of the motorway.

The application site is slightly raised above both Dig Gate Lane and "Broadshaw Farm" and is approximately 5 metres above the carriageway of the motorway.

The application site forms part of a grassy field currently used for the grazing of horses.

The applicant Balance Power have rights over the area bounded red on the site plans.





2.3 **KINGSWAY BUSINESS PARK**

Kingsway Business Park is one of the largest developments of its kind in the UK. It is an attractive logistical location for organisations that are seeking a warehousing, distribution or manufacturing base. Strategically positioned for direct access to the north-west motorway network from Junction 21 of the M62, Kingsway is the size of 180 football pitches.

Located in Greater Manchester, the largest functional economic area outside London puts eight million people within an hour's drive from Manchester city centre.

2.4 **LISTED BUILDINGS**

BROADSHAW FARM (text from listing)

A Grade II listed Farmhouse with an adjoining barn made out of a hammer-dressed stone with graduated stone slate roof. The building has a 2-unit plan with 3 bays and 2 storeys and wing to rear which includes barn.
Quoins. Door to left obscured by brick addition has dated lintel, chamfered surround, and obtuse- angled head with recessed spandrels. 5 and 4-light double- chamfered mullion windows with 2 mullions removed in the former and a hoodmould in the latter. Similar 6, 3 and 3- light first floor windows each with 1 or 2 mullions missing. Kneeler. Gable chimney stacks, the right projecting. An arched light to rear left (possibly a fire window) is inscribed G, C and W, other windows in gables and rear have 2 or 3-lights. The rear wing, once a separate dwelling has various chamfered mullion windows (largely altered) to front and rear and the barn, a round-headed cart entry. The house retains chamfered floor beams and a moulded fire surround with obtuse-angled lintel in the parlour. The rear wing has an Cl8 fireplace and a timber-framed crosswall. Inclined strut roof trusses to the barn one of which is diagonally braced in a manner suggesting that it was formerly a timber-framed structure.

CHADWICK FOLD (text from listing)

II House. Mid C18. English garden wall bond brick with stone dressings and graduated stone slate roof. 2 bays and 2 storeys. Quoins. Door to right with dressed surround,3 and 4-light chamfered stone mullion ground floor windows (1 and 2 mullions removed respectively) and two 3-light first floor windows (both with a mullion removed). Ridge chimney stack. A particularly early occurrence of brick in what was still a predominantly stone-built area.







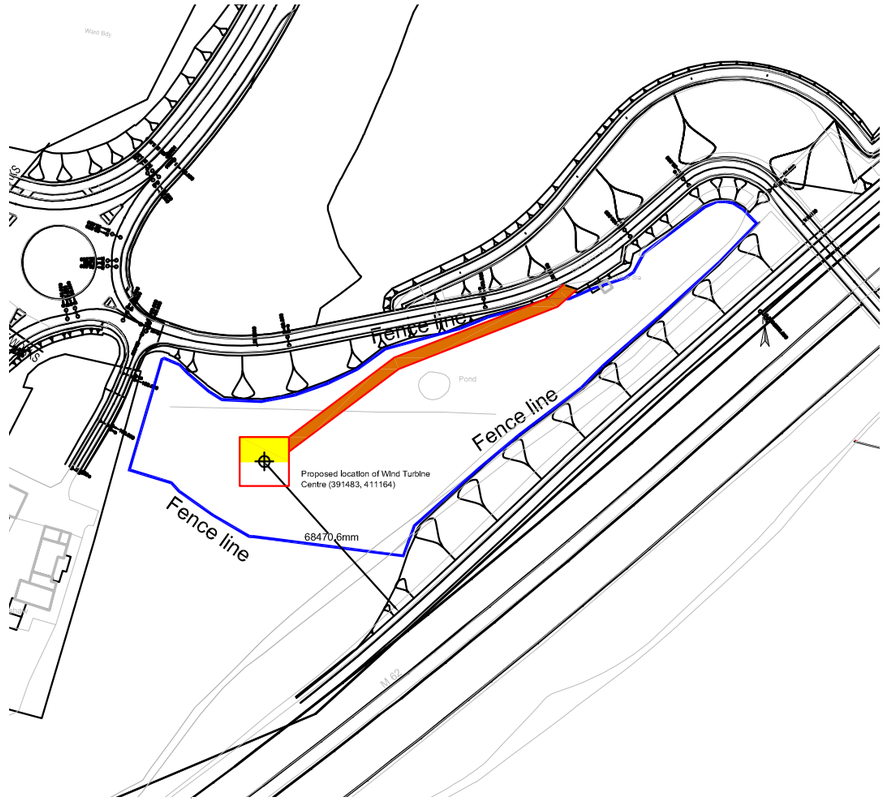
2.5 **PREVIOUS PLANNING APPLICATIONS**

Previously proposed scheme (ref. 14/00243/FUL, validated and approved in 2014) sought to erect a wind turbine of a height of 22.6m to its hub and a maximum height of 34.4m to the blade tip.

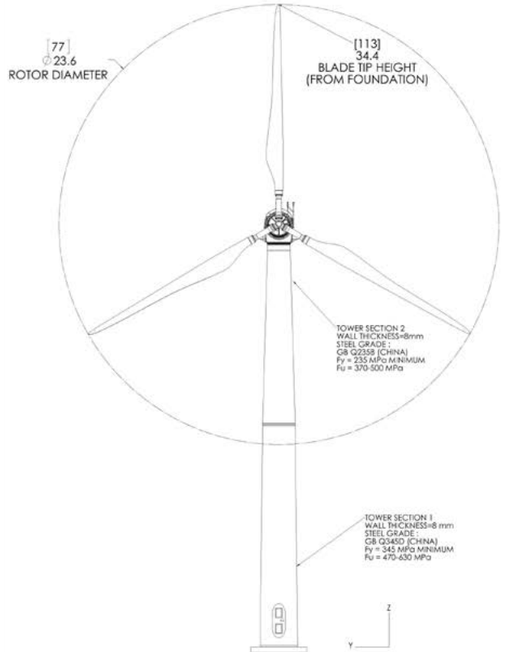
The proposed turbine was a “Northern Power Systems 100” model, comprising a tower structure having three turbine blades of a diameter of 24m.

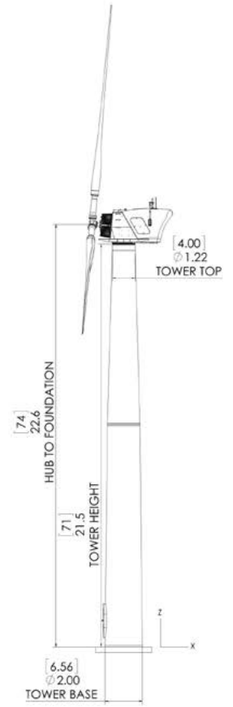
It was designed to stand 68m away from the listed building of “Broadshaw Farm” and 305m from Dig Gate Farm, which is the nearest residential property.

The latest application (ref. 17/00836/FUL, validated in September 2017, awaiting decision) applies to the listed “Broadshaw Farm” building on the site and proposes covertion from B1 - business space to A1 retail space.



Proposed Turbine Position





Proposed Turbine Characteristic



Visual Impact Assessment - View Towards the Kingsway Business Park



Visual Impact Assessment - View From M62

2.6 **SITE VIEWS**

1. Looking west towards the site.
2. Looking towards the Broad Shaw Farm.
3. View towards the site from M62.
4. Birds eye view - looking South.
5. Birds eye view - looking North.

Ownership Boundary

Application Site


1.


2.


3.


4.

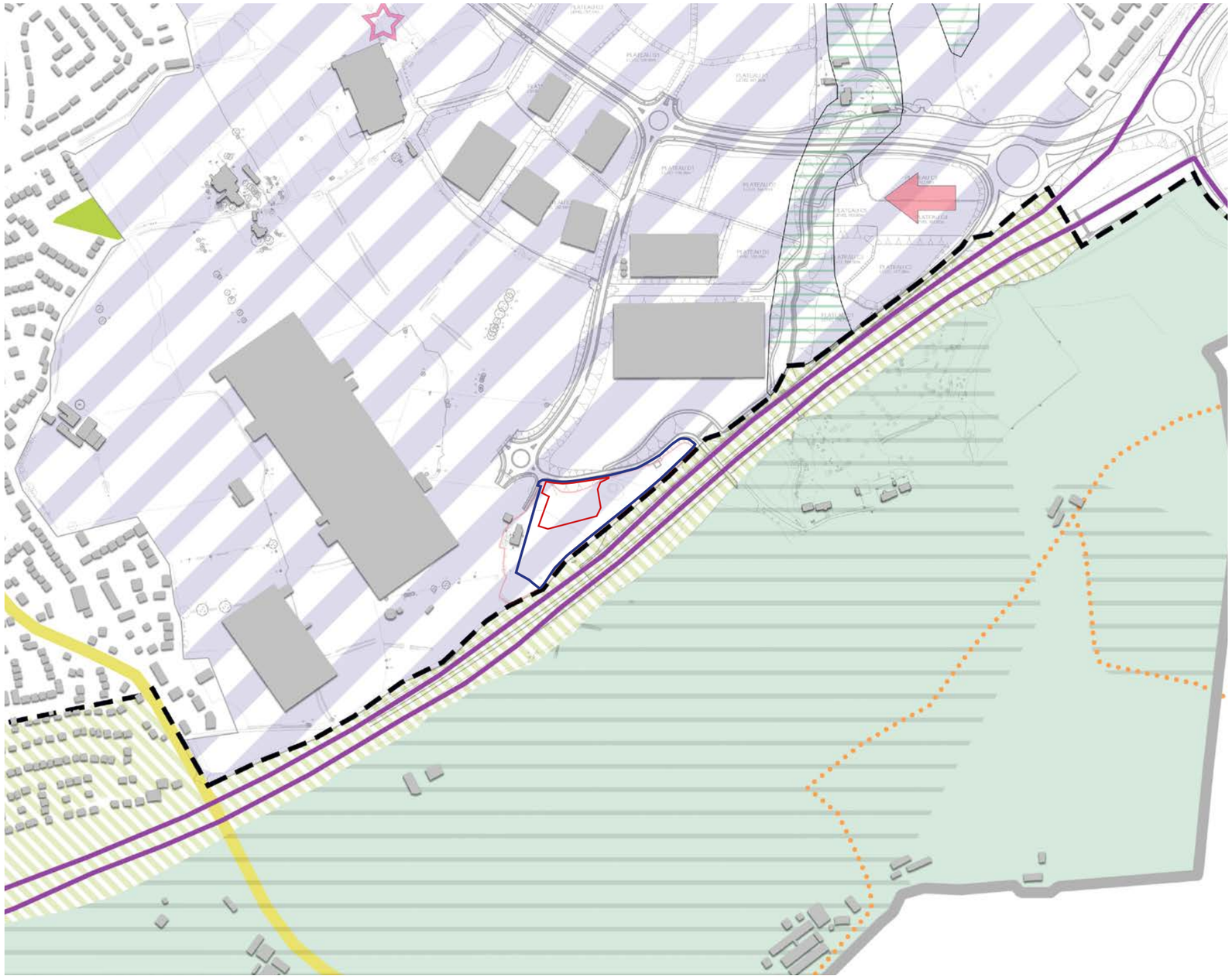

5.


6.

3 EXISTING SITE CONTEXT

3.1 **LOCAL USES & UDP PLAN**

The site lies within the area allocated as lying within the Kingsway Business Park. According to UDP policy, that land is allocated and has outline planning permission for high quality general and light industry, offices, distribution and storage, research and development, and associated and complementary uses.



- Ownership Boundary
- Application Site
- Kingsway Business Park
- Greenbelt
- Stanney Brook Corridor and Park
- Protected Open Land
- Protection Of Existing Recreational Open Space
- Strategic Highway Network
- Existing Highway
- Overnight Accommodation For Tourist And Visistors
- New Highway to link A664 Kingsway and Junction 21 of M62 Motorway
- Recreational Rights Of Way
- Defined Urban Area
- Rochdale Borough Boundary
- Sand

0 250m

3.2 **CONSTRAINTS & OPPORTUNITIES**

The site is located within an industrial and business area and thus has the ability to supply power generation directly to Kingsway Business Park and other local businesses.

There is a Grade II Listed Building (“Broadshaw Farm”, ref no 1068498) adjacent to the site, however on it has been altered to an office block which therefore slightly reduces the buildings character and setting.

Besides the Broadshaw Farm building, the proposal site is not located within or immediately adjacent to any historic, cultural or built site, monument or building therefore no direct impacts on cultural heritage will occur. Furthermore the site does not lie within an area known to be of archaeological interest; the probability of uncovering historic artefacts is therefore low.

The nearest two dwellings to the site are “Dig Gate Farm” and “Dig Gate Barn”, Dig Gate Lane. These are, both on the opposite side of the motorway and are set at a lower ground level than the application site.

The application site is slightly raised above both Dig Gate Lane and “Broadshaw Farm” and is approximately 5 metres above the carriageway of the motorway.

The nearest two dwellings to the site are “Dig Gate Farm” and “Dig Gate Barn”, Dig Gate Lane. These are, both on the opposite side of the motorway, more than 200m away from the proposed development and are set at a lower ground level than the application site.

Mud snails were observed on the site, next to the existing pond. A safe buffer zone in excess of 5m is to be provided to avoid water pollution and changes to hydrology to ensure that the pond does not receive any more water and is allowed to periodically dry out.



3.3 LOCAL AUTHORITY CONSULTATION

FIRST MEETING

A meeting was held on 6th September 2017 with Rochdale City Council to discuss the proposal for the application site. This meeting was attended by Alison Truman (RBC), David Ward (WBC), Keith Jackson (KJ), Richard Duddell (RDA), Phil Thompson (Balance Power), David Allen (RBC), Robert Grafton (WBC) and Ruaridh Mitchell (Balance Power).

The meeting on the whole was positive; however a few matters were raised as a concern, such as:

- Existing Services and Easements
- Existing Public Bridleway.
- Mud Snail Pond.
- Access off Dig Gate Lane.
- Levels

Impact and mitigation on Broadshaw Farm.

SECOND MEETING

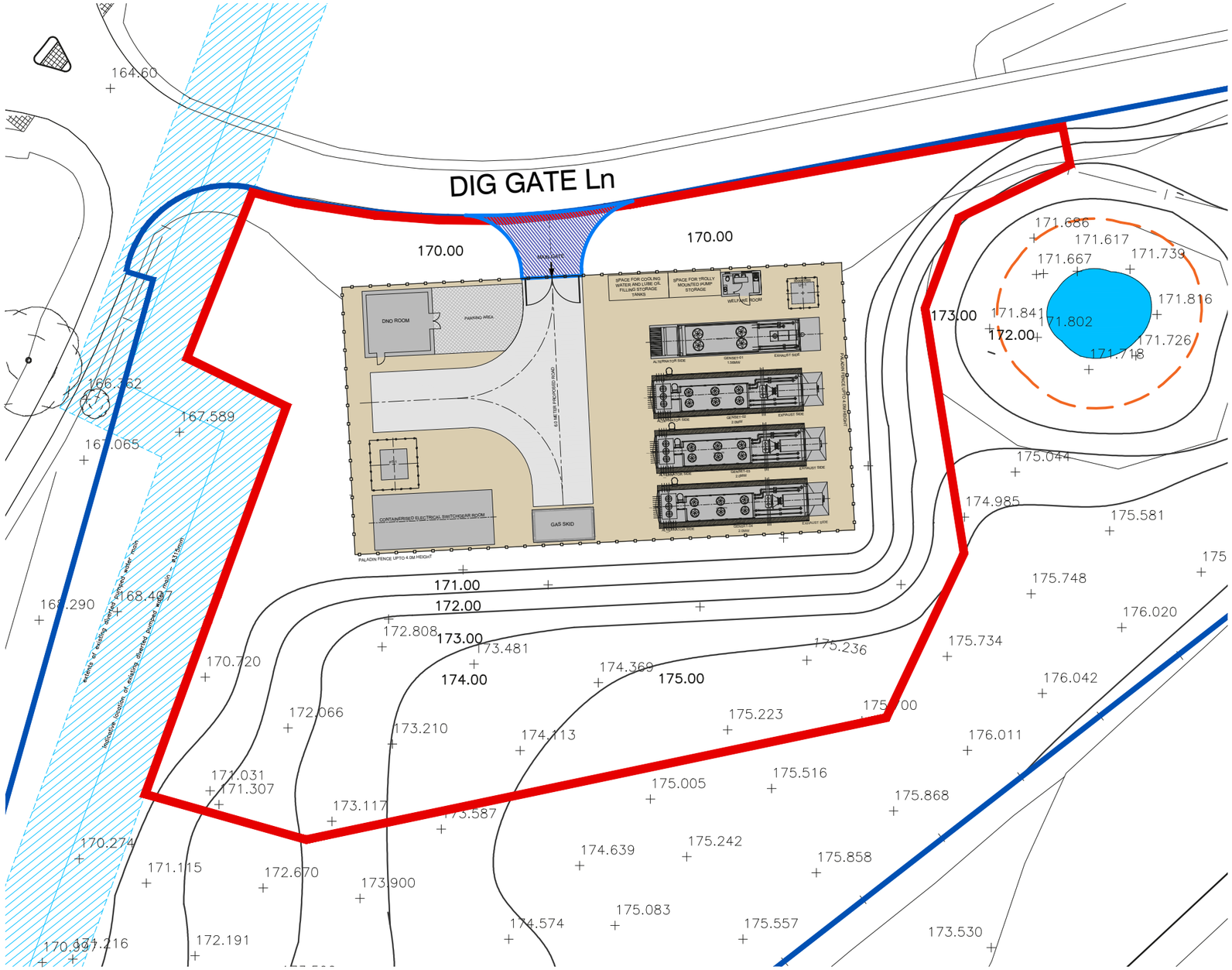
The second meeting was held on 4th October 2017 with Rochdale City Council to discuss the proposal for the application site. This meeting was attended by Alison Truman (RBC), David Ward (WBC), Keith Jackson (KJ), Richard Duddell (RDA), David Allen (RBC), Robert Grafton (WBC) and Ruaridh Mitchell (Balance Power).

The latest plan and proposed site sections and elevations were presented to show the anticipated mitigation measures to protect views of Broadshaw Farm etc.

A summary of the matters discussed is as follows:

- It was agreed that it is unlikely that acoustic fencing would be required. The open mesh paladin fencing would preferred to see; as used on rest of Kingsway.
- It was pointed out that the flue stacks did not look correct on revised drawings tabled at the meeting.
- It was recommended to contact the Landscape Architect.
- It was recommended to check how much excavated material is being generated to confirm if this is being kept on site rather than being removed from site.
- It was noted that the Planning Application would also need to include a Heritage Assessment.
- It was suggested for Balance Power to speak to occupiers of Broadshaw Farm prior to submitting planning application.
- The topic of the impact on residents on Broad Lane also was raised bearing in mind noise issues with nearby Asda scheme. It was felt however due to low noise levels and the building enclosure that this scheme was far enough away to raise any issues.
- It was suggested to get into discussions with HCA (Landowner) regarding land purchase and issue of existing license granted to Mrs Glyn to stable her horses on the land.
- Overall it was felt that revised plans showed that the scheme is capable of being delivered on the proposed plot.

4 PROPOSED DEVELOPMENT



4.1 **PROPOSED SITE PLAN**

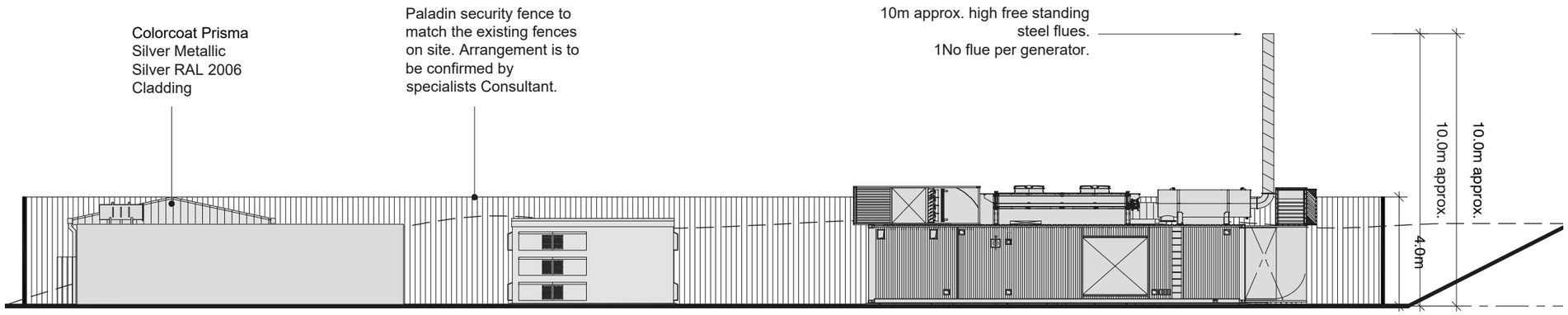
As mentioned before,the application site is slightly raised above both Dig Gate Lane and “Broadshaw Farm” and is approximately 5 meters above the carriageway of the motorway.

It is proposed that development ground level be consistent with Dig Gate Lane levels, so that the resulting retaining earth banks enclosing the site have the potential to screen the development.

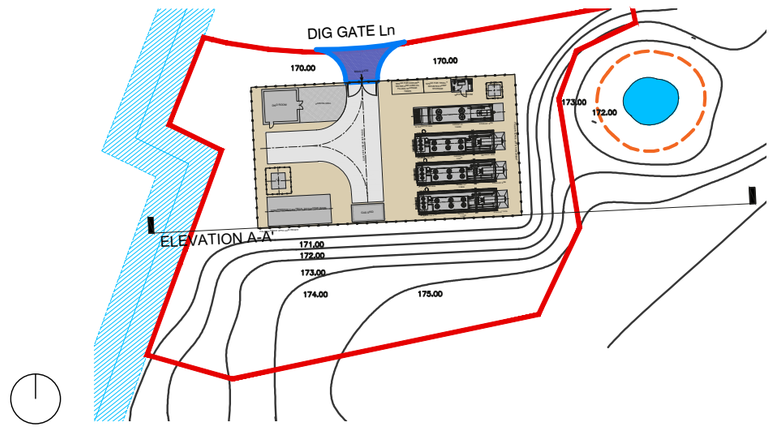
The volume of earth which needs to be extracted from the site is approximately 9,000 m^3; approximately two thirds of this, 6,000m^3 is to be retained on the site and redistributed within the application boundary, the rest of will be taken off the site.

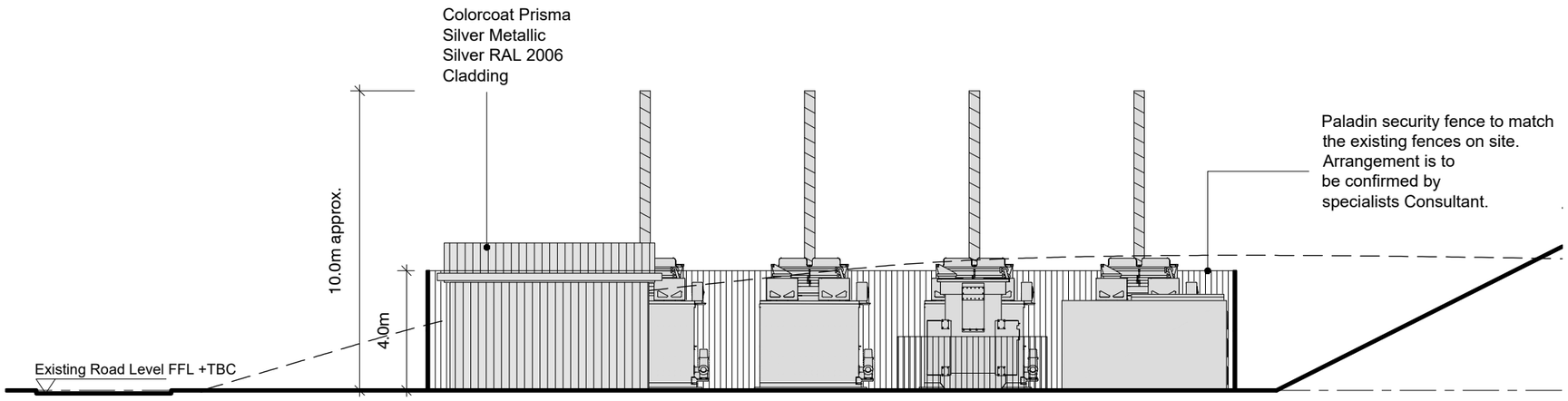
- Application Site
- Ownership Boundary
- Vehicular Access
- Granular Stone Surface
- Tarmac Service Road
- Existing Water Main Easment

0 25m

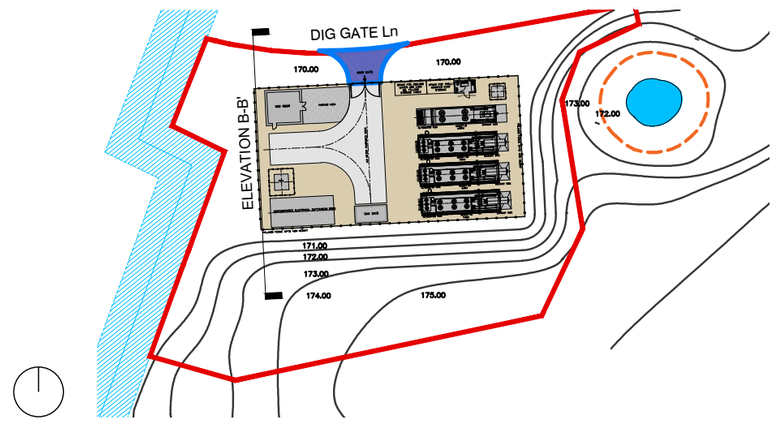


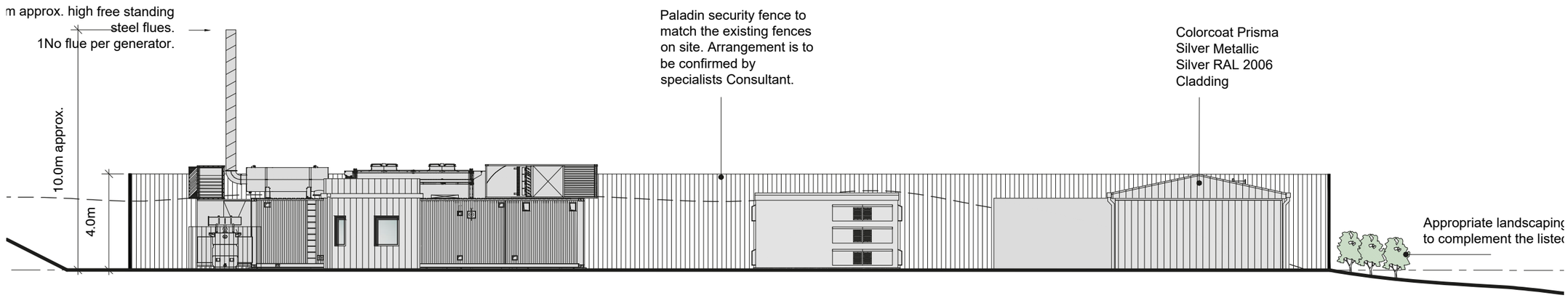
4.2 PROPOSED
A-A ELEVATION





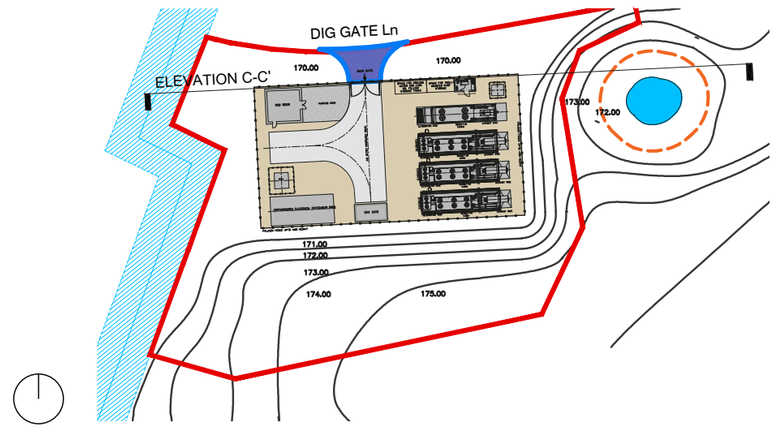
4.3 PROPOSED
B-B ELEVATION

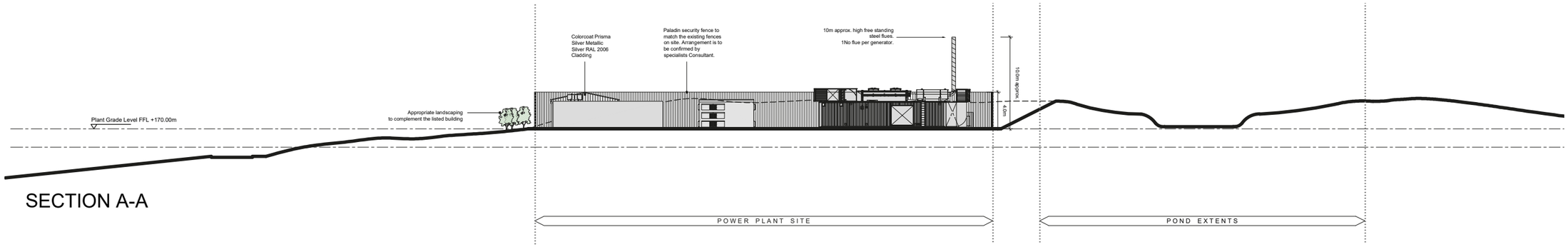




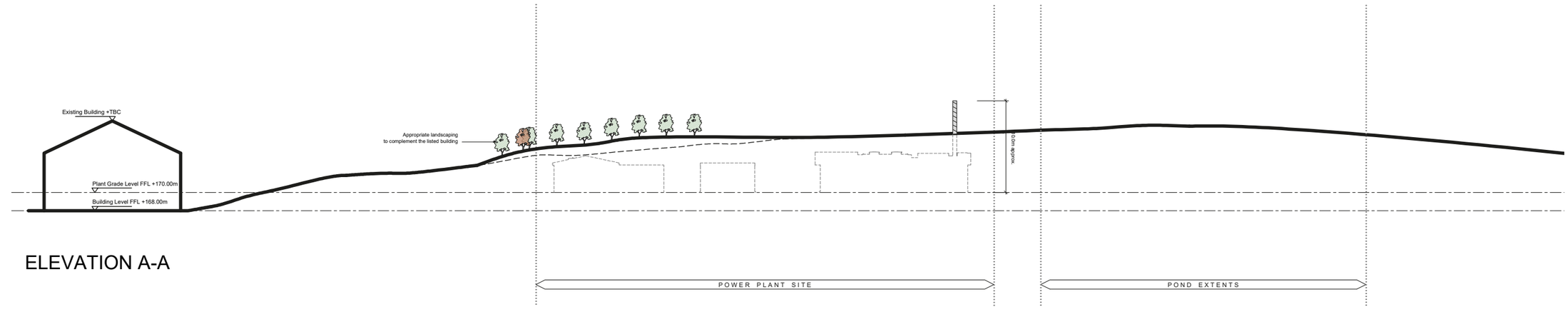
ELEVATION C-C'

4.4 PROPOSED
C-C ELEVATION

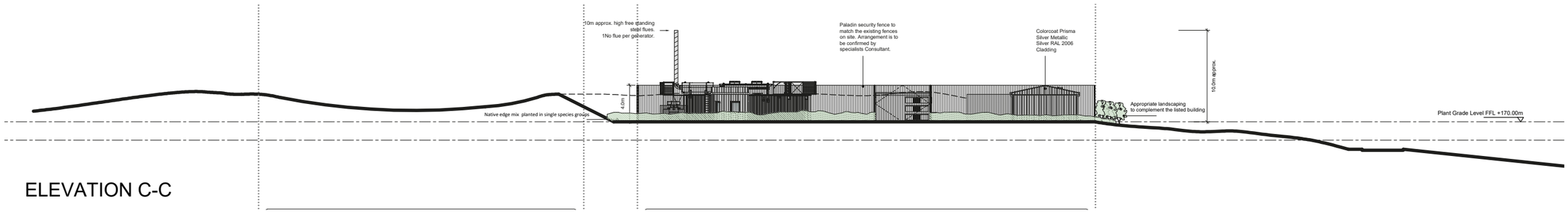




SECTION A-A

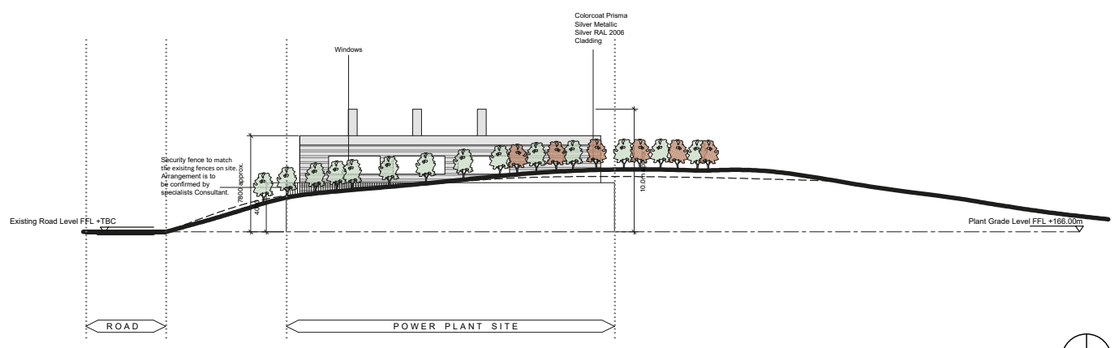


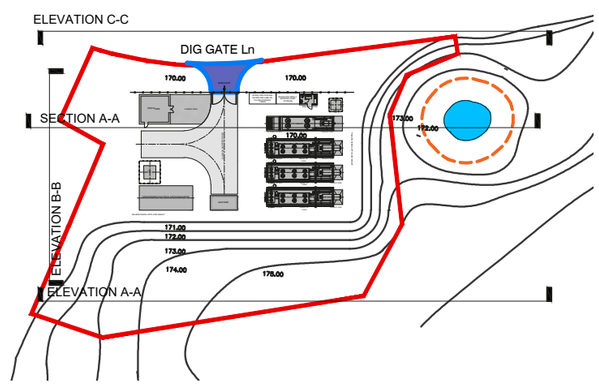
ELEVATION A-A



ELEVATION C-C

4.5 PROPOSED
CONTEXT ELEVATIONS





4.6 **ACCESS**

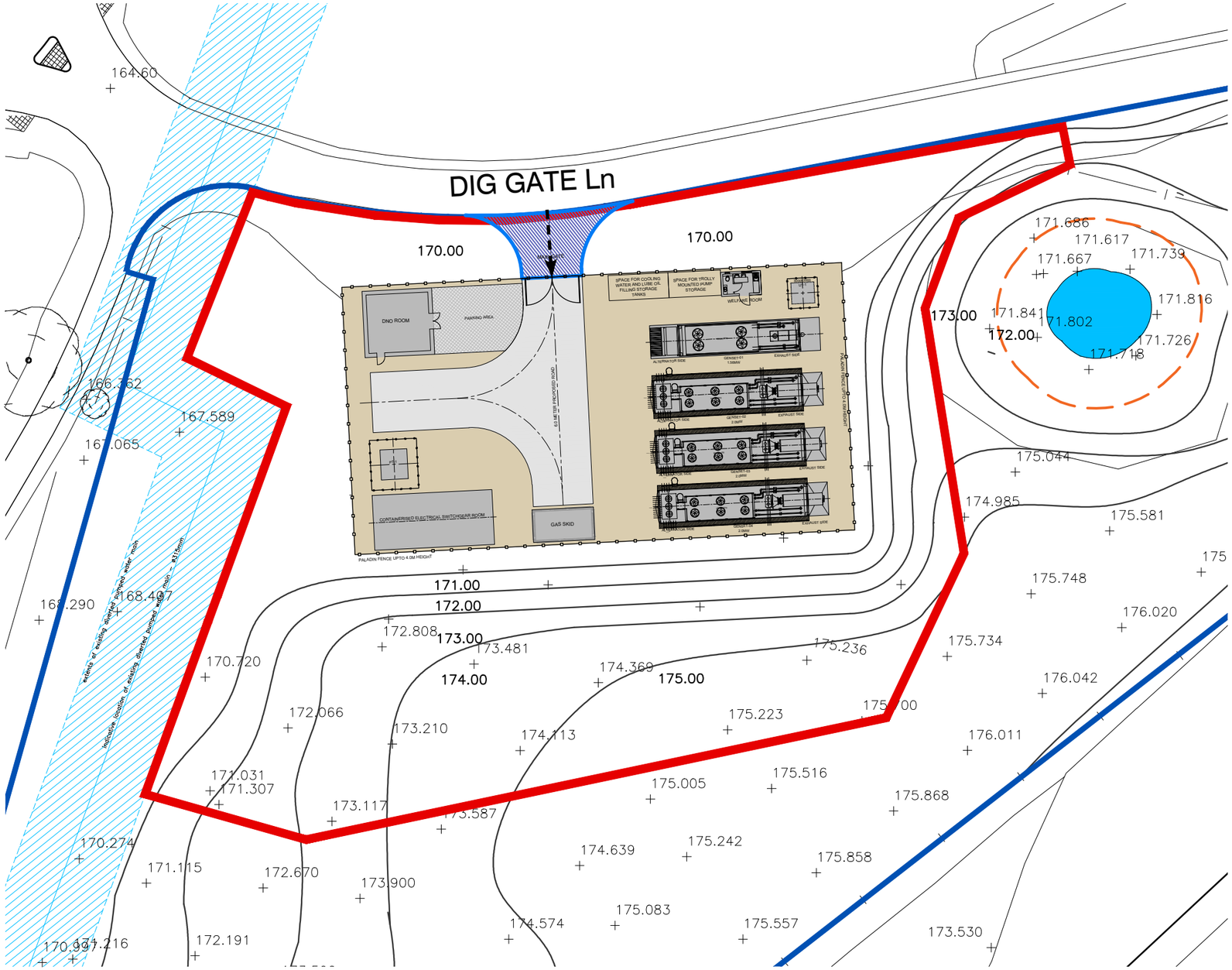
Access to the site is gained from Dig Gate Lane.

The site does not require many users so parking provision is relatively small; A large parking space is indicated on the proposed site plan. Visitors to the site performing statutory functions and maintenance would usually be required to travel by van as staff have to bring their own PPE (personal protective equipment) such as safety boots, hi-vis vest along with tools and maintenance equipment.

Parking provision has been designed so as to ensure the safety and wellbeing of visitors whilst on site. Parking and access areas are flat and travel distances from parking spaces are short.

The site access route and internal surfaces provide sufficient access for emergency services, who will be provided with an updated emergency and access plan and contact numbers before the plant is operational. The development has sufficient access and egress points in the event that evacuation is required in an emergency.

The site will be secured by a fence to prevent pedestrian access onto the site. The precise location of the fence will be agreed with the planning authority. Other fencing provision and gates will be as agreed with the local planning authority.



Ownership Boundary

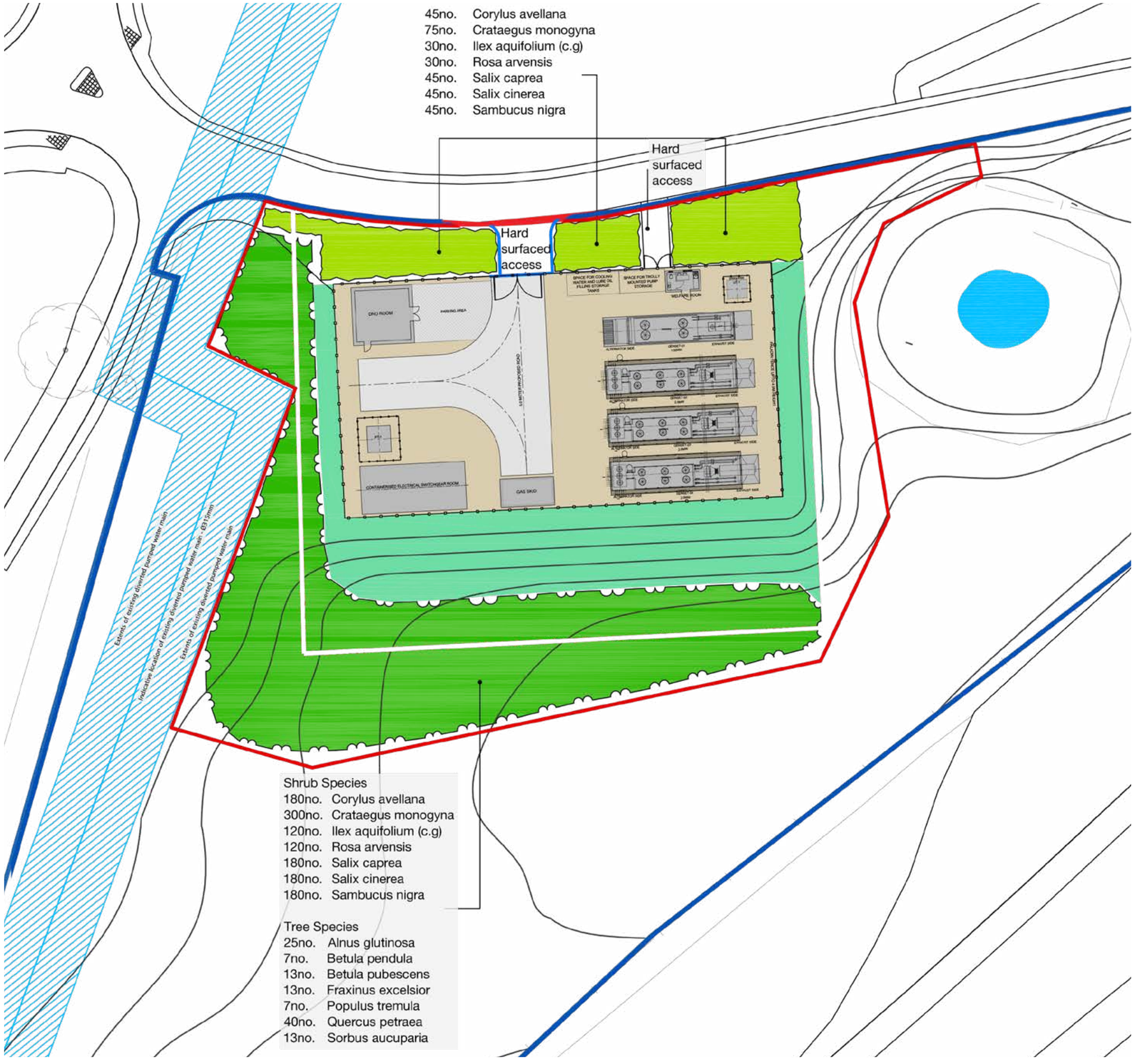
Aplication Site

Access Road

NATIVE WOODLAND BUFFER PLANTING.
Compromising of feathered whips and transplants 60-80cm high. Bare rooted (Unless otherwise specified). Planted @ 2No/m² in single species groups of 5-10m high are to be planted @ 3m centres.

NATIVE EDGE MIX.
Compromising of transplants 60-80cm high. Bare rooted (Unless otherwise specified). Plated @ 2No/m² in single groups of 5-10 within the matrix.

GRASSED AREAS.
Grassed areas to consist of seeding @Germinal A16 Reclamation



4.7 **LANDSCAPE PROPOSAL**

The landscape scheme associated with the proposed power plant has been developed to in line with principles established across the wider Kingsway development.

- Where constraints allow a native tree and shrub landscape buffer mix is located to the south and west boundaries primarily to mitigate the visual impact of the proposed development on Broad Shaw Farm. Furthermore, a native shrub mix is proposed between the proposed development and Dig Gate Lane to reduce the impact of the development on users of the Lane.
-
- Where earthworks have been undertaken to create the development platform the resultant embankments will be seeded with a low maintenance grass seed mix.
-
- The proposed native planting mixes are consistent with similar areas of planting on Kingsway and therefore will complement the wider landscape strategy.

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