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| <b>Client</b>     | <b>Doveryard Limited</b> |
| <b>Site</b>       | Oldhall                  |
| <b>Project</b>    | ERF Access Area          |
| <b>Title</b>      | Planning Statement       |
| <b>Issue Date</b> | 5 January 2024           |

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**Planning Statement**

**Oldhall Energy Recovery Facility –  
Improved Access Arrangements Application**

**Doveryard Limited**

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## Executive Summary

The Oldhall Energy Recovery Facility (ERF) has planning permission for the construction and operation of a plant to recover energy from the treatment of residual waste. This is now well into the construction phase.

The company developing the facility have acquired land to the west of the approved site access, which offers the potential to improve the safety and usability of the site access which as approved is relatively tight.

The application described below allows for the use of this new parcel of land to;

- widen the access, segregating light vehicle access from the principal HGV circulation route, and to facilitate this;
  - add a small GRP gas management kiosk.
  - reposition the approved electrical compound, and
  - reposition the approved firefighting tank and pumphouse.
  - reposition the approved weighbridge
  - add a covered cycle storage shelter

It does not propose any other changes to the operation or design of the approved facility. If approved this access and the other equipment would be used solely in conjunction with the approved permission.

## The Site and Proposed Development

### Site and Application Background

The Oldhall Energy Recovery Facility was approved initially under permission reference 19/00539/PPM, and subsequently successfully amended by a Section 42 application as permission reference 20/00819/PPM.

The facility is now at an advanced stage of construction, and with the availability of the land to the west of the existing site access it has become clear that there are safety and practical benefits to utilising this land to widen and generally improve access to the ERF site, as well as easing movement within the approved ERF site.

To facilitate this the additional land can also now be used for the location of the small GRP gas connection cabin which would sit on the western edge of the new land, to the west of the revised access, and for the 11kv substation, which would sit between the proposed access routes for HGVs and that used for cars.

The approved weighbridge would be moved slightly east within the ERF site.

Finally, the application provides for the relocation of the approved firefighting water tank onto the southwestern edge of the new area of land.

The changes are of a nature to have virtually no impact beyond the site boundary of either the new land or the approved ERF, and will have no effect upon the conclusions of any of the technical assessments carried out in support of either of the previously issued permissions for the main ERF site.

The required changes are as set out below.

## Proposed Development

### 1. GRP Gas Kiosk

- In glass reinforced plastic, green in colour, a standard gas kiosk. Illustration below. 4.8m x 2.1m in footprint, 2.1m in height.



2. Relocation of firefighting water tank 50m to the north-north-west of their previously approved location (from the southern side of the western vehicle ramp to the northern side) from within approved ERF site to within the southwest corner of the new land – all design details remain as approved.
3. Relocation of the approved weighbridge to 12m to the east of the current position to allow non-HGV traffic to bypass it.
4. Relocation of the approved electrical building 10m southwest from the approved location near the site entrance within the existing ERF permission. All design details to remain the same.

5. Addition of covered bicycle parking to the immediate east of the revised firefighting water tank location.



6. Addition of an inbound bypass lane for car and other light non-HGV traffic to enter the site separately to the HGV route which remains as approved.

## Context of Proposed Development

The land on which the proposed application lies is to the immediate west of the approved ERF facility within the Oldhall Industrial Estate. It was formerly used for informal storage as shown in the Google Streetview and aerial images below.



*Figure 1 Google Streetview 2021: overview of the application site looking south east*



*Figure 2 Google Streetview 2021: overview of the application site looking toward ERF*





Figure 3 Aerial View of former site use 2021



Figure 4 Aerial View of former site use with red line overlay



## Impacts of Proposals

The proposed changes are of a very modest scale, and their likely impacts are discussed below.

### **Changes to the access:**

*Addition of an inbound bypass lane for car and other light non-HGV traffic to enter the site separately to the HGV route which remains as approved.*

The segregation of HGV and light traffic will make the operation of the site safer, keeping the different types of traffic separate as far as possible. The site is at the end of a cul de sac on an industrial estate with no residential or leisure uses, and will have no impacts on wider amenity.

### **Additional Development**

#### *GRP Gas Kiosk*

A new gas kiosk is proposed of a design standard in industrial settings. Green GRP in construction as illustrated above, the kiosk will be 4.8m x 2.1m in footprint, 2.1m in height. The land on which the kiosk is to be located was previously used for the informal storage of skips and other waste handling paraphernalia as seen in the images above.

The only views available are from the public road within the industrial estate, and the development will tidy up the previous informal use of the site.

No noise, traffic or odour are associated with the kiosk.

There will therefore be no amenity impacts.

#### *Addition of covered bicycle parking*

A covered bicycle store will be provided to the eastern side of the relocated fire water tank.

If visible at all, the only views available are from the public road within the industrial estate, and the development will not alter the views of the site.

There will therefore be no amenity impacts.

### **Relocated Equipment**

#### *Firefighting water tank*

The approved water tank associated with the ERF is to be moved to within the new piece of land which will keep it on the site boundary, away from the main structures. The move is by 50m, and will continue to be seen in the context of the ERF. The pump house which drives water from the tank in the event of a fire will also be relocated.

The only views available are from the public road within the industrial estate which only serves industrial plots, and the development will not alter the views of the site.

No noise, traffic or odour are associated with the kiosk.

There will therefore be no amenity impacts.

*Relocation of the approved electrical building*

The approved electrical building is to be moved from its approved position, to facilitate the rearranged access provision.

The move is by 10m, and will continue to be seen in the context of the ERF.

The only views available are from the public road within the industrial estate, and the development will not alter the views of the site.

No noise, traffic or odour are associated with the electrical facility.

There will therefore be no amenity impacts.

*Relocation of the approved weighbridge*

The approved weighbridge is to be moved from its approved position, to facilitate the rearranged access provision.

The move is by 12m, and will remain largely out of sight from outside the site.

The only views available are from the public road within the industrial estate, and the development will not alter the views of the site.

There will therefore be no amenity impacts.

## Summary

The proposed development provides an improved access arrangement to support the safe operation of the ERF facility. It proposes some minor relocation of approved plant associated with the ERF, and adds a small GRP gas kiosk and covered bicycle parking.

The impacts of the changes are likely to be negligible beyond the site boundary and do not affect the purpose or scope of the approved ERF facility's operation or impacts.

As the changes are of a very small scale and with minimal associated impacts, it is hoped that the Planning Authority will be able to determine the proposed development without delay.