

FORT PARKWAY ENERGY CASTLE BROMWICH

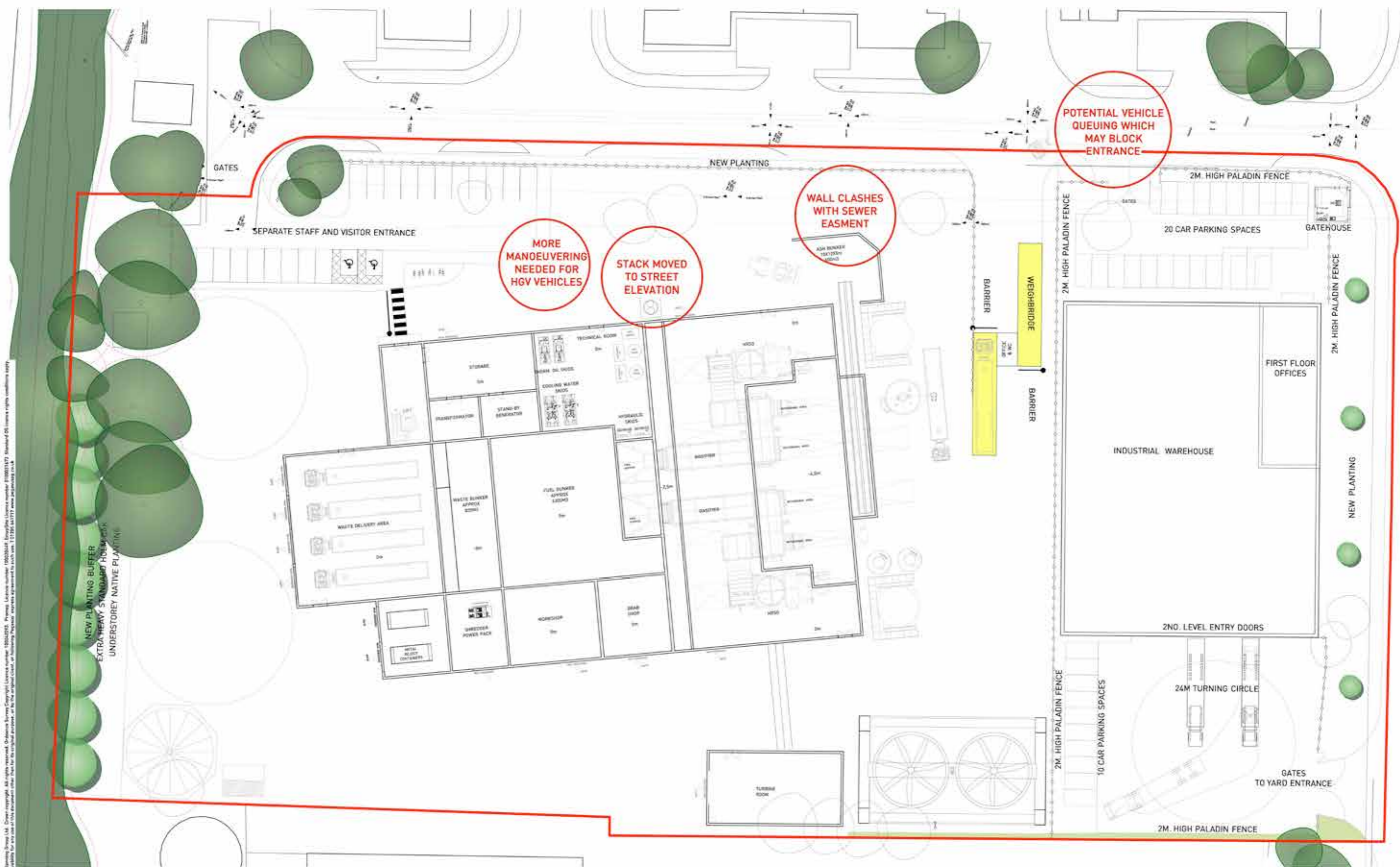
SITE LAYOUT DESIGN DEVELOPMENT



ROLTON KILBRIDE
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Design





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NEW PLANTING BUFFER
EXTRA HEAVY STANDARD ROEHLICH
UNDERSTOREY NATIVE PLANTING

A

Layout Option A

Castle Bromwich Sketch Options

The following document explores the various layout options for the proposed REC at Fort Parkway, Castle Bromwich. This document will highlight the pro's and con's for each option, explaining the design rationale taken.

Each option will look to retain the TPO trees to the southern boundary as well as other constraints previously established. See Constraints & Opportunities plan found with the Design and Access Statement.

Option A

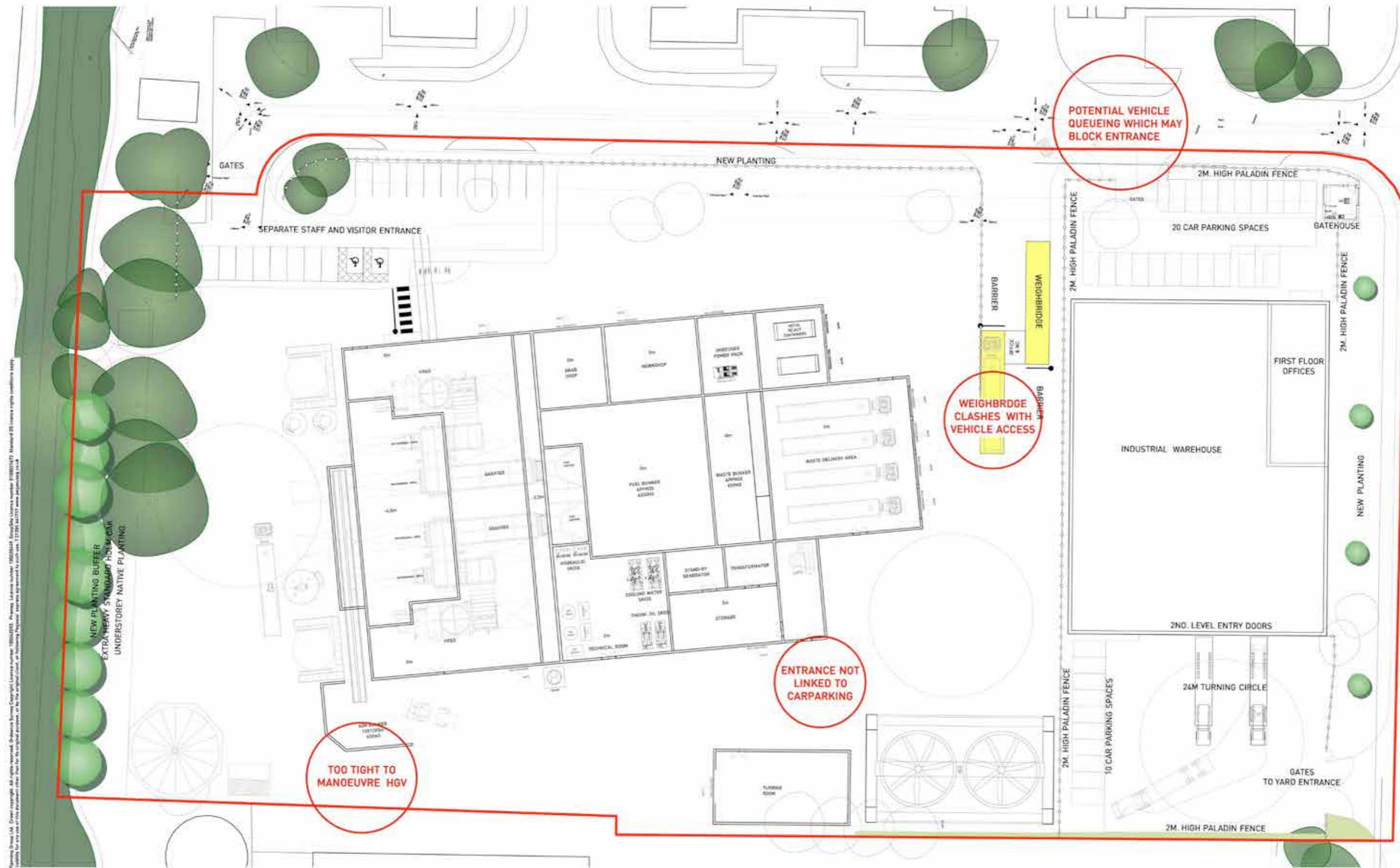
This option shows the REC building flipped 180°, this in turn has moved the stack location and ash bunker to the street elevation. The staff and visitor parking now has its own separate access which separates it completely from operational traffic.

Pro's

- Separate visitor car park located directly off the access road.
- Weigh bridge located via new operational access.

Con's

- The location of operational access means there could be queuing onto the main access road. This in turn may block the entrance to the warehouse car park.
- The stack has been moved to the street elevation, this could be seen as a negative as it is more prominent within the street scene.
- The walls for the ash bunker now clashes with the 3m sewer easement established previously. This would require either re-direction of the sewer or a 'build over license'.
- More manoeuvring would be required for HGV's around the site due to the new layout.
- No controlled access for visitors.



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B

Layout Option B

OPTION B

This option shows the REC building at a slightly rotated angle to allow the staff and visitor parking area to work. This does however cause other issue which have been highlighted below:

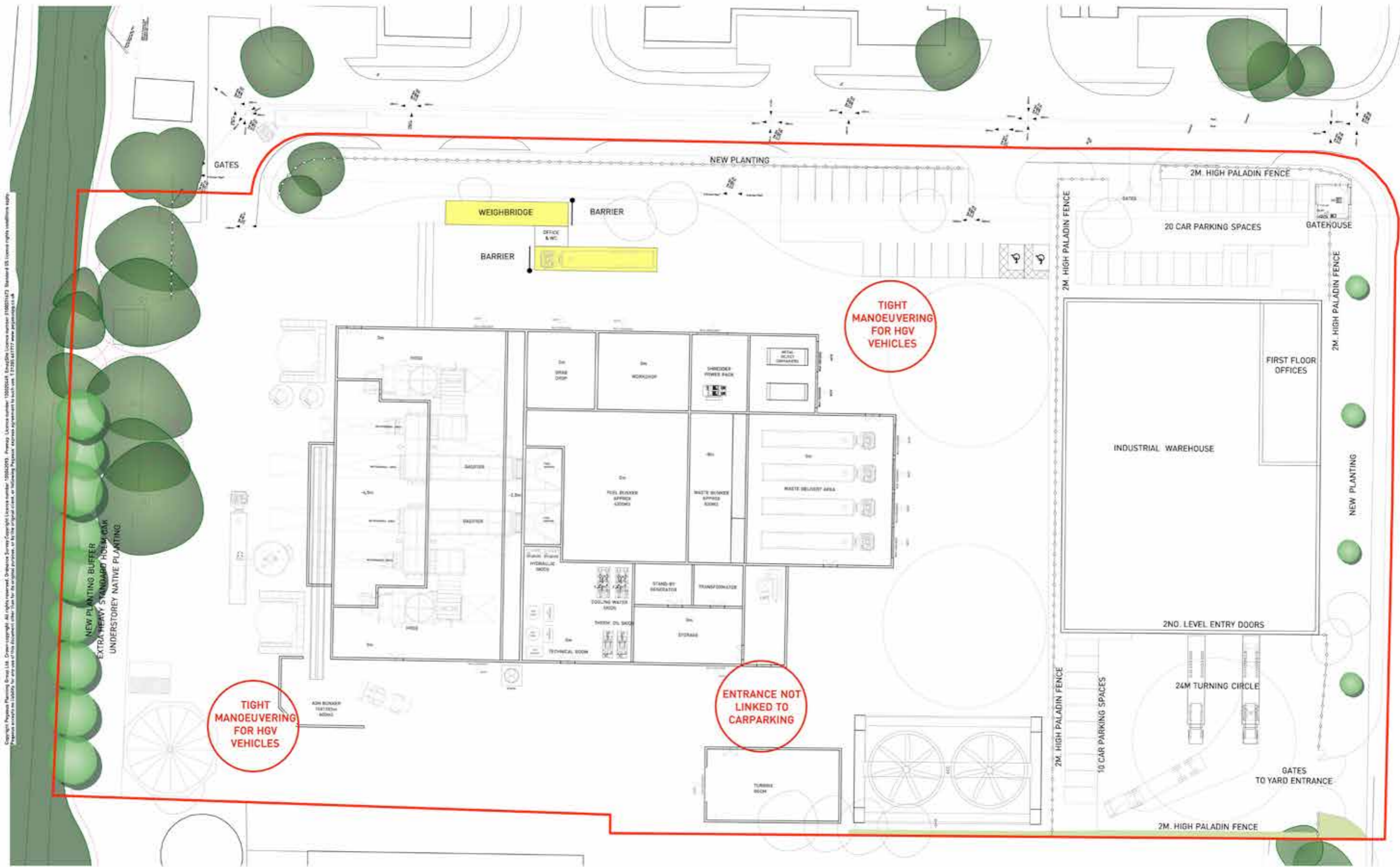
Pro's

- Separate visitor car park located directly off the access road.
- Weigh bridge located via new operational access.

Con's

- The location of operational access means there could be queuing onto the main access road. This in turn may block the entrance to the warehouse car park.
- The area near the ash bunker is too tight for HGV manoeuvring.
- The entrance to the site office is not linked to the car park, meaning staff and visitors would need to walk around the REC to reach the building access point.
- No controlled access for visitors.

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C

Layout Option C

OPTION C

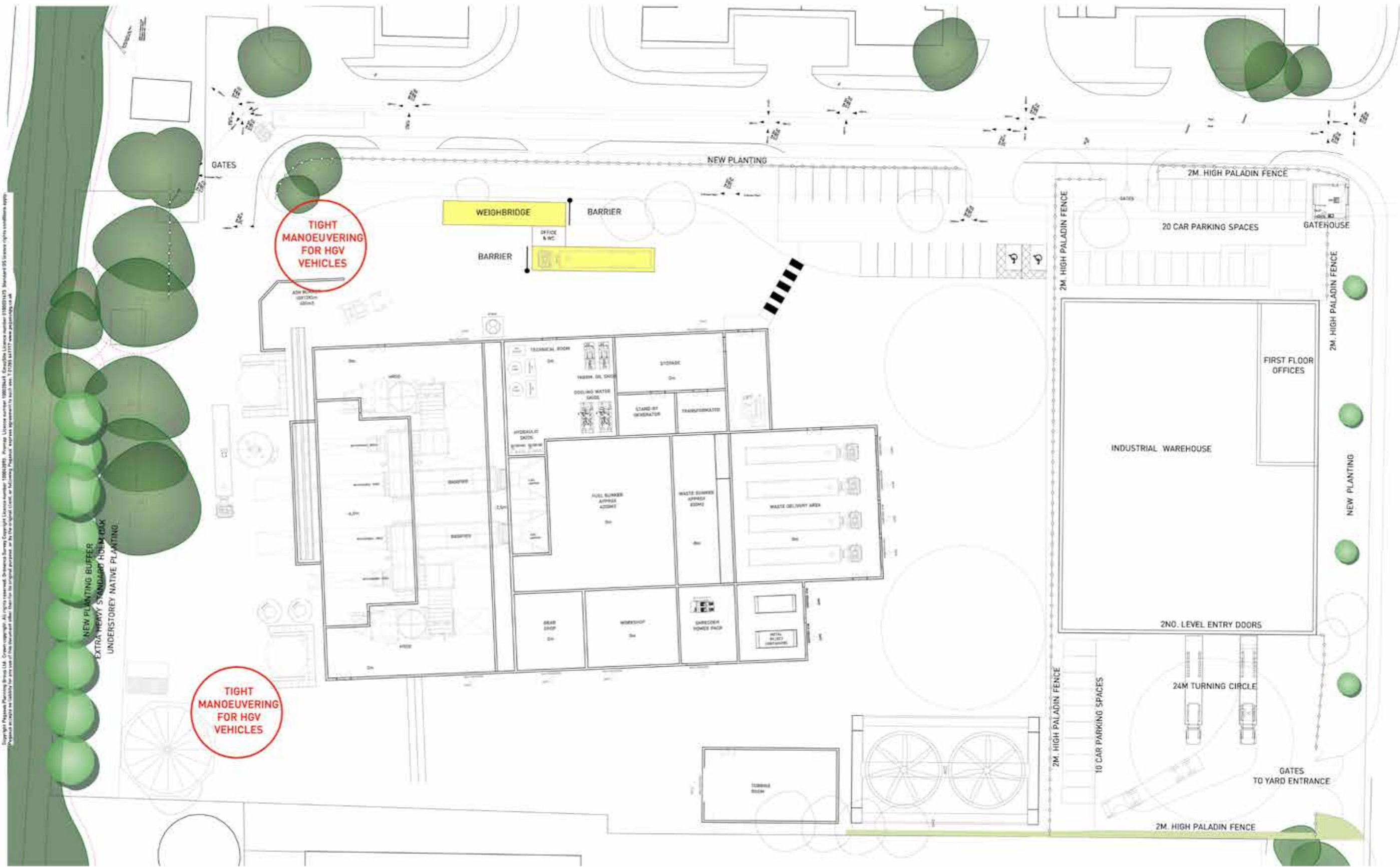
This option shows the REC building located close to the original proposals. This option creates a completely separate visitor and staff entrance directly off the access road. The stack is kept close to the original proposals location along with other ancillary machinery.

Pro's

- Separate visitor car park located directly off the access road.
- Weigh bridge located via new operational access.

Con's

- Multiple areas which would be too tight for HGV manoeuvring.
- The entrance to the site office is not linked to the car park, meaning staff and visitors would need to walk around the REC to reach the building access point.
- No controlled access for visitors.



D

Layout Option D

OPTION D

This option shows the REC building flipped vertically to mitigate the issues with the car park being linked to the entrance. This option provides a completely separate entrance for staff and visitors. The stack is now located in a more prominent location with all other ancillary machinery located closely to its original location.

Pro's

- Separate visitor car park located directly off the access road.
- Weigh bridge located via new operational access.

Con's

- Manoeuvring for HGV's around the plant would be too tight in a number of locations.
- The stack has been moved to the street elevation, this could be seen as a negative as it is more prominent within the street scene.

No controlled access for visitors.



Proposed layout Option

FINAL LAYOUT PROPOSAL

The chosen proposal is considered the best combination of the various options explored. The layout has a clear access corridor for HGV's to manoeuvre whilst allowing for separate controlled access for staff and visitors. The stack has been kept to a less prominent location with all ancillary machinery appropriately placed along the south and eastern boundaries.

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