



Architects Plus (UK) Limited, Victoria Galleries, Victoria Viaduct, Carlisle, Cumbria, CA3 8AN

THOMAS GRAHAM, EGREMONT

May, 2023

20002 Design and Access Statement (Revision A)

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1 | INTRODUCTION

1.1 INTRODUCTION

OVERVIEW

This Design and Access Statement has been prepared to accompany a full planning application for the development of land adjacent to St Thomas Cross, Egremont to form a new premises for Thomas Graham & Sons Limited.

The Town and Country Planning (Development Management Procedure) (England) Order 2015 sets out detailed requirements for the contents of Design and Access Statements. Further advice is provided in Guidance on Information Requirements and Validation (2010) published by the Department of Communities and Local Government (DCLG) as well as, in 'Design and Access Statements' as published by the Commission for Architecture and the Built Environment (CABE). As such, one statement is required to cover both design and access, allowing applicants to demonstrate an integrated approach delivering inclusive design, responsive to context alongside addressing accessibility for intended user throughout the design process.

This Statement will provide an overview of the research and analysis which underpins the design of the proposed scheme.



Figure 1: Aerial view of site from south with A595 to east and Egremont to north

1.2 THE HISTORY

THOMAS GRAHAM & SONS

It all started in 1892.....

“Thomas Graham changed his family’s future for generations to come when he set up his own business – a small ironmongers shop and steel warehouse on Lowther Street in Carlisle. We have come a long way since 1892 and our presence has grown significantly in Cumbria and Lancashire, especially since opening branches in Egremont, Kendal and Morecambe, and following our Head Office relocation from Shaddongate to Kingmoor Park in Carlisle in 2014. Our vision has evolved over the years, however, we still hold true to the original aim of ensuring we offer our customers a first-class level of service at all times.”

Thomas Graham Values

- *Our customers - we go the extra mile to care for our customers.*
- *Our people - are hardworking, friendly, knowledgeable and take responsibility to do the right thing.*
- *Our operations - we continually strive to improve in all that we do.*

Thomas Graham Guiding Principles

- *Be proud of our company, where our leaders generate a sense of passion and fun.*
- *Act morally and with integrity.*
- *Support and develop our TG workforce and have a positive impact on our local community and environment.*
- *Long term sustainable profitable growth.*
- *Encourage entrepreneurial behaviour to explore opportunities.*
- *Give our customers a great service so they want to come back to us.*

Current Day

Thomas Graham recently celebrated their 125th anniversary and now have branches in Carlisle, Egremont, Kendal and Morecambe.

Architects Plus have been appointed to design a new, larger, purpose built branch in Egremont to replace their existing branch which currently exists on the Bridge End Industrial Estate, Egremont



Figure 2: Thomas Graham’s ironmongery shop and steel warehouse , Lowther Street, Carlisle

2 | CONTEXT

2.1 LOCALITY
CONTEXT

Location

Site Address: Land adjacent to St. Thomas Cross, Egremont
Grid Reference: X (Easting) 301497, Y (Northing) 509961
What3words: hazel.onion.rides
The site area: 2.8872Ha

Key Points Summary

Locality

- The site is situated 0.5 miles from Egremont and is approximately 6 miles from Whitehaven to the north and approximately 5 miles from Sellafield to the south

Physical context

- Currently vacant land situated on the fringe of the settlement adjacent to A595 and the St Thomas Cross Roundabout

Social context

- The site has been allocated within Copeland Borough Council Local Plan 2013 –2028 as land for Employment

Economic context

- Creation of additional employment opportunities within Egremont and surrounding areas
- Boosting of the local and wider economy through additional spending
- Releases existing Thomas Graham premises for occupation by other businesses

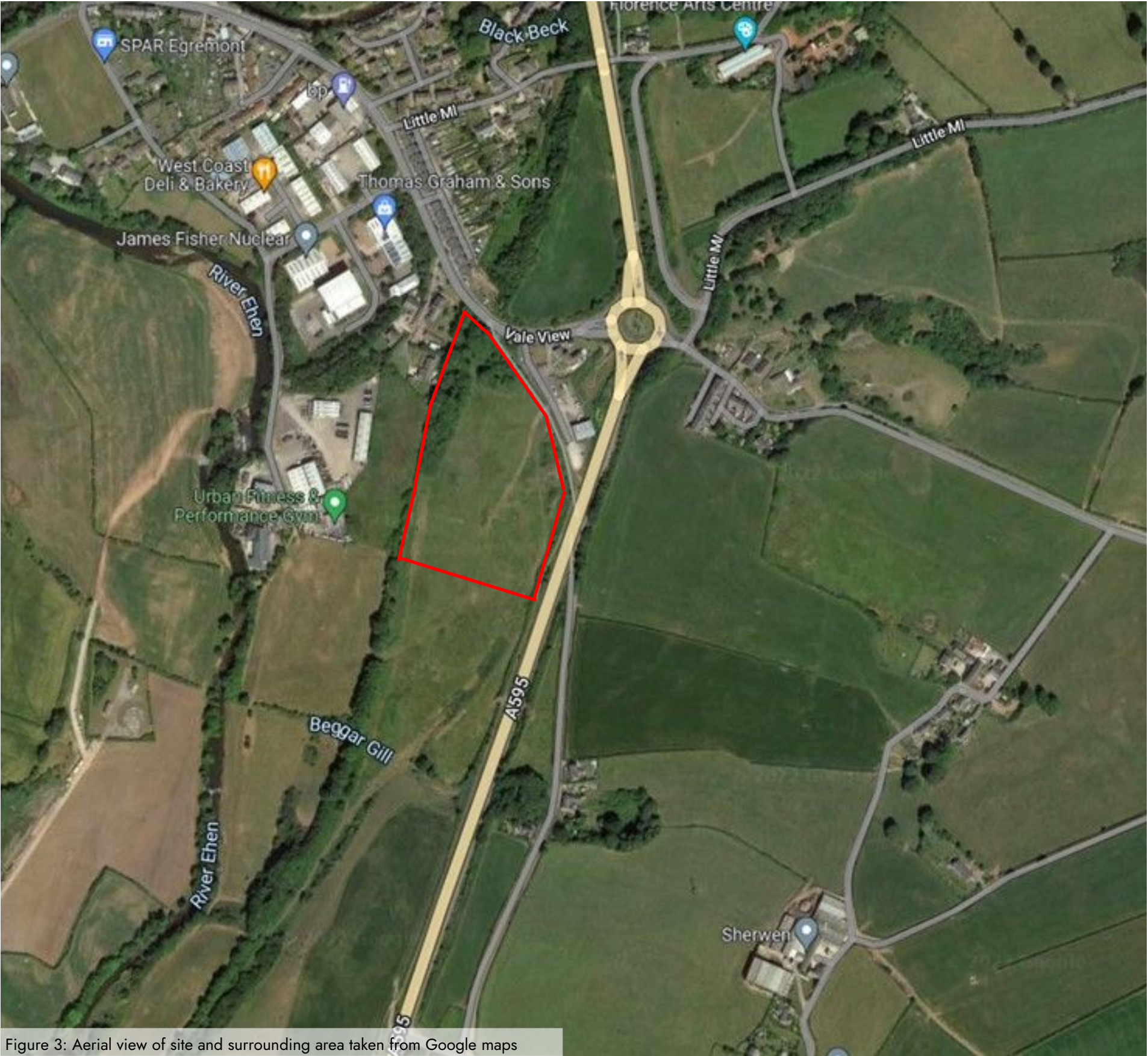


Figure 3: Aerial view of site and surrounding area taken from Google maps

2.2 SITE PHOTOGRAPHS

CONTEXT

Location

- The site is located to the south eastern edge of Egremont. It is bounded to the north by St. Thomas Cross roundabout, and to the east by the A595. To the north west of the site is the Bridge End Industrial Estate where the current Thomas Graham branch is located. The southern end of the site is undeveloped, open land. The River Ehen lies to the west.

Topography

- The site is steeply sloping from east to west from the boundary with the A595 towards the River Ehen. There is change in level of approximately 18m from the eastern site boundary to the western site boundary.

Landscape

- The existing landscape is predominantly grassed land with trees to the western and north western boundary.

Access

- Main vehicular access to the boundary of the site is either from the adjacent A595 which skirts north / south to the east of Egremont or from Vale View which heads south east towards the site from Egremont town centre.
- Access to the site is through an existing field gate adjacent to the St. Thomas Cross Garage on Vale View to the north east of the site. There is currently no vehicular access on the site.

Surrounding Land Use

- St Thomas Cross garage lies to the north east boundary, a double height industrial steel frame building.
- Residential properties lie to the north east of the site boundary, and are predominately two storey in a mixture of detached and terraced styles.
- Further north lies the existing Thomas Graham branch which is situated on a industrial estate comprising a mixture of industrial steel frame and brick building, some appearing to be up to four storeys in height..



Figure 4: View towards A595 from existing site entrance



Figure 5: Looking north east towards St Thomas Cross garage



Figure 6: Looking out of site to existing access



Figure 7: Looking west over industrial estate towards River Ehen

2.3 PLANNING CONSIDERATIONS

PRE-APPLICATION, LOCAL PLAN & POLICY

Pre-Application Planning Discussions and Advice

Meetings have been held with Development Control at Copeland Borough Council to discuss the validation requirements for a Planning Application. A request for pre-application advice was submitted and a response was received from Copeland Borough Council in December 2022, reference PAA/22/0146.

As a result of this Pre-Application advice, a validation checklist was issued and several external consultants have been appointed to the team to produce the relevant reports and statements required. Full reports accompany this Planning Application however the main conclusions are summarised in this Design and Access Statement.

Key issues to be addressed as a result of discussions

- There a number of residential units to the north east of the site and the amenity of these properties needs to be considered.
- Impacts on the existing highway network, in particular the roundabout junction with the A595 and the existing road access. Early discussions with Cumbria Highways recommended.
- Impact on the character of the overall area therefore the application should be accompanied by Landscaping Scheme and a Landscape Visual Impact Assessment.

Local Plan

The site is allocated within Copeland Borough Council Local Plan 2013 –2028, reference E10, with a Site Allocation ref of EGA: Bridge End Extension.

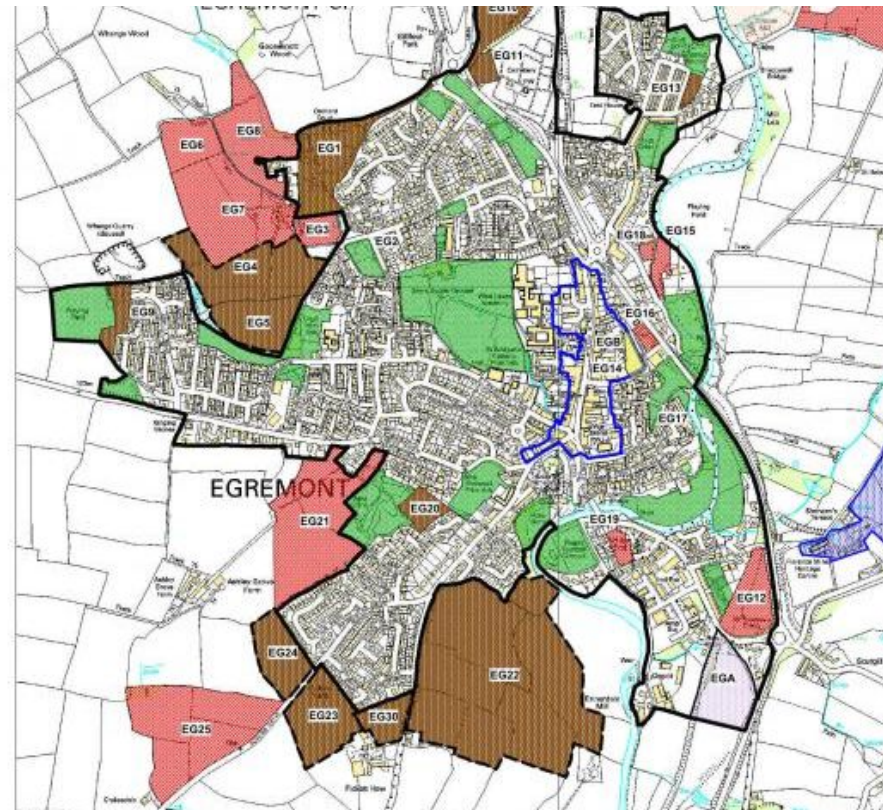


Figure 8: Site Allocations Plan from Copeland Borough Council

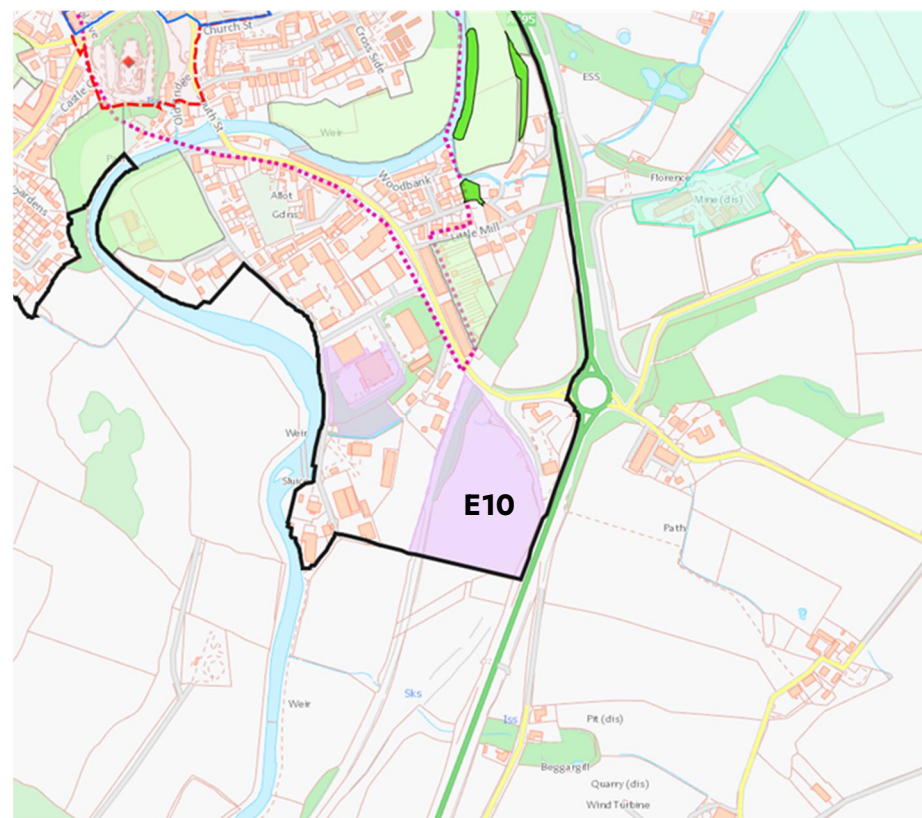


Figure 9: Extract from Copeland Borough Council Local Plan 2013–2028

Planning Policy relevant to Copeland Local Plan 2013 –2028

- Policy ST1: Strategic Development Principles
- Policy ST2: Spatial Development Strategy
- Policy ER6: Location of Employment
- Policy ER1: Planning for Nuclear Sector
- Policy ER4: Land and Premises for Economic Development
- Policy ER6: Location of Employment
- Policy ER7: Principal Town Centre, Key Service Centre, Local Centres and other service areas; Roles and Functions
- Policy ER9: The Key Service Centres, Local Centres, and other smaller centres
- Policy ER11: Developing Enterprise and Skills
- Policy T1: Improving Accessibility and Transport
- Policy ENV1: Flood Risk and Risk Management
- Policy ENV3: Biodiversity and Geodiversity -
- Policy END4: Heritage Assets
- Policy ENV5: Protecting and Enhancing the Borough's Landscapes
- Policy DM10: Achieving Quality of Place
- Policy DM11: Sustainable Development Standards
- Policy DM22: Accessible Developments
- Policy DM24: Development Proposal and Flood Risk
- Policy DM25: Protecting Nature Conservation Sites, Habitats and Species
- Policy DM26: Landscaping
- Policy DM27: Built Heritage and Archaeology

PRELIMINARY ECOLOGICAL APPRAISAL

Ecology

A Preliminary Ecological Appraisal has been undertaken by Envirotech NW Ltd, a copy of which accompanies this Planning Application. An extract from the report is stated below:

Executive Summary

“1.1.2 A data search and desk study of the site and an area within 2km of the site were undertaken to establish the presence of protected species and notable habitats.”

“1.1.3 The site was then visited by a licenced ecologist from Envirotech NW Ltd on the 9th January 2023. A full botanical survey of the site was initially undertaken and this was followed by surveys to establish the presence or absence of notable species at the site or in proximity such that they may be affected by the proposed development.”

“1.1.4 The plant species assemblages recorded at the site are all common in the local area and are considered to be of low ecological value. Woodland and scrub to the boundary is higher value but is retained in the scheme.”

“1.1.5 None of the hedgerows around the site perimeter were considered important under the Hedgerow Regulations (1997).”

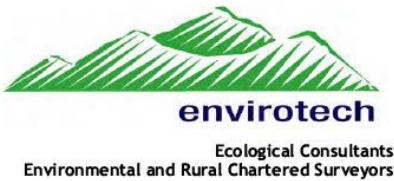
“1.1.6 No bats were recorded roosting on or near site.”

“1.1.7 Birds are likely to utilise scrub on site for nesting between March and September. Any vegetation clearance should therefore be undertaken outside of this period.”

“1.1.8 No other notable or protected species were recorded on the site.”

Biodiversity Net Gain

As part of this Planning Application, a Biodiversity Net Gain report and assessment has been prepared. Refer to Section 3 of this Design and Access Statement and the Bio-Diversity Net Gain report prepared by Envirotech NW Ltd.



Preliminary Ecological Appraisal
Thomas Graham, Egremont



Tel: 015395 61894
Email: info@envtech.co.uk
Web: www.envtech.co.uk
Envirotech NW Ltd
The Stables, Back Lane, Hale, Milnthorpe, Cumbria. LA7 7BL
Directors:
A. Gardner BSc (Hons), MSc, MRICS, Dip NDEA
H. Gardner BSc (Hons), MSc, CEnv, MRICS
Registered in England and Wales. Company Registration Number 5028111

Figure 10: Preliminary Ecological Appraisal

2.5 GROUND INVESTIGATION

PHASE 1: DESK TOP STUDY REPORT AND PHASE 2: GROUND INVESTIGATION REPORT

Ground Investigation

A Phase 1: Desk Top Study Report (Preliminary Environmental Risk Assessment) dated 05 April 2022 and a Phase 2: Ground Investigation Report dated 13 July 2022 has been prepared by GEO Environmental Engineering, copies of which accompany this Planning Application.

Extracts from the conclusions of the two reports as follows:

Conclusion of Phase 1: Desk Top Study Report

- “The development site is currently considered to represent a low to moderate geotechnical risk.”
- “The site is currently considered to pose a very low risk to the proposed end users from ground contamination.”
- “The site is currently considered to pose a negligible risk to adjacent sites (the surrounding environment) and controlled waters with respect to potential ground/groundwater contamination.”
- “The site is currently considered to pose a very low risk to the proposed end users from ground gas.”

Conclusion of Phase 2: Ground Investigation Report

10.1 Ground and Groundwater Conditions Summary

- “The ground investigation has encountered topsoil overlying localised made ground associated with the former railway lines and an area of historical spoil mounds in the north east. The made ground was encountered to a maximum depth of c.1.80m bgl but is likely to be deeper along the western boundary given the site topography. The made ground typically comprised gravel, cobbles and boulders of aggregate with occasional slag, shale, clinker, ash, brick, concrete, metal and other anthropogenic material. Natural drift deposits typically comprised firm, firm to stiff and stiff sandy gravelly clay with lenses of silty sandy gravel and occasional sand. Bedrock was not encountered.”

Conclusion of Phase 2: Ground Investigation Report (contd.)

10.2 Future Foundations, Pavements and Buried Structures

- Based on the results of the ground investigation, conventional strip and/or pad foundations are considered appropriate. The foundations should be at least 0.75m deep and extend through the topsoil and made ground into the firm to stiff and/or stiff sandy gravelly clay (glacial till). Deepening of the foundations may be required in the vicinity of existing or proposed trees.
- It is recommended that the foundations are designed in accordance with NHBC Standards (Chapter 4.2, “Building Near Trees”). An allowable bearing capacity for the firm to stiff and stiff sandy gravelly clays of 100kN/m2 is considered appropriate.
- The formation level should be carefully inspected to ensure suitable ground conditions. Deepening of the foundations may be required where made ground, soft or unsuitable deposits are encountered.
- With respect to buried structures (concrete), the pH levels and soluble sulphate concentrations in the soils equate to a Design Sulphate classification of DS-2 and an ACEC classification of AC-3z (BRE Special Digest 1: 2005 – (brownfield site assuming mobile groundwater)

10.3 Ground Contamination: Human Health

- “Following the results of the contamination assessment it can be seen that none of the contaminant concentrations exceed the assessment criteria for a commercial / industrial development and asbestos fibres have not been detected. As such, the topsoil and made ground does not pose a risk to human health. In view of the above, remediation is not considered necessary in order to develop the site for commercial / industrial end use”

10.4 Ground Gas

- “The results of the ground gas monitoring indicate no methane, low concentrations of carbon dioxide and low flow rates. Therefore, gas protection measures are not considered necessary. Radon protection measures are not considered necessary at this time”

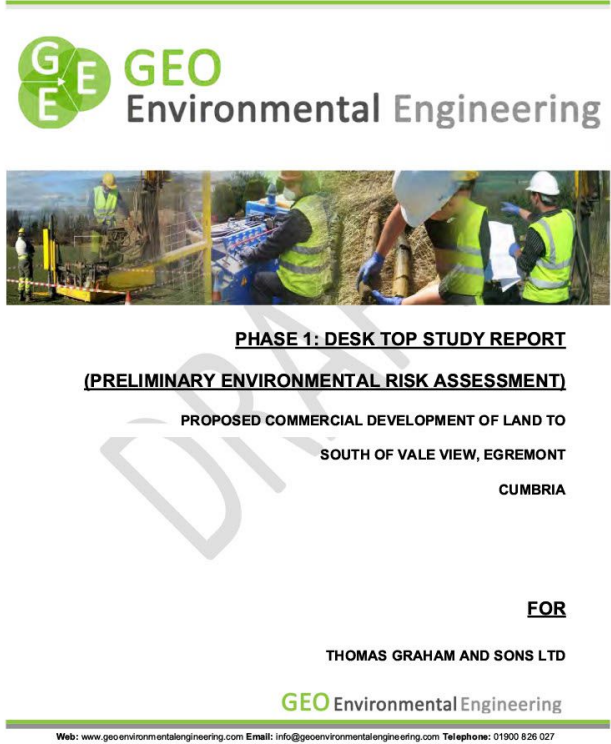


Figure 11: Phase 1: Desk Top Study Report (Preliminary Environmental Risk As-

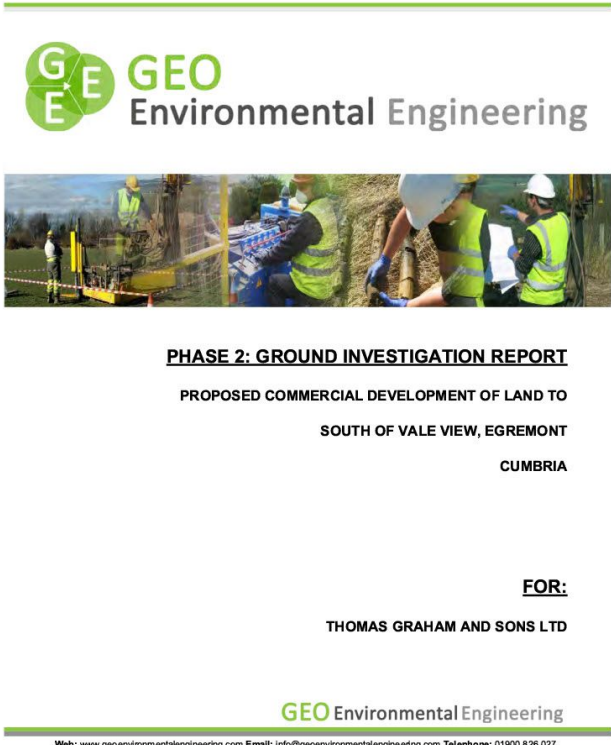


Figure 12: Phase 2: Ground Investigation Report dated 13 July 2022

2.6 ARCHAEOLOGY

DESK BASED ARCHAEOLOGICAL ASSESSMENT

Desk Based Archaeological Assessment

As a result of the Pre-Application submission, Copeland Borough council that it was advised that contact should be made with the Historic Environment Officer at Cumbria County Council. Advise was sought and it was recommended that a Desk Based Archaeological Assessment was required. This was undertaken by Gerry Martin Associates Ltd, a copy of which accompanies this Planning Application.

Extracts from the conclusion of the report as follows:

Conclusion of Desk Based Archaeological Assessment

“The desk-based assessment has not identified any heritage assets that could seriously impact upon the development. An embankment located to the east represented an early 20th century mineral railway whilst a 19th century railway cutting formed the western boundary of the site.

There was no evidence for the course of a Roman road.

Previous archaeological reconnaissance has not raised any archaeological issues and the likelihood remains that the archaeological potential is probably very low.

However, the curatorial authority could advocate for a programme of archaeological evaluation in order to test this assertion, perhaps allied to a complementary geo-physical survey that may highlight surviving anomalies with a past cultural origin.”

Desk-based Assessment: Land at St Thomas's Cross, Egremont, Cumbria

The paper mill had become a woollen mill and there had been infilling of the quarter south of the core of the town.

3.4 Historic Environment Record

Ten entries are recorded in the Historic Environment Record and are of a non-designated heritage status within a 500m radius of the study area (figure 7). A Roman road (1 and 2) is posited as being in close vicinity although when tested by archaeological evaluation the intervention proved sterile.

Mills (3, 5 and 10) congregated along the banks of the River Ehen and its tributaries but only documentary sources remain.

The mineral railway to Florence Mine (4) impacts upon the study area as a railway embankment.

Industrial trades were undertaken to the west as a bleach-works (8) and a tannery (9) whilst quarrying (6) was conducted to the east.

The deer park citation (7) is based only on documentary evidence



Figure 7. Location of entries in the Historic Environment Record. (OS Copyright, Licence no. 100044205)

No.	Her No.	Location	Description	Site type	Period	Status
1	1255	Thornhill, Black Calder Hall road	Road	Documentary	Roman	None
2	1210	Quarrier Quarter Road	Road	Other structure	Roman	None
3	12885	Little Mill, St John	Watermill, Cornmill, mill house	Documentary	Post-Medieval	None
4	12339	Florence Mine, St John	Mineral railway, ironstone mine	Documentary, roofed building	20 th Century	None
5	12177	Ennerdale Mill	Woollen, Flax	Documentary	Post-Medieval	None

Desk-based Assessment: Land at St Thomas's Cross, Egremont, Cumbria

			Paper and Textile mill	roofed building		
6	12174	Quarry	Quarry	Documentary	Post-Medieval	None
7	43697	Egremont Park	Deer park	Documentary	Medieval	None
8	12875	Bleach Green	Bleach Works, Watermill	Documentary	Post-Medieval	None
9	12886	Bridge End Tannery	Tannery	Sub-surface deposit	Post-Medieval	None
10	12334	Egremont Great Mill	Corn Mill	Documentary	Post-Medieval	None

Table A. Heritage assets held in the Historic Environment Record

In summary, none of the historic environment entries would be considered to be influential in characterising the study area, although the Roman road may need investigation.

3.5 Lidar

Examination of the Lidar data suggested intimated a railway cutting and the course of the mineral railway line as depicted on the 1926 Ordnance Survey map.

There was no evidence for a Roman road traversing the study area.

4 FIELD SURVEY

4.1 Walkover survey

A walkover survey was undertaken on Sunday 22nd January 2023 in overcast, dry conditions. Access was unimpeded. The site NY 01500 09900 was covered with tufts of reeds and coarse grass producing rough grazing used by cattle and rather boggy. The entrance was enhanced by a gravel path whilst the topsoil appeared to lack any considerable depth.

The study area had been severely modified during the late 20th century when the transport network serving Egremont was altered. The former railway had become disused in the 1960's and its course was adopted as a road by-pass from St Thomas's Cross to the Cockermouth and Whitehaven road junction. A roundabout was installed, severing a small collection of houses from the road frontage whilst a motor garage still operates.

The roundabout on the A595 occupies the course of the former mineral railway line.

To the west was a deep ravine, a former railway cutting NY 01472 10000 that maintains the western site boundary (figure 8).

To the east of the site was a heavily damaged railway embankment NY 01530 09900 whose course petered into the study area (figure 9).

The terrain fell appreciably to the south (figure 10). There was no evidence for any former field divisions or other past cultural activity. Any Roman road would have been highlighted as a linear

Figure 13: Extract from Desk Based Archaeological Report

2.7 FLOODING RISK
SUMMARY

Flood Risk Assessment

The site lies wholly within Flood Zone 1.

Environment Agency Maps are included within the Drainage Strategy prepared by AL Daines and Partners, a copy of which accompanies this Planning Application.

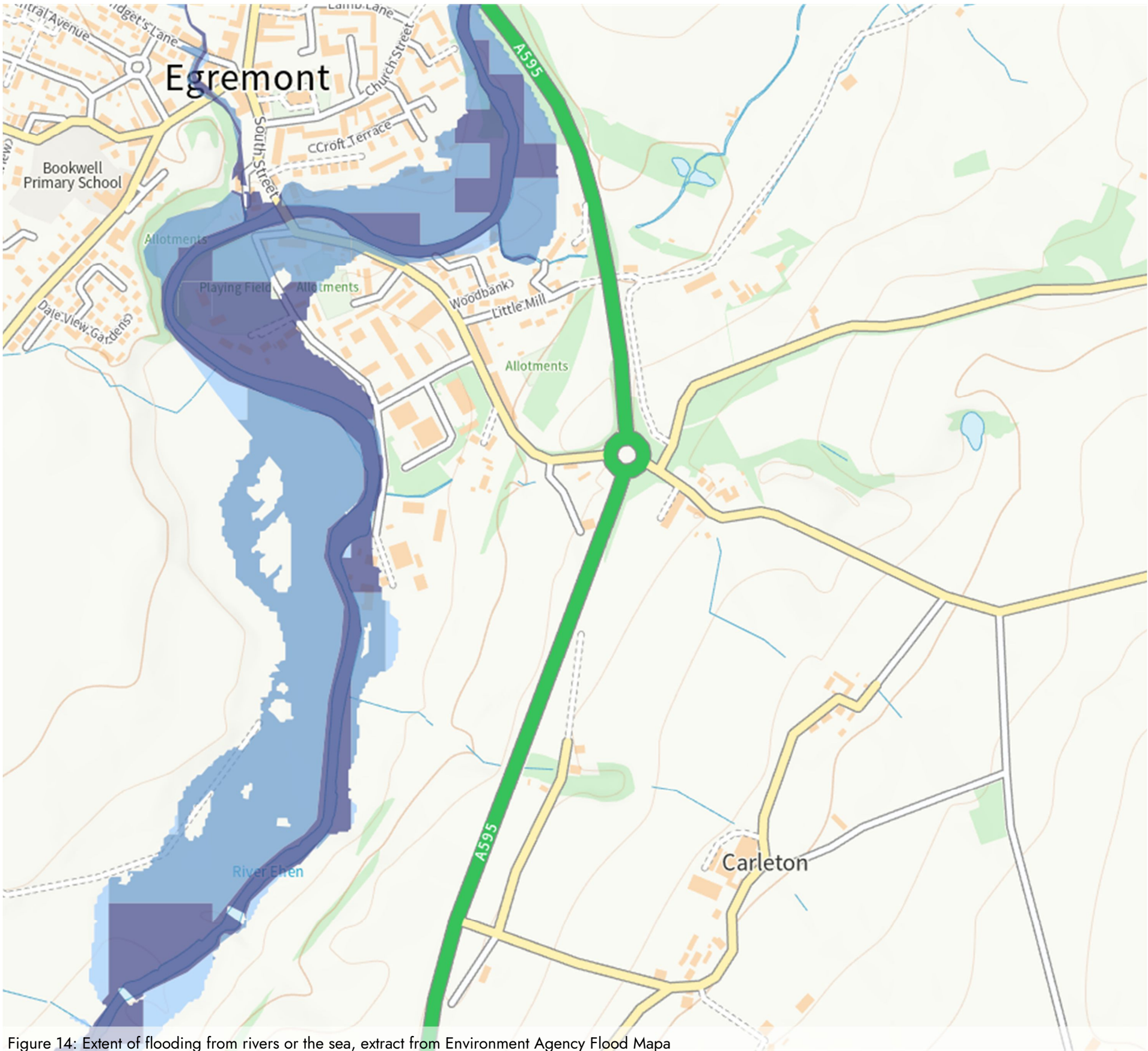


Figure 14: Extent of flooding from rivers or the sea, extract from Environment Agency Flood Maps

3 | DESIGN

3.1 PROPOSED SITE LAYOUT

DESIGN CONSIDERATIONS

16

Orientation / Natural Features

- Natural topography of the land lends itself to a long, narrow building form following the efficient use of existing topography in the centre of the site.
- Buildings kept away from steeper sections of site at boundary fringes helps to provide buffer zone and retains existing screening to nearby residential use.

Access

- An existing field access offered the most economical and viable entrance to the existing site, due to the existing site layout and topography.

Movement

- Vehicle movement split into an upper and lower access road following the existing topography and offering options for one way traffic movement to the most frequently used routes.

Placement

- Carefully considered placement of the main building in the centre of the site permits access to both sides of the building at different levels offering more efficient use of the site and allowing the building to follow the natural topography.

Scale

- Following the form of the existing landscape to lower the visual impact on the surrounding area..

Use

- Primary use of Main Building as new branch with option to provide additional 6no. Units for local businesses

Parking

- Creating separate public and staff parking to create separation and safer vehicle movements away from customer vans and deliveries.

Zoning

- Main Building and 6no. Units zoned at each ends of the site to create distinct separation between the premises.
- Separate upper and lower yard segregates deliveries and allows flexibility.

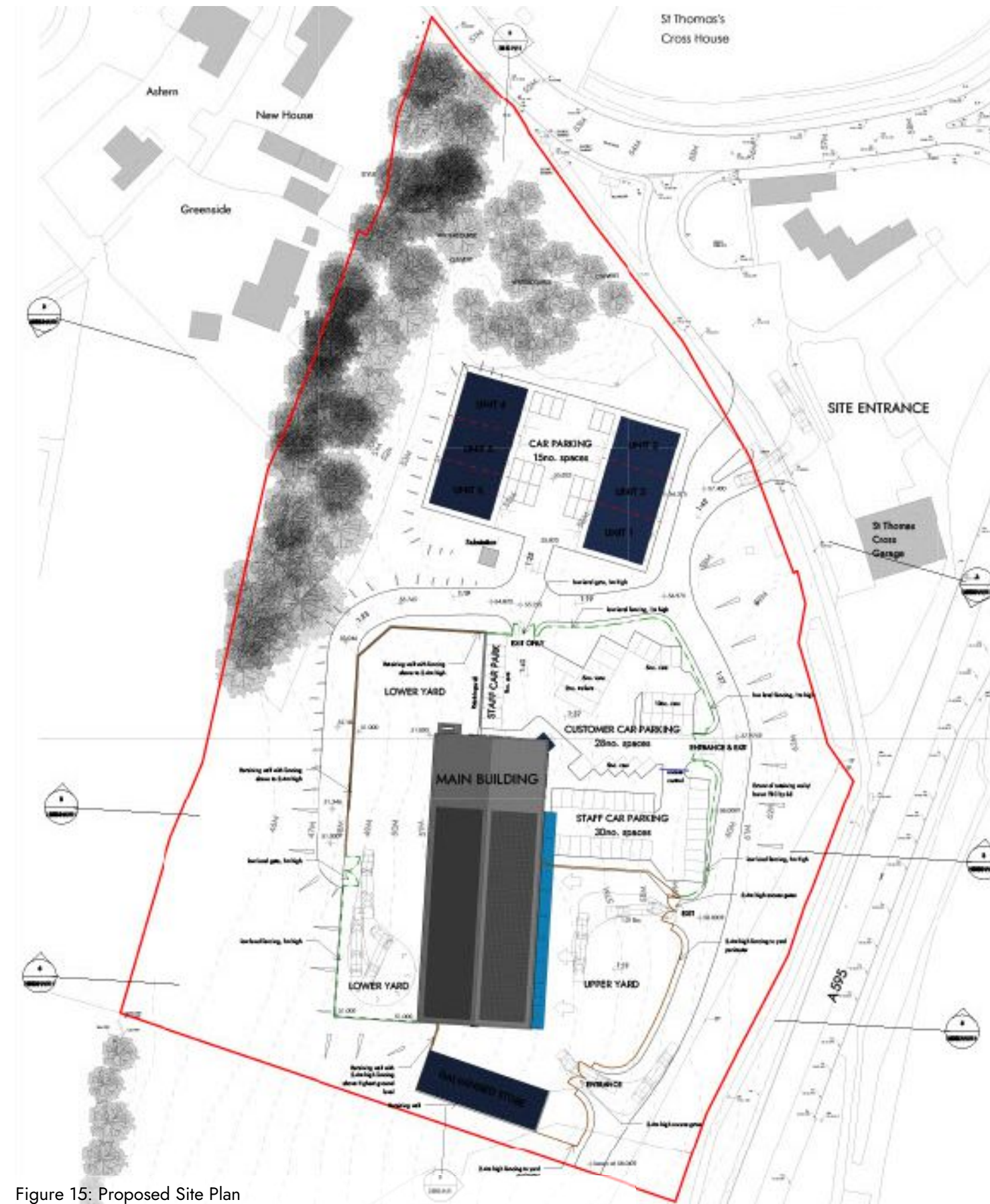


Figure 15: Proposed Site Plan

3.2 BUILDING DESIGN

FLOOR PLAN & SCHEDULE OF ACCOMODATION

Main Building: Basement

- Basement Unit 1
- Accessible WC 1
- Basement Unit 2
- Accessible WC 2
- Basement Unit 3
- Accessible WC 3
- Basement Unit 4
- Accessible WC 4
- Circulation
- TOTAL AREA 1810m²**

Main Building: First Floor

- Sales Office
- Meeting Rooms
- Storage Area
- Gym
- Canteen
- Plant Room
- WC Facilities
- Drying Room
- Circulation
- TOTAL AREA 1540m²**

Main Building: Ground Floor

- Counter
- Welding Hire and Power Tool Repair
- Picking and Despatch
- Goods In
- Racking
- Paint Store
- Pallet Store
- WC Facilities
- Circulation
- TOTAL AREA 1810m²**

6no. Units

- Unit 1
- Accessible WC 1
- Unit 2
- Accessible WC 2
- Unit 3
- Accessible WC 3
- Unit 4
- Accessible WC 4
- Unit 5
- Accessible WC 5
- Unit 6
- Accessible WC 6
- TOTAL AREA 920m²**



Figure 16: Proposed Basement, Ground and First Floor Plans

3.2 BUILDING DESIGN (CONTD.)

BASEMENT FLOOR

Use

- Basement floor to be split into 4no. units of similar sizes.

Access

- Vehicle and pedestrian access via sectional overhead doors and personnel doors from the lower yard.

Movement

- Two staircases and a lift will provide vertical circulation to the ground and first floor. The Basement Corridor will act as an alternative means of escape via Stair 2, leading up to the ground floor.

Scale

- The floor to floor height from basement floor to ground floor will be 5 metres. This is to correspond to the height of the existing ground levels and will suit the nature of the business.

Proportion

- All units will have standard height windows facing on to the lower yard, with Basement Unit 1 and 4 having high level windows facing to the side of the lower yard.

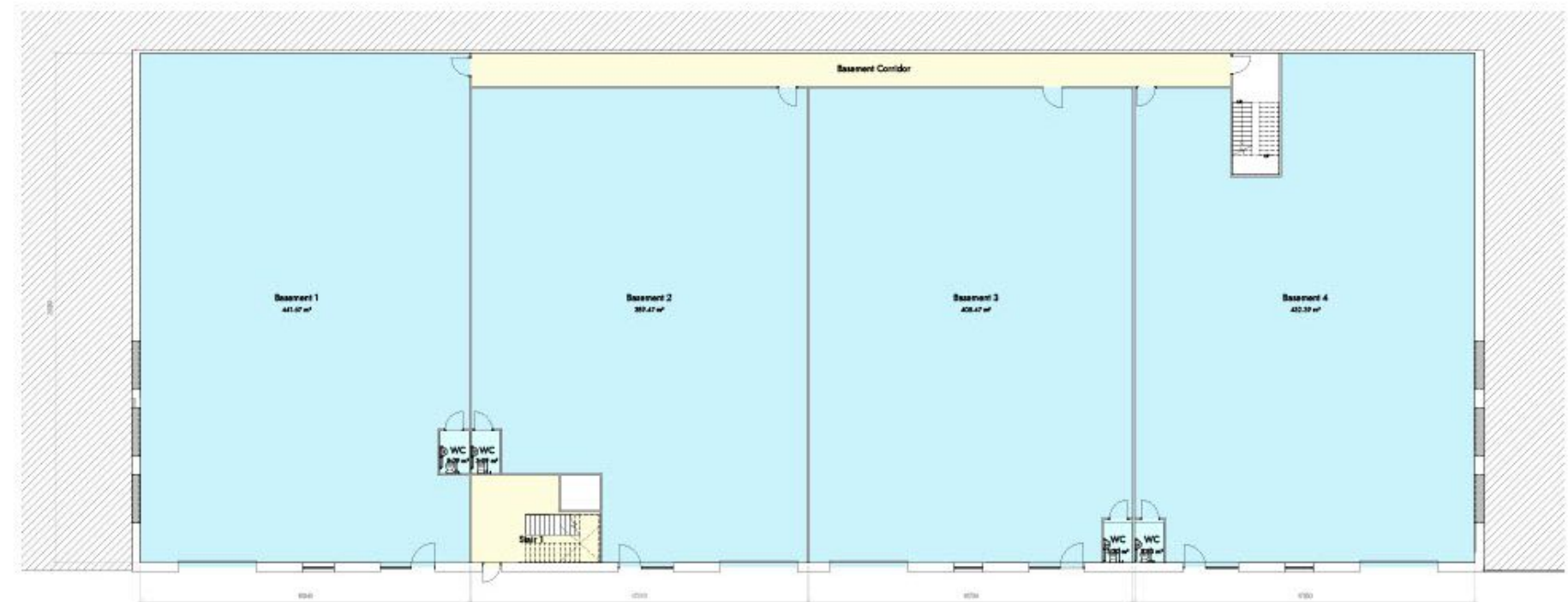


Figure 17: Basement Floor Plan

3.2 BUILDING DESIGN (CONTD.)

GROUND FLOOR

Use

- Mainly used as a counter used by trade customers, with sales in the counter predominantly comprising of account holders and trade customers.
- A small number of cash sales equate to less than 2% of the turnover and as such is *de minimis* to the mainly trade operation.
- Goods in and out, pallet store and welfare facilities used by staff

Access

- Main customer entrance to counter via automatic entrance doors and draught lobby from customer car park
- Goods in and out via sectional overhead doors from the upper yard
- Staff entrance into picking area from staff car park

Movement

- Two internal fire escape staircases and a lift will provide vertical circulation to the between the basement and first floor.
- Two additional staircases and a goods lift for use by staff only to provide access between ground and first floor
- An external staircase to provide an additional fire escape from first floor to the customer car park

Scale

- The floor to floor height from ground floor to first floor will be 4 metres. This allows for the required structure and M&E servicing required and also corresponds to the nature of the use of the building

Proportion

- Glazed entrance draught lobby and glazed side screens in proportion with the height of the building to define customer entrance
- Sectional overhead doors to suit sizes of goods in / out of despatch / picking areas
- Standard height windows facing west on to the lower yard
- Room sizes defined by the floor space required by the viability of the business



Figure 18: Ground Floor Plan

Opening Hours

- The opening hours will be:
6am to 6pm Monday to Friday
6am to 12 noon Saturday

3.2 BUILDING DESIGN (CONTD.)

FIRST FLOOR

Use

- Storage area / void of full height pallet store.
- Offices, meeting spaces and welfare facilities used by staff and visitors

Movement

- Two internal fire escape staircases and a lift will provide vertical circulation to the between the basement and first floor.
- Two additional staircases and a goods lift for use by staff only to provide access between ground and first floor
- An external staircase to provide an additional fire escape from first floor to the customer car park

Scale

- The floor to ceiling height at first floor will be a standard office height of 2.7 metres. The storage area will be left open to the composite panel over. This allows for the required structure and M&E servicing required and also corresponds to the nature of the use of the building

Proportion

- Glazed entrance draught lobby and glazed side screens in proportion with the height of the building to define customer entrance
- Sectional overhead doors to suit sizes of goods in / out of despatch / picking areas
- Standard height windows facing west on to the lower yard.
- Standard height windows facing north and east on to the upper yard and car park with larger feature windows to provide greater visual connection between offices and arriving customers.
- Room sizes defined by the floor space required by the viability of the business

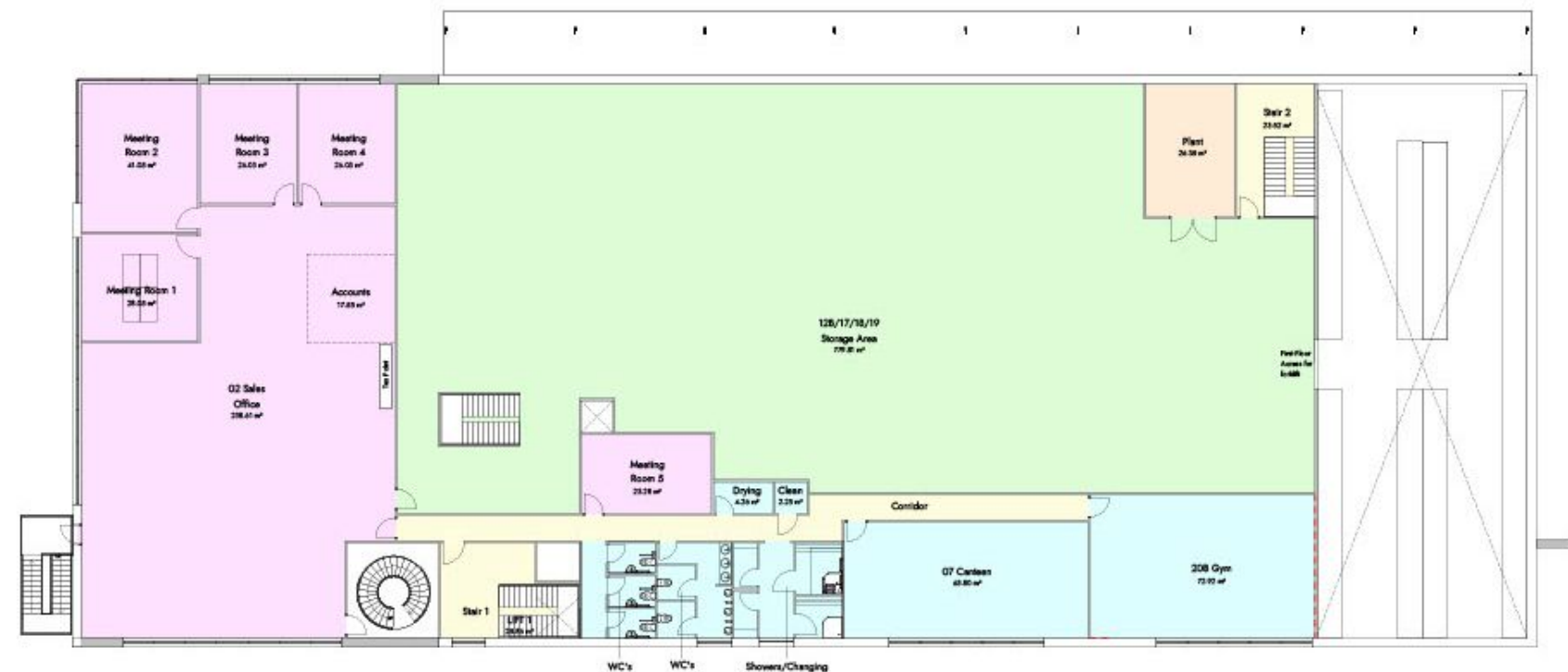


Figure 19: First Floor Plan

3.2 BUILDING DESIGN (CONTD.)

UNITS 1 TO 6

Use

- Additional units which may be lettable to businesses in the local and wider area as B2/B8 use class

Access

- Goods in and out via sectional overhead door to each unit
- Staff / customer entrance into unit from car park area

Movement

- Single storey building with horizontal circulation with access doors to front and rear of each units.

Scale

- Single storey buildings with mono pitched roof sloping away from sectional overhead door openings.
- This allows for the required structure and M&E servicing required and also corresponds to the nature of the use of the building

Proportion

- Sectional overhead doors to suit expected sizes of goods in / out
- Standard height windows and personnel doors facing on to parking areas
- Sizes defined by the floor space required by the viability of the businesses



Figure 20: Units 1 to 6: Ground floor plan

3.2 BUILDING DESIGN (CONTD.)
ELEVATION TREATMENTS: MAIN BUILDING

Shop Entrance

- Customer access to the Main Building is via the glazed entrance doors leading directly into the counter area. The glazed entrance doors are set angled towards the site entrance to provide a prominent customer and visitor entrance, which are easily distinguished from the customer car park.
- The use of glazed curtain walling to this area allows a visual connection into the counter area for display of sales items and a visual connection from the counter to the customer car park for the sales staff.
- Manifestation will be applied to the glazed doors and side screens in accordance with Part M of the Building Regulations.

Elevation Materials

- A flat finish with a contrasting colour of composite cladding are proposed to the customer / office element of the building to emphasise and define the counter entrance for visitors
- A more traditional ridged composite cladding has been used to the goods in / out area to clearly define the use of this element of the building.
- Parapets have been provided to the eaves at the north and east elevations to define the customer / corporate element of the building but also to break up the length of the elevation.
- An elongated canopy is to be provided to the east elevation to provide weather protection during unloading / loading of goods.
- Material colours have been chosen in line with company branding to give the building a corporate identity.



Figure 21: Proposed Elevations



Figure 22: 3D View of Entrance, looking south west from access road

3.3 MATERIALITY

PROPOSED MATERIALS

Buildings:

External Walls:

- Type A: Brick plinth at low level, with composite metal cladding. Colour: blue.
- Type B: Brick plinth at low level, with composite metal cladding. Colour: grey

Roof:

- Type C: Composite metal cladding with PV panels. Colour: grey

Windows:

- Aluminium framed windows with spandrel panels. Colour: grey

Doors:

- Aluminium framed entrance doors, personnel doors and sectional overhead doors. Colour: grey

Rainwater Goods

- Aluminium powder coated rainwater goods. Colour: grey



Figure 23: Cladding A: feature composite metal cladding, colour blue



Figure 24: Cladding B & C: composite metal cladding, colour grey



Figure 25: Windows: Aluminium framed windows, colour grey



Figure 26: Entrance doors: Suggested automatic entrance doors, colour grey

3.3 MATERIALITY (CONTD.)

PROPOSED MATERIALS

25

External Works:

Roads:

- Asphalt access roads

Hardstandings:

- Interlocking concrete block pavements, permeable.

Fencing:

- 2.4m high security mesh security fencing with matching vehicle and pedestrian gates.
- 1.0m high low level fencing with matching vehicle gates.

Landscaping:

- Refer also to Landscape Plan by Westwood Landscapes

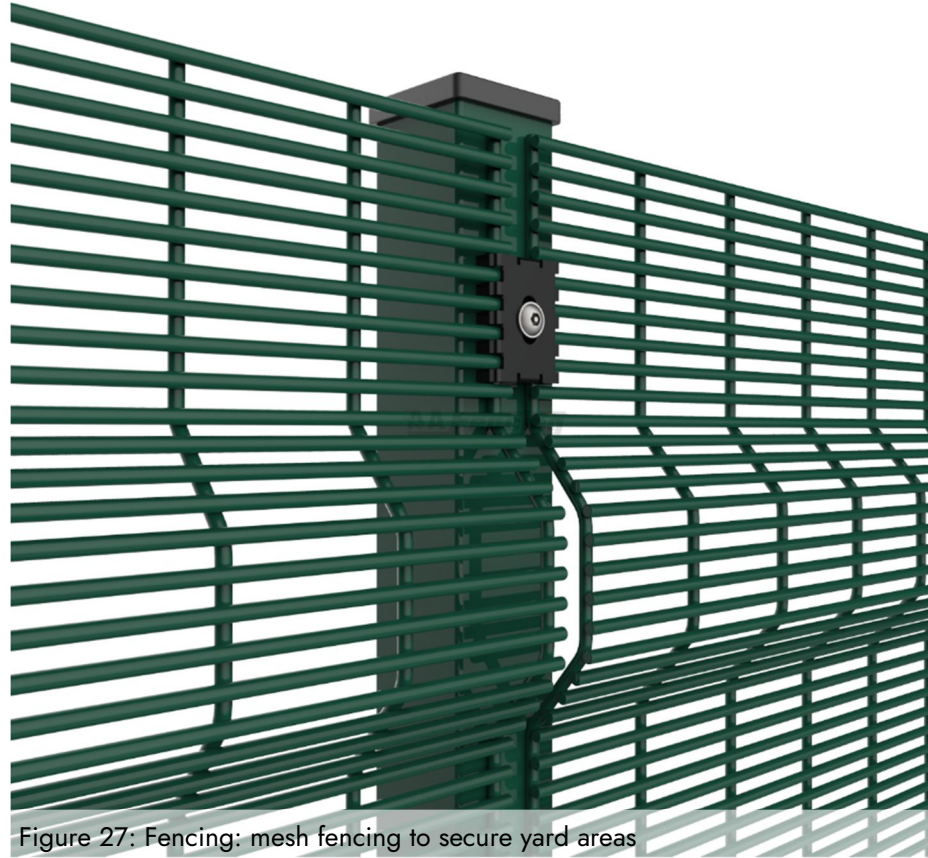


Figure 27: Fencing: mesh fencing to secure yard areas



Figure 28: Paving: permeable paving to car park areas

3.4 LANDSCAPE

LANDSCAPE SCHEME

Landscaping Scheme

Westwood Landscape have been commissioned to prepare a Landscaping Plan and a Landscape Visual Impact Assessment (LVIA) for the proposed development, copies of which accompany this Planning Application.

Summary of Landscaping Scheme

- The majority of the woodland trees to the north and west are to be retained and supplemented with native planting
- Infill planting to existing hedges to restore existing boundary and to counteract loss of hedge to form new entrance
- Wildflower grass seed to embankments to diversify the local habitats
- A wildlife pond is proposed to the south-west of the site
- Informal wildlife walk / path to the western and northern fringes
- Various seating spaces for staff use
- Natural mounds for additional habitats and interest
- Mixture of seasonal shrubs and blubs to add changes throughout the year
- Maintenance and Management Strategy



Figure 29: Landscaping Plan by Westwood Landscape

4 | CONSULTANTS REPORTS

SUMMARY

Landscape Visual Impact Assessment

Westwood Landscape have been commissioned to prepare a Landscape Visual Impact Assessment (LVIA) for the proposed development, copies of which accompany this Planning Application. An extract from the report and the existing and proposed photomontages are on the following pages:

Viewpoint 02

Photomontages represent existing and proposed views from Viewpoint 02.

- Public footpath 425003
- 301709E 509821N
- 181m ESE

Representative of view for people at leisure on the footpath travelling west.

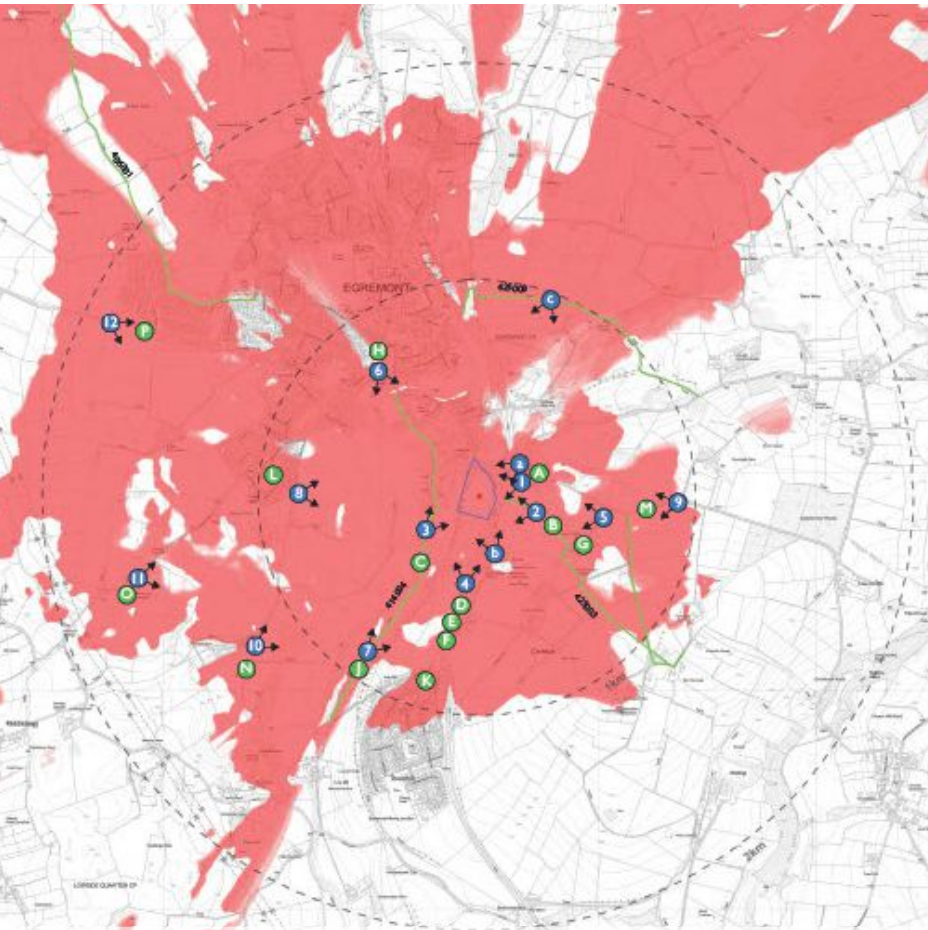


Figure 30: Visual Receptor & Viewpoint Location Plan by Westwood Landscapes



Figure 31: Existing view from Viewpoint 02



Figure 32: Proposed development from Viewpoint 02

SUMMARY

Viewpoint 03

Photomontages represent existing and proposed views from Viewpoint 03.

- Public footpath 414004
- 301709E 509821N
- 191m ESE

Representative of view for people at leisure on footpath travelling west

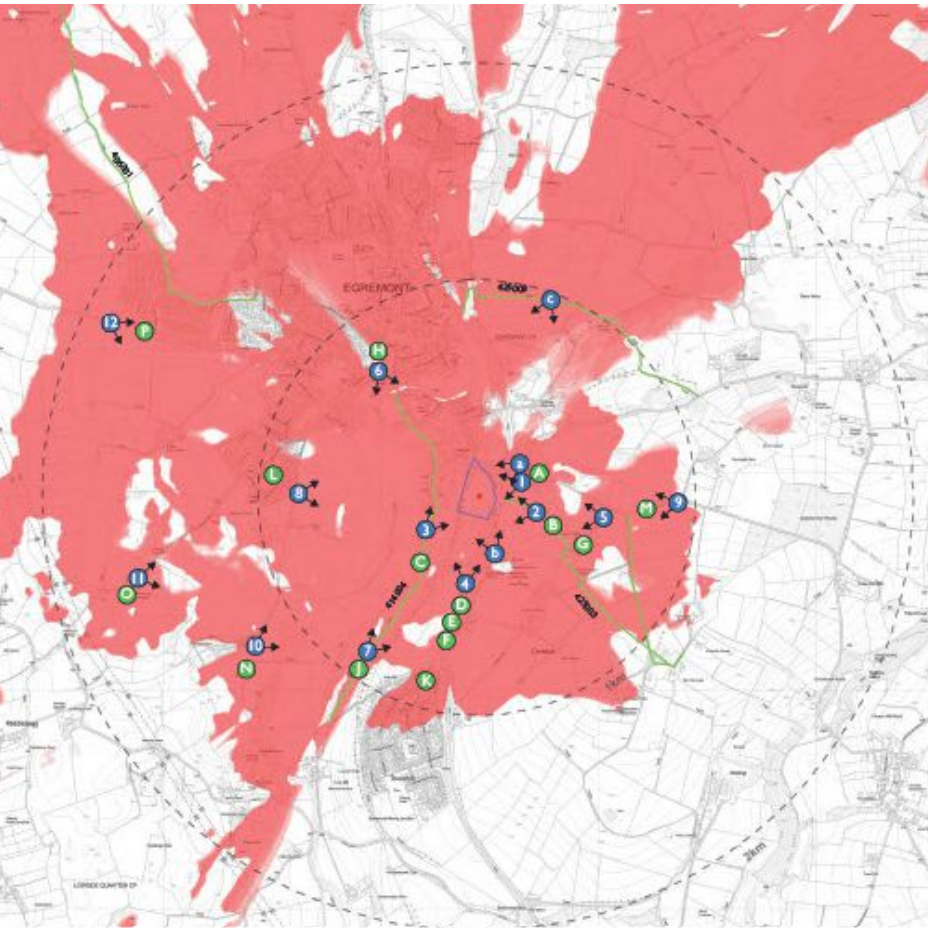


Figure 30: Visual Receptor & Viewpoint Location Plan by Westwood Landscapes



Figure 33: Existing view from Viewpoint 03



Figure 34: Proposed development from Viewpoint 03

SUMMARY

Viewpoint 04

Photomontages represent existing and proposed views from Viewpoint 04.

- A595
- 301385E 509494N
- 321m S

Representative of views for motorists, cyclists and pedestrians.

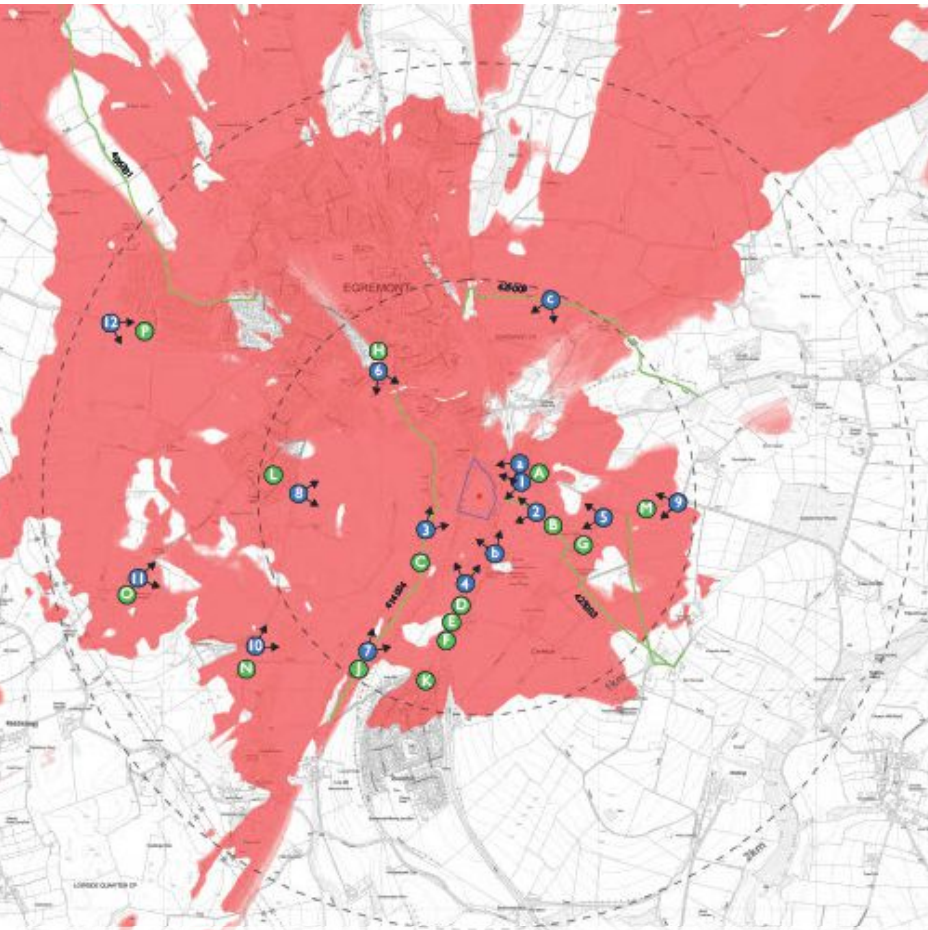


Figure 30: Visual Receptor & Viewpoint Location Plan by Westwood Landscapes



Figure 35: Existing view from Viewpoint 04



Figure 36: Proposed development from Viewpoint 04

SUMMARY

Viewpoint 06

Photomontages represent existing and proposed views from Viewpoint 06.

- Egremont Castle
- 300991E 510460N
- 587m NW

Representative of view for visitors to the scheduled monument.

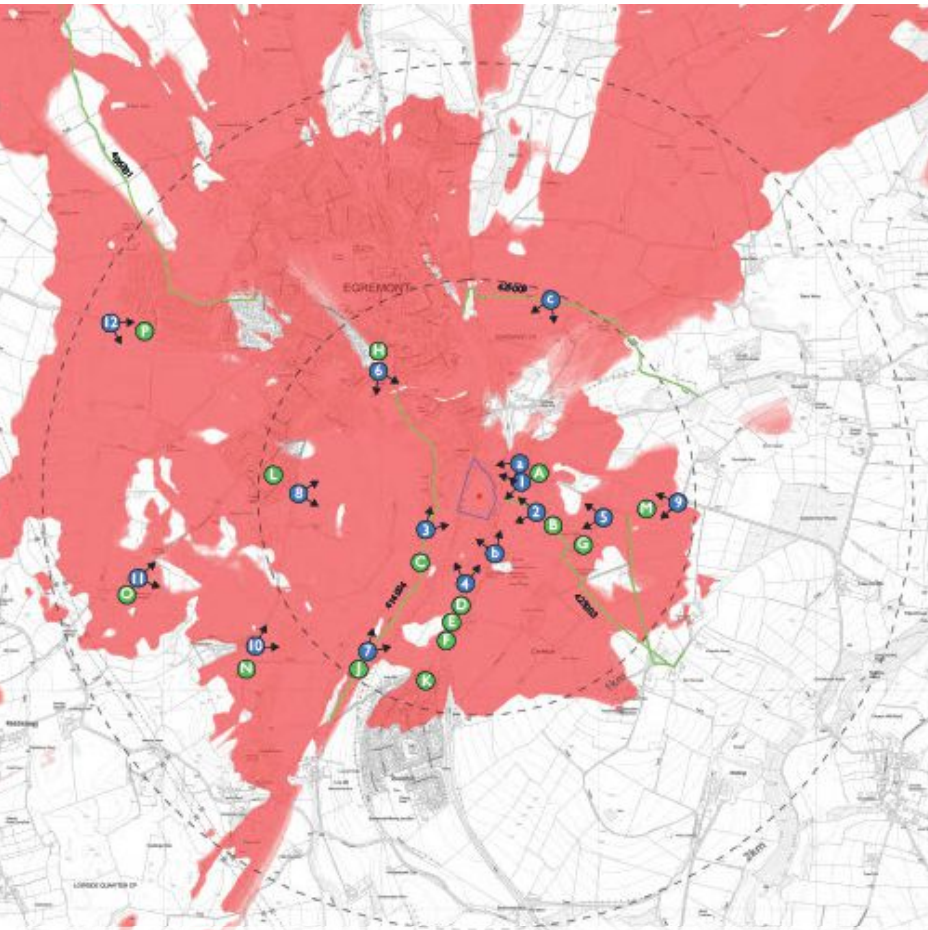


Figure 30: Visual Receptor & Viewpoint Location Plan by Westwood Landscapes



Figure 37: Existing view from Viewpoint 06



Figure 38: Proposed development from Viewpoint 06

4.2 CONSULTANTS REPORTS: BIODIVERSITY NET GAIN
SUMMARY

Biodiversity Net Gain

A Biodiversity Net Gain calculation has been undertaken by Envirotech NW Ltd, a copy of which accompanies this Planning Application.

The adjacent table indicates that the biodiversity net gain is in excess of 10%.

Change in Biodiversity Value

Under the current proposals set out in the Illustrative Landscape Plan there will be a GAIN of 2.37 biodiversity area units (+29.44%), and a GAIN of 0.46 terrestrial linear biodiversity units (+48.33%). This is shown in Table 1.

Table 1. Change in Biodiversity Units Calculation

On-site baseline	Habitat units	8.06
	Hedgerow units	0.95
	River units	0.00
On-site post-intervention (Including habitat retention, creation & enhancement)	Habitat units	10.44
	Hedgerow units	1.41
	River units	0.00
On-site net % change (Including habitat retention, creation & enhancement)	Habitat units	29.44%
	Hedgerow units	48.33%
	River units	0.00%
Off-site baseline	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Off-site post-intervention (Including habitat retention, creation & enhancement)	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Total net unit change (Including all on-site & off-site habitat retention, creation & enhancement)	Habitat units	2.37
	Hedgerow units	0.46
	River units	0.00
Total on-site net % change plus off-site surplus (Including all on-site & off-site habitat retention, creation & enhancement)	Habitat units	29.44%
	Hedgerow units	48.33%
	River units	0.00%
Trading rules Satisfied?	Yes ✓	

Figure 39: Extract from Biodiversity Net Gain report by Envirotech NW Ltd.

4.2 CONSULTANTS REPORTS: DRAINAGE STRATEGY SUMMARY

A Drainage Strategy has been prepared by AL Daines and Partners, a copy of which accompanies this Planning Application.

Foul Water

- “All foul water from the development site will be positively drained towards the combined sewer network within Vale View, to the north of the development site.”

Surface Water

- “It is proposed that drainage system will convey flows from the commercial development via gravity, to Beggar Gill.”

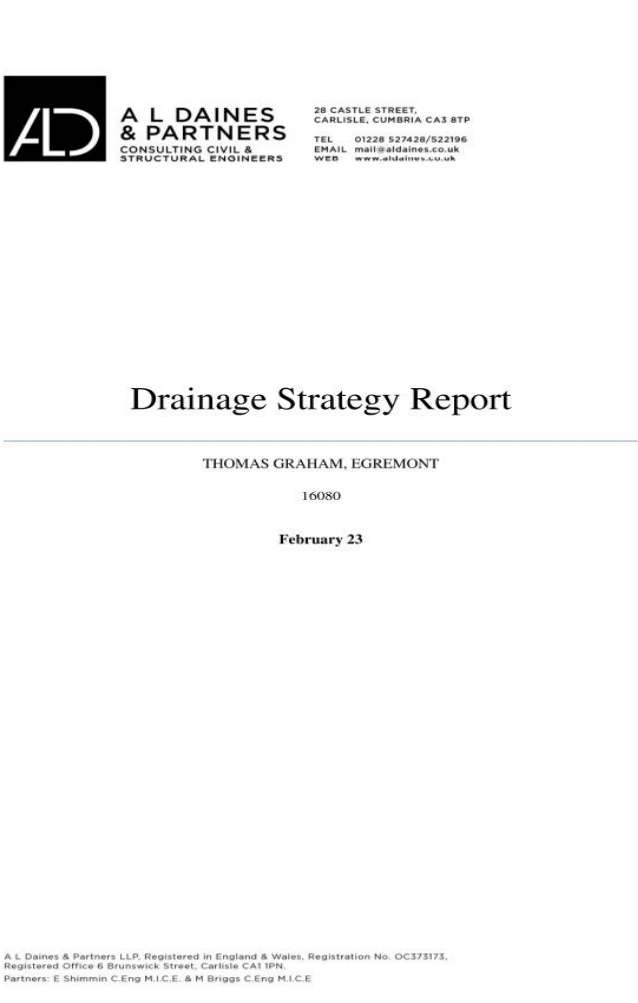


Figure 40: AL Daines Drainage Strategy Report

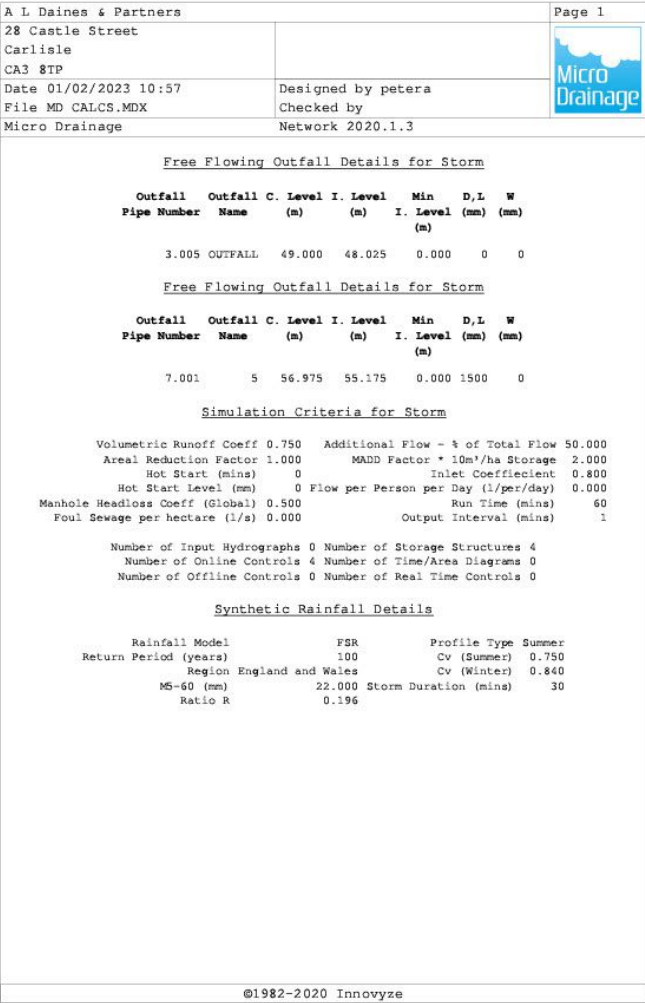


Figure 41: AL Daines Drainage Reports

4.3 CONSULTANTS REPORTS: TRANSPORT
SUMMARY

A Transport Assessment and Travel Plan have been prepared by ECS Transport Planning Limited, copies of which accompanies this Planning Application.



Proposed Mixed Use Development, Vale View, Egremont

Transport Assessment

February 2023

ECS Transport Planning Limited
Centrum Offices, 38 Queen Street, Glasgow, G1 3DX
www.ECSTransportPlanning.com

Figure 42 Transport Assessment



Proposed Mixed Use Development, Vale View, Egremont

Transport Assessment

February 2023

ECS Transport Planning Limited
Centrum Offices, 38 Queen Street, Glasgow, G1 3DX
www.ECSTransportPlanning.com

Figure 43: Travel Plan

5 | ACCESS

5.1 ACCESSIBILITY

ACCESS CONSIDERATIONS

Access Consideration: Externally

- Inclusive access has been provided by the provision of several accessible parking spaces, pavements with dropped kerbs and level thresholds to entrance doors.
- Surface finishes will have slip resistance, offer colour contrast and have tactile paving where appropriate.
- Public and staff areas have been carefully segregated. Customer parking is contained within the zone to the north east corner of the main entrance, with a one way entry system in place.
- Staff parking is adjacent to the dispatch area and provides direct access into the staff areas of the building and their main point of entry into the building.
- The loading and unloading areas to the upper yard operate a one way system for the safety of the operatives within the yard. A turning space for an articulated lorry is shown on the lower yard.
- Level access is provided from the 6no. Units to the north of the site, with the space for provision of accessible parking spaces, pavements with dropped kerbs and level thresholds to entrance doors.

Access Consideration: Internally

- Entrance doors will have level thresholds.
- Surface finishes will have slip resistance and offer colour contrast
- Public and staff areas have been carefully segregated, with any customer restricted to the counter area of the building for safety and security reasons.
- Any visitors to first floor meeting spaces would be accompanied however full access is provided.
- An induction loop will be provided at the counter space to assist any person with hearing impairment.
- Lift access will be provided to access all three levels.
- Accessible WC's have been indicated on all floor levels and all fittings will be in accordance with Part M of the Building Regulations.
- Corridor widths are sufficiently sized for wheelchair users in accordance with Part M of the Building Regulations.