

Proposed Storage Workshop Unit at:

**Complexatool Ltd., Unit RS, Surrey Street,  
Glossop, Derbyshire, SK13 7AJ**



Design and Access Statement  
Flood Risk Analysis

## Introduction

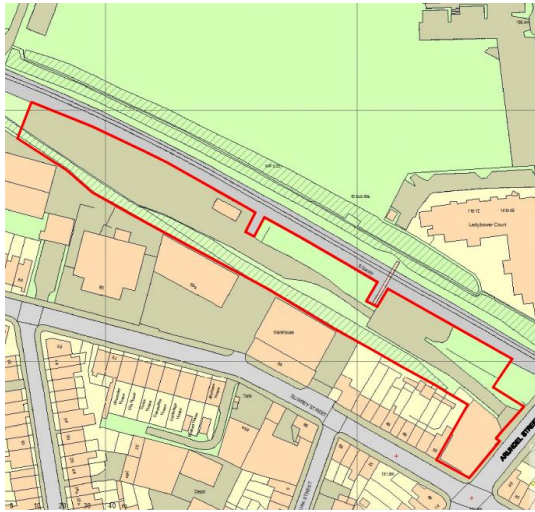


**Figure 2:** Site location plan showing site outlined in red.

**(Figure 1 (to cover):** Existing Complexatool premises from the north of Arundel Street).

The site is located off Arundel Street in Glossop, Derbyshire, within 25 metres of the junction of Surrey Street and Arundel Street. The site's most recent use is as an industrial manufacturing site under planning use class B2.

The existing building is quite recent and is built on former railway land, the current owner having purchased the freehold from the British Railways Board in 1991. The deeds for the purchase suggest that the site has been used as railway sidings associated with a timber yard since 1848 with the current use commencing around 1991.

The area itself is dominated by both residential and light industrial/ retail usage with a primary school within a quarter of a mile, and local amenities (shops, restaurants, pubs, railway station, etc.) all within a five minute walk from the site. The immediate setting is both residential and commercial with dwellings to both the north and south whilst the site adjoins dwellings on Surrey Street to the west and the existing Glossop to Dinting railway line to the north east boundary.

## Description of Proposed Works

The planning application which this statement accompanies is for proposed works as outlined below:

- Construction of a new industrial Storage Workshop unit.

This use is ancillary to the existing processes undertaken on the site and will provide support facilities to Complexatool's business.

## Site Setting



**Figure 3:** Proposed site plan extract showing the proposed unit in black and its relationship to the overall site and Arundel Street.

As aforementioned the site is located off Arundel Street in Glossop, Derbyshire, within 25 metres of the junction of Surrey Street and Arundel Street. The site has historically been used for railway sidings and more recently industrial processes as undertaken by Complexatool.

The area itself is dominated by both residential and light industrial/ retail usage.

The new unit is proposed to the eastern end of the site located to the opposite of the existing accessway through the site off Arundel Street, this being to the higher level of the site and part of the former sidings complex to the railway. The redundant bridge abutments which carried the sidings over Arundel Street and across to the position proposed for the new unit are still visible.

Given the proximity of the live railway line Network Rail have been consulted and have attended site to view the proposals; they have not expressed any concern or objection to the development. Network Rail will be considered as a key stakeholder during design and construction of the unit.

## Site Specific Development History



**Figure 4:** Extract of Derbyshire Sheet II.SE (Surveyed: 1879, Published: 1882) with the proposed siting of the unit highlighted in yellow.

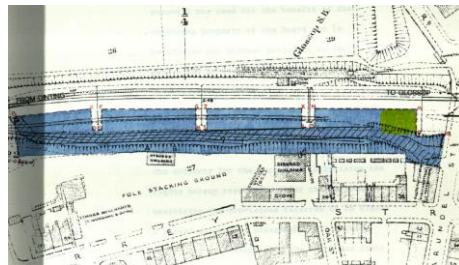


**Figure 5:** Extract of applicant's deeds with the proposed siting of the unit highlighted in yellow.

From a desk study using Ordnance Survey plans and the applicant's deeds it is believed that the site became 'industrialised' by the arrival of the Glossop branch off the Manchester, Sheffield and Lincolnshire Railway Company's Woodhead Line at Dinting Junction in 1848.

The maps to the left show continued use since 1848 as railway sidings, timber yard and 'pole stacking' area. The proposed unit continues the industrial use of the site that has existed for over 170 years.

## Amount



**Figure 6:** Area to receive the new unit viewed from the south west.

The overall area of the proposed unit is 243 square metres and has been designed to provide much needed storage space to support ongoing use of the existing manufacturing premises on the site operated by Complexatool. The particular part of the overall site proposed to receive the new unit currently provides a home to shipping containers used for storage and skips for waste, with the proposed unit providing a more secure and permanent solution for such storage.

## Use

The proposed unit is to support continued manufacturing on the site by Complexatool and as such is an ancillary Storage Workshop. This unit will ensure that long term strategic business planning can take place with certainty that any storage needs can be met.

## Appearance



**Figure 7:** RAL 8004 (Destral Terracotta / Copper Brown) to cladding panels to wall and roof.



**Figure 8:** Cladding panel image typical of profile to cladding sheets to roof and walls above masonry.

There have been several industrial and warehouse units built along Surrey Street in the last forty years.

Stonework has been adopted for the first 1300mm above ground level as a reference to the nearby retirement flats on North Road across the railway line and to also reflect the character of the housing to Surrey Street and Arundel Street. The existing Complexatool building is of brick construction.

Above the cladding cill at 1300mm above ground level the masonry gives way to walls and a roof composed of a profiled cladding panel as shown on the images to the left. This is referencing the brick built existing building on the site (Railway Stables) whilst also complementing the trees which surround this area of the site. It is also noted that this colour has been used on several industrial buildings in the Glossopdale area with an example of this within 100m of the site along Surrey Street to J.J. Training's premises.

## Scale

A height of 7.7m above local ground level is achieved by the ridge of the roof, this height has been arrived at through a combination of factors:

- Working space – clear working space for forklifts is needed to transport heavier equipment for storage;
- Structure – the working space exists below the portal frame structure to support the roof and walls;
- Height of adjacent buildings – the buildings adjoining the site are of around 8m height and so the unit has been designed to not depart from this low rise local appearance. Additionally the railway has overhead line equipment supported on pylons, these being around 8m high;
- Height of vegetation – a number of trees are present around the site and these will provide screening of the building from Arundel Street.

## Landscaping

The only landscaping works proposed as a result of the scheme are the inclusion of a perimeter maintenance footway to the new unit.

## Access and Traffic

The unit is proposed to support existing operations on the site and consequently will support the existing employment and processes on the site. As a result there will be no increase in traffic visiting the site from the public highway (Arundel Street) or in the nature of the traffic visiting the site.

Graded access from the parking area on the site into the unit will be provided.

## Flood Risk Analysis

The site has been assessed using the Environment Agency's Flood Risk Assessment tool and the site has been found to be in flood zone 1 with a low probability of flooding. No adverse issues have been identified with drainage on the site and therefore the building will be designed to resist moisture in accordance with the building regulations. The Flood Risk Assessment is included with the planning application documentation.

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