

## Design & Access Statement

### 1.0 Project Team

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### 2.0 Introduction

- 2.1 This Design & Access Statement is in support of the applications to Scottish Borders Council dated for full planning permission for change of use to create a new Craft Beer Brew Kitchen with Tap Room and Visitor Experience in the ground floor area of 4 Traquair Road Innerleithen EH44 6PD.
- 2.2 This Design & Access Statement provides further details of the design and operation of the proposed development including supporting statements relating to specific aspects of the proposals. It should be read in conjunction with the application drawings.

### 3.0 Outline Description of Proposals

#### 3.1 Site Location

The site is located within the existing property at 4 Traquair Road Innerleithen EH44 6PD.

The site and proposed redline application boundary are shown on the enclosed Location Plan drawing OBE-XX-DR-A-(0-)-100 – Location Plan

The site is located within the Innerleithen Conservation Area.

The property is not listed.

#### 3.2 Outline description of proposal

The proposal involves the creation of a new Craft Beer Brew Kitchen with Tap Room, and visitor experience within the existing ground floor area of the property at 4 Traquair Road in Innerleithen. The facility will act as the shop front of a new craft brewery business – Durdy Brewing – which will be based in the Scottish Borders.

The brewing facility on the site will be small scale, only producing product to be consumed within the Tap Room and in local establishments. The main brewing production for the company will be in another off-site location elsewhere.

Visitors will be able to participate in tours of the brewery facility before sampling the finished product in the Tap Room. In addition to new jobs, it is intended that the facility will add to the tourism and visitor destination experience of the Tweed Valley.

## 4.0 Planning Status

### 4.1 Planning History

The current owner of the property obtained full planning consent in 2019 to change the workshop use of the building and to form three office suites. The application reference is 19/00442/FUL. To date, these works have not been commenced.

The current owner of the property also obtained full planning permission in 2019 to form alterations to create a new door from an existing window, replacement windows and installation of two new rooflights. The application reference is 19/01572/FUL. To date, these works have not been commenced.

The proposals for this application will follow the same principles as the previous approved consents noted above.

### 4.2 Existing and Proposed Use Classification

The current planning use classification of the building, based on the consent granted in 2019 is Class 4: business and light industry.

The proposed use of the building under this planning application will be to form a Craft Beer Brew Kitchen with Tap Room and Visitor Experience. The applicants consider the proposed use to be compatible with the provisions for Class 4 business and light industry use – see details of operational arrangements below.

### 4.3 Pre-Planning Application Advice

A formal pre-planning application enquiry was submitted to Scottish Borders Council in February 2021 and a written report and advice received on 23 March 2021. Reference 21/00106/PREAPP.

The pre-planning application process provided an assessment of the proposal, including comments and response in relation to local planning policy and specific areas for consideration.

In conclusion, the assessment noted that the SBC Planning Officer would not object to the proposal subject to the advice given being followed. The applicant has followed each of the advice points given in preparation of this application.

## 5.0 Detailed Description of Proposals

### 5.1 General description of layout

The proposals include for a new craft beer brew kitchen to be in the existing single storey extension at the rear of the property. The existing subdividing internal wall will be removed to create the space required. The brewhouse will have access directly to the outside for goods in/waste out via the existing doors.

In addition, a new visitor entrance / fire exit / disabled access will be formed by modifying an existing window opening. This will give access to a visitor entrance lobby providing internal access to the brewhouse, kitchen/snug bar area and through to the Tap Room in the front part of the property.

The Tap Room will be in the existing shop unit at the front of the property. The internal wall to the rear of the shop unit will be removed to increase the size of the space for the Tap Room.

A new access corridor will lead from the back of the Tap Room to the Brew Kitchen and Kitchen/Snug bar to the rear. This corridor will also give access to new toilets (including disabled toilet) and a 'cellar' [storage area] for the Tap Room.

## 5.2 Internal Alterations

Internal alterations will generally comprise the following works as indicated on the application drawings:

- Some existing internal walls will be removed, others altered, and new openings formed to create the proposed new internal layout.
- The existing external access door on the south side of the property, accessed from the neighbouring residential property back garden will be left in place and blocked off on the inside.
- Internal below ground drainage will be modified to suit the new layout.
- To overcome the floor level difference between the front and rear of the property, the new corridor leading will be ramped to ensure barrier free access internally.
- The internal alterations will maintain the required level fire and acoustic separation to the adjoining residential properties above and to the side.

## 5.3 External Alterations

External alterations will generally comprise the following works as indicated on the application drawings:

- External alterations will be kept to a minimum. These will generally involve, careful, sensitive adaptation of existing building to ensure adding to character and vitality of the property and the town, also in keeping with conservation area status.
- The existing shop front will be retained in its current configuration, repaired, and painted with new shop front advertising signage which will be covered under a separate advertisement consent.
- A new advertisement sign will also be provided on the north / side elevation near to the driveway access gate.
- New timber gates will be provided to the driveway, with the existing compacted granular driveway surface dressed in a fresh layer of compacted granular material. A paved footway will be provided to facilitate disabled access to the new side access door.
- For cosmetic and appearance improvements, the rear single storey extension will be overclad in rough sawn timber cladding fixed on treated timber battens to the existing masonry external walls.
- The existing rooflight on the north facing roof slope will be removed and infilled with slate to match the existing roof. In line with 19/01572/FUL consent, two new 'velux' rooflights will be installed on the south facing slope.
- An external service compound will be formed at the rear of the property in timber to match the external wall cladding to the brew house. The enclosure will accommodate a metal shipping container secure store, as well as screening a small chiller plant for the brew kitchen. The compound will also accommodate waste storage containers.
- A new flue will be externally mounted on the end gable of the single storey extension. Height of flue is indicatively shown on the application drawings to project above the ridge line of the single storey rear extension. The flue will have a powder coated matt dark grey/black finish

- An external seating area will be created to the rear of the property with a combination of hard and soft landscaping treatments likely to comprise compacted granular material to match the driveway with perimeter soft planting
- External security and low-level amenity lighting will be provided as part of the external works including illumination to external signage.

## 6.0 Operations

### 6.1 General description of operations

The brew kitchen will generally produce around 1000 litres per week, brewing one day per week. Product will either be bottled or kegged on site or transferred off site for canning elsewhere.

The facility will essentially be serving/selling what is brewed on site – there will be no large-scale production or transportation of product off site. Around 90% of what is brewed on site will be consumed on site – circa 10% distributed locally.

Occasionally “special” beers brewed on site will be transported off site, but majority of larger scale brewing will be off site. Beer will be transported off site using “Arlington” combo 1000 litre containers which can be loaded into a transit type van and taken for canning or bottling elsewhere. There will be a small bottling capability servicing local shops/retail outlets and pubs.

Materials storage will generally be “off-site” and brought to site on a “just in time” basis as part of each weekly brewing operation. Dry goods for the brewing process will be brought to site small van type vehicle which can off load on the driveway at the side of the building. See transport statement below. A small on-site storage container will also be provided to the rear of the building for some consumables.

Given the low frequency of brewing and low volumes of output, and low operational servicing impacts, the applicants consider this to be covered by the provisions of business and light industry use (Class 4).

### 6.2 Access

#### Pedestrians

Pedestrian access to the site will be via two locations – the existing shop front entrance on Traquair Road and a new access door to the side of the property formed out of one of the existing windows within the single storey workshop structure to the rear.

#### Vehicles

#### Carparking

The site is adjacent to adequate on street parking and nearby town carpark at Hall Street. The site is also close to public transport bus stops on Innerleithen High Street. Accordingly, it is not envisaged that any on site carparking is required. Please see separate Transport Statement below.

#### Service Vehicles

Site servicing for goods in/product out will be using a small van type vehicle which will be able to drop off/uplift from the driveway next to the building.

## Waste

Waste will be stored in external wheeled containers stored within the rear service enclosure. These will be brought to the front of the property for kerbside collection on uplift days.

The Brewing processes waste (solids) will comprise wort which is planned to be made available to local farms for their use. There is an amount of wastewater chiefly wash water with small residues of sugars, beer and yeast remaining from the brewing process present in the discharge when tank cleaning. Ph between pH 4 and pH 8.0. Maximum discharge temperature 25C.

## Water

In addition to the water consumed during the weekly brew process, there will be water used in cleaning of glasses, vessels and bottles as well as for utensil and general floor cleaning. Consumption is estimated at up to 2m<sup>3</sup> per day.

Water consumption levels are considered to be relatively low, and whilst slightly higher than previous domestic/business use on the site, we would not foresee any issues with obtaining consents with Scottish Water, however appropriate applications shall require to be submitted and approved by them.

## Foul Drainage

Foul drainage discharges are considered to be relatively low for the operations. Whilst daily use is considered to be slightly higher than previous domestic use that the building has been subjected to, peak flows are likely to be similar to domestic situations. Applications for commercial discharge to the local sewerage network shall require to be submitted to Scottish Water in due course.

## Power

A 3-phase 100amp supply will be required to support the brewing operation.

## Drainage

The run-off from site is expected to comprise:

- 1m<sup>3</sup> per day at a flow rate maximum of 1.2 litres per second and may include:
  - Traces of malt derived sugars, beer and yeast from the brewing process. Dilute detergents (2% to 3% NaOH) from cleaning and sanitising brewing vessels.
  - Trace (<200ppm) chlorine from sanitising vessels and Per Acetic Acid (<200ppm).
  - Caustic based detergents, chlorinated alkaline detergents, Per Acetic Acid (maximum volume of each stored on site 50 litres).
  - Calcium Chloride and Calcium sulphate powder (max 25 kg of each).

## Flood Risk

The pre-planning application consultation included consultation with SEPA. SEPA has identified that the proposed site is at risk of either a fluvial or pluvial flood event with a return period of 1 in 200 years. There is the 0.5% risk of a flood occurring in any one year. SEPA deem proposed change of use to a "least vulnerable use" therefore no issues or concerns in terms of flood risk other than commercial risk to applicant in event of a flood.

## 7.0 Supporting Statements

### 7.1 Applicant Statement

- The premises are currently out of use and dilapidated; our proposal will see the premises both refurbished and returned to productive use.
- The new business will create new jobs at the site and in the region.
- Most of the business production and material handling is 'off site'.
- The 4 Traquair Road site is for retail with a craft brewery ["kin to a kitchen"] to the rear which is predominately producing small volumes for the retail operation and an onsite visitor experience.
- Beer production on site will produce some associated brewing smells but these will be occasional - possibly a few hours each week during normal working hours.
- A small volume bottling plant is to be included at 4 Traquair Road for the retail demand and supply.
- The onsite retail and visitor experience comprises a 'tap room' for tasting and buying the locally produced product.
- The 'tap room' visitor numbers are modelled as being up to 20 with its normal opening hours likely to be Thursday to Sunday, afternoon, and evening [during events and school holidays likely to be extended opening if there is the demand]
- The Dirty Brewery business plan is focused on the mountain bike visitor to the region and intends to work with local partners to promote the region as a destination.
- The anticipated deliveries and material handling at the site are minimal [off street for deliveries and pick up is possible via the adjacent lane]
- There is support for the Dirty Brewing business aims from the adjacent business, i.e., the Traquair Arms Hotel
- Select community engagement has received positive support for the Dirty Brewing Plan
- There is a small volume of safe effluent discharge; an application to Scottish Water for 'right to discharge' has been completed and will be followed up on post the pre-planing meeting feedback.
- The owner of 4 Traquair Road is fully supportive of the proposal.
- 4 Traquair Road has been the venue for light industry and retail prior to it becoming vacant; with it being vacant for some years.

We are aware the local development plan for Innerleithen has Station Yards and Old School Yards on Leithen Road designated for industry, and that 4 Traquair Road is in the High Street conservation zone. However, our proposal for 4 Traquair Road is very 'light industry' and will return a rapidly deteriorating vacant property to productive use and observing its character and period features. We hope there are no significant mitigation our plan cannot manage.

### 7.2 Transport Statement

Please see Transport Statement prepared by David Narro Associates in Appendix I to this D&A Statement.

### 7.3 Noise Abatement

The brewing process itself will not produce any noticeable noise however there is to be some noise associated with bottle handling and from the visitors to the site. Filling of bottles with beer on site is expected to be occasional i.e. once each week and during normal working hours and within the central area of the building.

The site is adjacent to the Traquair Arms Hotel and bars with its beer garden and outside seating areas. With the intended hours of opening, it is not envisaged that the visitor to 4 Traquair Road will add to any existing noise produced from the Traquair Arms.

#### 7.4 Odours

There is an odour produced during the brewing process. This will routinely be once per week and for a few hours maximum and during normal working hours. A new flue at the rear of the property is to be installed which will vent the steam bearing odour from the brewing kettle and at the maximum distance possible from any residential neighbours.

#### 7.5 Ecology

Aside from minor cosmetic alterations to the external façade of the rear workshop block (new timber cladding), roof repairs including new rooflight, new external flue, timber screening and external landscaping there are no significant external works that will have an impact on site ecology. It was established during the pre-planning application enquiry process that an ecological appraisal for the site is not required.

Oberlanders Architects LLP  
Agent

05/07/2021

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APPENDIX 1

TRANSPORT STATEMENT

DAVID NARRO ASSOCIATES



# Durty Brewing- Transport Statement

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## 1. INTRODUCTION

This report has been prepared to provide supporting information in relation to a planning application for a small craft beer brew kitchen with tap room at the property of 4 Traquair Road, Innerleithen.

## 2. SITE INFORMATION

Figure 1 contained below show the location of the development:



**FIGURE 1 – Site Location Plan**

Figure 2 below shows an aerial view of the current site location and indicates the existing access/egress to the property, which comprises a drive/hardstanding that runs down the left side of the property permitting access to its side and rear, and which is proposed to be utilised for access for both operational deliveries and uplifts, and for visitors by foot. Safe means of control of operations shall be implemented to ensure that all visitors are safely segregated from any operational traffic movements.



Figure 2 – Site Access/Egress as Existing and Proposed

### 3. EXISTING TRAFFIC FLOWS ON LOCAL HIGHWAY NETWORK

For the purposes of this planning application, no traffic counts have been made on the B709 which runs past the frontage of the property. The road links with the A72 to the north, and A708 to the south, serving the southern half of Innerleithen and linking to Traquair.

Observations of existing traffic flows on the B709 indicates that flows on these roads to be relatively low and appears to operate well within its capacity for majority of the time.

### 4. PROPOSED DEVELOPMENT

As outlined above, the small craft beer brew kitchen with tap room will occupy the ground floor of the existing building on this site with existing residential accommodation over.

The maximum anticipated occupancy of employees and visitors shall be circa 25 persons, of which 20 would be visitors.

No visitor or staff parking is planned for the site due to the spatial constraints, however on street parking is available in close proximity, along with the nearby Hall Street carpark.

Public transport bus stops are located closeby in the town centre.

### 5. PROPOSED TRAFFIC NUMBERS

#### SERVICE & PRODUCTION VEHICLE TRAFFIC NUMBERS

The following table gives an indication of likely traffic volumes associated with the production operations on the site.

It is worth highlighting that circa 90% of what is brewed on site is anticipated to be consumed onsite, and therefore the offsite movements are low.

| Operation   | Operation Vehicle Movements |            |
|---|-----------------------------|------------|
|   | Per Week                    | Per Day    |
| Goods in  | 1-2                         | 0.2        |
| Goods Out   | 2                           | 0.3        |
| Employees (7 Day and worst case assumes all require to travel by car) | 42                          | 7          |
| <b>TOTAL</b>  | <b>44</b>                   | <b>7.5</b> |

The traffic numbers equate to approximately 0.5 HGV (or potentially also through smaller vans depending on delivery operator) and 7 cars per day for facility operations.

#### VISITOR VEHICLE TRAFFIC NUMBERS

The following table gives an indication of likely traffic volumes associated with visitors attending the site. These are based on peak operations which are anticipated likely through the summer holiday period.

The tap room is designed to cater for peak visitors of 20no at a given time.

| Visitors                  | Visitor Vehicle Movements |           |
|---------------------------|---------------------------|-----------|
|                           | Per Week                  | Per Day   |
| Normal 4 day working week | 120                       | 30        |
| Festival/event week       | 210                       | 70        |
| <b>TOTAL (peak)</b>       | <b>210</b>                | <b>70</b> |

The traffic numbers equate to approximately 70 car movements per day over a festival or event week, but out with these reducing to 30 per day.

## 6. SUSTAINABLE TRANSPORT

The use of public transport is readily available to both staff and visitors, with bus links available close by in the town centre. The development also has close links with cycle groups and would see to develop upon this. The rear of the site will offer a safe place for cyclists to park bikes whilst visiting.

## 7. PROPOSED CONSTRUCTION TRAFFIC

The exact construction programme is yet to be determined and the volume of construction vehicles will depend on the yet to be appointed contractor's working practices. Given the road links available to the site, the construction traffic numbers will have negligible impact to the road network.

Abnormal construction loads are considered unlikely for the scale of works, but would be scheduled in consultation with both the local authorities and Police Scotland and will be advertised well in advance in order to minimise possible disruption.

## 8. SUMMARY AND CONCLUSIONS

- It is estimated that the maximum traffic generated by the site operations will be under 8 vehicles per day (Including 1 HGVs). It is not considered that this number of vehicles would have a detrimental effect on the operation of the local roads network.
- It is estimated that the maximum traffic generated by the visitors will be approximately 46 vehicles per day. It is not considered that this number of vehicles would have a detrimental effect on the operation of the local roads network.
- There are good links for public transport to the site.
- There are good parking facilities, both on street and public car park in close proximity to the site to serve for visitors.