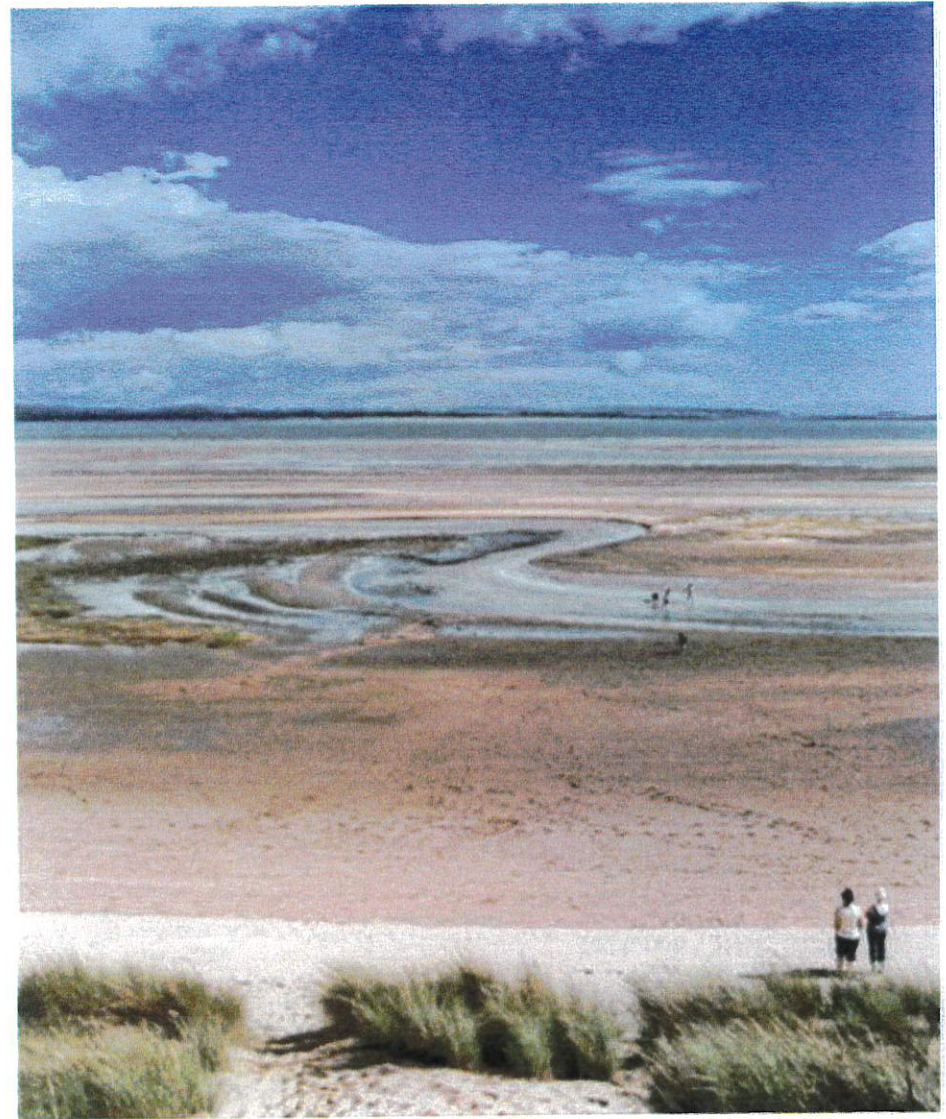


Haverigg Beach Front Re-Development Concept Consultation Plan



For: Millom Town Council
By Hough Tullett Ltd.
Feb.'24



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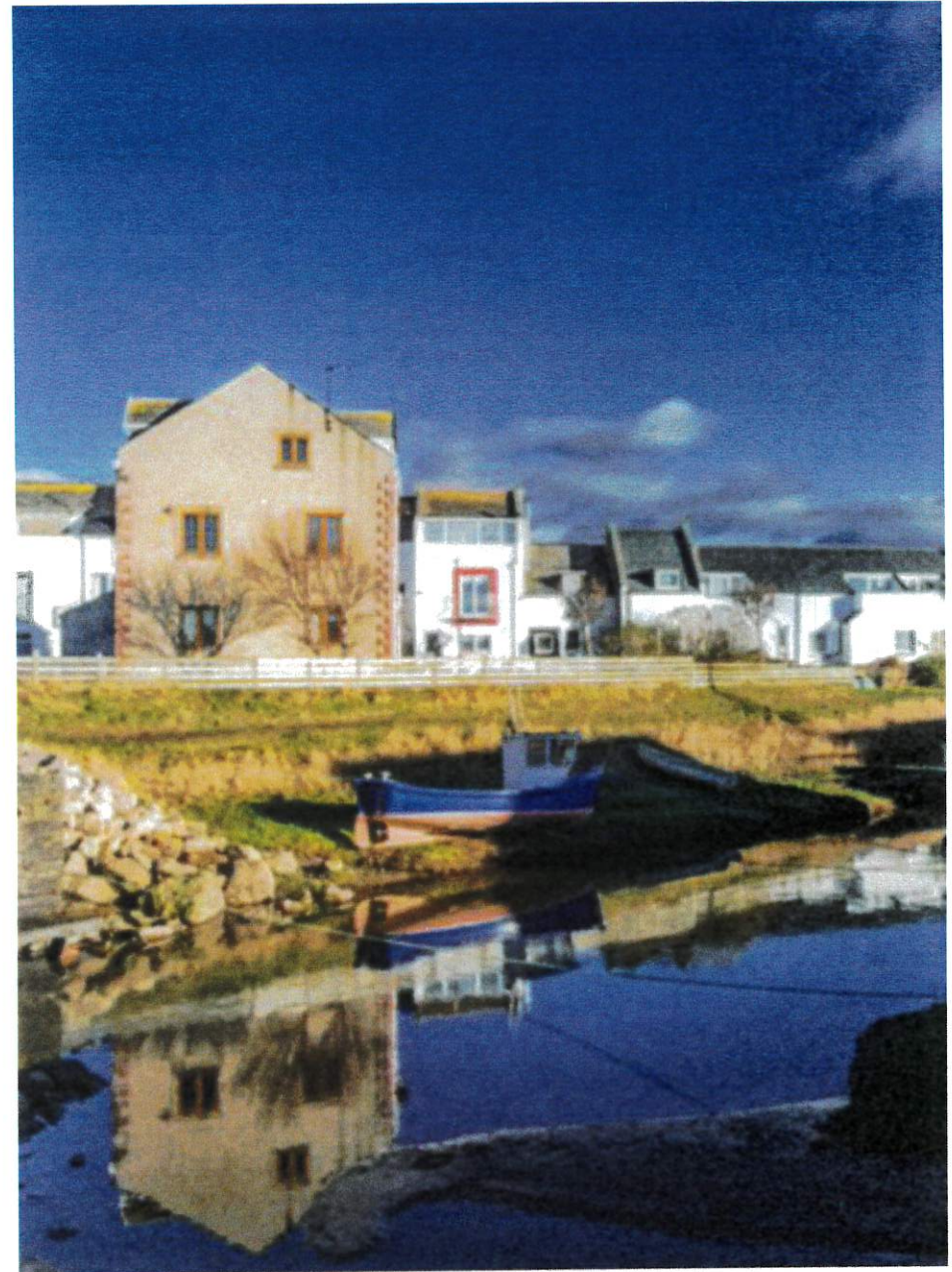
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1.0 Introduction

Hough Tullett Ltd. were commissioned by Millom Town Council to provide their professional opinion and analysis of the Haverigg Beach Front and produce a Concept Masterplan based on the following vision.....

"The vision is to completely re-think and re organise the whole foreshore area currently owned by Millom Town Council in order to provide residents and visitors alike with a more rational layout, modern fit for purpose facilities, an attractively landscaped public realm with safe and fully inclusive access and safe infrastructure for both vehicles and people. This would ideally include the demolishing of all outdated structures and amenities to be replaced by a single two storey building housing café, toilets and retail provision, new car parking areas, wider access roads, improved footpath access, better signage, street lighting and traffic calming measures. In addition, the scrubland between the current climbing frames and the beach has potential to be developed into a pump track facility and a re-thinking of the whole area would also allow for a new consolidated space to house a MUGA, alongside a new children's playground and a new adventure playground scheme. The scheme would also include the repositioning of the recycling area to improve access to it and keep it separate from the main amenities described above ensuring people are not going to be endangered by the arrival and operation of skip lorry's"

The above vision is driven by various socio-economic challenges within the locality which are well documented in the recent Millom Town Investment Plan (appendix 1) however figures released by Cumbria Tourism indicating a 2.7% increase in visitor numbers since 2017 alongside recent investments in visitor accommodation at the villages and the two holiday parks along with additional holiday homes and the on-going establishment of the King Charles III National Coastal Path would suggest the natural assets of Haverigg combined with it's proximity to the coastline and the Lake District National Park offer Significant potential for the re-development of Haverigg Beach Front to the benefit of both locals and visitors alike.

2.0 The Need For Improvement

- Despite the welcome improvements provided by private investment the public realm amenities provided at the Haverigg Foreshore are a major cause for concern and their current poor state a barrier to future tourism growth.
- Crucially the improvements planned as part of the Millom Town Investment Plan and funded by the government's Town Deal money does **not** include this particular area of the locality.

- The vision for Haverigg Foreshore redevelopment both compliments and adds value and connectivity to the ideas being considered for the Millom area and will strengthen overall the development of the visitor economy in south Cumberland as well as making the village itself a better place in which to live and work.
- The coastal regions along the Cumbria coast are already targeted as part of a much-needed regeneration programme being delivered by the local council and known as Connecting Cumbria's Hidden Coast. This redevelopment scheme at Haverigg is a good fit for future phases of that programme.
- The very small but now outdated café, although always busy, is severely limited by its size and layout with minimal external space to enjoy good weather and restricted views due to its low-lying position. In addition, the café sits separated from the beach front and associated play facilities by the main road making a combined "view with a brew" while supervising/joining in with young family playing impractical.

The town council leases the building to a private operator but reports rising maintenance costs are becoming unsustainable. There is a need for a larger more modern premises in order to cater for the growing demand and increased expectations of both visitors and residents.



- The children's playground has an outdated floor covering and an eclectic mix of old and new equipment some of which is well past its serviceable life. As alluded to above it is also completely obscured from the perspective of the café by the old toilet block. This means that parents can't keep an eye on their children from the seating area at the café which raises potential child protection and safety issues.

- The toilet block is an extremely antiquated and utilitarian building very much 'of its era' to the point where ongoing maintenance/management becomes economically inefficient and as such is in desperate need of replacement to cater for modern standards of welfare expectations such as adult changing places provision. In addition, the toilet sinks are often used by visitors to clean sand off boots and footwear which results in money frequently being wasted clearing clogged drains which also indicates the need for more updated 'outdoor' led facilities such as external boot wash, showers etc...



- The footpaths around the foreshore are often covered in sand from the nearby dunes which becomes hazardous for those with mobility issues.
- The car parking provision overall is limited and somewhat chaotic and takes up one of the prime locations at the entrance to the site and in the lee of the coast path.
- The timber climbing frames are well used by children and adults but again the equipment is old and in need of regular and costly repairs. A new scheme is required.

- The tennis courts and basketball courts lack fencing, and the tarmac surfaces are potholed and weed ridden giving a very rundown appearance. It is underused and virtually redundant for most of the year. In addition, due to its location at the back of the site it lacks the protection from the wind offered to areas in the lee of the coastal path such as the play area and car park making it decreasingly less attractive to spend recreational time in



- The current arrangement for the recycling skips are ad hoc with no basic infrastructure, the surfaces are uneven tarmac and general logistics of this use so close to the Rescue Boat Station are problematic for the Life Boat crew. Additionally, the positioning of such a visually utilitarian service in an otherwise natural landscape of the dunes is visually obtrusive making access to the shore and along the Coast path unsightly.



3.0 Survey and Analysis

Haverigg beach front is a fantastic place to visit with access to the beach and open views of the sea and surrounding landscape in all directions and but struggles with a number of practical issues in terms of layout and permeability and also the quality and suitability of the existing infrastructure on site such as signage, seating, etc... Which although having served their purpose well for many years prevent the site from meeting its full potential as visitor destination and local resource.

3.1 Path network: The path network although extensive within the dunes and along the front (the now King Charles II Coastal Path), there is little pedestrian connectivity suitable for the elderly, prams. Wheelchairs etc... from the town directly into the site other than sharing the road with vehicular traffic which is neither practical or safe.

Proposal:

- Provide additional pedestrian access directly into the site safely segregated from vehicle traffic with suitable safe crossing points where required.
- Add additional connecting paths up to the Coastal Path close to the entrance to enable less ambulant to enjoy a short circular route taking beginning and ending at the café/car park without having to use the road
- Improve the quality of the existing coastal path as far as the rescue boat slipway to increase usable width, and add additional stopping/seating points to enhance the above initiative

3.2 Entrance: Despite the values of the site there is very little to 'announce' the site and define it as a location in its own right leaving the area looking and feeling disjointed with no cohesion, this is further emphasised by the road forming a physical and visual barrier through the site separating the café and MUGA from the beach and the play areas.

Proposal:

- Form a new defined access to the site with pedestrian access, signage, information
- Incorporate traffic calming and a pedestrian crossing at the access point to make vehicle further aware of other users.
- Further define the entrance by extending and re-aligning the existing wall to curve into the site and up the Coastal Path re-utilising stone sourced from site (see 3.7 (sandstone wall & copings)).
- Re-consolidate the existing turning/layby area immediately before the entrance to help incorporate the new connecting paths and improve the overall aesthetic of the approach

3.3 Road Access: The existing road access is a Local Authority adopted PROW (FP415013), as referenced above its very linear nature does split the site in two North/South however existing ingress/egress points and various junctions are very much fixed point and therefore offer very little potential for re-arrangement.

Proposal:

- Maintain the existing line of the road on grounds of practicality
- Construct separate pedestrian access pavements segregated from the roadway to avoid mixed vehicular/pedestrian usage.

- Due to the linear nature of the road line and the existing proximity of pedestrian movement speed reduction measures to be introduced alongside specific crossing points.
- Existing surface & kerbs to be repaired/improved.
- Control measures to be put in place to avoid 'off road' parking (trip rails, bollards, boulders, etc.)



Fig. 3.3 Cumberland Council definitive Map PROW 415013

3.4 MUGA Area: The existing MUGA is in poor condition both in terms of surfacing and equipment, the location is particularly windswept comparative to the remainder of the site, likewise the area is reported underused and would offer significant potential for general utility in support of the rest of the site.

Proposal:

Re-purpose the existing footprint as combined car parking and recycling area (see 3.6)

3.5 Recycling Area: The current facility is an ad hoc arrangement located at a significant distance from the main entrance on a particularly exposed location on the site (both visually and to the weather). Proximity to the Rescue Station and subsequent increased traffic/parking/obstruction also can be problematic for operational logistics of the Station.

Proposal:

- All of the re-cycling facility to be re-located and a purpose-built facility within the new car park (see 3.6).
- Extg. hardstanding to be consolidated as open area to reduce the existing visual impact and clutter created by the re-cycling area.
- Area to be secured via parking control measures (removable bollards, boulders on verge etc.) to enable Rescue Station to make their requirements as necessary
- Consolidate current arrangement of signage/information into one single point to reduce visual impact/clutter

3.6 Car Parking: The existing car park occupies a prime location on the site at what is effectively the first visual point of contact with the site, the location is also well sheltered from the wind by the coastal path. The car park currently provides space for approx. 25-30 spaces on an ad hoc basis.

Proposal:

- Relocate the car park to a new position over the existing MUGA area to utilise the existing 'hard footprint' already in situ and minimise impact of construction.
- New car park to have pedestrian links to the beach front via specific crossing points
- Area to be visually screened via earth bunding and landscape planting.
- Car park to accommodate recycling facilities within a purpose-built location with additional screening.
- Area to cater for an increased number of vehicles (46no.) including disabled bays, secure cycle parking and EV. Chargers
- Include a central interpretation/ 'point of arrival' for the benefit of first-time visitors.

3.7 Café:

Any existing resource that provides refreshment, seating, and shelter at an outdoor location such as Haverigg beach is an important asset to the overall success of a site both logistically and economically. In the case of Haverigg the current facility although valued and well used is neither of the size or condition to operate productively, likewise visitor expectation for such facilities is always increasing and as such the existing facility is falling short of its potential.

The Café is located on the North side of the access road making it very physically detached from all the other facilities on site and as such loses out on the potential benefits of interacting with users of the playground and the Coastal Path.

As a single storey building set low down below the Coast path and orientated solely South the facility offers users very little view (either of the coast or the hills to the north to enjoy).

The vernacular of the building is contemporary of its era and of negligible value within the overall townscape, the red sandstone walling to the front frontage is in keeping with the locality with attractive coping stones.

Proposal:

Café to be relocated to a purpose-built facility (see 3.12)

3.8 Toilets:

The existing toilets are of a construction contemporary with their era, the structure provides some shelter from the elements and views of the playground from which parents can oversee and supervise families however the building beyond its practical lifespan in terms of management, maintenance and modern standards of welfare provision.

The vernacular of the building is contemporary of its era and although the use of red engineering brick is representative of the local building heritage the overall value to the local townscape is minimal and in all probability beyond its useful lifespan.

Proposal:

Toilets to be relocated to a purpose-built facility (see 3.12)

3.9 Infrastructures (signs, seating, interpretation etc....)

The existing mixture of signs etc. is extremely mixed in terms of age, condition, and aesthetics, and as such offer a highly eclectic and disjointed impression to the overall theme of the site. This often the case items are sourced as and when funding allows, or circumstances dictate which although fully understandable does lead to significant difficulties down the line as different fittings need to be maintained or replaced and potentially 'out of production' pieces need to be found. Inconsistency or lack of directional signage means that in addition to visitors finding Haverigg beach in the first place, navigating the site is difficult. There is a missed opportunity to teach visitors about the place. Likewise, although designation offers protection to Haverigg's nature and wildlife status, there is a limited recognition of this within the site.

Proposal:

- Design of a specific range of furniture which is suitably robust to a coastal climate and in keeping with the local vernacular and landscape.
- Pieces to be of a simple robust design with minimal maintenance requirement and able to be repaired refurbished simply by local trades.
- Pieces where possible to contain a theme of nature and wildlife to re-enforce the importance of the locality but also create an overall 'sense of place' to create a sense of identity within the site
- In the instance of Haverigg Beach the proposal would be to use a combination of Corten sheet steel weld fabricated with ekki hardwood where required, both are well used within maritime situations. The steel naturally weather to a brown, sandy colour in keeping with the local surroundings and requires no paint or specialist coating while the timber historically used on maritime structures naturally weathers to a sandy grey without the need of any sealant or maintenance regime. Both elements would be easily worked by competent steel fabricators and joiners as needed. (see Section 6.0 'Design Suite')

3.10 Children's Playground & Timber Playground:

The current playground sits in the lee of the Coast Path, protected as much as practical from the prevailing winds it is overlooked by the existing toilet block however in the same instance it could be said the site is visually blocked from the rest of the site and therefore more prone to misuse or vandalism. Likewise, the facility has no physical or visual interaction with the café which would lend itself to easier levels of supervision by parents

As per 3.9 the kit and equipment is of varying ages and conditions with which come difficulties in on-going maintenance and repair, in addition the existing surfacing is in excess of its designed lifespan.

Proposal:

- Design of a new children's play area from a standard suite of elements by a preferred supplier to ensure long term succession of parts, maintenance and upgrades where required.
- Playground to be positioned where it can still benefit from the lee of the Coast Path to protect from the prevailing wind but can also be easily observed from the general site and the associated café (see 3.12)
- Facility to be fully segregated from surrounding traffic with controlled access points to ensure the safety of users.
- Timber playground to be re-designed as above in respect of a preferred supplier while remaining as close as practical to its current location in conjunction with the need for a new pump track (see 3.11) and relevant planning constraints (see Section 4.0)

3.11 New 'Pump Track':

Via consultation with the Town Council it has been recommended that demand exists for a new 'pump track to be incorporated into the site.

Proposal:

Incorporate a new pump track utilising spoil from other works on part of the site partially shared with the existing 'Timber playground', located to the South of the access road it would benefit from some protection from the elements via the Coast Path and the sand dune but also be enclosed in the overall grouping of play facilities and suitably overlooked from the rest of the site and the proposed new facility (see 3.12).

Use of the existing footprint of the timber play area would avoid impact and conflict with the wider dune area (see Section 4.0)

3.12 New Purpose-Built Café/ Toilets/Public Facility

Via analysis of the existing resources on site and their various strengths and opportunities alongside the Applicants wider aspirations for the site and it's future sustainability it is evident that an initiative to consolidate both the café and the toilets in one facility would be hugely beneficial to the site, the local economy and it's viability as a visitor destination. As such a new design has been proposed which is intended to complement all of the elements previously discussed and is based on a design concept as follows:

Proposal:

- Two storey building with external terrace to benefit from raised views above the Coast Path across the Bay and North towards Black Combe, raised deck to also connect direct to Coast Path to create a physical connection with the landscape and passing walkers. Terraces to also overlook adjacent play areas to allow parents to watch and supervise, underside of deck will also provide shelter/protection in less pleasant weather for parents to do the same.
- First floor to provide café facilities (to make the most of the views) accessible by stairs and lift while the ground floor incorporates toilets, changing facilities, space for retail/ community use and general plant room.
- Building to have pedestrian access direct from new car park via designated crossing point and a secondary segregated vehicle access point for deliveries and servicing.
- Building fabric to incorporate use of Corten Steel, and Ekki timber to provide continuity with furniture suite (see 3.9) combined with shuttered concrete steel (again to emulate the grey/aggregate finish of local geology and the ekki timber) and glazing.
- Building design is to maximise glazing/openings to upper floors for security reasons, building roof to emulate the wing profile of aircraft formerly based at Haverigg air base and also allude to the wings of seabirds in flight, jointing/engraved patination of the Corten cladding sheets will also emulate the red brick vernacular of the former toilet block (see 3.8)
- External provision to be made for basic facilities such as boot washing, showers etc...
- Works would be located over the footprint of the former toilets and children's playground to take advantage of existing services in situ and to minimise impact/amendment of existing site levels.

4.0 Planning Constraints

4.1 Although outwith the constraints of The Lake District World Heritage Site and Millom Conservation Area the site lies in close proximity to:

- Duddon estuary RAMSAR (Wetland of International Importance)
- Duddon Estuary SSSI (Site of Special Scientific Interest)
- Morecambe Bay SAC (Special Area of Conservation)
- National Coastal Path and Coastal Path Margin

All of which carry additional planning weight in large part to the environmental value of the shoreline and the sand dunes.



Fig 4.2 Duddon Estuary RAMSAR

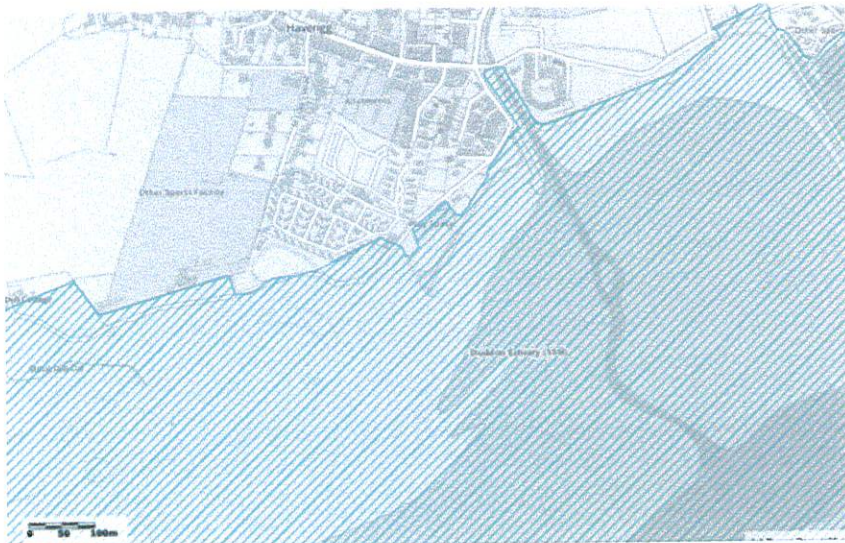


Fig 4.3 Duddon Estuary SSSI

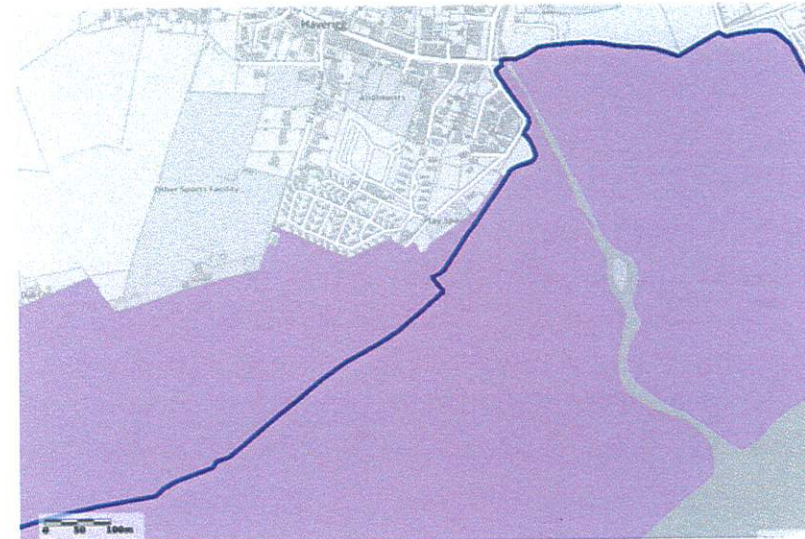


Fig 4.5 National Coastal Path & Coastal Path Margins



Fig 4.4 Morecambe Bay Sac

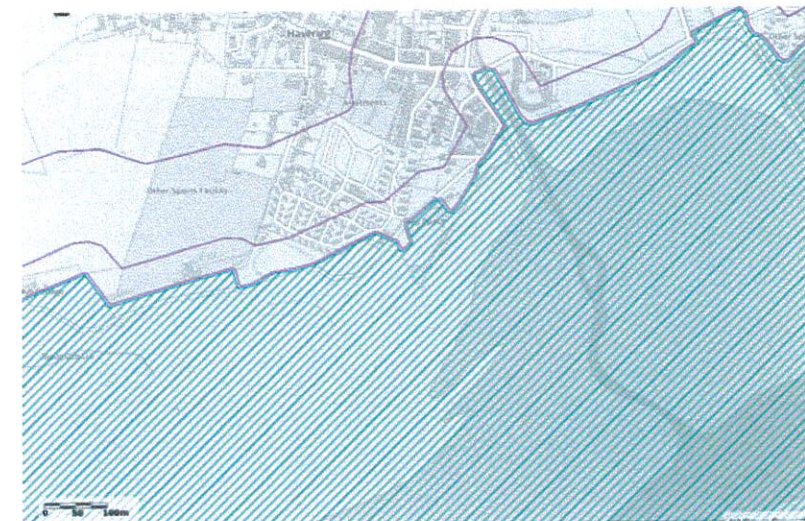


Fig 4.6 SSSI Impact Zones

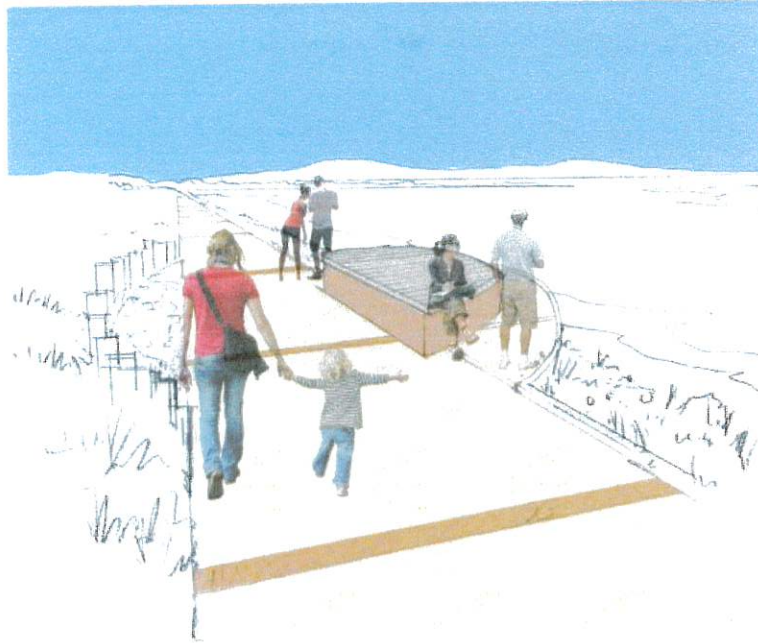
4.2 As evidenced in Fig's 4.2- 4.6 the proposal is on the very fringe of several designations with much of the existing dunes (including the timber play area and the Coast Path) falling within areas of protection while the remainder of the site (toilets, playground car park and MUGA) still remain within the designated 'Impact Zones' (Fig.4.6).

4.3 As such any works within areas already amended by contemporary development such as the play area, MUGA, car park etc... be would be considered in terms of ecological value as areas of 'disturbed low quality' and with appropriate methodologies and mitigation have potential for re-development. All other areas either within the SSSI areas or immediately outside any statutory protection area will be viewed as having a similar/identical composition to the protected dune areas and therefore any moves to develop these areas would be pushed back by Natural England during planning consultation.

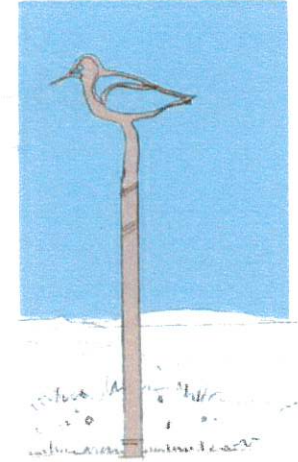
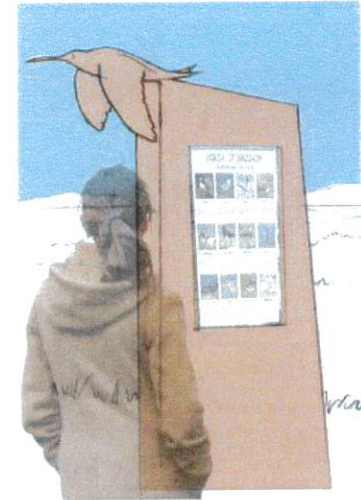
4.4 In addition to the above recent changes to planning legislation require that from Feb. '24 any loss of Biodiversity due to development needs to be in the first instance avoided/minimised and subsequently mitigated via designing in a 10% increase in biodiversity value ("Biodiversity net gain (BNG)). Given the high value of Biodiversity on site and the subsequently limited available space to make any gains the pragmatic response to this particular brief is to keep as much of the works within the existing footprints as possible while utilising as much of any free remaining space as is practical (primarily around old MUGA) to create new sand dune biodiversity areas to achieve the subsequent 10% gain that will be needed.



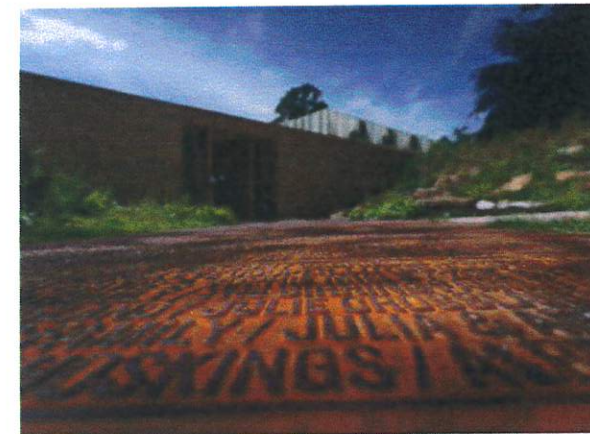
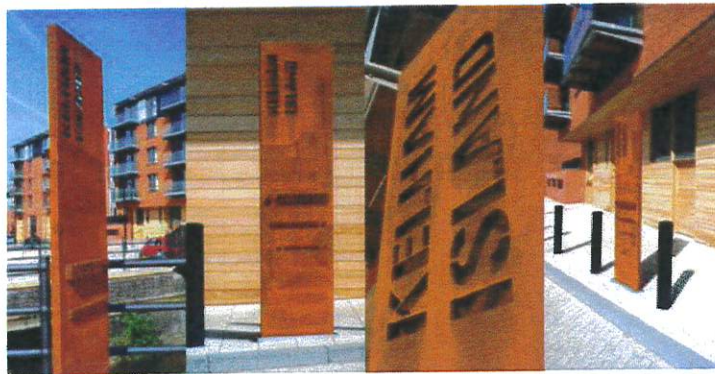
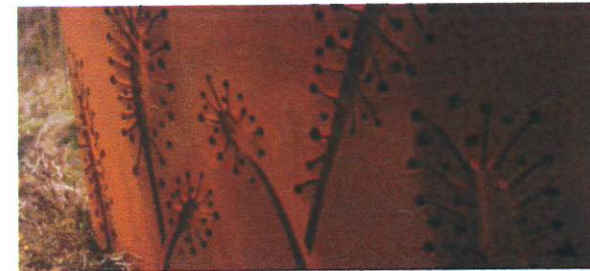
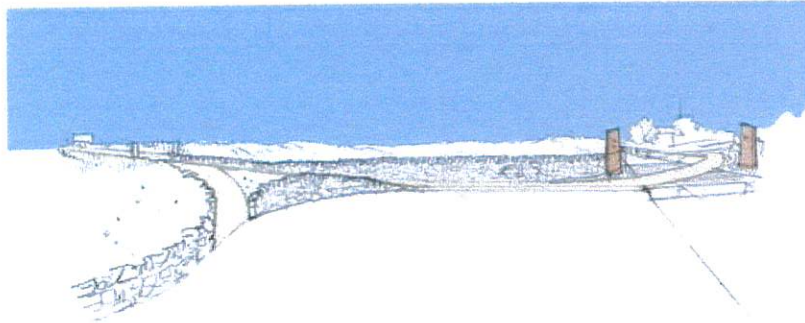
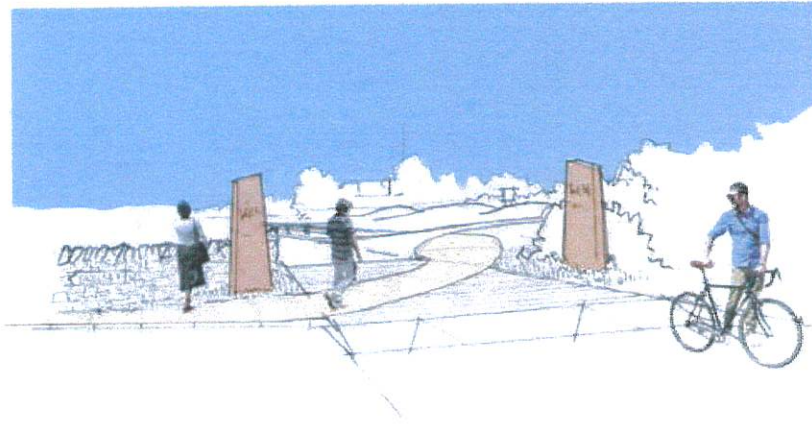
5.0 Design Suite



Coastal Path existing pathway with updated furniture, surfacing and furniture suited to match. Materials to be Corten etched steel, & timber. Existing mosaics to be retained.

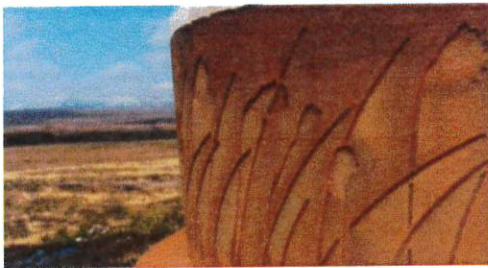
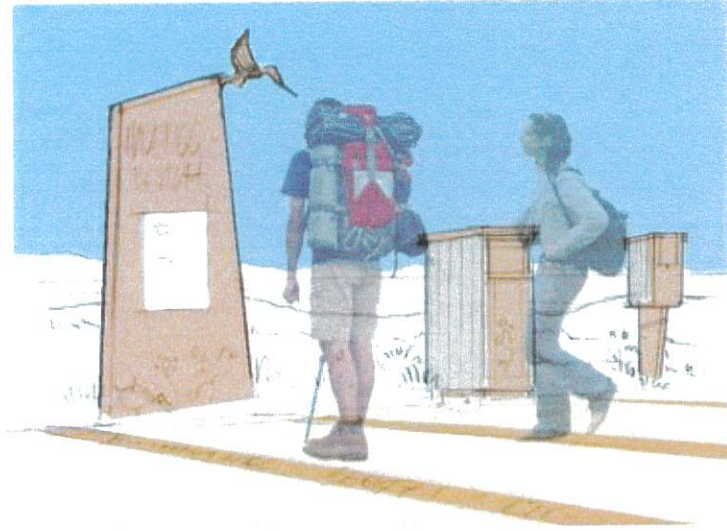


Interpretation and furniture themed via the use of Corten steel to replicate sand texture and the colours of local sandstone, while detailing will emulate surrounding flora and fauna. Use of steel as the main material will also reflect the local heritage.



New entrance to the site created by extending/adapting the existing walls to provide an additional access to the Coastal Path, a more recognisable and traffic calmed approach to the site and to secure the new toddler play area immediately beyond.

Coast path to retain existing mosaic features and include wider 'built out' viewing platforms at key points with associated interpretation and furniture.



Suited furniture taken from the theme of red sandstone, local flora/fauna & industrial steel

6.0 Masterplan

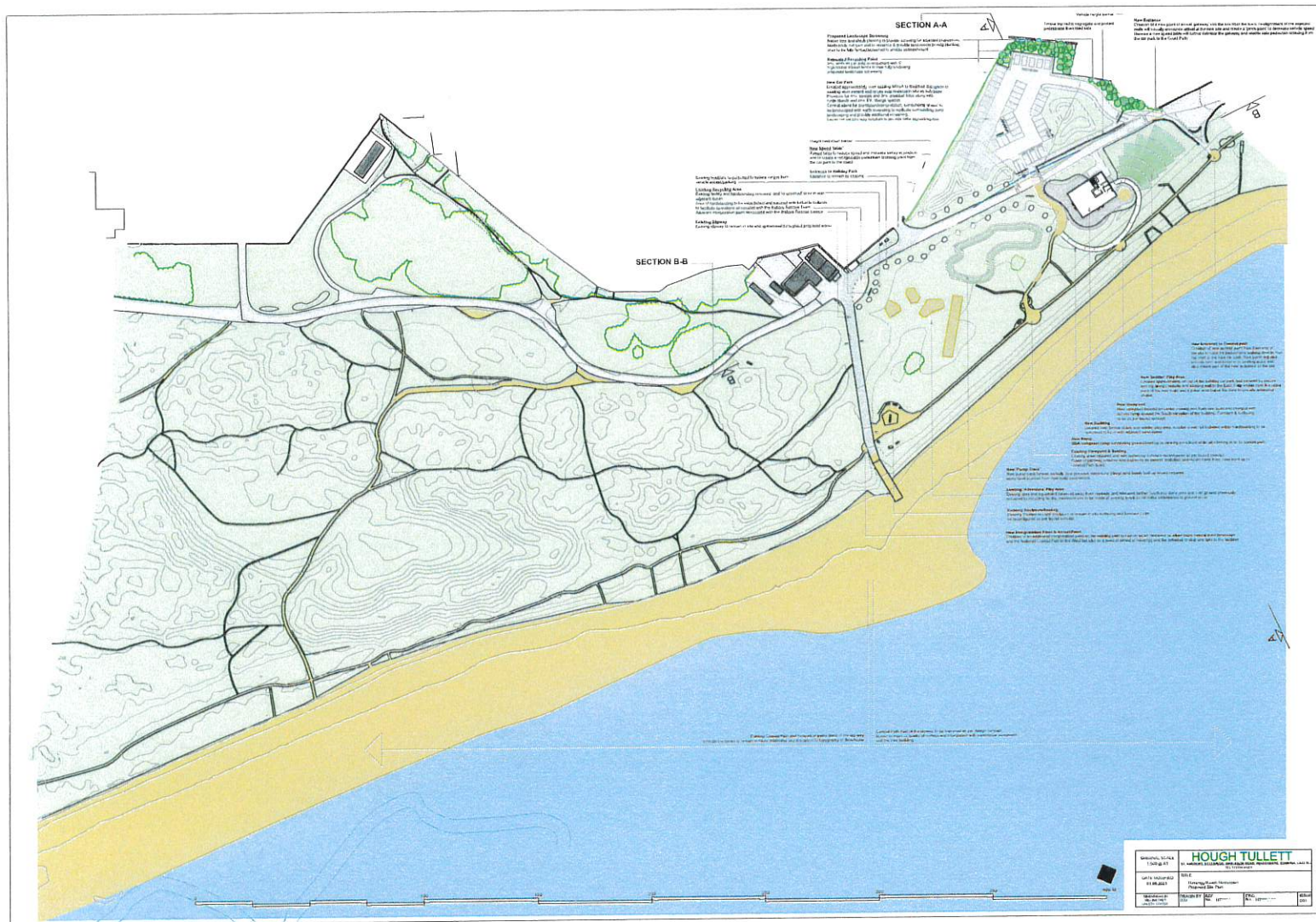


Fig. 6.1 Proposed Masterplan A0



Fig. 6.1 Proposed Masterplan A1

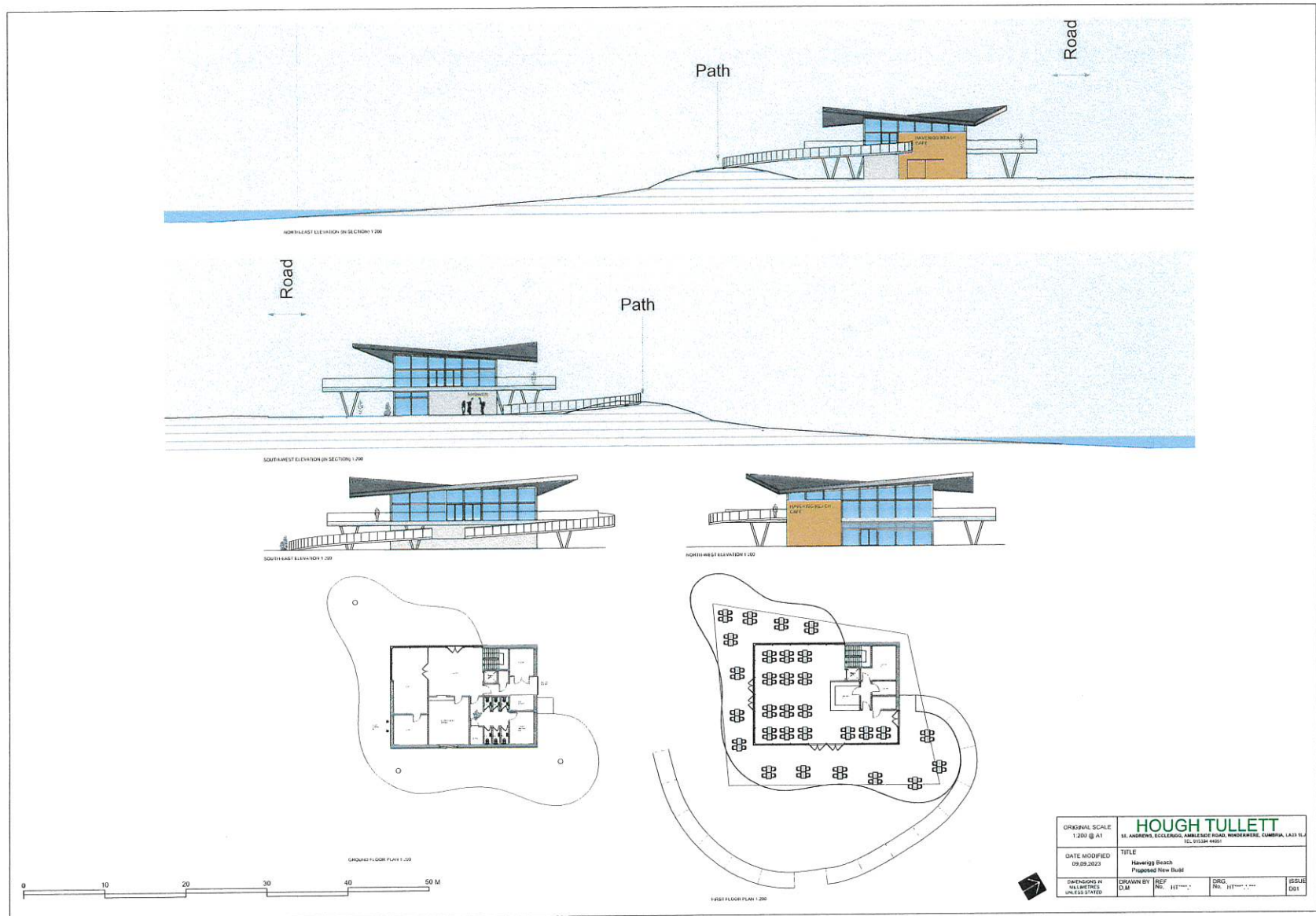


Fig. 6.3 Proposed New Build Facility

7.0 Visuals

7.1 The following are concept visual impressions of the masterplan layout illustrated in Section 5, Fig. 7.6 below provides a key to the position of all viewpoints (VP's 1-6) used.

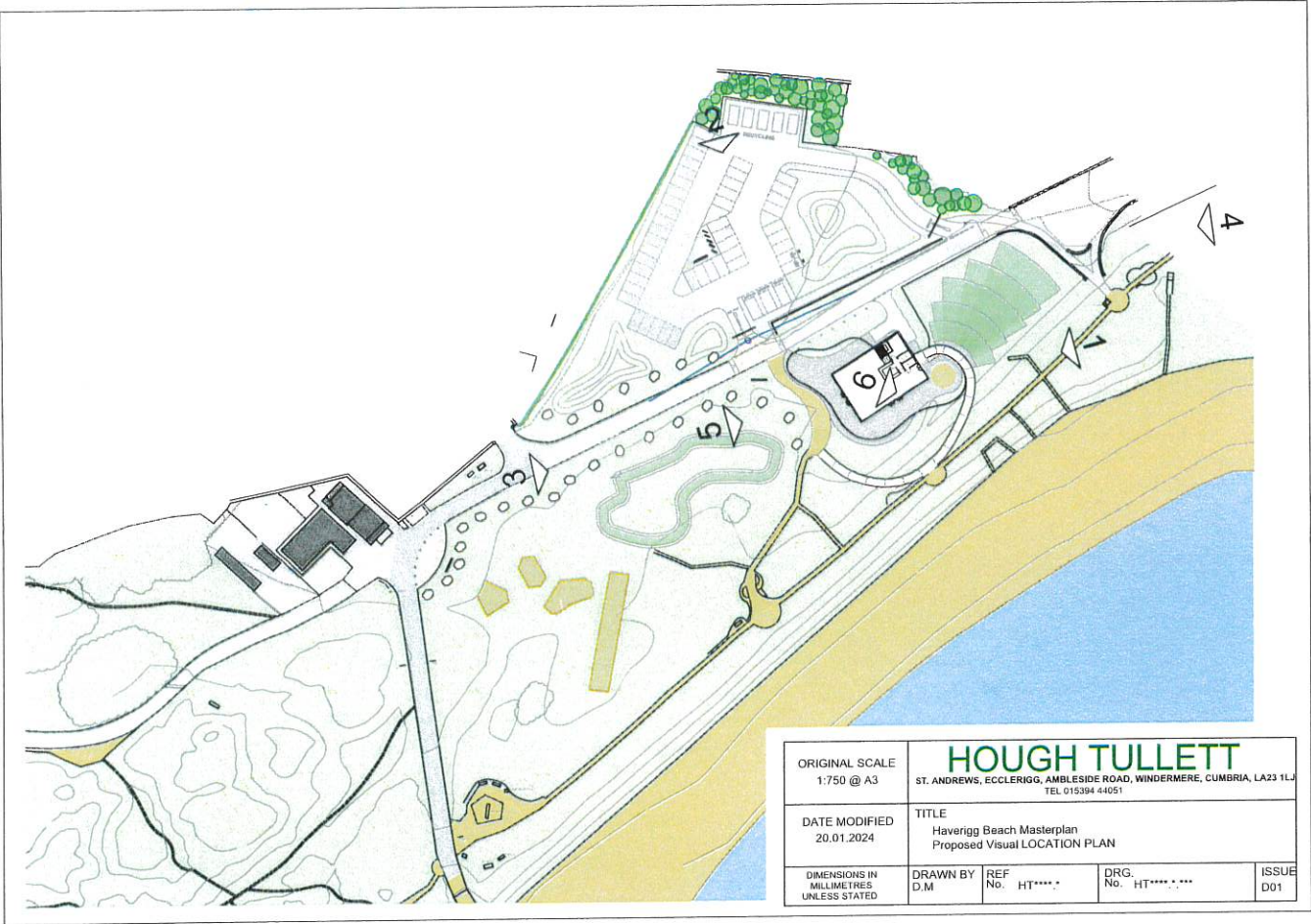
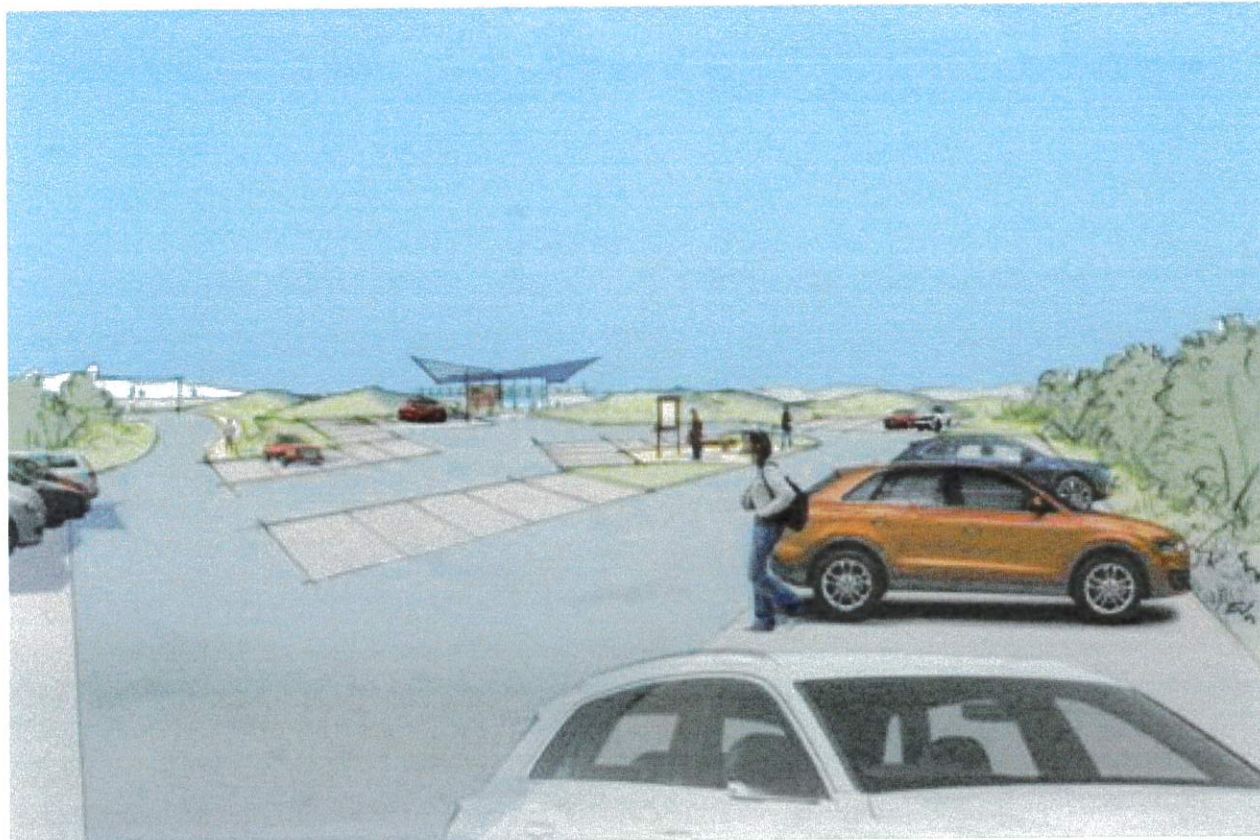


Fig. 7.6 Viewpoint Locations



- New building with ramped first floor access direct onto coastal path and and onto lower level.
- Viewing terrace to all side
- Play areas and pump track visible from inside and outside the building.
- Design provides shelter from wind/rain via overhead decks and canopy.
- Seperate vehicular service access for deliveries/waste collection etc.
- Play area safely unclosed on all sides by extg. wall, coastal path embankment and railings with specific access point next to building with seating for parents to sit.

ORIGINAL SCALE NTS @ A3	HOUGH TULLETT ST. ANDREWS, ECCLERIGG, AMBLESIDE ROAD, WINDERMERE, CUMBRIA, LA23 1LJ TEL 015394 44051		
DATE MODIFIED 20.01.2024	TITLE Haverigg Beach Masterplan Proposed Visual One Main Building and Play Area		
DIMENSIONS IN MILLIMETRES UNLESS STATED	DRAWN BY D.M	REF No. HT****.*	DRG. No. HT****.*.*** ISSUE D01



- New car park located over footprint of existing hardstanding.
- Re-location of car park to the north of the existing road will allow all recreational areas and new building to be located safely in one area and take advantage of the coast path embankment for shelter
- Visual and noise impact will be mitigated by additional landscaping and earth mounding (the latter to emulate the existing dunes)
- Central interpretation/orientation point for visitors
- Recycling area relocated away from the front of the rescue station to reduce visual impact.
- Car park to operate on a way one way layout to minimise traffic flow on access road and enhance pedestrian safety.
- Speed control table with associated pedestrian access located at each entrance.
- New car park to provide 46 spaces along with disabled spaces and cycle stands (existing car park provides approx 25-30 total)

ORIGINAL SCALE NTS @ A3	HOUGH TULLETT ST. ANDREWS, ECCLETRIGG, AMBLESIDE ROAD, WINDERMERE, CUMBRIA, LA23 1LJ TEL 015394 44051			
DATE MODIFIED 20.01.2024	TITLE Haverigg Beach Masterplan Proposed Visual Two Car Park			
DIMENSIONS IN MILLIMETRES UNLESS STATED	DRAWN BY D.M	REF No. HT****.*	DRG. No. HT****.*.***	ISSUE D01



- New pump track located adjacent to road and constructed to emulate the surrounding dunes and vegetation.
- Off road parking/acces controled via boulders as used elsewhere on site.

ORIGINAL SCALE NTS @ A3		HOUGH TULLETT ST. ANDREWS, ECCLERIGG, AMBLESIDE ROAD, WINDERMERE, CUMBRIA, LA23 1LJ TEL 015394 44051		
DATE MODIFIED 20.01.2024		TITLE Haverigg Beach Masterplan Proposed Visual Three Pump Track		
DIMENSIONS IN MILLIMETRES UNLESS STATED	DRAWN BY D.M	REF No. HT**** *	DRG. No. HT**** *.***	ISSUE D01



- Play area located to be fully visible from all sides and from within the new building and likewise fully secure on all sides for safety while still maintaining some protection from the wind provided by the adjacent embankment.
- Existing wall re-aligned and extended to give a more 'open' approach to the site and also lead pedestrians from the new car park up to the coastal path via new connecting path
- Entrance point to be emphasised with a new speed control table combined with pedestrian link to the new car park
- Existing 'turning space' to be improved via new surfacing and kerbs/consolidation of verge.
- New view points/seating at key junctions along coastal path.

ORIGINAL SCALE NTS @ A3	HOUGH TULLETT ST. ANDREWS, ECCLESTON, AMBLESIDE ROAD, WINDERMERE, CUMBRIA, LA23 1LJ TEL 015394 44051			
DATE MODIFIED 20.01.2024	TITLE Haverigg Beach Masterplan Proposed Visual Four Main Entrance & Playground			
DIMENSIONS IN MILLIMETRES UNLESS STATED	DRAWN BY D.M	REF No. HT*****	DRG. No. HT*****	ISSUE D01



-New build located on footprint of extg play area to minimise any impact on existing dunes or path embankment.
 -Landscaping and associated groundworks designed to replicate the surrounding dunes and visually 'embed' the new building into it's surroundings

ORIGINAL SCALE NTS @ A3	HOUGH TULLETT ST. ANDREWS, ECCLERIGG, AMBLESIDE ROAD, WINDERMERE, CUMBRIA, LA23 1LJ TEL 015394 44051			
DATE MODIFIED 20.01.2024	TITLE Haverigg Beach Masterplan Proposed Visual Five Main Building			
DIMENSIONS IN MILLIMETRES UNLESS STATED	DRAWN BY D.M	REF No. HT****.*	DRG. No. HT****.*.***	ISSUE D01



- First floor designed to maximise views in all directions and provide additional external space on the decks to both take in the views and allow overflow space for functions or at busier times of day
- Enables close supervision of children using the adjacent playground
- Easy access to coastal path via connecting ramp
- First Floor will provide safe/hospitality space while Ground Floor will provide functional space for community use along with retail space, toilets & changing facilities (floors connected internally by stairs and lifts)

ORIGINAL SCALE NTP 01/21	HOUGH TULLETT 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 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2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247,
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8.0 Appendix (Existing Site Surveys)



Fig. 8.1 Extg Aerial Survey



Fig. 8.1 Extg Site Survey

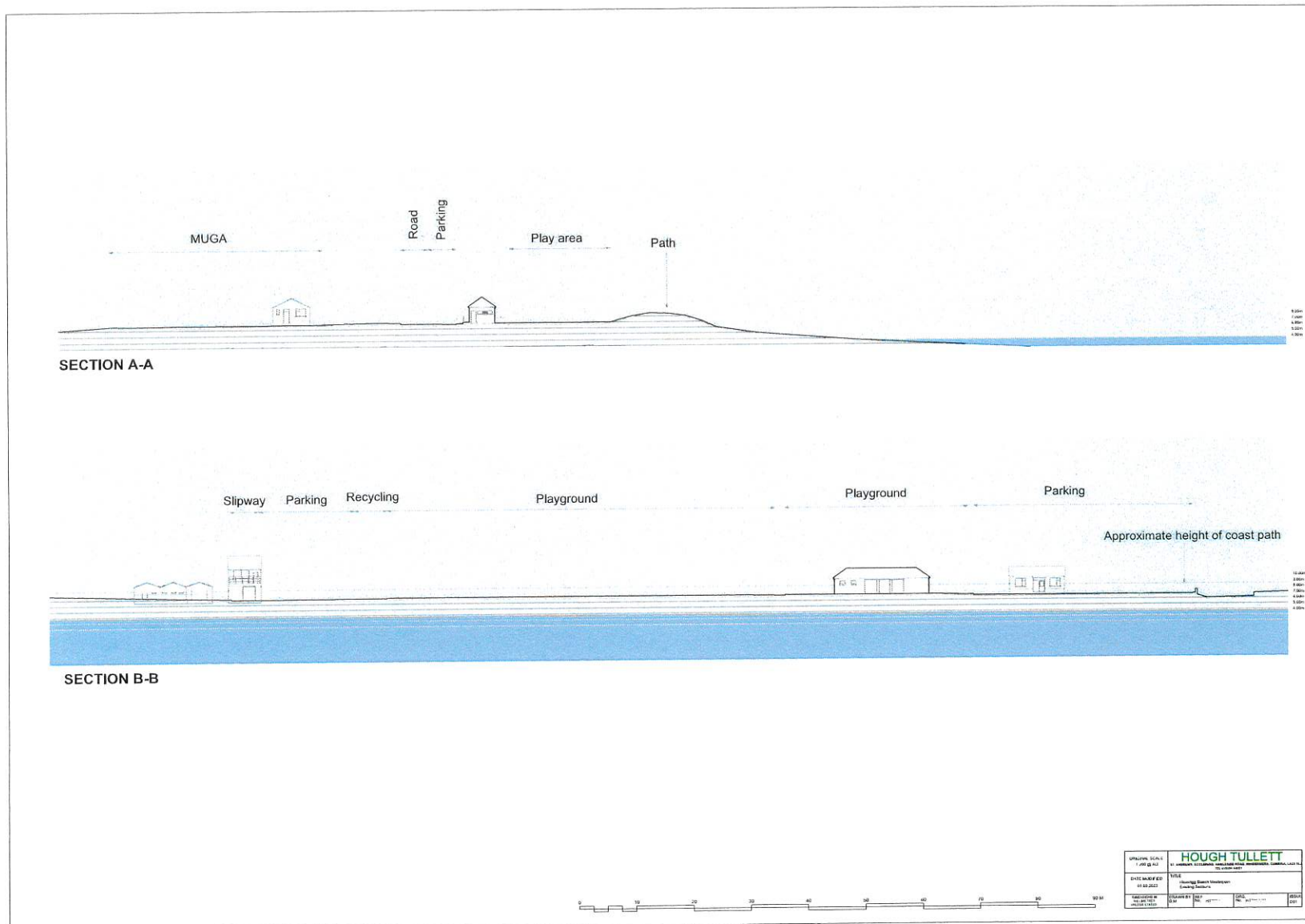


Fig. 8.3 Extg Site Sections

