

DESIGN AND ACCESS STATEMENT

for

**PROPOSED OFFICE DEVELOPMENT
AND ASSOCIATED CAR PARKING**

at

320120269P

**MELLOR BROOK
NEAR A59/MYERSCOUGH SMITHY RD**

1. **GENERAL**

This statement accompanies a submission to Ribble Valley Borough Council for Planning Permission for the proposals described on the following architectural drawings:-

11 139.01 Topographical Survey
11.139.02A Site Plan
11.139.03 Scheme Layout

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2. **SITE**

The site occupies a corner position sitting at the junction of Myerscough Smithy Road and the slip road to the A59 from Mellor Brook, measuring approximately 1,510m² in site area.

A dense growth of trees and shrubs screen the Feilden Farm Lane Residential Development across the road. To the rear of the site sits a Farm containing a number of small – medium sized agricultural buildings beyond which are developments for general industrial use.

3. **DESIGN**

3.1 **Use**

The proposal is for a two storey office building of approximately 359m² gross internal footprint providing 716m² total gross area over two floors.

The Planning use class is for B1 which is an appropriate use given the close proximity of the A59 and B1/B2 uses of neighbouring sites.

3.2 **Amount**

Both the Ground and First floor contain 308m² of office space, excluding WC's and vertical circulation areas.

As part of the development car parking provision is made for a total of 20 car spaces incorporating 2 disabled user spaces.

3.3 **Layout**

The layout reflects a simple arrangement with building and parking areas being positioned side by side. This allows a central access road to be formed into the site car park which is linked to the building entrances by simple low gradient footpaths.

The building itself will occupy the site corner closest to the mini roundabout allowing it a relatively exposed presence on the road edge. Combined with the adjacent parking the building provides a generally linear form across the site parallel to the slip road.

3.4 **Scale / Massing**

The new building is approximately 6.5m in height to the eaves which is similar to the existing nearby steel framed buildings and more importantly no more domineering than the adjacent residential gables.

The feature stone corner measures approximately 7m high and is surpassed only by the stair tower by 600mm – a feature that is set back from the principle building line and only remotely visible from street level.

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3.5 **Appearance**

The feature corner of the building will be constructed in a smooth/pitch faced stone in keeping and complimentary of existing nearby buildings.

The intention is that this feature wall will front a more typical office building of high quality profiled cladding and glazing reflecting a high quality development.

3.6 **Landscaping**

The overall scheme will provide a structured and quality scheme containing semi mature trees, hedge planting and naturalised shrub planting around the car parking and entrance areas.

A detailed landscape proposal containing densities, species and a maintenance plan will be submitted once finalised and agreed with the Local Planning Authority.

4 **ACCESS**

4.1 **General**

The new building will provide for full access for disabled users with level access and all in accordance with Part M of the Building Regulations and Design for Accessible Environments Guidance.

4.2 **Vehicular Access**

Vehicular access will be provided onto the car park centrally from the A59 slip road. The entrance will be formed with 6m radius kerbs to the non-gated entrance.

The junction arrangements with the public highway have been designed by Transport Consultants (Mayer Brown) in consultation with Lancashire County Council. A separate Transport Statement accompanies the application.

5. **SECURITY**

The layout and planning of the site is organised to enhance surveillance with parking areas clearly visible from office areas. The building also fronts boundaries on 3 sides of the site.

New low level bollard lighting is proposed to ensure clear visibility and safe pedestrian routes from the car parking area to the building where there are no concealed corners or 'blind spots' on the general route.

6. **ENERGY STATEMENT**

The Site - The site is of relatively level topography and the proposed development occupies a north/south axis with an easterly facing entrance.

Utilities - The site has mains gas and electricity available

Scheme Aspirations - The intention is to ensure the development is built to meet carbon emission standards as required by current Building Regulations. In addition, additional design features will be explored which may result in emissions significantly below those required by current regulations.

Design Principles - Design solutions will be prioritized that reduce the potential energy load of the development. As such excellent attention will be given to passive design features such as high levels of insulation and air tightness.

M&E design will prioritise the use of energy efficient appliances and equipment within all regulated energy use.

It is anticipated that the requirements of Approved Document L will be met through the features described above. However, explorations will be made into the viability of renewable energy generation technologies. Where applicable, these may form the basis of a subsequent planning application.

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Proposed Office Development

A59 Mellor Way, Mellor Brook

TRANSPORT STATEMENT

January 2012

the journey is the reward

320120269P

Proposed Office Development
A59 Mellor Way, Mellor Brook

TRANSPORT STATEMENT

January 2012

Project Code:	nw/lpl/mellor.1
Prepared by:	T Chau
Position:	Technical Director
Approved by:	M Butt
Issue Date:	January 2012
Status:	Final V2

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1. INTRODUCTION

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Brief

- 1.1 Mayer Brown Ltd has been instructed by Leehand Properties Ltd to provide a Transport Statement (TS) in relation to a proposed office development at Mellor Brook. The site is located on land south of the A59 Myerscough Smithy Road / Longsight Road roundabout junction.
- 1.2 A plan showing the site location is provided in **Figure 1.1**.

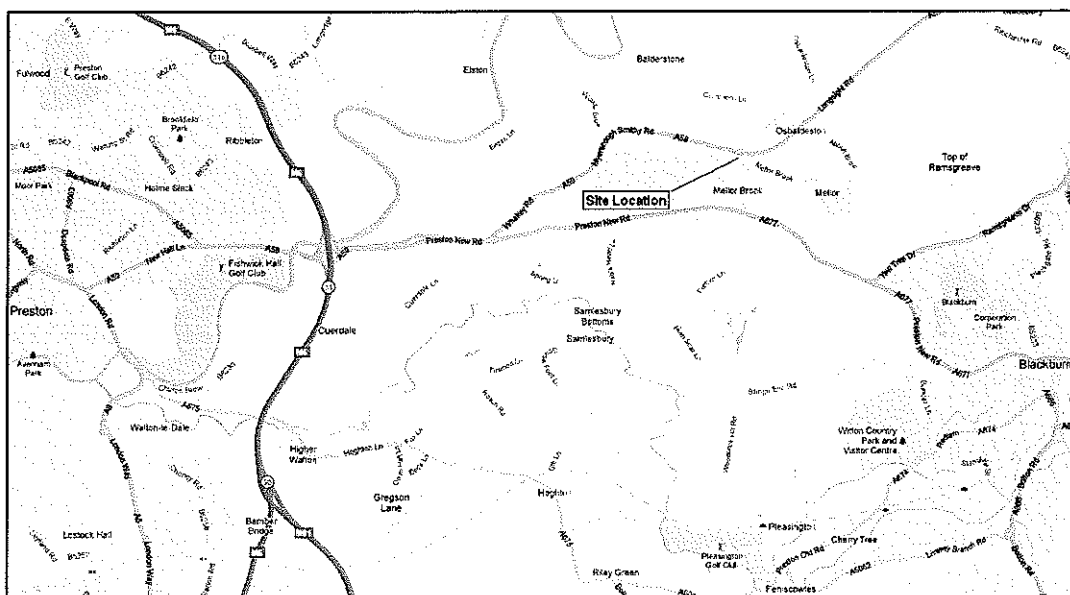


Figure 1.1: Site Location Plan

Scoping

- 1.3 This report considers the transport and traffic related issues relevant to the proposed development. The scope of the report has been determined through discussions and correspondence with Lancashire County Council (LCC) highways. The correspondence is shown in **Appendix A**.
- 1.4 **Section 2** describes the existing site and considers its existing accessibility. **Section 3** provides information on the proposed development, access, parking and servicing. The traffic impact of the development is assessed within **Section 4**. The conclusions and summary are provided in **Section 5**.

2. EXISTING SITE AND TRANSPORT CONTEXT

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Existing Site

- 2.1 The site is located on vacant land south of the A59 Myerscough Smithy Road / Longsight Road roundabout junction and to the north of the Myerscough Smithy Road / Mellor Way mini-roundabout. **Figure 2.1** shows the site location in a local context.

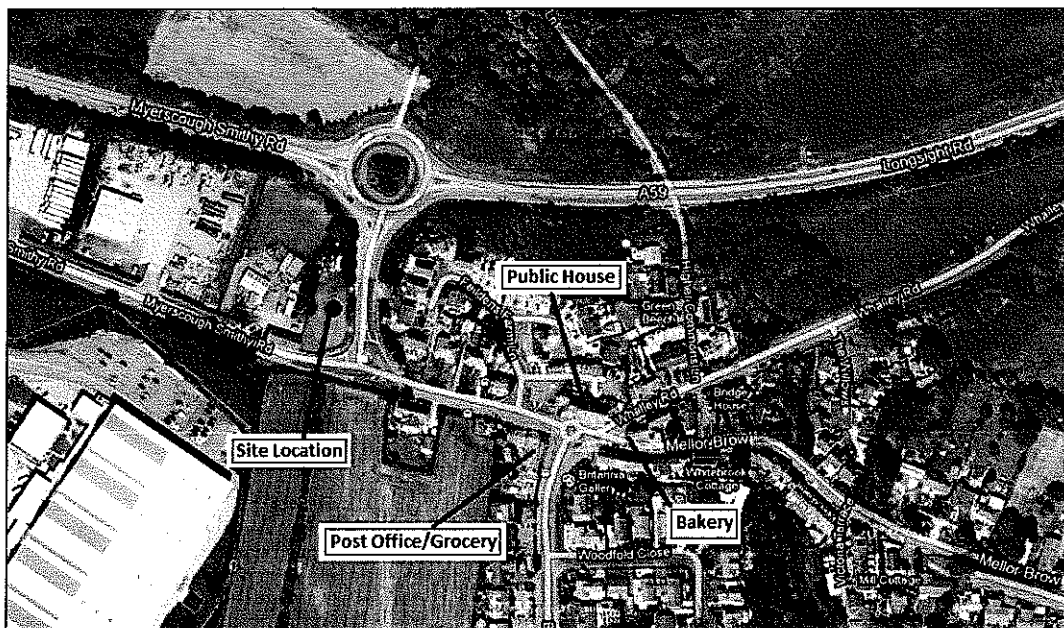


Figure 2.1: Site Location (Local Context)

- 2.2 To the west, the A59 provides access to the M6 Junction 31 which then provides access to Preston City Centre whilst to the southeast access can be gained to Blackburn via the A677.
- 2.3 There is an existing gated farm access to the site off Mellor Way. Mellor Way is the link road between the A59 Myerscough Smithy Road / Longsight Road roundabout junction and the Myerscough Smithy Road mini-roundabout

Non-Car Accessibility

- 2.4 The accessibility of the proposed development by a range of modes of transport has been considered in particular to objectives in line with the Draft National Planning Policy Framework which will replace all of the current PPG and PPS national policies.

Walking and Cycling

- 2.5 There is a footway on the site side of Mellor Way which provides linkage to the existing pedestrian infrastructure in Mellor Brook. These pedestrian links provide access to the neighbouring industrial sites and Mellor Brook village centre to the south of the site.
- 2.6 The ability to link into the existing cycle routes would help to encourage cycling as an alternative form of access for the development. The development is situated within a 10 minute cycle ride of an on-road cycle route. This forms a link to other cycle routes in the West Lancashire Plain area. A plan of the cycle routes in the area is shown in **Figure 2.2**.

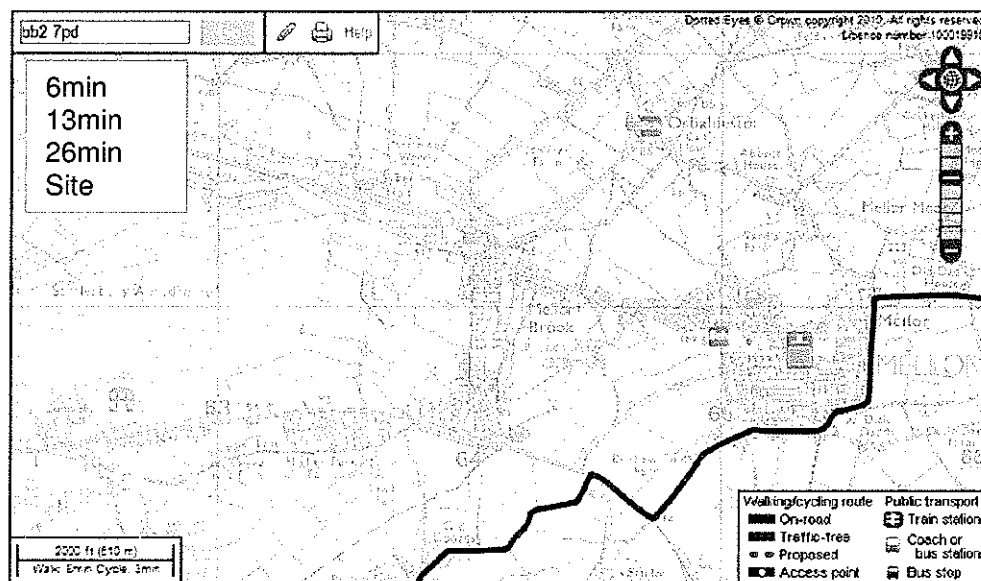


Figure 2.2: Local Cycle Routes

Public Transport

- 2.7 The site is located approximately 100 metres from the nearest bus stops, which are located on Myerscough Smithy Road. Existing footways link the site to public transport facilities. The local bus services are outlined in **Table 2.1** and provide access to local areas.

Service No	Destinations Served	Daytime Frequency
13	Mellor Brook – Mellor – Ramsgreave - Blackburn	Every 2 hours from 06:56 until 18:04
280	Preston – Clitheroe – Gisburn – Barnoldswick - Skipton	Every 2 hours until 17:37 then the service is hourly until 19:19 then the service ends
X80	Preston – Clitheroe – Gisburn - Skipton	Every 2 hours until 16:16 when the service ends

Source: www.lancashire.gov.uk 11/10/2011

Table 2.1: Bus Service Summary

Accessibility Audit

- 2.8 An accessibility audit for the site has been completed in line with Local Authority guidance.
- 2.9 The site has been assessed as scoring 24 which is classed as having high accessibility. The results of the audit are contained in **Appendix B**.
- 2.10 The site benefits from its close proximity to Feilden's Arms public house, a post office/grocery and the Village bakery.

3. PROPOSED DEVELOPMENT

Proposed Development

- 3.1** The proposal consists of a new two-storey office development of 714 m² (Gross Internal Floor Area).
- 3.2** A new access is to be provided at the location of the existing gated farm access off Mellor Way. It has been agreed with LCC that the access would incorporate a left in / left out arrangement including a ban on right turning traffic into the site.
- 3.3** The site layout and agreed access arrangement is shown in **Appendix C**.
- 3.4** As part of the development 20 car parking spaces (including 2 disabled spaces) are proposed. This equates to approximately 1 car parking spaces per 36 m² (Gross Internal Floor Area) which is considered appropriate to meet the potential office use car parking demand.
- 3.5** It is considered that service vehicles and refuse collection could be readily accommodated within the site layout, therefore, minimising any potential blockage or safety issues along Mellor Way. **Appendix D** shows the track plot of a large refuse vehicle satisfactorily entering and exiting the site.

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4. TRAFFIC IMPACT

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Introduction

- 4.1 The proposal consists of a new two-storey office development of 714 m² (Gross Internal Floor Area). This section of the report considers the traffic effects of the proposed development on the local highway network. The primary aim of this section is to evaluate whether traffic increases at the site would have any material impact within the local highway network during the typical morning and evening peak periods.

Proposed Development Traffic

- 4.2 The TRICS database has been used to estimate the vehicular trips generated by the office development. **Table 4.1** provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely generation. The TRICS output is shown in **Appendix D**.

Time	Arrivals		Departures	
	Rate	Vehicles	Rate	Vehicles
AM (0800-0900)	1.12	8	0.112	1
PM (1700-1800)	0.08	1	0.909	6

Table 4.1: TRICS Assessment, Rural office development (714 m²)

- 4.3 From **Table 4.1** it can be seen that the maximum generated trip movement occurs during the morning peak period with a total of 9 trips.
- 4.4 The "Guidance on Transport Assessments" (GTA) published by the DfT suggests that the threshold for detailed traffic assessment relate to those developments which generate 30 two-way peak hour vehicle trips (total 60 vehicle trips). The Proposed Development would not generate vehicle trips above the DfT threshold when assessed against the traffic levels in **Table 4.1**.
- 4.5 It can be concluded that the proposed development would generate negligible traffic levels.

5. SUMMARY AND CONCLUSIONS

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- 5.1 Mayer Brown Ltd has been instructed by Leehand Properties Ltd to provide a Transport Statement (TS) in relation to a proposed office development at Mellor Brook. The site is located on land south of the A59 Myerscough Smithy Road / Longsight Road roundabout junction.
- 5.2 The proposal consists of a new two-storey office development of 714 m² (Gross Internal Floor Area).
- 5.3 A new access is to be provided at the location of the existing gated farm access off Mellor Way. It has been agreed with LCC that the access would incorporate a left in / left out arrangement including a ban on right turning traffic into the site.
- 5.4 It is considered that service vehicles and refuse collection could be readily accommodated within the site layout, therefore, minimising any potential blockage or safety issues along Mellor Way.
- 5.5 An accessibility audit for the site has been completed in line with Local Authority guidance. The site has been assessed as scoring and accessibility level of 24 which is classed as having high accessibility.
- 5.6 The "Guidance on Transport Assessments" (GTA) published by the DfT suggests that the threshold for detailed traffic assessment relate to those developments which generate 30 two-way peak hour vehicle trips (total 60 vehicle trips). The Proposed Development would not generate vehicle trips above the DfT threshold, therefore, the generating negligible traffic levels.
- 5.7 It can be concluded that there are no traffic, transport or highway reasons why the proposed office development should not obtain planning consent.

APPENDIX A

Council Correspondence

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Toan Chau

From: Mark Butt
Sent: 20 October 2011 14:00
To: 'Roy Walsh'; Ciara Naessens [campbelldriverpartnership]
Subject: Mellor Brook proposed office development

Hi.

Good news. Martin Nugent (highway officer) is comfortable with the approach we are now taking with the access and local highway layout. He will note a few additional checks for us to complete shortly (mainly regarding the position of existing signage) but we can now move forward with this layout

Martin has also confirmed that only a simple transport statement is required to support the scheme and we will move forward with this immediately.

Regards

Mark

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Toan Chau

From: Mark Butt
Sent: 10 October 2011 10:59
To: martin.nugent@lancashire.gov.uk
Subject: Mellor Brook, proposed Office development
Attachments: NW-LPL-MELLOR 1-01 pdf

Hi Martin,

Following our telephone conversation a few weeks ago regarding access arrangements for the above site we have sketched up a concept plan for review.

This reflects the idea of banning right turns at the access junction

We have been able to provide the two lanes up to the A59 junction at 3 metre widths and a 0.8 metre wide hatch. If we are on the right lines we will provide a more detailed plan with track checks

Regards

Mark

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APPENDIX B
Accessibility Audit

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Draft Accessibility Review – A59 Mellor Way, Mellor Brook

Table F - Accessibility Questionnaire

Site Description: Application Reference:				
Access Type	Criteria	Criteria Scores	Score	Sub-Score
Walking	Distance to nearest bus stop from main entrance to building (via direct safe route)	<200m	5	5 – Nearest bus stop is 120m away
		<300m	3	
		<500m	1	
		>500m	0	
	Distance to nearest railway station from main entrance to building	<400m	3	0 – Nearest railway station is 5.6km away
		<1km	2	
		>1km	0	
Cycling	Proximity to defined cycle routes	<100m	3	1 –Over 1km away
		<500m	2	
		<1km	1	
Public Transport	Bus frequency of principal service from nearest bus stop during operational hours of the development	Urban/ Suburban		5 – Hourly
		15 minutes or less	5	
		30 minutes or less	3	
		>30 minutes	1	
		Villages and Rural		
		Hourly or less	5	
	Number of bus services serving different localities stopping within 200 metres of main entrance	2 Hourly or less	2	5 – 4 or more localities are served
		1 or more per day	1	
		4 or more localities served	5	
		3	3	
	Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less	3	3 – 30 Minutes or less
		30-59 minutes	2	
		Hourly or less	1	
		frequent		
	Drive to nearest station	10 minutes or less	2	2 – 10 minutes or less
		15 minutes or less	1	
Other	Travel reduction opportunities	Facilities on site or within 100 metres that reduce the need to travel:		1 – Pub 1 – Bakery 1 – Post office
		* food shop/cafe	1	
		* newsagent	1	
		* crèche	1	
		* other	1	
Total Aggregate Score				
Accessibility Level				
High: 24-30 Medium: 16-23 Low: 15 or less				
Total ~ 24 - High accessibility				

H:\Current Jobs\LPL Mellor\04 Background info\accessibility audit\Accessibility audit.doc

APPENDIX C

Site Layout and
Agreed Access
Arrangement

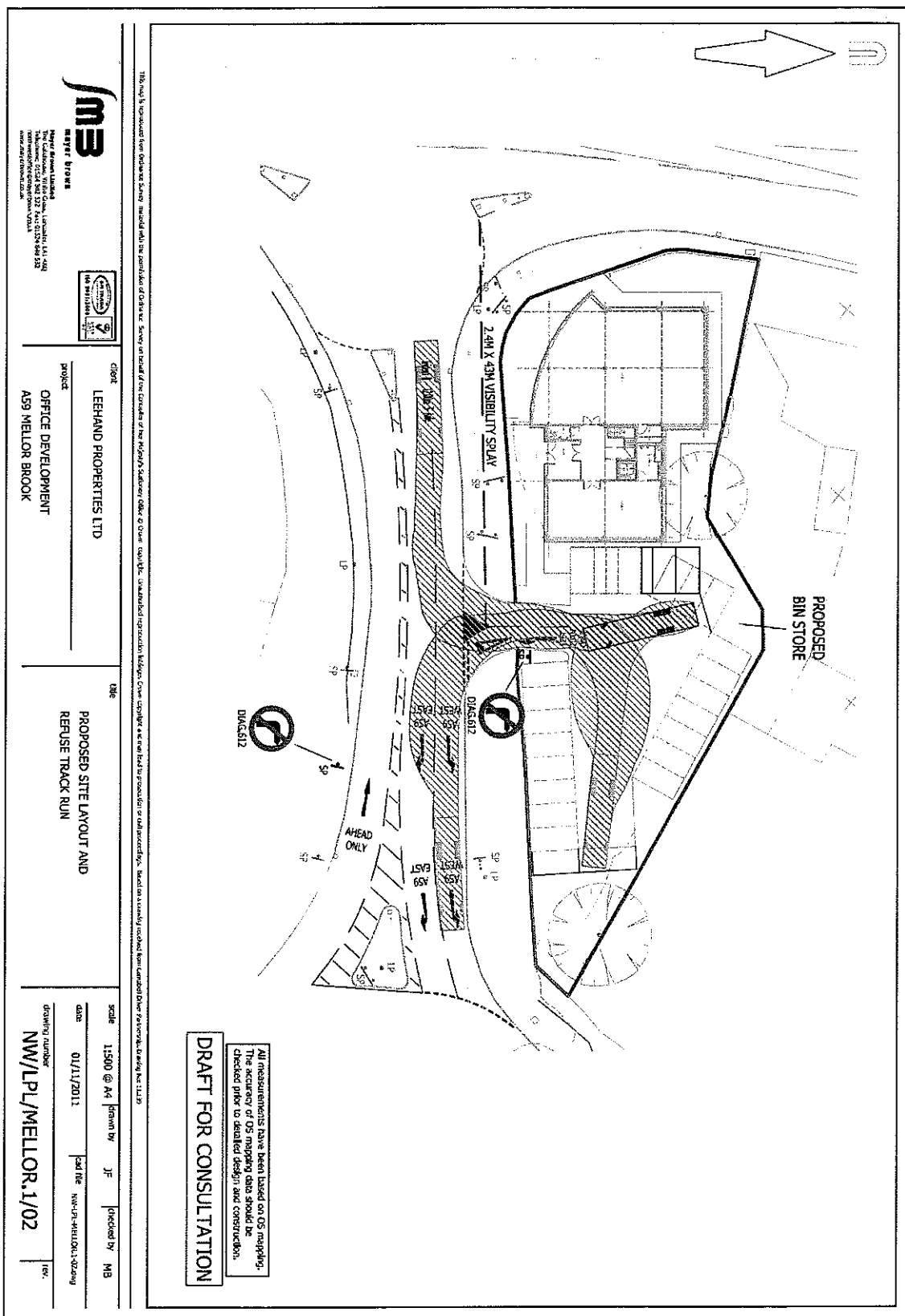
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APPENDIX D

Refuse Vehicle Tracking

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
HC HAMPSHIRE	1 days
KC KENT	1 days
SC SURREY	2 days
03 SOUTH WEST	
CW CORNWALL	1 days
08 NORTH WEST	
LC LANCASHIRE	1 days
09 NORTH	
TV TEES VALLEY	1 days
10 WALES	
MT MERTHYR TYDFIL	1 days
11 SCOTLAND	
HI HIGHLAND	3 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 804 to 39230 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 21/06/11

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	11
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Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	4
Development Zone	2
Residential Zone	1
No Sub Category	3

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.005	1	19974	0.005
05:30 - 06:00	1	19974	0.020	1	19974	0.005	1	19974	0.025
06:00 - 06:30	1	19974	0.070	1	19974	0.005	1	19974	0.075
06:30 - 07:00	1	19974	0.105	1	19974	0.025	1	19974	0.130
07:00 - 07:30	11	11558	0.105	11	11558	0.012	11	11558	0.117
07:30 - 08:00	11	11558	0.300	11	11558	0.033	11	11558	0.333
08:00 - 08:30	11	11558	0.528	11	11558	0.054	11	11558	0.582
08:30 - 09:00	11	11558	0.580	11	11558	0.068	11	11558	0.648
09:00 - 09:30	11	11558	0.361	11	11558	0.071	11	11558	0.432
09:30 - 10:00	11	11558	0.157	11	11558	0.067	11	11558	0.224
10:00 - 10:30	11	11558	0.102	11	11558	0.068	11	11558	0.170
10:30 - 11:00	11	11558	0.115	11	11558	0.059	11	11558	0.174
11:00 - 11:30	11	11558	0.088	11	11558	0.072	11	11558	0.160
11:30 - 12:00	11	11558	0.064	11	11558	0.070	11	11558	0.134
12:00 - 12:30	11	11558	0.080	11	11558	0.142	11	11558	0.222
12:30 - 13:00	11	11558	0.122	11	11558	0.171	11	11558	0.293
13:00 - 13:30	11	11558	0.154	11	11558	0.134	11	11558	0.288
13:30 - 14:00	11	11558	0.140	11	11558	0.109	11	11558	0.249
14:00 - 14:30	11	11558	0.104	11	11558	0.087	11	11558	0.191
14:30 - 15:00	11	11558	0.065	11	11558	0.095	11	11558	0.160
15:00 - 15:30	11	11558	0.076	11	11558	0.108	11	11558	0.184
15:30 - 16:00	11	11558	0.053	11	11558	0.116	11	11558	0.169
16:00 - 16:30	11	11558	0.066	11	11558	0.288	11	11558	0.354
16:30 - 17:00	11	11558	0.062	11	11558	0.324	11	11558	0.386
17:00 - 17:30	11	11558	0.045	11	11558	0.529	11	11558	0.574
17:30 - 18:00	11	11558	0.035	11	11558	0.300	11	11558	0.335
18:00 - 18:30	11	11558	0.026	11	11558	0.172	11	11558	0.198
18:30 - 19:00	11	11558	0.023	11	11558	0.126	11	11558	0.149
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.646			3.315			6.961

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Parameter summary

Trip rate parameter range selected:	804 - 39230 (units: sqm)
Survey date date range:	01/01/03 - 21/06/11
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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