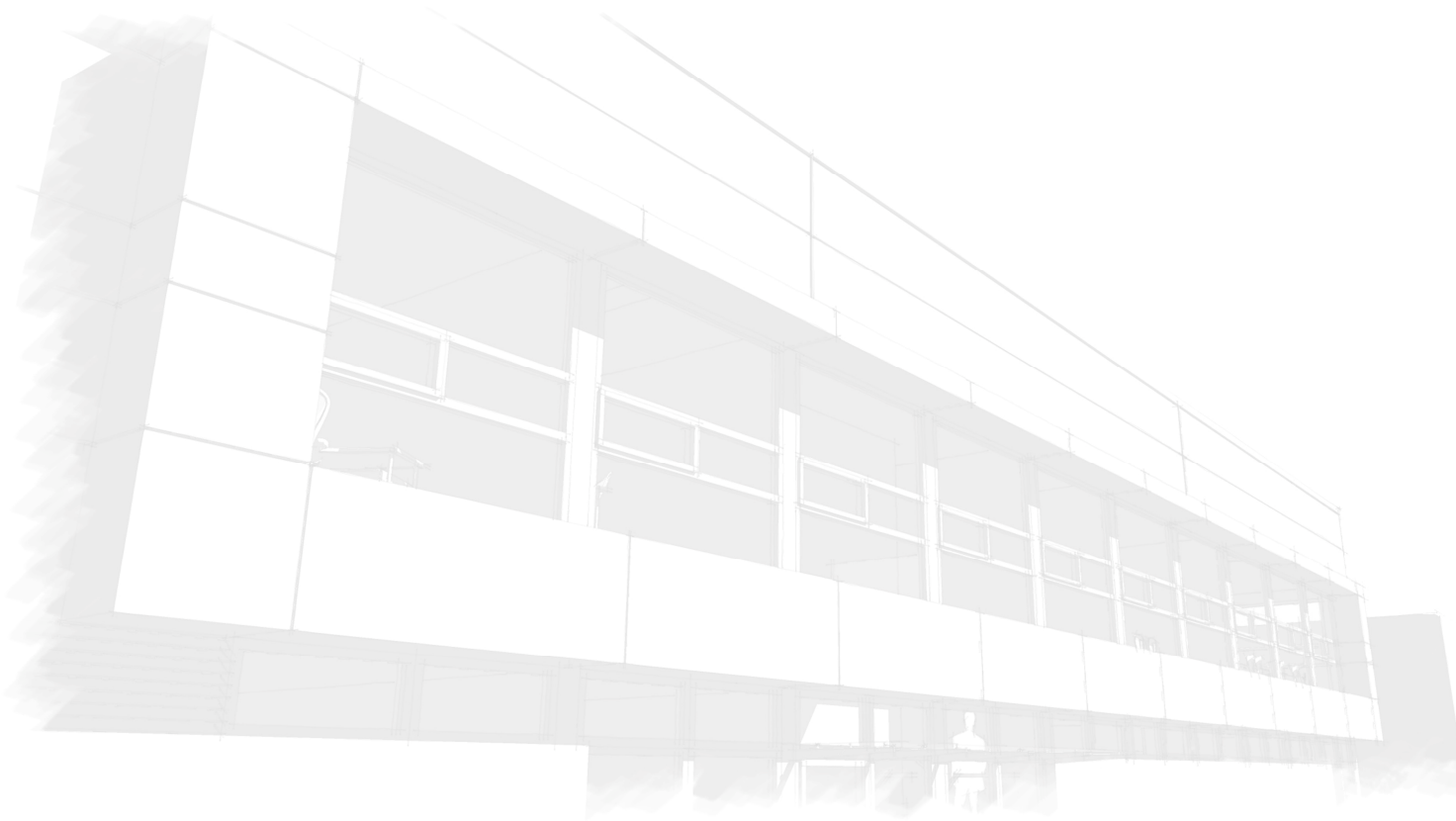


Phase 2_Proposed Masterplan

Calder Vale Park, Simonstone Lane. Burnley

Design & Access Statement

July 2011



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1.0 Introduction

1.1 Development Objectives

This Design and Access Statement has been prepared on behalf of Fort Wilson Properties in support of their detailed proposals for Phase Two of the proposed Calder Vale Business Park. Burnley.

This Statement is supported by illustrations of the architectural design including plans, elevations and 3D visuals. It is intended to demonstrate a clear vision which has informed this submission.

1.2 Purpose of this D&A Statement:

This Design and Access Statement sets out the principles for use, location and quantum, and will present the detailed design articulation for scale, form, mass, materials and fenestration.

Supplementary design drawings, visuals and technical reports have been submitted as part of the planning application in addition to this Design and Access Statement.

2.0 Location & Context

2.1 Site History:

The land to the west of Simonstone Lane is wholly owned by the applicants and previously formed part of the larger Mullards site that was used for the production of television tubes.

2.2 Site Context:

The former industrial brownfield site is relatively flat and although predominately clear the concrete floor slabs of the old Mullard's buildings still remain.

The abandoned railway line (Padiham Loop) runs along the northern boundary of the site and beyond is the small settlement of Simonstone. Simonstone Lane runs along the eastern boundary with substantial former industrial buildings (part of the former Mullards site) beyond. To the south lies the Fort Vale site with open countryside, the Altham Pumping Station and the River Calder beyond. To the west lies open countryside and woodland.

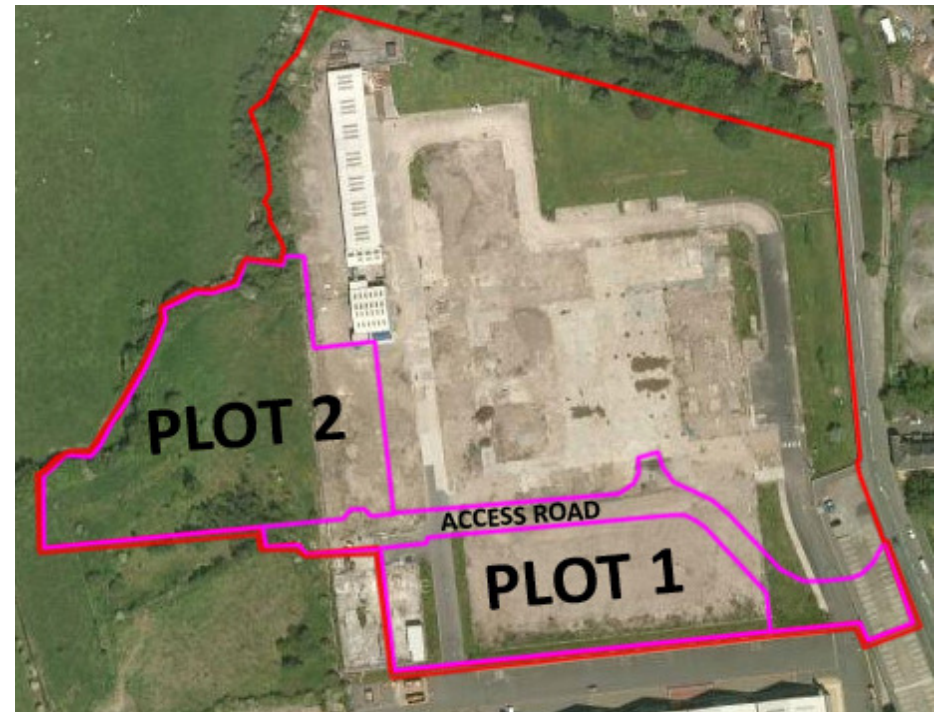
2.3 Application Site:

This application forms a detailed planning application for Plots 1 & 2 of the proposed Calder Vale Business Park as well as new site access off Simonstone Lane and an internal road.

2.4 Use:

Proposed Units 1-4 (Plot 1) would be class B2 (General Industrial) with some ancillary B1 & B8

The proposed Special Projects Building (Plot 2) would be class B2 (General Industrial) with some ancillary B1 & B8. This building would be occupied by Fort Vale Engineering Ltd.



Aerial photograph showing the location of Plots 1, 2 and proposed access road.

3.0 Design

3.1 Design:

This section of the statement provides a comprehensive review of the proposed design.

3.2 Scale:

The development of the Phase 2 of the proposed masterplan will inevitably result in permanent land-take. The following table sets out the extent of this permanent land-take:

Units 1—4 (Plot 1) combined	2192sqm	23594sqft	GIA
Special Projects Building (Plot 2)	1982sqm	21334sqft	GIA
The total built floor space	4174m2	44928sqft.	GIA

3.3 Layout:

The units form Plots 1 &2 of the proposed masterplan for Calder Vale Business Park (please see Site Plan on the next page)

3.4 Design Principles:

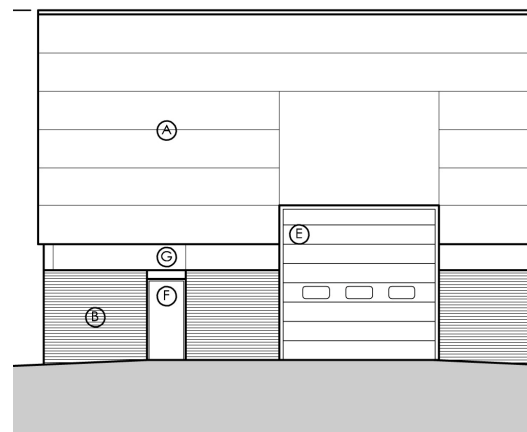
Both Special Projects Building & Units 1-4 would be clean, simple and honest in their architectural form, utilising robust and durable finishes appropriate to the site's use and context. Externally the units would be a maximum of 9.3m to the top of parapet.

At low level a masonry plinth would run to the entire building perimeter with a continuous louvre or feature panel above. The upper half of the units would be clad in flat metal composite panels giving a crisp contemporary aesthetic .

Office/amenity facilities would be contained within the main building vol-

ume. A mixture of full height and high level glazing would be utilised to provide adequate natural light and ventilation.

The pitched roof would be concealed by a parapet to the perimeter giving the units a clean uninterrupted appearance. The roof would be finished in profiled metal cladding with integral rooflights as required.



4.0 External Works

4.1 Car Park/Service Yard

The car parks to both plots would be situated to the front of the proposed buildings adjacent to the offices and main pedestrian entrance. The access lanes and parking bays would be predominately surfaced in tarmac with feature block paving to the bays. Landscaping to the perimeter of the car parks would break the expanse of hard surfacing and soften distant views of the buildings.

A paved footpath to the front of the buildings would allow easy pedestrian movement with further low level soft landscaping adjacent to the building entrance.

The service yard areas would be surfaced in concrete for operational purposes. Landscaping and fencing will be used to screen these areas to minimise visual impact and improve views.

4.2 External Lighting:

It is considered that there will only be a need for limited external lighting to the service yard areas to enable safe vehicle movements during winter months (within permitted hours). The design of the lighting scheme for the proposed development would take into account the need to avoid unnecessary light pollution so as to limit any adverse effects on local residents.

Security and utility lighting would comprise of pole or building mounted lights at approximately 6m high, downwards orientated and inward facing. Downward pointing lighting would also be positioned above vehicle entrance points and low level lighting would allow staff and visitors to safely move to and from the building.

Lighting columns would illuminate the car park area with feature lighting to the building entrance.

4.3 Security:

Automated access barriers at the site entrance monitored by the existing Fort Vale gatehouse would control all vehicular movements both in and out of the site.

A CCTV system would allow surveillance of the proposed development and would be maintained and operated in accordance with British Standard 7958:2005 - Closed Circuit Television {CCTV} Management and Operation (Code of Practice).

2.4m security fencing would be maintained to the site perimeter to ensure unauthorised access is deterred with additional fencing around individual service yard areas as required.

5.0 Access & Accessibility

5.1 Site Access:

The site would be accessed from a new junction off Simonstone Lane to the north of the existing Fort Vale site entrance with access barriers controlling all vehicle movements in and out of the site.

From the site entrance the proposed internal access road would provide shared access for commercial vehicles, cars and bicycles with clearly defined service areas and parking provision to the units.

Provision would also be made for pedestrians access to the site with adequate footpaths and safe crossing points.

5.2 Accessibility:

The proposed access arrangements have been fully designed in accordance with current legislation both from a national level and also from a regional and local level and design principles are shown to be wholly supported by inclusive mobility guidance and ensuring DDA compliance.

All road junctions within the application site will be provided with dropped kerbs and tactile paving as necessary and constructed to adoptable standards.

Pedestrian access within the proposed development must consider the gradients to proposed footways, thus ensuring that standards are observed. Gradients will be no more than 1:12 to allow for safe level access and crossings, and ensuring that footways are usable and convenient for all users.

The accessibility requirements of people with mobility difficulties have been considered as part of a fully integrated design strategy. Their requirements for access into the building, external entrances and open spaces have been taken into consideration in the scheme design from the outset.

Level pedestrian access would be provided into the building, designed to reflect the current building regulations and DDA standards for disabled access. The main entrance would be covered by a canopy.

5.3 Emergency Access:

Access for emergency vehicles would be provided via the main site entrance. All elevations could be easily accessed within the constraints of the site.

5.4 Car Parking and Cycle Provision:

Car parking provision for each unit has been determined based on the 'North West Regional Parking Standards'.

The disabled car parking spaces would be located close to building entrance, providing convenient level access with dropped kerbs and a hatched 1.2m transfer zone surrounding each bay. Appropriate signage and the internationally recognised mobility symbol would also be depicted on each parking space.

Cycle parking facilities are proposed to both plots, comprising of covered secure areas.

6.0 Conclusion

This Design and Access Statement has demonstrated that the application site represents a suitable location for the development. The final design solution has had full regard to the application site's physical context and location.

The proposed development would form a substantial investment by the applicant and a clear commitment to the ongoing development of the Calder Vale site.