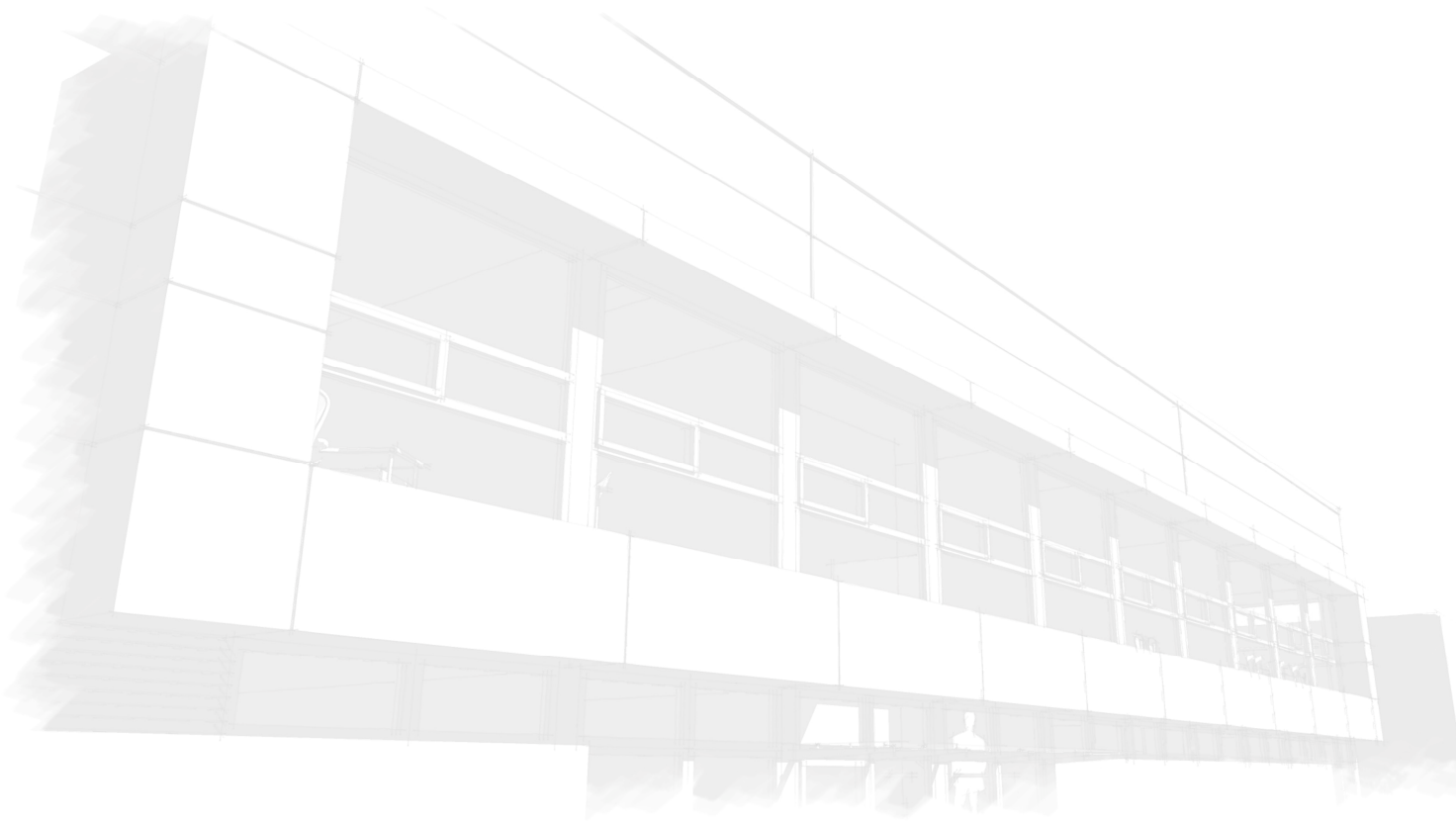


Proposed Casting Foundry
Calder Vale Park, Simonstone Lane. Burnley
Design & Access Statement

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 Vale Castings Ltd in support of their proposals for the development of a Casting Foundry at Calder Vale Park. Burnley.

The proposed development forms a vital part of an ongoing programme of investment in the Simonstone site to consolidate existing operations. Relocating the existing Foundry facility from Nelson will lead to substantial operational efficiencies and significant environmental benefits whilst enabling the continued growth of the company.

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 applicant and previously formed part of the larger Mullards site that was used for the production of television tubes.

Since acquiring the site Fort Vale have refurbished and developed Building S and cleared other disused buildings. A new office building has also been constructed, firmly establishing the site as the company's international headquarters. In May of this year planning approval was granted to extend Building S and add an additional Ancillary Facilities Building on unused land to the south of the site.

2.2 Site Context:

An 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 open countryside, the Altham Pumping Station and the River Calder. To the west beyond the existing service yard lies open countryside and woodland.

2.3 Application Site:

The application site currently consists of gravel hardstanding and the an area previously occupied by three (now infilled) lagoons that formed part of the Mullards development. The site is relatively flat and consists of semi-rough ground with minimal vegetation cover.

The proposed application site lies towards the rear of Building S. The location would allow excellent operational links between the two buildings, enabling the efficient transfer of materials. The peripheral location would also ensure that the building is remote from existing residential properties on Simonstone Lane.

2.4 Use:

Fort Vale is a world leader in the precision manufacture of valves and fittings for transportation of chemicals, liquefied gases and food goods by tanker.

The proposed Class B2 Foundry would enable casting operations to be relocated from the existing outdated facility in Nelson to a new state of the art building.



Aerial photograph showing the application site highlighted in red.

3.0 Design

3.1 Design:

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

3.2 Scale:

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

Foundry	2932sqm	31560sqft	GIA
GF Offices/Amenity	200sqm	2153sqft	GIA
FF Offices/Amenity	200sqm	2153sqft	GIA

The total built floor space to be created across the application site equates to **3332m² / 35865sqft**.

Externally the building would be approximately 9.3m in height to top of parapet, making it comparable in scale to other units in the area.

3.3 Layout:

The proposed building would be positioned in close proximity to Building S allowing for the easy transfer of materials between the two facilities. The internal layout of the Foundry has been designed to maximise the efficiency of vehicle movements between the two buildings.

The proposed location to the west of the site ensures that the building is furthest away from the residential properties on Railway Terrace. The applicant is committed to minimising the impact of noise from the site and ensuring the good practice is adopted.

3.4 Design Principles:

The proposed Foundry is to be located within a well established and extensively industrial area in which there are a number of existing industrial buildings that are of a large scale.

The design principles reflect the functional nature of the operations contained within the building. The overall form of the Foundry is that of a simple, clean and honest box. At low level a masonry plinth would run to the entire perimeter of the building with a continuous louvre band above to allow ventilation and extract as required. The upper half of the building would be clad in metal composite panels giving the building a crisp contemporary aesthetic .

A two storey office/amenity block would be located to the east elevation within the main building volume. There would be full height glazing to the ground floor works office and main entrance, whilst high level strip glazing would afford privacy and natural daylight to the ground floor toilets and showering facilities. Above, the first floor would feature a large 'glazed slot' framed by a projecting feature surround to contrast the composite cladding on the upper half of the building. This would allow the first floor canteen, offices and meeting room to benefit from natural daylight and elevated views.

The pitched roof would be concealed by a parapet to the building perimeter to give the building a clean appearance. The roof would be finished in profiled metal cladding with integral rooflights.



Foundry_Image 1: Overview showing the overall composition of the front elevation.



Foundry_Image 2: View of the main entrance from the car park



Foundry_Image 3: View showing the projecting glazed slot to the first floor.

4.0 External Works

4.1 Car Park/Service Yard

The car park would be situated to the east of the proposed building 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 directly adjacent to the building. A line of trees to the centre of the parking area would break the expanse of hard surfacing and soften distant views of the building from Simonstone Lane.

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

The service yard areas would be surfaced in concrete for operational purposes. It is proposed that a landscaping buffer would be created to the western and southern boundaries of the service yard to provide visual screening. Detailed landscaping proposals would be submitted as part of a reserved matters application.

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:

The existing CCTV system would be extended to allow surveillance of the proposed building 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 high security fencing would be maintained to the site perimeter to ensure unauthorised access is deterred.

The main gatehouse off Simonstone Lane would control all vehicular movements both in and out of the site as existing.

5.0 Access & Accessibility

5.1 Site Access:

The site would be accessed off Simonstone Lane where the existing gate-house controls all vehicular movements in and out of the site. From the entrance commercial vehicles would travel along the existing internal service road to the north of Building S and access the extended service yard area that would serve both Building S and the Foundry.

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. Internally a 5 person platform lift would be provided within the entrance lobby to ensure that disabled visitors or staff can gain access to the first floor.

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 the development has been determined using maximum staff demand and the requirement for adequate visitor parking. The car park would accommodate a total of 68 spaces including 5 disabled spaces.

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 within the application site, comprising covered secure areas. Lockers and shower facilities would be provided within the building.

6.0 Conclusion

This Design and Access Statement has demonstrated that the application site represents a suitable location for the development of the proposed Casting Foundry. 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 Fort Vale and a clear commitment to the ongoing development of the Calder Vale site.

