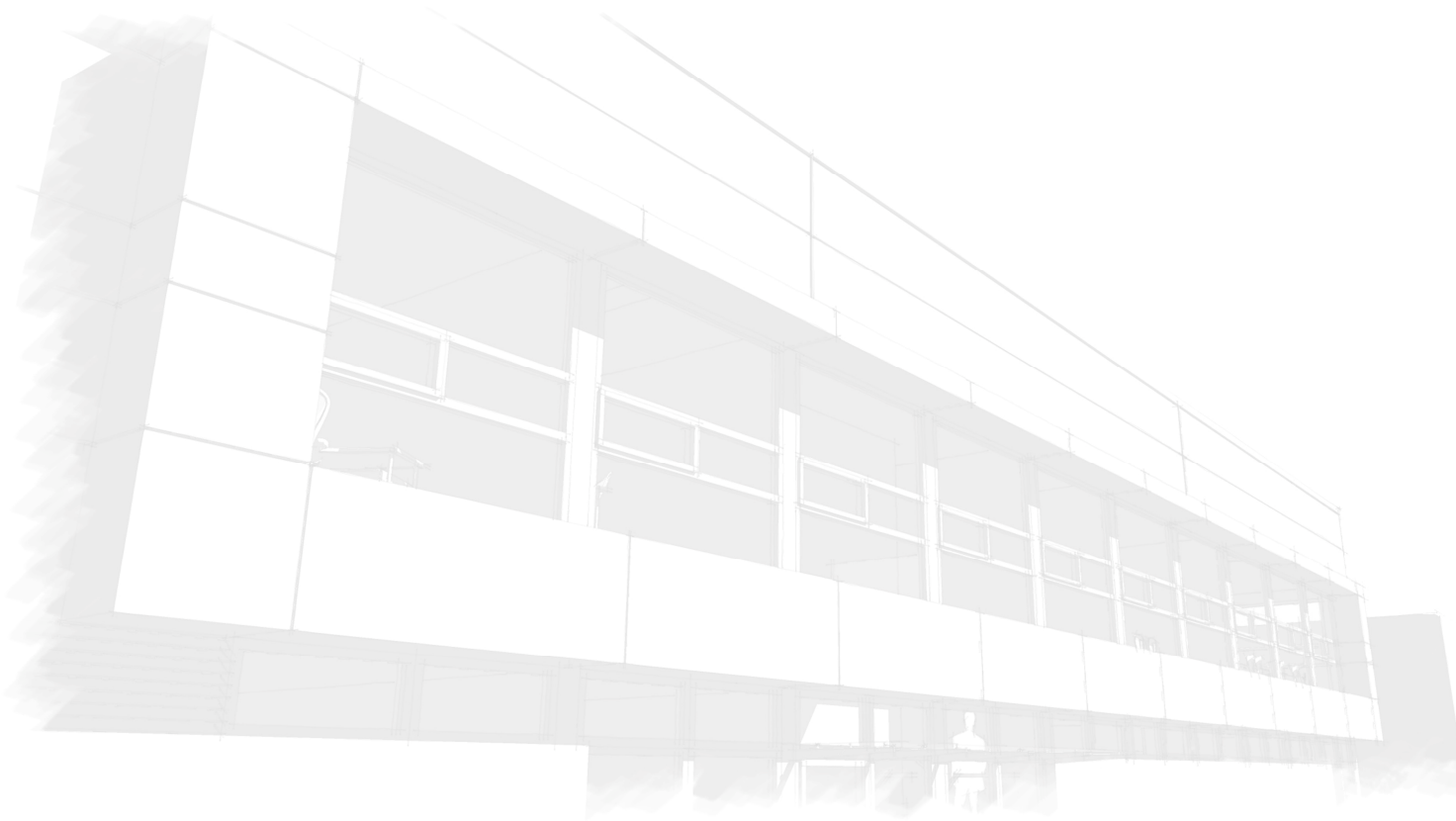


Proposed Masterplan Calder Vale Park, Simonstone Lane. Burnley

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 to support an outline planning application for Calder Vale Business Park. Burnley.

This Statement is supported by illustrations of the architectural design and is intended to demonstrate the 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 describe the use of scale, form, massing, 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 Site Location & Context

2.1 Site History & Context:

Historically the area has been characterised by industrial activity. Although many of the traditional manufacturing industries have long since disappeared the area still maintains a strong employment base with the Time Technology Park, Altham Industrial Estate and Shuttleworth Mead Business Park all located within close proximity.

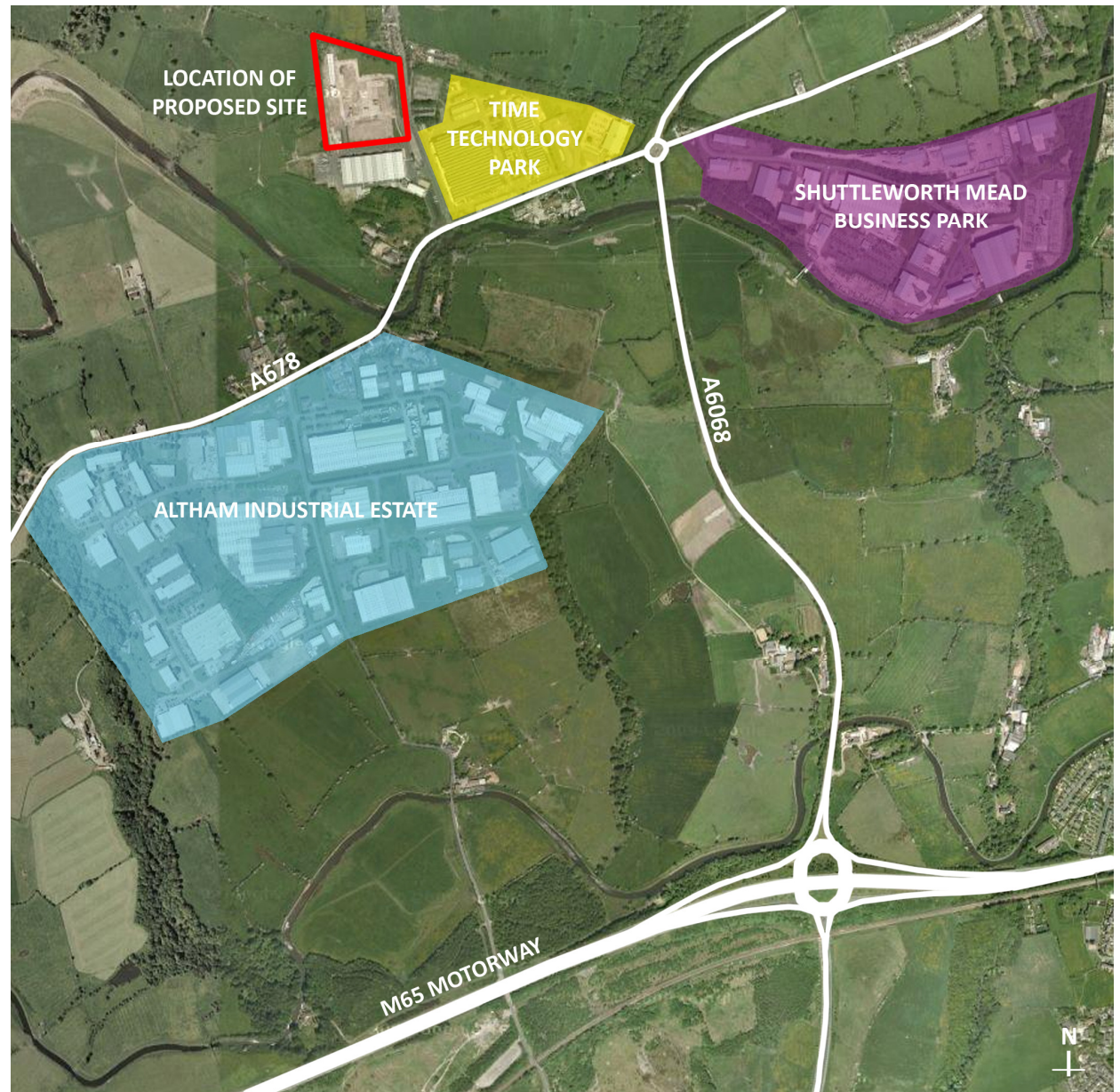
The application site previously formed part of the larger Mullard's site, which was established in the 1950's as a centre for the production of television tubes. In 2004 the site was acquired by Fort Wilson Properties who subsequently cleared many of the old industrial buildings during 2005/06.

Fort Vale Engineering currently occupy land to the south of the application site having retained and modernised the former Mullard's production building (Building S) to create a state of the art manufacturing facility. The site is now well established as the company headquarters with plans for further development in the near future.

2.2 Transport Links:

Heading south along Simonstone Lane, east along the A678 and south along the A6068, the site is within easy reach of junction 8 of the M65 and the national motorway network.

This well connected location makes the site ideally placed for potential tenants requiring excellent transport links to both within the north west and further afield.



2.3 Application Site:

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

There is currently a long storage building and a test facility to the northwest corner of the site running north– south.

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.



Panoramic view of the proposed application site looking south east

3.0 Design

3.1 Design strategy:

The proposals seek to reflect contemporary design principles supported by high quality B1/B2/B8 units, to create a sustainable and modern business environment.

3.2 Design Principles:

3.2.1 Scale:

The proposed Business Park would be located within a well established and extensively industrial area in which there are a number of industrial developments that are of a large scale.

The exact size, position and design of each unit would be subject to further detailed applications therefore this outline application seeks to establish a maximum gross internal floor area of 19,250m²/207,205sqft (Phase 2 & Phase 3).

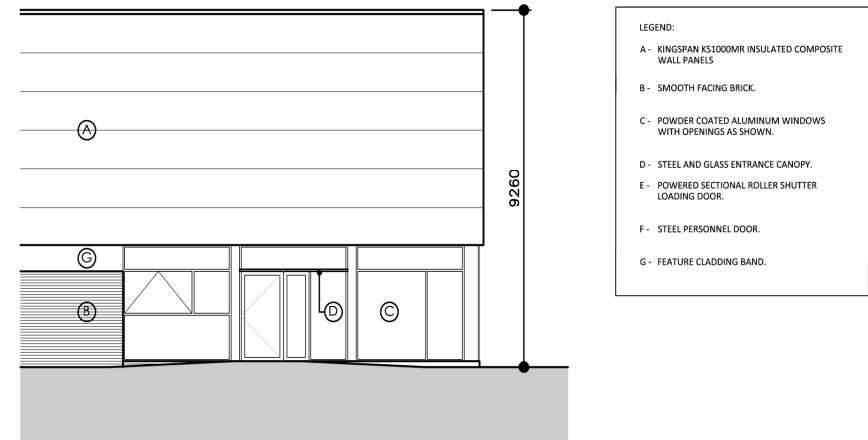
3.2.2 Massing & Materials

The units 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 perimeter of the units 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 volume. 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.





These images of the proposed new Fort Vale Casting Foundry (planning ref 3/2011/0537) illustrate the architectural style that would be adopted across the development site.

It is the intention to utilize this palette of materials across the entire development as and when future units are built, creating a contemporary architectural language that unifies the site.



3.3 Site Layout:

The proposed layout seeks to establish a framework for the future development of the site and establish a maximum developable area.

As part of this application a detailed submission will be submitted for Phase 2 of the development.

Matters of access have been submitted for consideration at this stage. To a large degree the road layout dictates the position of units on site.



4.0 External Works

4.1 Hard Landscaping:

Internal service roads would be constructed to adoptable standards and finished in rolled asphalt with painted line markings. Where pavements are proposed these would be predominately finished in rolled asphalt with feature paving slabs around building entrances. Safe crossing points would be provided where appropriate with drop kerbs and tactile paving to aid the visually impaired.

Parking areas would be predominately surfaced in rolled asphalt with feature block paving to the bays. The service yard areas would be surfaced in concrete to provide a hard wearing finish that resists wear and tear from HGV movements.

4.2 Soft Landscaping:

The landscape proposals aim to achieve a sense of place for the business park and give it an appropriate setting which integrates well with the surrounding landscape. Within the parameters of affordability and presenting an economic business case for detailed proposals, the landscape design principles and key elements will guide the detail design of the business park with the ultimate aim of achieving the highest possible quality public realm and setting.

In responding to the site challenges, the following strategic landscape objectives have been identified as a basis for designing the new landscape of the business park:

- To provide an overall framework for the business park that complements the existing features of the site and the landscape character of the wider environs.



- To establish a distinctive landscape setting for the business park.
- To retain vegetation that is visually or ecologically important and to create opportunities for enhanced biodiversity.
- To improve the micro climate of the site and specifically reduce the impact of south westerly prevailing winds.
- To provide site employees with opportunities for informal recreation during lunch breaks.

For further information please see Landscape Framework document and drawings.

4.3 External Lighting:

It is considered that there would 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 and limits any adverse effects on local residents.

Security and utility lighting would comprise of pole and building mounted lights at an appropriate height. Downward pointing lighting would also be positioned above vehicle entrance points. Lighting columns would illuminate the internal service roads and car park areas with feature lighting to building entrances.

4.4 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).

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 by the building users. Service yards facing on to Simonstone Lane would be screened with close boarded acoustic fencing to provide both visual and acoustic screening to the properties on Railway Terrace.

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 an internal road layout would provide shared access for commercial vehicles, cars and bicycles with clearly defined service areas and parking provision to each of 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 would be fully designed in accordance with current legislation both from a national level and also from a regional and local level.

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 would be considered as part of a fully integrated design strategy. Their requirements for access into the building, external entrances and open spaces would be taken into consideration from the outset. Level pedestrian access would be provided into the buildings, designed to reflect the current building regulations and DDA standards for disabled access.

5.3 Emergency Access:

Access for emergency vehicles would be provided via the main site entrance.

5.4 Parking and Cycle Provision:

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

Disabled parking spaces would be located as close to building entrance as possible, 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.



Specific provision would be made for secure cycle storage facilities within the demise of each plot in an easily accessible location.

A transport statement looking in more detail at the implications of the development is included with this application.

6.0 Conclusion

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

The redevelopment of this former industrial site would form a substantial investment by the applicant and would help to bring much needed future investment and employment opportunities to the area.

The proposed use would fit comfortably with surrounding industrial developments whilst the considered use of materials, scale and massing will ensure that the development is sensitive to the surrounding context.