

Curzon Street, Burnley

Design and Access Statement

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Prepared for Henry Boot Developments Ltd in support of the planning application for the redevelopment of land adjacent to Curzon Street, Burnley for retail/leisure uses, associated car parking, highways and landscape works.

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Section 1
Introduction

1 Introduction

1.1 Project Overview

This Design & Access Statement (DAS) is provided on behalf of Henry Boot Developments Ltd (the applicant) in support of the full planning application for the redevelopment of brownfield land adjacent to Curzon Street, Burnley. The proposal is for a mixture of retail & leisure uses, with associated car parking, service areas, public realm and landscape works.

1.2 Report Structure

The following areas are discussed within this report:

- Site context
- Planning context
- Design brief
- Design proposals (architectural and landscape)
- Access to the scheme
- List of supporting architectural drawings

1.3 Project & Design Team

The planning application which this document accompanies has been prepared on behalf of the applicant for consideration by Burnley Borough Council by the following consultants:

- WYG Planning & Design (Applicant's agent & planning consultant)
- Hurd Rolland Partnership (Architect)
- Steven Martlew (Landscape Architect)
- Savell Bird & Axon (Traffic engineers)
- Integra Consulting (Structural engineers)
- Silcock Dawson & Partners (M&E engineers)
- Rex Proctor & Partners (Employer's agent & cost consultant)
- SAFE (Fire engineering)

Section 2
Site Context

2 Site Context

2.1 Location

The site is located to the North of Burnley town centre, within the inner ring road (A679/A682) and bounded by Bankhouse Street & Active Way to the North, Curzon Street to the East, Brun Street to the South and Royle Road to the West. The River Brun bisects the site running from East to West, running to the River Calder which runs along the Southern edge of the town centre.

The site is attached to the town centre retail core located along the largely pedestrianised areas of St James Street and Curzon Street. The Charter Walk shopping centre & market hall complex is located immediately to the South East of the site.

The Town Hall, Library and Bus Station are located to the South West of the site, at a distance of approximately 500m from the site. Burnley Central rail station is located to the North of the site at a distance of approximately 400m. Burnley Barracks rail station is located to the East of the site at a distance of approximately 800m.

The site is currently accessed off Royle Road to the West, leading onto the Active Way roundabout to the North West (A679). Active Way leads to Westgate (A679) which links the town centre ring road with the M65 motorway.



Fig 2.1 Location Plan

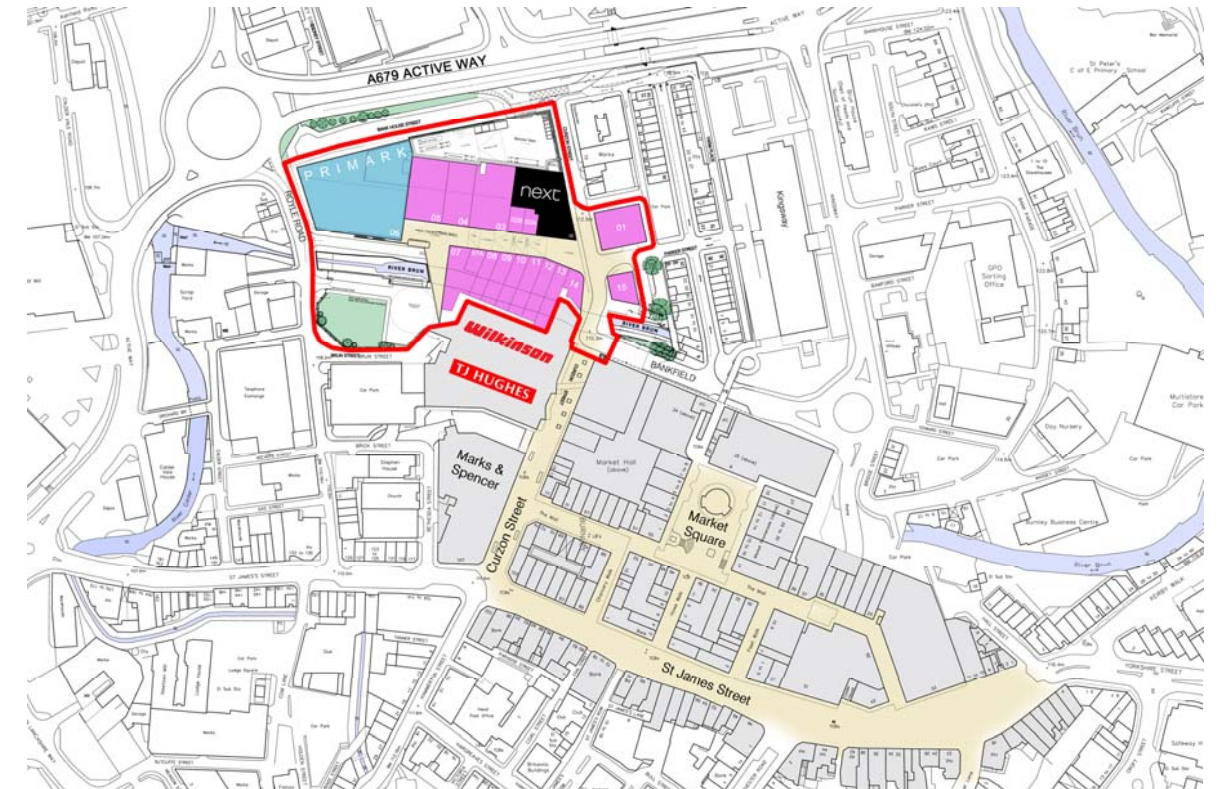


Fig 2.2 Proposed Location Plan

2.2 Application site boundary

The application boundary as indicated on the supporting architectural & landscape drawings includes the following:

- The under-croft car park, all proposed retail units and new pedestrian mall;
- Bankhouse Street service yard, new Active Way access and adjacent landscape/highway works;
- New link road (connecting Curzon St and Barnes St;
- Curzon Street and adjacent landscape & highway works;
- Demolition of the market hall complex ramp & podium (& making good the existing facade where the structure has been removed);
- New pedestrian lift to market hall complex;
- Royle Road service yard, road access and adjacent development plot landscape works;
- New car park access road and adjacent landscape/highways work;
- And new landscaping to Bankhouse Street

2.3 Current & former site uses

The site is currently used as a public pay & display surface car park accessed from a single entry off Royle Road (North of the river) and via a single exit onto Royle Road (South of the river). Pedestrian access is either via Royle Road or from Curzon Street to the East of the site (access via a ramp and stair).

The River Brun is partly culverted along half of its length between Curzon Street & Royle Road. The culverted part is also used as surface car parking. The exposed part of the river is bounded by an existing wall and railing and can be accessed from the car park by an existing ramp leading to the level of the river.

The site's former use is as a retail unit (now demolished) which was located on the North West quarter of the site. A large retaining wall along the North West corner formed the perimeter of this building. Prior to this use, the site was historically used for industrial purposes, with the area North of the River Brun being the location of the Bankfield Mill, a former cotton spinning & manufacturing premises.

2.4 Immediate Street Context

The following streets form the major pedestrian and vehicular routes around the site:



Fig 2.4 Active Way, Curzon Street and Royle Road context

2.4.1 Curzon Street

Curzon Street is one of Burnley's principal shopping streets including famous high street brands such as Marks & Spencer & TJ Hughes. The street is fully pedestrianised from its junction with Bankfield in the North to its junction with St James Street to the South. The Charter Walk shopping centre and market hall complex can also be accessed from Curzon Street. Further to the North of Curzon Street (between Bankfield and Active Way) is the elevated market hall service ramp & platform, Brunside Mill, Nos. 57-73 Curzon Street and lastly adjacent to Active Way, the former Burnley County Courthouse. Curzon Street is currently a one way street running towards the junction with Bankhouse Street.



Fig 2.4.1 Curzon Street from the development site

2.4.2 Brun Street

Brun Street is a two way dead-end service street accessing the rear entrance of the adjacent large footprint Wilkinson's retail unit which forms the South East perimeter of the site. Brun Street is accessed off Royle Road to the West.



Fig 2.4.2 Brun Street & Royle Road junction (Millennium car park to the right)

2.4.3 Royle Road

Royle Road forms the Western perimeter of the site. Royle Road is a two way street accessing the ring road via the Active Way roundabout to the North and the town centre to the South. Running from North to South along Royle Road are located: an electrical sub-station (immediately adjacent to the roundabout junction), the Town Mouse public house, a garage & vehicle sales yard, the telephone exchange and the Millennium multi storey car park (accessed from Royle Road). Royle Road also spans over the River Brun at this point.



Fig 2.4.3 Royle Road and Millennium car park

2.4.4 Bankhouse Street / Active Way

Bankhouse Street forms the Northern perimeter of the site. This road is currently accessed from Curzon Street to the East. It is a dead-end road used for car parking and utilities access. The street is otherwise redundant. Active Way runs parallel to Bankhouse Street and forms part of the ring road. It is a dual carriageway which runs along the Northern perimeter of the town centre.



Fig 2.4.4.1 Bankhouse Street



Fig 2.4.4.3 Active Way / Royle Road roundabout (development site to centre)



Fig 2.4.4.2 Active Way retail units



Fig 2.4.4.4 Curzon Street / Bankhouse St junction (development site to the right)

2.5 Character

2.5.1 Existing surface car park

Given the use of the site as a surface car park on the site of a demolished retail warehouse, there is little existing context of merit remaining which has a positive benefit on the surrounding streets. The site is overgrown in places with part demolished perimeter walls and an un-even car park surface treatment (part concrete / tarmac / tiling). The edges of the river Brun are also overgrown and un-cared for. The pedestrian access onto Curzon Street is via an existing stair and ramp, given the change in levels between the car park and street level. The majority of the site therefore contributes negatively to the surrounding townscape character and street network.



Fig 2.5.1 The development site – currently a surface car park

2.5.2 Curzon Street (Bankhouse Street to Bankfield)

Curzon Street can be considered in two parts. The first of which runs from Bankhouse Street to Bankfield and consists of historic 19th century buildings which form a solid built up edge to the back of pavement line. Curzon Street and the surrounding streets to the North East are laid out as a grid-iron running either parallel or perpendicular to each other, in a rigid layout typical of the period. Most buildings are of two storeys in height, typically of stone or red brickwork with pitched slate roofs. The

former County Courthouse lies on the corner of Bankhouse Street and Curzon Street – an ornate, typically Victorian public building of red brickwork and stone detailing, 2-3 stories in height with a slate roof and feature brick chimneys. Its formal, decorative entrance is onto Bankhouse Street. The building is derelict and currently for sale.



Fig 2.5.2 Curzon St – Courthouse to the left, development site to the right.

2.5.3 Curzon Street (Bankfield to St James Street)

Curzon Street from Bankfield running South to St James Street is generally of a modern character consisting of buildings from the mid to late 20th century, principally used as high street retail premises. Wilkinson's lies immediately adjacent to the site and consists of a single storey of retail with several levels of car parking above including at roof level. The facades are glazed at ground floor level with buff brickwork above. A bridge at first floor level connects the car park to the 1960s market hall complex on the opposite side of Curzon Street. This is 2-3 storeys in height, consisting of glazed shop-fronts at ground floor level, with part dark-brown brickwork and exposed/painted concrete at the upper levels.

2.5.4 Ramp & platform

At the junction of Bankfield and Curzon Street, spanning across Bankfield is the high level market hall service platform. This is accessed via a ramp from Parker Street, leading to the first floor level platform. The ramp & platform are supported on four V-shaped concrete columns. This structure is principally constructed from concrete and dates from the 1960s. It has a negative impact on the surrounding street context, creating a dark under-croft immediately adjacent to a busy shopping street.



Fig 2.5.4 Existing market hall complex high level platform & Bankfield beneath

2.5.5 Royle Road

The principal building along Royle Road, immediately opposite the site is the Town Mouse public house. This is of 3 storeys in height, with a smooth Ashlar stone frontage to Royle Road and a pitched slate roof above. The garage adjacent to the Town Mouse is of a single storey, with white rendered walls and a slate roof; surrounded by a vehicle sales area. The telephone Exchange to the South West of the site is of 2 large storeys, with red brickwork and exposed concrete panels, of a utilitarian character typical of the 1960s. The Millennium car park is of five storeys in height, with open sides to give an adequate level of ventilation to the car park. The facades are principally of buff brickwork and mesh pedestrian guard rails. The rear elevation to Wilkinson's adjoining the Millennium car park is also of buff brickwork with glazed blocks at high level (in all approximately 3-4 storeys in height) presenting a blank gable to the application site.

2.6 Summary

To summarise, the immediate adjacent site context can be considered in two parts. To the North and East of the site, the site context is generally built up, of a mixture of Victorian, mid – 20th century and modern buildings of differing qualities and styles. Vehicular traffic is generally low and some streets are fully pedestrianised.

To the North and West of the site, the surrounding context is dominated by Active Way and the ring road roundabout (generally a high level of fast traffic movements). To the North of the site, the predominant building types are large format out-of-town retail warehouses or supermarkets, with large amounts of surface car parking.

The application site provides an opportunity to regenerate a centrally located, large piece of brownfield land, immediately adjacent to one of the town's busiest pedestrianised streets, whilst providing for a location which is easily accessible to both cars and service vehicles from Active Way and the town's ring road.

Given the location & surrounding complementary uses, the site is ideally positioned to provide an extension to the existing town centre whilst also being a site large enough to accommodate large format high street retailers.

Section 3
Planning Context

3 Planning Context

3.1 Planning Policies

The application proposal has evolved in response to – and in the context provided by – national, regional and local planning policy.

The particular planning policy and guidance relevant to design and access in the proposed development is contained within:

- the Town and Country Planning Act 1990;
- Planning Policy Statement 1: Delivering Sustainable Communities;
- Planning Policy Guidance 13: Transport;
- the Regional Spatial Strategy for the North West; and
- the Burnley Local Plan.

Relevant policy in each of the above documents has assisted in establishing the design principles which have guided the scheme's evolution, and each document is considered in turn below. The remainder of this Design and Access Statement acts to demonstrate how the application proposal accords with the identified policy requirements.

3.1.1 Town and Country Planning Act 1990

Section 76 of the Town and Country Planning Act 1990 indicates that development of the type proposed should be in accordance with the Code of Practice for Access of the Disabled to Buildings or any prescribed document replacing that code.

3.1.2 Planning Policy Statement 1: Delivering Sustainable Communities (2005)

PPS1 sets out the overarching planning policies relating to the delivery of sustainable development through the planning system. The statement identifies four aims for sustainable development which should be given priority through the planning process. The aims comprise:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- the prudent use of natural resources; and
- the maintenance of high and stable levels of economic growth and employment.

PPS1 also seeks to promote high quality design with developments. One of the key principles established by paragraph 13 of PPS1 is that:

'Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.'

Throughout PPS1 there is a running theme concerning the need for the quality of new developments to improve and enhance locations.

PPS1 includes a section on principles of design and states, at paragraph 33, that good design should ensure attractive usable, durable and adaptable places, and that it should be a key element in achieving sustainable development. Paragraph 35 indicates that high quality and inclusive design should create well-mixed and integrated developments that avoid segregation.

Paragraph 35 goes on to state that:

'Although visual appearance and the architecture of individual buildings are clearly factors in achieving these objectives, securing high quality and inclusive design goes far beyond aesthetic considerations. Good design should:

- *address the connections between people and places by considering the needs of people to access jobs and key services;*
- *be integrated into the existing urban form and natural built environments;*
- *be an integrated part of the process for ensuring successful, safe and inclusive villages, towns and cities;*
- *create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and*
- *consider the direct and indirect impacts on the natural environment.'*

3.1.3 Planning Policy Guidance 13: Transport (2001)

PPG13 sets out Government policy to integrate planning and transport at the national, regional, strategic and local level. Objective 2 of PPG13 is to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. Objective 3 is to promote the reduction of the need to travel, particularly by car.

Paragraph 19 states that a key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. PPG13 indicates that this is important for all, but especially for those who do not have regular use of a car, and is necessary to promote social inclusion.

With regard to the location of development, paragraph 20 states that land uses which are major generators of travel demand should be located in city, town and district centres and near to major public transport interchanges.

3.1.4 Regional Spatial Strategy for the North West (2008)

The North West RSS provides a framework for development and investment in the region over the next fifteen to twenty years.

Policy DP1 sets out a number of principles to underpin the strategy, including: the promotion of sustainable communities; the promotion of sustainable economic development; and the management of travel demand and the need to reduce travel.

With regard to reducing the need to travel, Policy DP5 states that development should be located so as to enable people as far as possible to meet their needs locally. Safe and sustainable access for all, particularly by public transport, between homes, employment and a range of services and facilities (including retail) should be promoted, and should influence locational choices and investment decisions. All new development should be genuinely accessible by public transport, walking and cycling, and priority will be given to locations where such access is already available.

Policy DP7 acts to promote good quality design in new development and to ensure that development respects its setting.

3.1.5 Burnley Local Plan (2006)

The adopted Burnley Local Plan sets out a vision for Burnley to be a thriving town in 2016.

Policy GP1 is an overarching policy which seeks to prioritise development on sites which re-use previously developed land and buildings in accessible locations.

Policy GP3 seeks to ensure that development proposals are designed to a high standard in order to protect and enhance the Borough's identity. In particular, proposals should contribute to local identity and sense of place, and demonstrate appropriate size, scale, density, access, lighting, street furniture and signage when assessed in the context provided by neighbouring buildings and the surrounding street scene.

Policy GP5 indicates that all new development proposals which provide goods and services to the public should make appropriate for access for all.

Policy GP6 states that new development should provide a high standard of landscaping at an appropriate scale.

With particular regard to movement throughout Burnley Town Centre, Policy BTC8 acts to encourage development which, *inter alia*: gives priority to pedestrians, cyclists and public transport in design and traffic management; provides close access to public transport; and, has no detrimental impact on road safety.

Policy BTC9 states that new development adjoining or visible from the gateways and throughroutes identified on the Local Plan Proposals Map will be permitted when:

- it is good quality design which enhances its surroundings and, where appropriate, creates high quality landmark buildings;
- where appropriate, it uses traditional and local materials;
- it includes appropriate landscaping;
- any signage and advertising is of suitable siting, scale and quality;
- priority is given to pedestrians, cyclists and public transport in design and traffic management; and
- where appropriate the proposal includes public art.

Policy BTC12 relates to Canal and Riverside Development in Burnley Town Centre. Such development along the riversides of the Brun and Calder and the canal side of the Leeds and Liverpool Canal will be permitted where it, *inter alia*, respects the local character and setting of the area, maintains and creates new views, and provides environmental improvements.

3.2 Existing Outline Consent (2006)

In May 2006, an outline planning application was submitted for the site by Henry Boot Developments Ltd. This was based on the following brief (extract from submitted design statement):

"To produce outline proposals for the redevelopment of the former Pioneer Co-op site bounded by Active Way, Royle Road and Standish Street, Burnley for the creation of a retail scheme providing: circa 250,000sqft of A1 retail with ancillary A3 restaurant, plus a dedicated multi storey car park providing a minimum of 500 No. spaces, all within a landscaped environment." (Hurd Rolland, 2006)

The decision notice for this permission is included in Appendix 01 below (the date of approval was 19 September 2006).

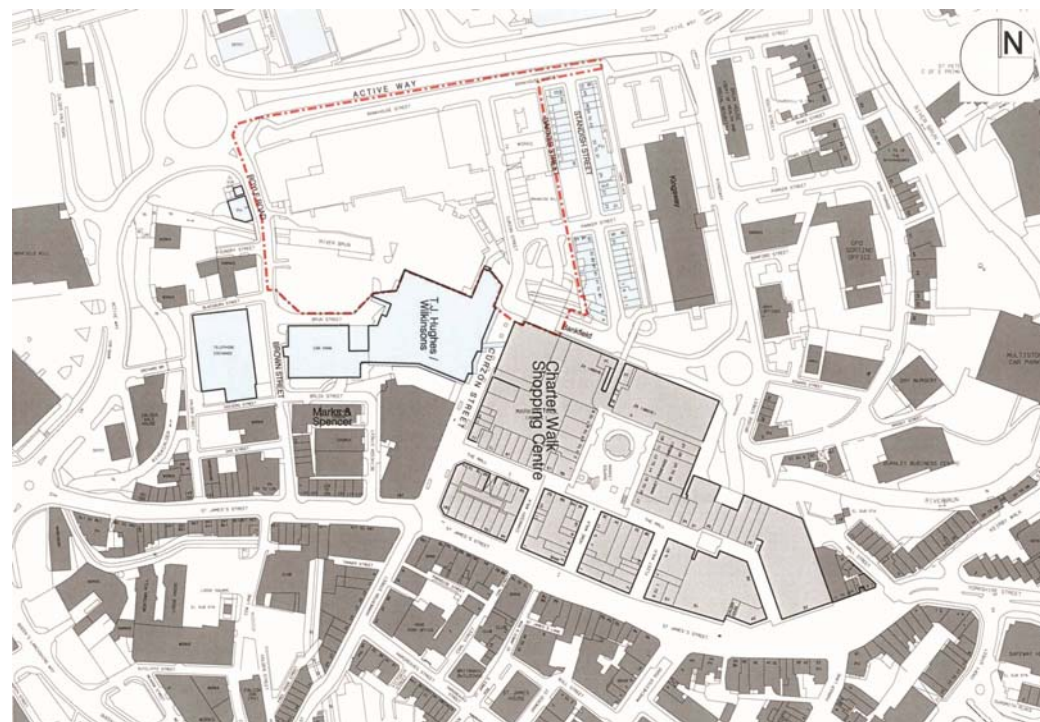


Fig 3.2.1 Existing site plan and outline application boundary

This approved application established the following principles:

- The use of the site for high street A1 and A3 retail uses
- A pedestrian connection with and extension of Curzon Street
- Service access via a new connection from Active Way
- The realignment of surrounding streets and street car parking to the East of the site
- Car parking (500 spaces) accessed from Royle Road
- The demolition of existing properties along Curzon Street

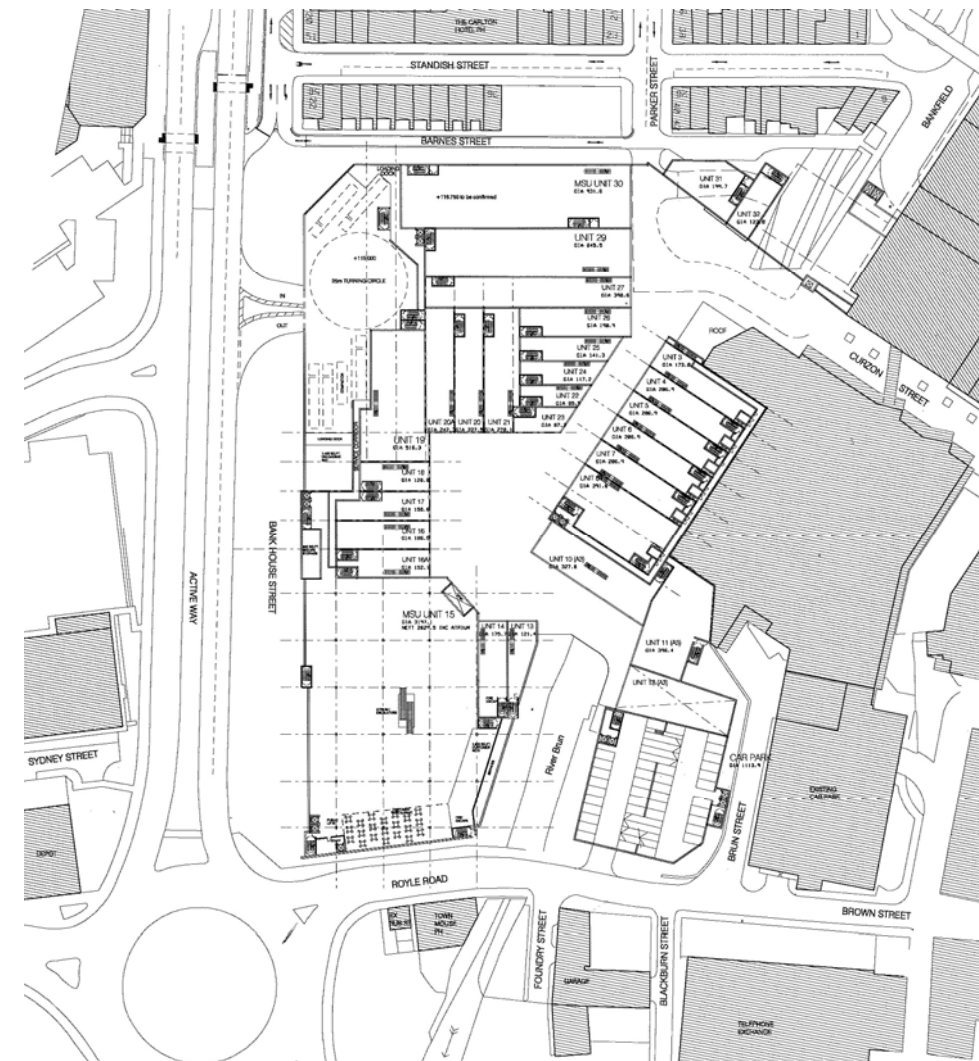


Fig 3.2.2 Proposed outline application site plan

Section 4
Design Brief

4 Design Brief

4.1 Client brief

A joint venture was formed in 2005 between Henry Boot Developments Ltd (HBDL) and Burnley Borough Council (BBC) to bring the former Pioneer / Curzon Street site back into use (the council being the current land owner and HBDL being the development partner). This partnership was established following the developer competition of 2004 to find a joint venture partner.

A development agreement between BBC and HBDL was concluded in 2009 which formalised this relationship.

The brief to the design team has been to prepare proposals for the redevelopment of the former Pioneer Co-op site bounded by Active Way, Royle Road and Curzon Street for the creation of an A1 retail led scheme with ancillary A3 leisure uses, plus a dedicated car park facility set within a landscaped pedestrian environment.

This brief is compliant with the Council's local plan & planning guidance for Burnley town centre, designating the application site for new retail development (Policy BTC3/5 Pioneer).

4.2 Options Considered

Since 2004, a number of development options have been prepared, as follows:

- Competition scheme (2004) – image to the right
- Outline Planning Application Scheme (2006) – see section 3.
- Detailed Planning Application Scheme (2010) which this document forms a part

The overall quantum of retail/leisure floor-space and car parking has reduced from the initial scheme prepared in 2004. This has been the result of detailed discussions with prospective tenants, discussions leading to agreements to lease with anchor tenants and lastly changing market conditions since the outline application was approved in 2006.

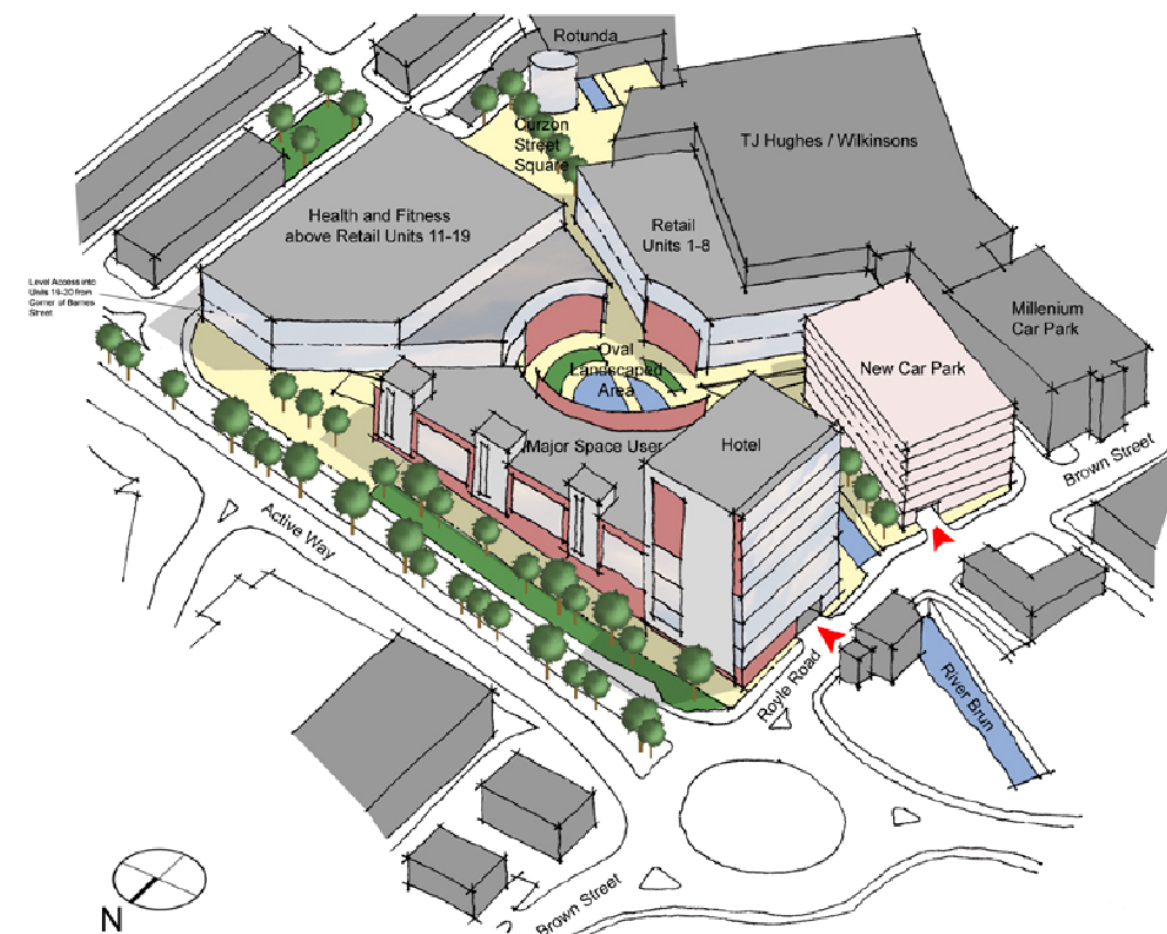


Fig 4.2 Competition scheme (2004) – the 'Oval'

4.3 Design Brief

The design brief which has formed the basis of this application & the proposal described in further detail below is based on the following design brief:

- Approximately 176,000 sqft of retail/leisure accommodation with approximately 86,000 sqft of nett ground floor trading accommodation and approximately 86,000 sqft of first floor / mezzanine accommodation (refer to accommodation schedule in appendix 1 below)
- Inclusive of a 50,000 sqft (nett internal area) anchor store (unit 6);
- Inclusive of a 20,000 sqft (nett internal area) secondary anchor store (unit 2);
- A minimum 400 space under-croft car park over two levels accessed from Royle Road;
- Retail accommodation (units 2-6 and 7-14) configured around a central linear pedestrian mall accessed from Curzon Street and Royle Road;
- 2no. stand alone retail units adjacent to Curzon Street and Parker Street (units 1 and 15);
- New hard landscaping to Curzon Street between the junction of Bankfield and Parker Street to provide an improved pedestrianised entrance to the development (with traffic removed from this area and diverted via new road improvements to the surrounding streets to the East of the site);
- New landscape improvements to the River Brun (where this is not currently culverted);
- The removal of the market hall complex ramp and platform spanning Bankfield in order to improve the pedestrian environment and entrance to the scheme (note: the design of the scheme does not rely on the removal of this existing structure);
- Landscape improvements to Bankhouse Street, including new soft landscaping and a dedicated footway / cycle path connecting Royle Road with Curzon Street;
- A future development plot, suitable for retail, leisure and / or hotel use adjacent to Royle Road;
- A new service yard giving dedicated access to units 2 -6 with a new traffic spur from Active Way (designated as 'service yard A');
- A new service yard giving dedicated access to units 7-12 with a new traffic spur from Royle Road (designated as 'service yard B') also allowing access to the River Brun access ramp and the future development plot adjacent to this service yard.

4.4 Tenants

The applicant and the design team have been in discussion with a number of high street retailers and prospective car park operators, which has (so far) resulted in two key anchor tenants agreeing terms with the developer.

Unit 6 is the key anchor retail unit of the scheme and is to be occupied by 'Primark' a high street clothing retailer. Unit 6 consists of a ground floor level of approximately 25,000 sqft accessed from the new pedestrian mall and a first floor of 25,000 sqft accessed via internal circulation within the unit.

Unit 2 occupies a key position at the corner of Curzon Street and the new pedestrian mall. It is to be occupied by 'Next' a high street clothing retailer, with approximately 9,000 sqft of retail accommodation on the ground floor accessed from the new pedestrian mall with 11,000 sqft of first floor retail accommodation above.

Section 5
Consultation

5 Consultation

A number of pre planning consultations have taken place since the commencement of the project in 2004. The most recent of these are summarised below:

5.1 Planning Consultations (with Burnley BC)

Since the approval of the outline planning application in 2006, a number of pre-planning consultations have been undertaken with representatives of Burnley Borough Council and the planning department specifically. These have been in order to discuss the scheme changes which have taken place and the more recent design steps which have been undertaken. The intention has been throughout to involve representatives from Burnley BC and the planning department, in order that the scheme presents no design issues prior to the submission of detailed planning. A brief summary of the key meetings is summarised below:

January 2008 – Revised scheme presented; elevations sketchbook presented (showing scheme revisions and outline sketch design since the scheme was submitted for outline planning in 2006)

May 2008 – Revised elevations for unit 6 and the service yard presented

October 2008 – Revised design strategy for unit 6 presented

November 2008 – general scheme & lettings update; updated design for unit 6 presented

April 2009 – scheme update : plans, elevations and new CGIs presented

October 06 2010 – scheme update, lettings update and planning application deliverables discussed and agreed

December 01 2010 – final pre planning meeting (plans, elevations, CGIs and landscape presented)

5.2 Public Consultation: 1st – 4th December 2010

A public consultation event was held in Burnley Library from Wednesday 1st December to Saturday 4th December 2010. The latest scheme design, masterplan and landscape design was presented and provided the general public with an opportunity to discuss and comment on the scheme prior to the submission of planning.

This event and the results/feedback is further discussed in the separate 'Statement of Community Engagement' prepared by White Young Green and issued under a separate cover as part of the planning application that this document supports.

It should also be noted that a public consultation was undertaken prior to the submission of the outline planning application in 2006.

Section 6
Architectural Design

6 Architectural Design

This section sets out to describe the proposed architectural and landscape design of the scheme. A full list of the supporting architectural and landscape drawings are provided in section 8 of this document.

6.1 Urban Design Principles

The outline planning permission of 2006 established the urban design principles of the development. These principles are summarised below:

- The extension of the existing pedestrianised 'high street' of the town centre into the scheme through the provision of new landscaped central street;
- Retail units to be accessed from this new street, providing a well lit, secure and easily accessible pedestrian environment;
- The scheme massing to be no more than 2-3 storeys above the existing level of Curzon Street
- Service yards and service accommodation to be positioned away from the pedestrianised areas of Curzon Street and the new pedestrian mall
- Principal vehicular service access from a new spur off the Westbound carriageway of Active Way
- Car Park vehicular access from Royle Road

The proposed scheme described below has been designed as a response to these principles as well as intending to satisfy the technical requirements described below and the requirements of prospective retailers looking to occupy modern & flexible retail floor-space.

6.2 Proposed Site Layout

The development is bisected on a East-West axis by the line of the new pedestrian mall, which connects at the Eastern part of the site with the existing line of Curzon Street (which is to be pedestrianised between Bankfield & Parker Street). The mall is initially level with Curzon Street but rises at a gradient of approximately 1 in 21 to a higher point level with retail units 4, 5 and 6. All retail units however have a level access with the mall. This new street splits the development into two distinct halves – 'Block A' to the North of the mall and 'Block B' to the South of the mall.

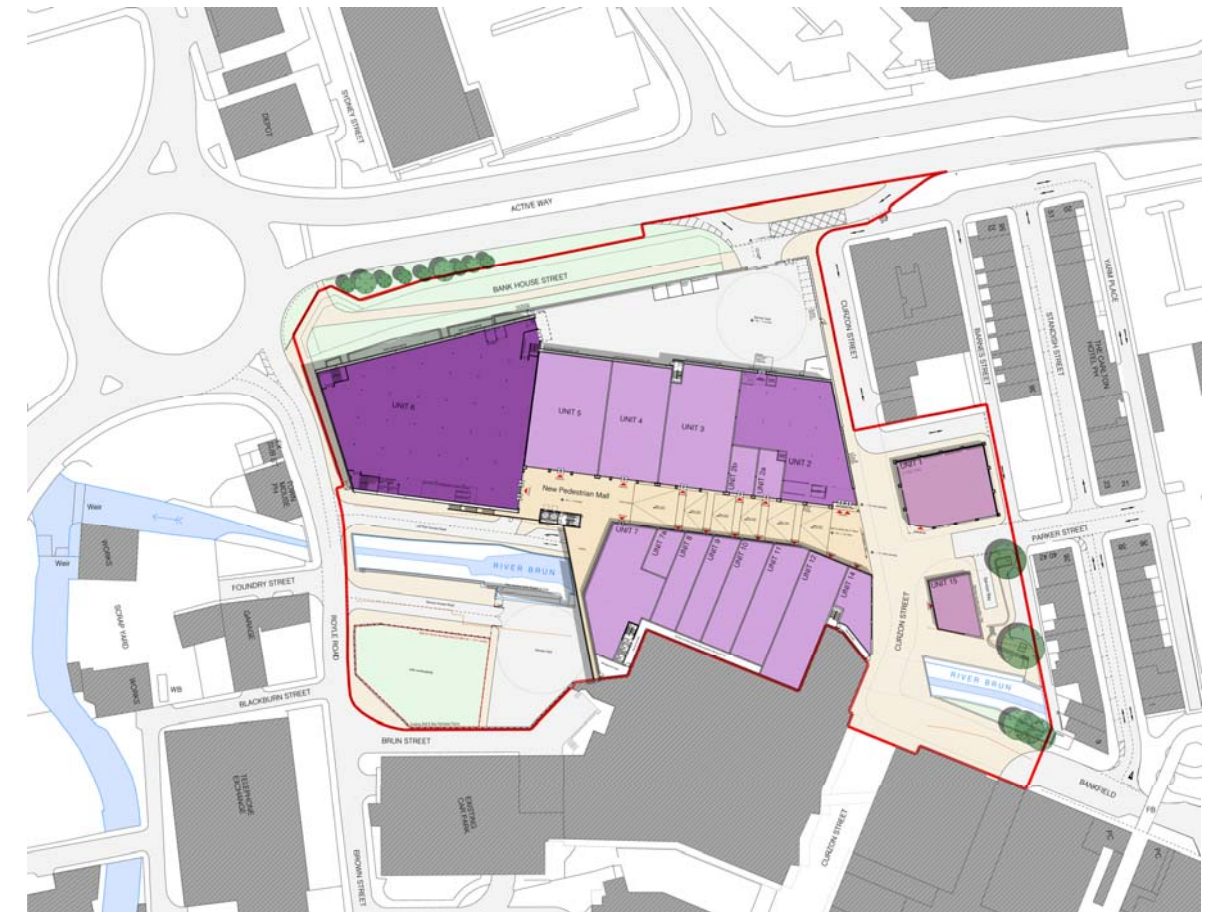


Fig 6.2.1 Proposed site layout (Block A to the North of the central mall; Block B to the South of the mall; Curzon Street shown on the right of the image)

Block A consists of larger format retail units ranging from ground floor footprints of approximately 5,000 sqft to 25,000 sqft with dedicated service access from service yard A to the North of these. Block A also includes two smaller 'lock-up' retail units – designated as units 2a and 2b - of approximately 1,000 sqft in size. All of these units with the exception of units 2a and 2b provide for full cover first floor/mezzanine accommodation.

Block B consists of small to medium sized retail units ranging from ground floor footprints of approximately 1,000 sqft to 5,000 sqft. All of these units provide for full cover first floor/mezzanine accommodation. Block B is serviced via a rear access corridor at the ground floor trading level only which can be accessed via a pair of goods lifts and a stair, connecting to the dedicated service yard at the level of Royle Road. The River Brun (where it is currently culverted) runs beneath units 7-14 however a new structure over the river is proposed

Unit 1 is a standalone building located between Barnes Street to the East, Parker Street to the South, Curzon Street to the West and a new one way highway link road running to the North (as part of the highway re-routing due to the pedestrianisation of Curzon Street). Unit 1 is approximately 5,300 sqft at ground floor with a full cover first floor/mezzanine above.

Unit 15 is a stand alone building located between Parker Street to the North, the River Brun to the South and Curzon Street to the West. Unit 15 is approximately 1,800 sqft at ground floor and provides for a full cover first floor/mezzanine above. It is envisaged that this unit will be for either A1 or A3 retail use. New hard landscaping is proposed between this unit and the river, potentially as a cafe/restaurant break out area. A signage zone is proposed at roof level, to include the development signage and also individual retailer signage, to act as a visual marker for pedestrian walking towards the scheme from further down Curzon Street. Unit 1 and 15 are serviced via a dedicated loading bay to the rear of unit 15 accessed from Parker Street. It should be noted that the Southern external wall of unit 15 runs outside of the 8m easement from the edge of the river wall.

Due to the fall in site levels from Curzon Street to Royle Road, a two level under-croft car park is proposed below the level of the new mall and retail units. This will accommodate 400 car parking spaces, including a 5% allowance for disabled car parking spaces. The car park is accessed by a dedicated link road off Royle Road, with a dedicated two lane entry and a dedicated two lane exit from the car park, designed to minimise the impact off queuing cars entering and exiting the car park at peak times. A public staircase and a pair of 2no. 13 person passenger lifts are proposed on the Southern external wall of the car park which provides for vertical circulation within the car park and to the mall above.

Adjacent to the new mall and unit 7 is an external terraced area to potentially provide for a break-out space from unit 7 and giving mall access to a the development management suite. Along the Southern external wall of unit 6 is an external public stair which allows for pedestrian access to and from Royle Road from the new mall (this is intended to be publicly accessible 24/7 together with the open public mall).

Block A (units 2-6) is serviced to the North of the site by an open service yard. Access is from Active Way by a single one way route and one way exit route onto Active Way. The service yard also contains a new substation & other utilities structures; an area of screened plant for unit 2; as well as dedicated bin stores for the retail units. The service yard is secured with a perimeter wall, fence and a sliding service yard gate.

Block B (units 7-12) is serviced to the South of the site by an open service yard, secured by a perimeter fence and vehicle gates. An enclosed service area is located beneath unit 7 which also includes a new substation. Adjacent to this service area and Royle Road is a development plot for future development or expansion of the development. As part of this planning application, this plot is proposed to be soft landscaped and to be enclosed with a perimeter fence. It should be noted that both units 6 & 7 and the under-croft car park are outside of the 8m river easement (as noted on the proposed site plan and floor plans).

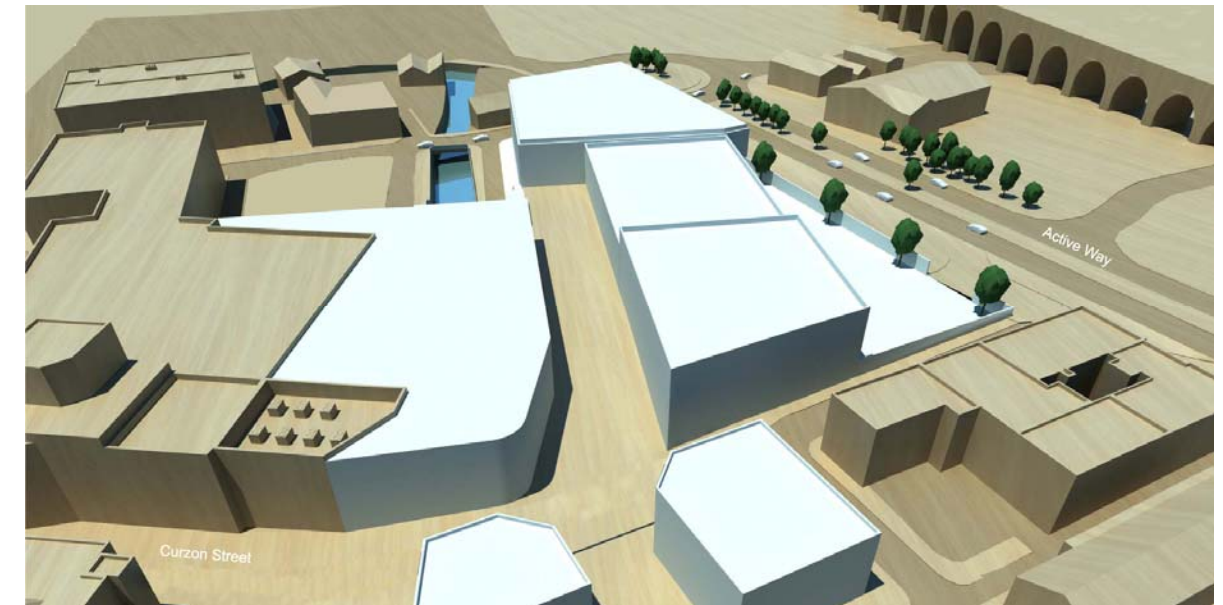


Fig 6.2.2 Proposed massing model (from Curzon Street); Block A to the right & Block B to the left)

6.3 Technical Issues

The site layout has been informed by certain technical requirements as summarised below:

- The provision of the under-croft car park below the level of the retail units which has required a close integration with the proposed steel structural frame (i.e. where possible, structural columns are to line through between the car park and retail level above).
- The mall slopes upwards from Curzon Street in order to accommodate the under-croft car park below whilst avoiding significant excavation below the existing site level and the potential undermining of the existing retaining wall along Bankhouse Street and Curzon Street.
- The retention of the existing retaining wall along Bankhouse Street & Curzon Street
- The requirements of those retailers who have already agreed terms with the developer in terms of service access, pedestrian entrances, plant accommodation, internal store layout/column spacing, clear internal headroom and external features
- The requirement for flexible retail accommodation, easily adaptable to the requirements of future retailers.
- The specific requirement of retailers for clear visibility (of shop-fronts & signage) from public areas (including Curzon Street).
- Level access into all retail units
- The proposed retail level is set above the potential flood risk level (refer to the Flood Risk Assessment issued under a separate cover).
- The strict requirements of potential car park operators in terms of access, car parking bay size, column spacing, clear floor to ceiling heights and internal vehicle servicing.
- The requirements for rooftop plant accommodation to all retail units with the exception of units 1, 2 and 15.
- Roof access to all tenant plant areas and for roof maintenance
- The requirement for a level of natural ventilation to the car park where possible to reduce the required mechanical ventilation of the car park (i.e. requiring the car park elevations to be as open as possible)
- Working within the 8m easement to either side of the un-culverted stretch of the River Brun
- Using the established vehicular access for service vehicles to the service yard adjacent to Block A / units 2-6
- Car park access from Royle Road only
- Structural issues relating to the spanning of the River Brun and the location of retail units above this structure
- Utilities access – including access to proposed sub stations, specific retailer and car park requirements and maintaining access to the River Brun for the Environment Agency
- The re-routing of vehicular traffic due to the part pedestrianisation of Curzon Street

6.4 Proposed General Arrangement

6.4.1 Ground Floor Level / Car Park Level 00

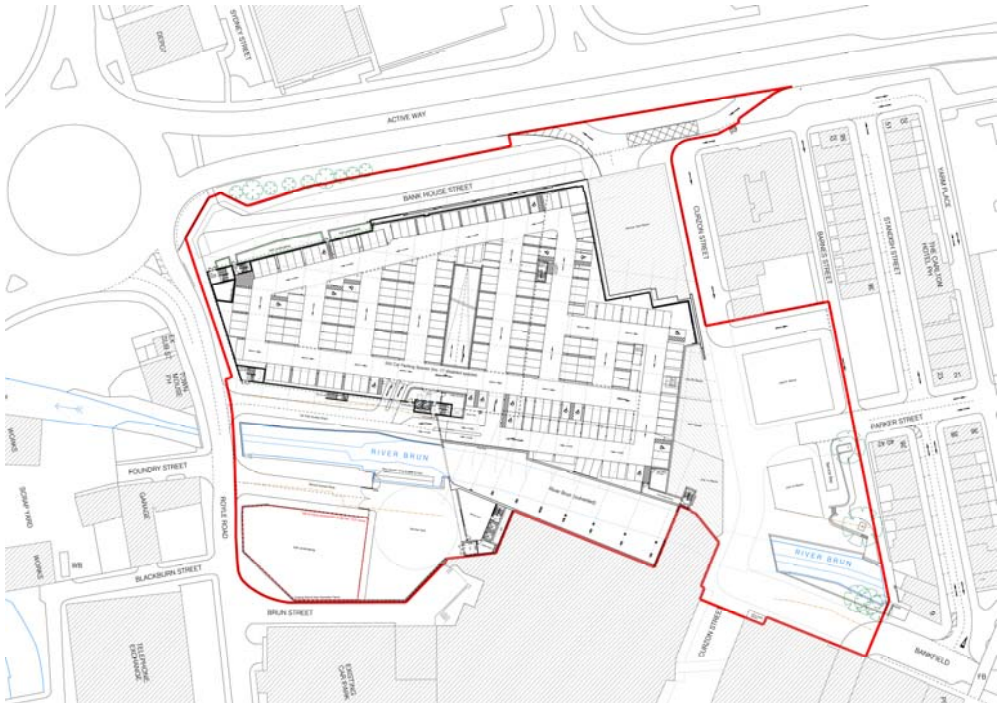


Fig 6.4.1 Ground Floor Level

6.4.2 First Floor Level / Car Park Level 01

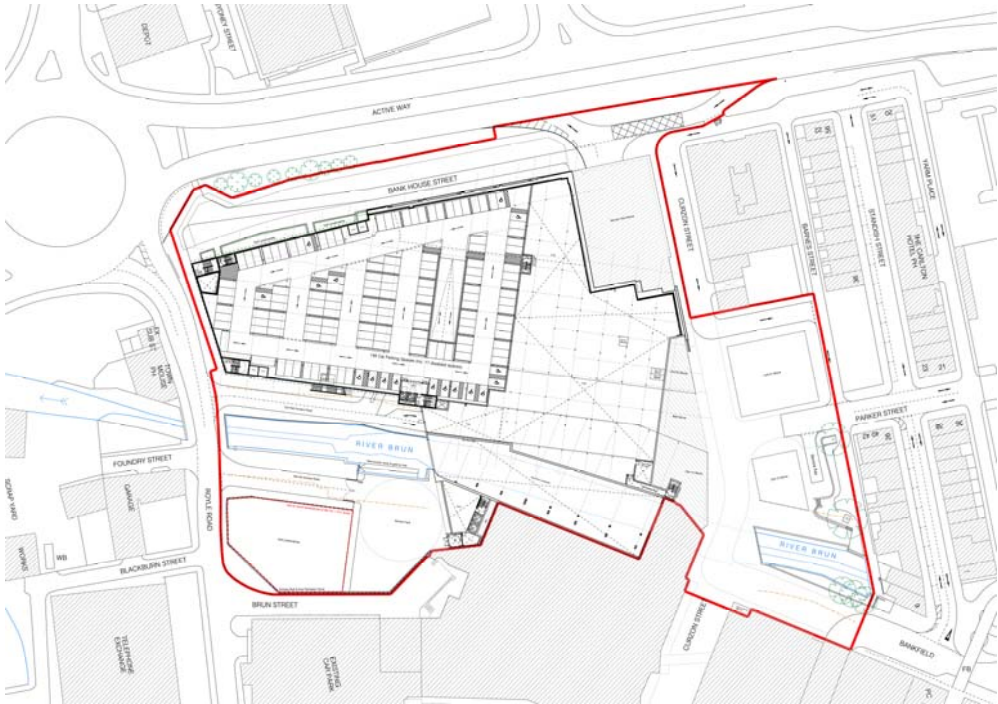


Fig 6.4.2 First Floor Level

6.4.3 Second Floor Level / Mall Level

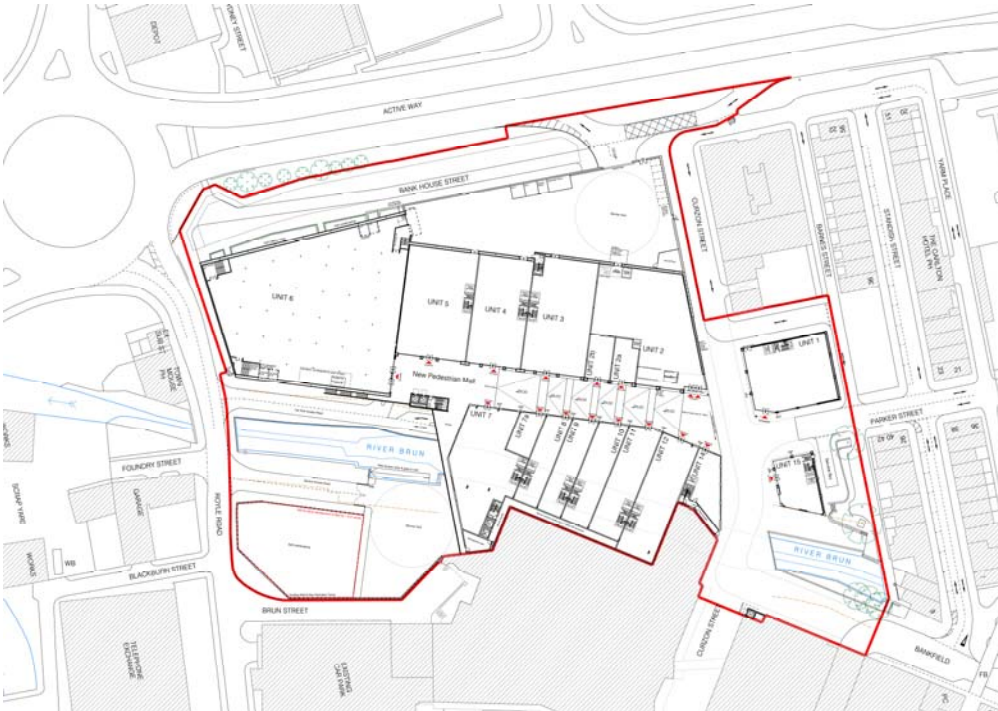


Fig 6.4.3 Second Floor Level

6.4.4 Third Floor Level / Mezzanine Level

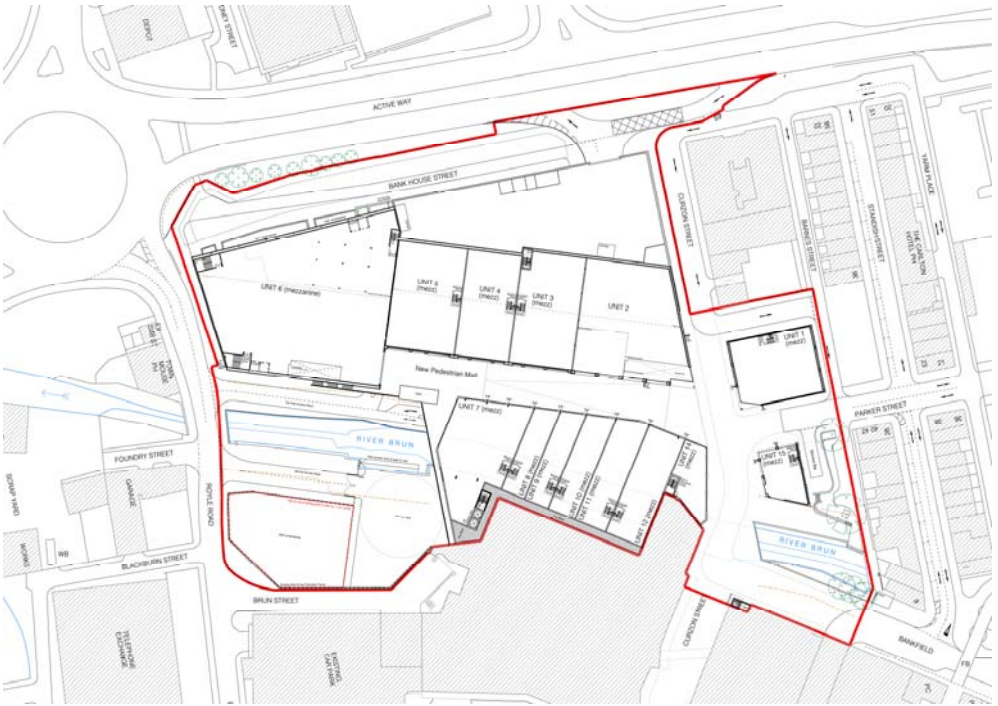


Fig 6.4.4 Third Floor Level

6.4.5 Roof Level

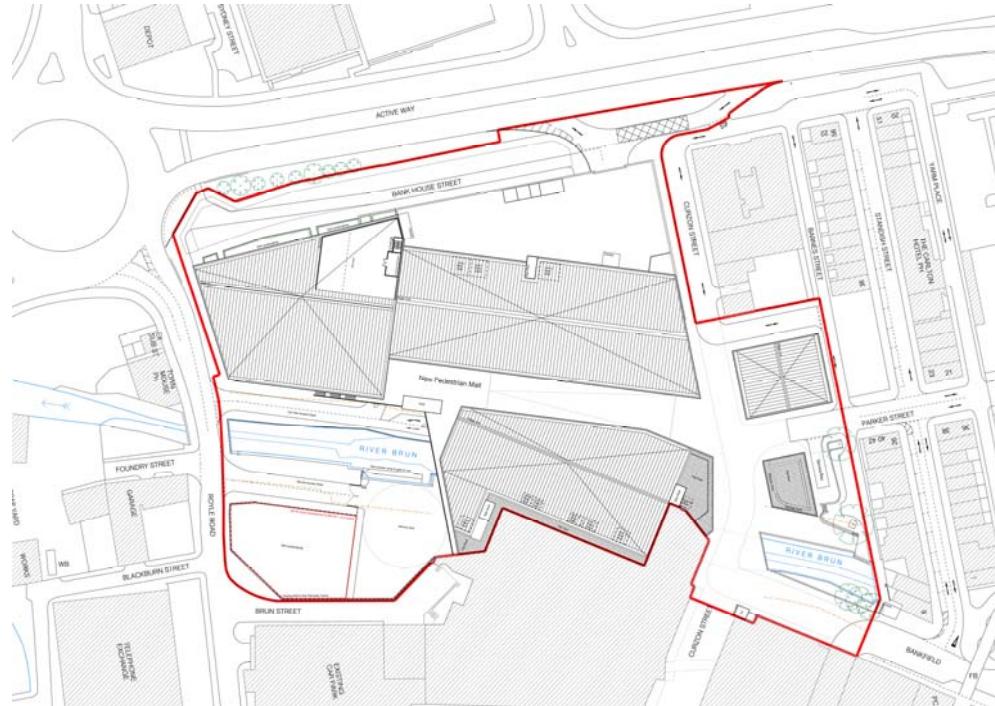


Fig 6.4.5 Roof Level

6.5 Proposed Elevations

6.5.1 Concept

The external elevation design has been informed by several key drivers - 1) discussions with the local planning authority; 2) integrating with the existing townscape & materials palette; 3) the requirements of anchor tenants & other potential occupiers; 4) the requirement to maintain a level of natural ventilation to the car park and 5) the financial deliverability of the scheme.

The development consists of a podium level of car parking (with a separate architectural language to express the technical issues inherent with an under-croft car park), with retail accommodation above. This is expressed in three distinct languages, described as – 1) the 'marker' (unit 6); 2) the 'gateway' (unit 2) and 3) the 'mall'. A consistent palette of materials is used throughout these three areas in order to integrate these elements as a coherent whole.

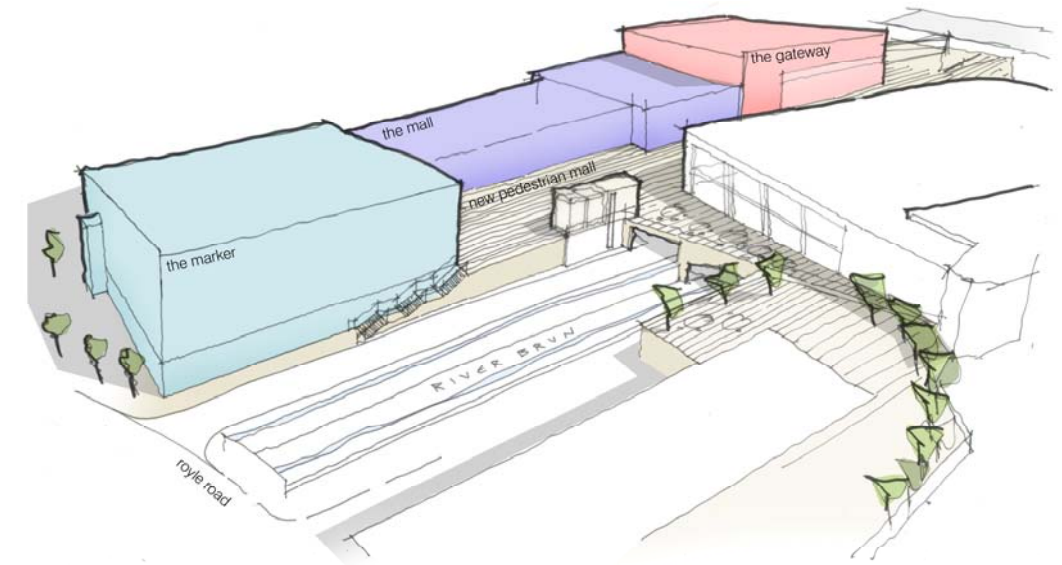


Fig 6.5.1 Proposed massing concept sketch (the 'marker' in green, the 'mall' in blue and the 'gateway' in red).

6.5.2 Unit 06 – the 'marker'

Unit 6 is the largest of the proposed retail units, being approximately 50m x 50m in plan and 10m in height above the car park level. The plan form is defined by its position at the end of the mall and the lines of the site perimeter along Bankhouse Street and Royle Road, which has allowed for the development of a dynamic form. The supporting steel structure is a portal frame with each portal running in a North – South direction, but which maintains a consistent horizontal central ridge line. This consistent ridge line produces a differing eaves height around the perimeter of the unit, creating the sloping elevational form. The principal external material proposed is a metal insulated panel system, set at an angle of 64 degrees in order to further express the dynamic volume of the unit. A palette of three shades of grey cladding panels is proposed alongside translucent blue coloured panels to break up the mass of the elevation. This cladding pattern and dynamic volume is intended to express the building as a gift wrapped box – an idea which is inherently associated with the retail use of the building.

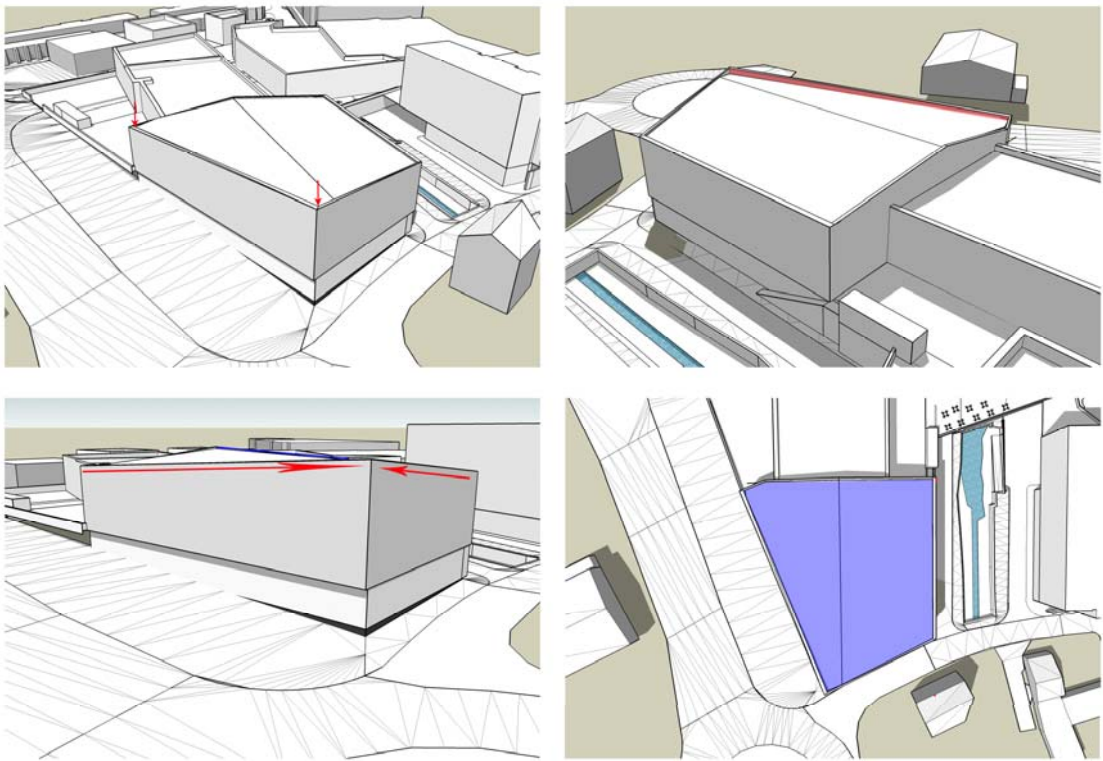


Fig 6.5.2.1 Roof form development

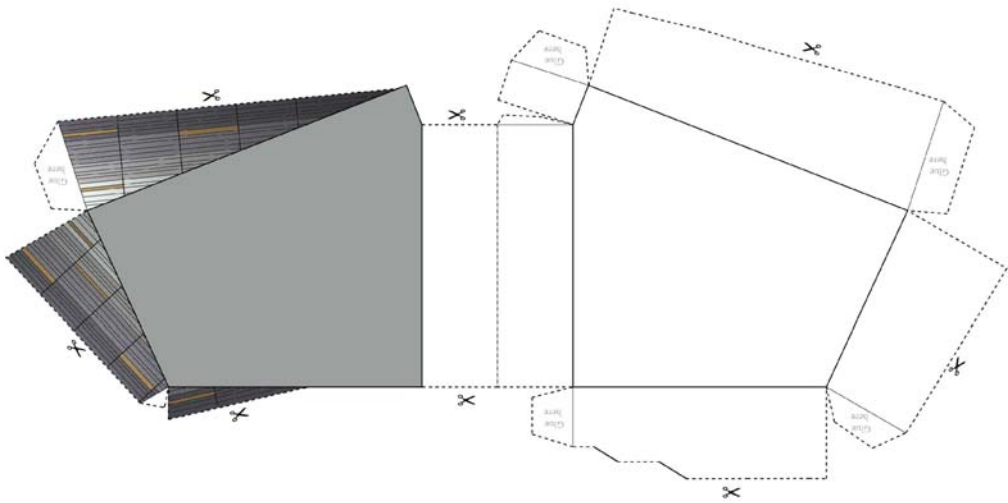


Fig 6.5.2.2 Concept model development

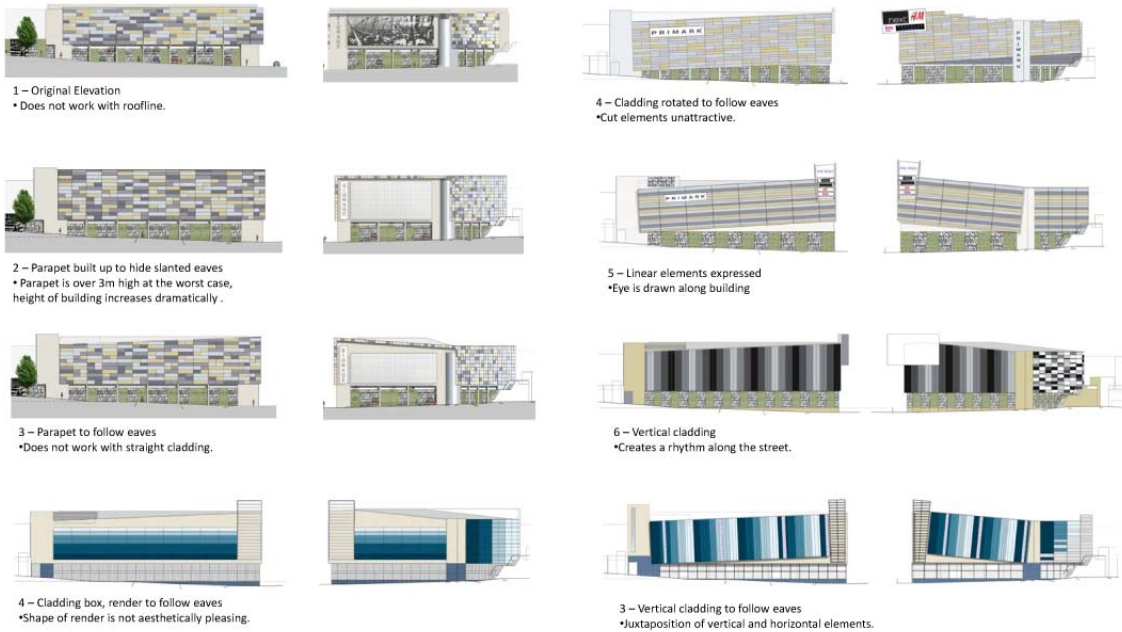


Fig 6.5.2.3 Unit 6 elevations development

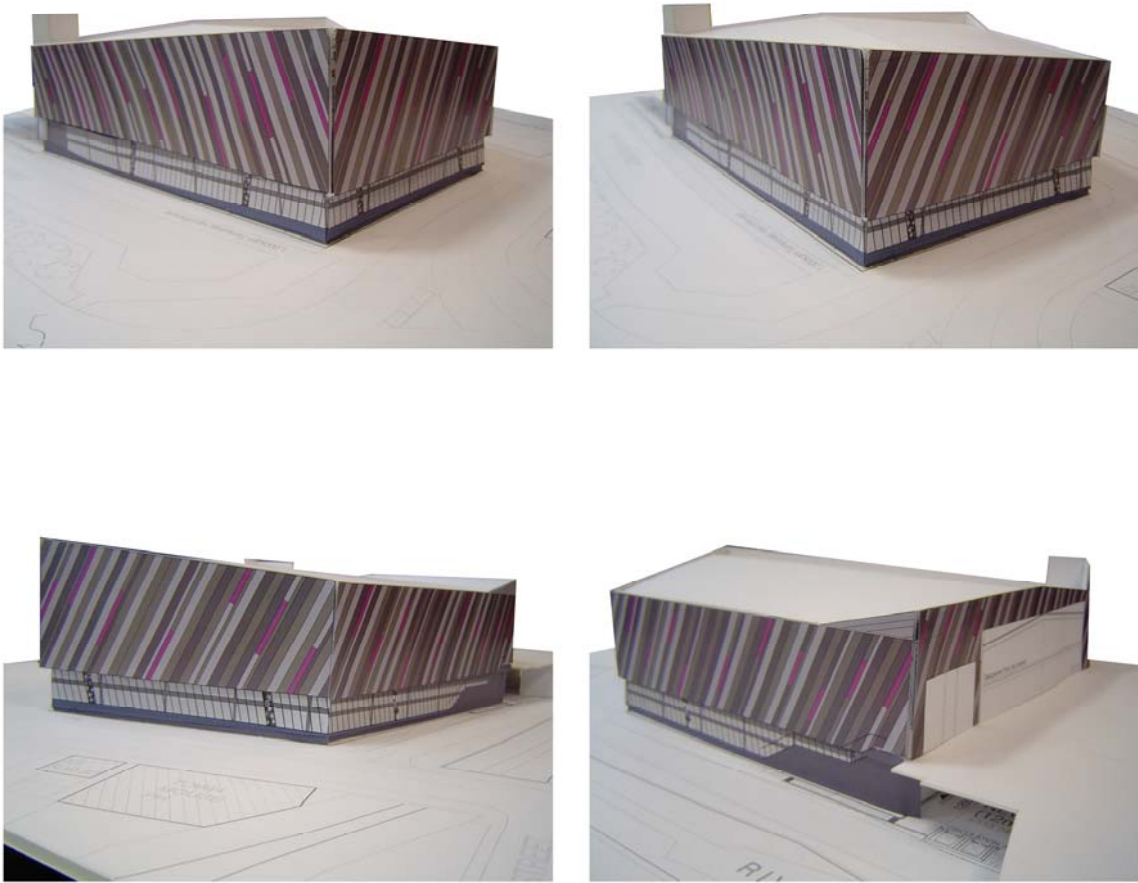


Fig 6.5.2.4 Concept model development

This cladding pattern forms the North, West and South elevations of the unit, with elements wrapping round to the Eastern elevation containing the entrance shop front. The main entrance runs across the majority of the width of the mall and is composed of a two storey part glazed shop front. A central horizontal band of black ceramic granite contains a large signage zone (unit 6 signage only) and the shop-front is also surrounded with a matching black two storey frame.

Unit 6 is also accessed via the service yard, with a dedicated service entry/exit & fire escape and a roller shutter door for large deliveries. A canopy suspended from the facade shelters the rear access area. Small glazed openings are also present along the North elevation allowing natural light into the first floor office and staff areas (fit out to be by tenant). Unit 6's plant is located on a dedicated roof plant deck above unit 6 on the North East corner of the building. This includes an open plant deck, enclosed access stair and enclosed plant room. The entire plant deck is enclosed by a mesh plant screen at a minimum height of 2m. Fire escape from unit 6 is via four routes – through the main entrance, through the service yard and down to street level through two dedicated fire escapes (onto Bankhouse Street and Royle Road).

Other than the signage zone above the entrance, two dedicated vertical signage panels are proposed along the Bankhouse Street and Royle Road elevations. It should be noted that the specific details of these will be provided by the tenant and subject to a separate future planning application.

6.5.2.1 Proposed North elevation

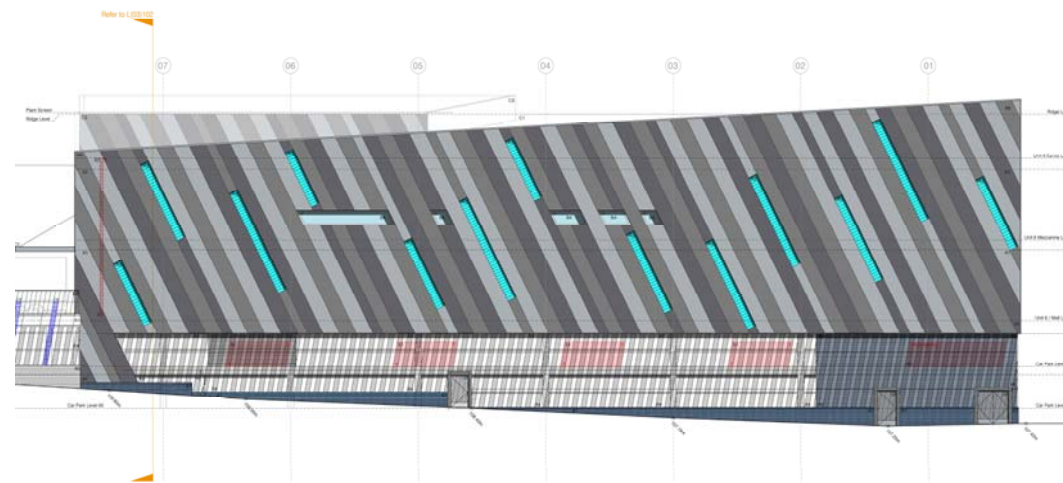


Fig 6.5.2.5 North Elevation (to Bankhouse St)

6.5.2.2 Proposed East elevation

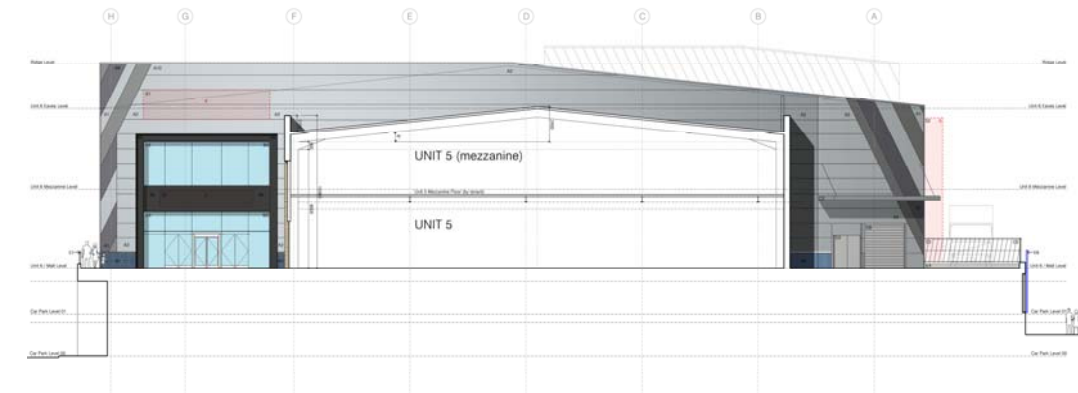


Fig 6.5.2.6 East Elevation (to the mall)

6.5.2.3 Proposed South elevation



Fig 6.5.2.7 South Elevation (to the River Brun)

6.5.2.4 Proposed West elevation

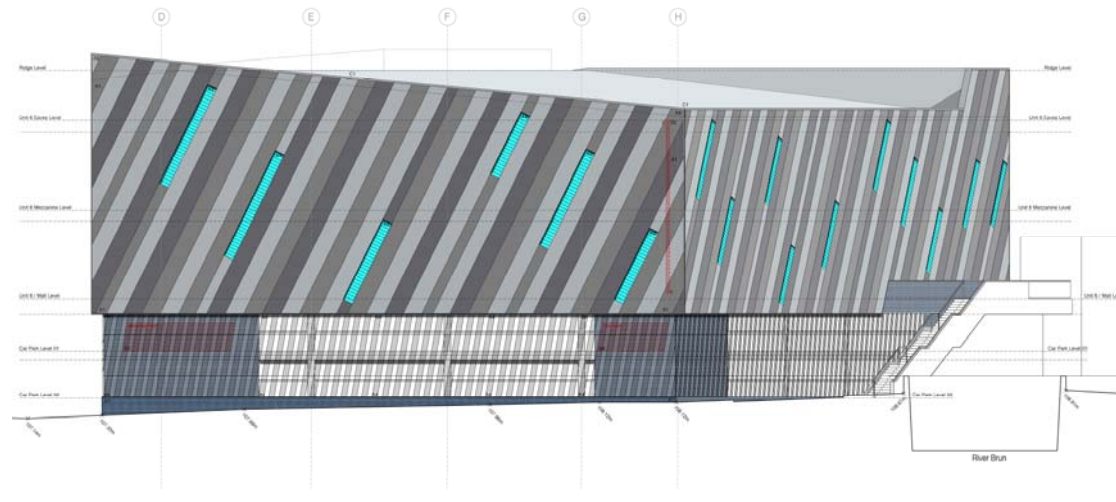


Fig 6.5.2.8 West Elevation (to Royle Road)

6.5.2.5 Proposed indicative shop-front design



Fig 6.5.2.9 Indicative unit 6 shop-front design (prepared by NJSR for Primark Stores Ltd)

6.5.2.6 Proposed view from Active Way (by day)



Fig 6.5.2.10 View from Active Way by day, looking towards unit 6 and the under-croft car park

6.5.2.7 Proposed view from Active Way (by night)



Fig 6.5.2.11 View from Active Way by night, looking towards unit 6 and the under-croft car park

6.5.3 Unit 02 – the ‘gateway’

Unit 2 is the second largest of the proposed retail units and is located at the opposite end of the new mall from unit 6, forming the corner of Curzon Street and the new pedestrian mall. The plan form is derived from the lines of the new mall and Curzon Street – forming an acute angled corner between these two streets. The massing of unit 2 forms the dominant feature of the entrance to the mall, providing a feature gateway to the scheme.

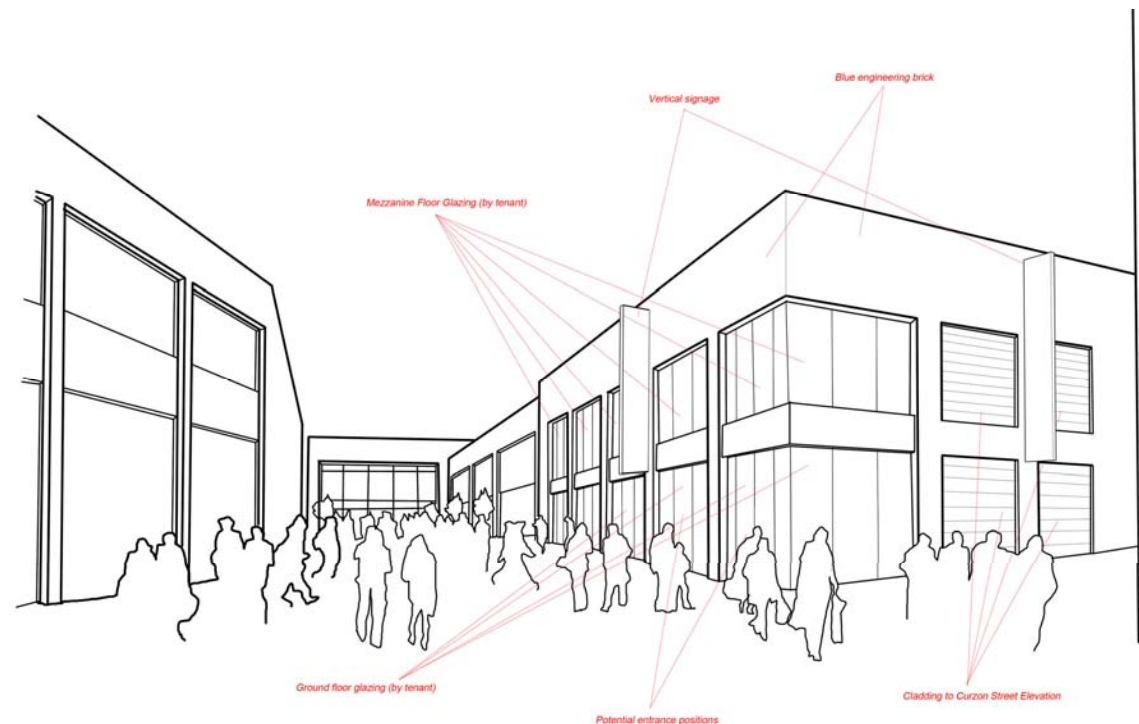


Fig 6.5.3 The ‘gateway’ concept sketch

The principal materials of the street elevations are low level blue brickwork, glazed shop-fronts (by tenant) and a polished black ceramic granite cladding system (with the same system being utilised in the unit 6 shop-front). This system is composed of large panels of 1200mm x 600mm in size, giving the facade a sense of solidity more associated with traditional stone buildings. To the side and rear of the unit a metal insulated panel system is proposed for the more utilitarian elevations, with brickwork used at low level. The parapet surrounding the perimeter of the building provides for both a guarding along the perimeter of the building (for maintenance) and also hides the roof ridge line from a street level view. Two vertical signage zones are provided on the mall and Curzon Street elevations, and two horizontal signage zones are located on the Bankhouse Street and Curzon Street elevations to the rear of the building. The brick infill panels along the Curzon Street elevation (between ceramic granite piers) provide an opportunity for large scale branding and / or unit signage, as indicated on the elevations.

It should be noted that the tenant will be responsible for providing the mezzanine floor, internal fit out, glazed shop-front, and signage, the latter two of which will be subject to a separate future planning application.

Units 2a and 2b are located adjacent to the entrance of unit 2. Part of the mezzanine floor of unit 2 is located above these two units. Unit 2 therefore provides approximately 9,000 sqft at ground floor plus approximately 11,000 sqft at first floor. Units 2a and 2b are expressed in the same language as unit 2 with low level blue brickwork and polished black ceramic granite clad dividing piers. The shop-fronts of these two units is intended to be provided by the tenant and subject to a separate future planning application.

6.5.3.1 Proposed South elevation



Fig 6.5.3.1 South elevation (to the mall)

6.5.3.2 Proposed East elevation

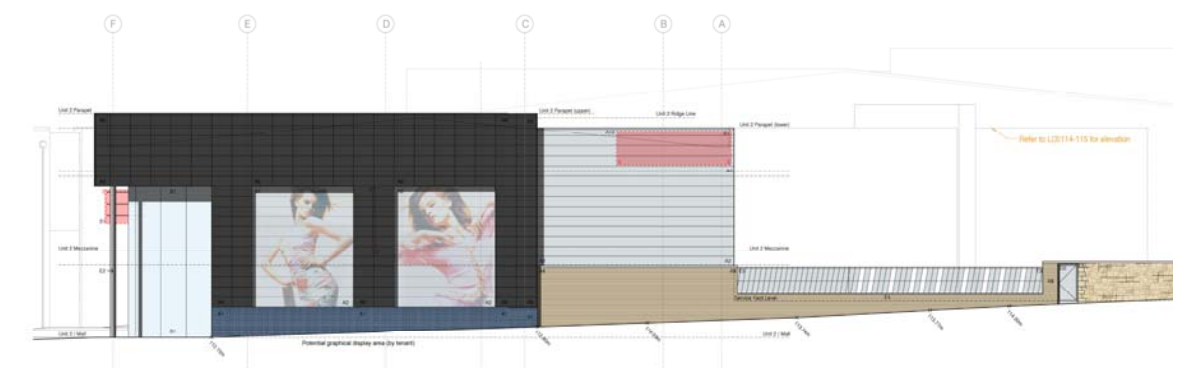


Fig 6.5.3.2 East elevation (to Curzon St)

6.5.3.3 Proposed view from Curzon Street / Parker Street junction



Fig 6.5.3.4 View from Curzon Street / Parker Street junction (unit 14 to left, unit 2 to right)

6.5.4 The 'mall'

Units 3 – 5 and 7 – 14 comprise the 'mall' element of the scheme. The proposed architectural language is intended to be consistent across all of these units, intended to form a 'back-drop' to the two more iconic anchor retail units (the 'marker' and the 'gateway', units 6 & 2 respectively).



Fig 6.5.4.1 Mall concept sketch (1)

The proposed materials palette is largely of cream coloured buff brickwork, forming a portal around individual shop-fronts. This enclosing element is defined by both the dividing walls of the retail units and also the alignment of the car park grid below – i.e. the car park structure and retail unit portal frame structure have been coordinated to provide for an efficient & cost effective solution, achieving the required layout for the car park and column free retail units.

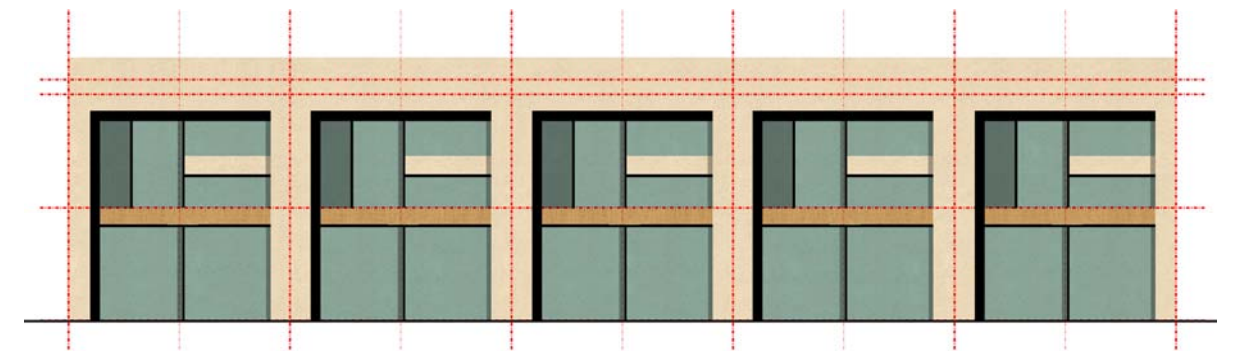


Fig 6.5.4.2 Mall concept (2)



Fig 6.5.4.3 Mall concept (3)

Each unit has an element of shop-front fronting onto the new mall. The shop-front design will be subject to a future planning application by the tenant, however the proposed elevations give a flavour of the intended shop front design. This is intended to be a glazed shop-front at ground floor trading level, in most cases running just short of the internal width of the retail unit. Above this shop-front is a

tenant signage zone and at first floor / mezzanine floor level metal insulated cladding panels are proposed (with the colour to match the cladding to unit 6's east elevation). This area at first floor level is subject to the detailed requirements of the tenant – this area may instead be fully glazed (as with unit 2 and 6) or part glazed. A further alternate option may be for full height glazing to the underside of the brickwork portal. Individual tenants will produce separate planning applications for each shop-front

6.5.4.1 Proposed South elevation (units 3,4,5)



Fig 6.5.4.1 Mall South elevation

6.5.4.2 Proposed North elevation (units 7-14)



Fig 6.5.4.2 Mall North elevation

6.5.4.3 Proposed view along new pedestrian mall



Fig 6.5.4.4 View along new pedestrian mall towards unit 6 (note – indicative shop-front design to units 3,4 & 5)

6.5.5 Units 1 and 15

Units 1 and 15 are stand alone retail units located on the Eastern side of Curzon Street. They form the second half of the enclosure to the new pedestrianised area of Curzon Street.

Unit 1's ground floor footprint is approximately 5,300sqft in size with an equally sized mezzanine floor at first floor level. It is accessed from the South West corner of the unit, where the proposed shop-front chamfers in line with the new pedestrian mall. This unit adopts a similar architectural language to the units along the mall – cream coloured buff brickwork piers to reflect the proposed structural grid, with panels of either brickwork, insulated metal cladding panels or shop-front glazing (by tenant). As with the mall units the future tenant will submit a separate planning application for the shop-front design and signage. Unit 1 is serviced via the shared service bay located behind unit 15 or via on-street servicing along Parker Street.

Unit 15 is approximately 1,800 sqft in size at ground floor level. It has the potential for a small mezzanine floor at first floor level. It adopts the same architectural language to unit 15 along its North, East and part of it's West elevation. The remainder of the elevations, fronting into the River Brun and

Curzon Street, is comprised of a feature metal insulated cladding system, in order to provide an enhanced corner and entrance to the development. At roof level, the unit provides for a high level signage zone, providing a dedicated area for tenant & scheme signage given its prominent position and visibility from further along Curzon Street (and the shopping heart of the town). Unit 15 has an adjacent landscaped area suitable for external break out from the unit, should it be occupied by a cafe / bar / restaurant, adjacent to the River Brun. Unit 15 is serviced via a dedicated service bay to the East of the unit.

6.5.5.1 Proposed Unit 1 elevations



Fig 6.5.5.1 Unit 1 typical elevation (to Curzon St)

6.5.5.2 Proposed Unit 15 elevations



Fig 6.5.5.2 Unit 15 typical elevation (to Curzon St)

6.5.5.3 Proposed view along Curzon Street (1)



Fig 6.5.5.3 View along Curzon Street towards unit 2 (note – indicative shop-front design to units 1,14 & 15)

6.5.5.4 Proposed view along Curzon Street (2)



Fig 6.5.5.4 View along Curzon Street from Marks & Spencer (indicative shop-front design shown to unit 1 and 15)

6.5.6 Car park

The under-croft car park forms the podium upon which the retail units are sited above. The requirement for natural ventilation to the car park (to as much as the perimeter as possible) means the facade has to be in part open to allow for the free movement of air. In light of this the principal cladding material is a perforated metal mesh cladding panel. Each panel is set at 80 degrees from the horizontal plane, repeated across the three car park elevations to form a uniform facade, adding to the dynamic form and cladding of unit 6 above. Each mesh panel (part perforated to allow a 50% movement of air across the panel) is set apart from the next with an air gap, which across the facade as a whole provides the appropriate level of natural ventilation. The line of the car park mezzanine floor and any solid elements such as stairs, lift pits & other enclosures; is set behind the line of the mesh. These solid elements are faced with blue brickwork behind which matches a blue brickwork podium running along the base of the car park. Fire escape doors from the car park & unit 6 are provided along the facade. Each door is steel panelled and set within a steel frame. All fire escapes are not intended to be accessed by the public externally. Signage zones for the development signage, car park signage and tenant signage are located at the first floor level of the car park – these are indicative locations subject to future signage & advertising consent applications by the tenant and developer as required.

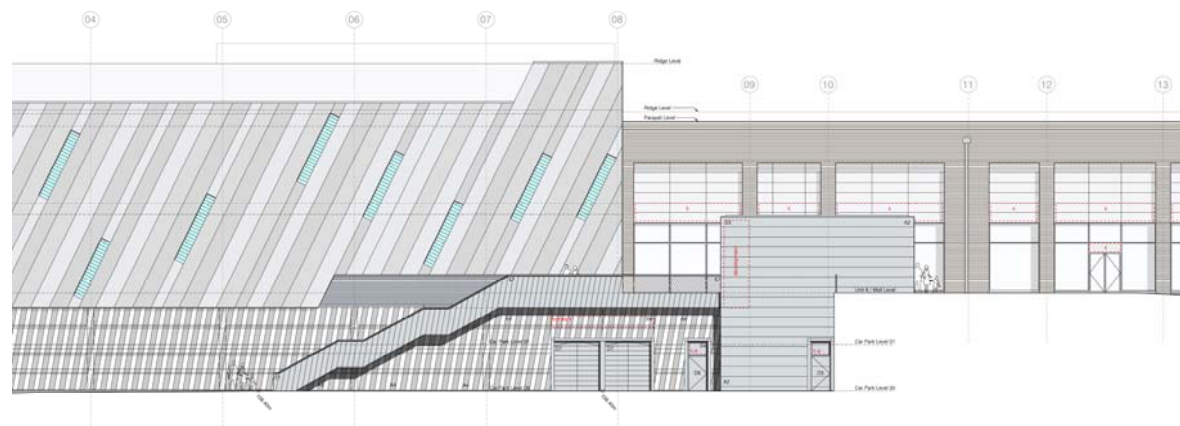


Fig 6.5.6 Car Park entrance elevation (South)

Along the elevation to East end of Bankhouse Street, the car park elevation consists partly of cream coloured brickwork and mesh as described above. This combines with the perimeter fence to the car park above to form a continuous elevation along the service yard perimeter. This elevation is upgraded by the location of several zones for future public art – these are shown as panels set at an angle to match the mesh cladding system. It is intended that the provision of public art along this elevation and the soft landscaping proposals to Bankhouse Street (see below) will enhance this existing street along a key arterial route around the town centre.

6.5.7 Service Yard

The rear elevations to units 2,3,4,5 and 6 form the Southern boundary of the service yard. These elevations are comprised of a low level brickwork band at ground floor level (to the line of the underside of external doors located along this elevation) with insulated metal cladding panels above, laid horizontally with the colour to match the cladding panels to the mall units (at first floor level).

A brickwork enclosure with a flat roof is also provided to house two new sub-stations, a switch room and a generator room located along the Northern perimeter of the service yard.

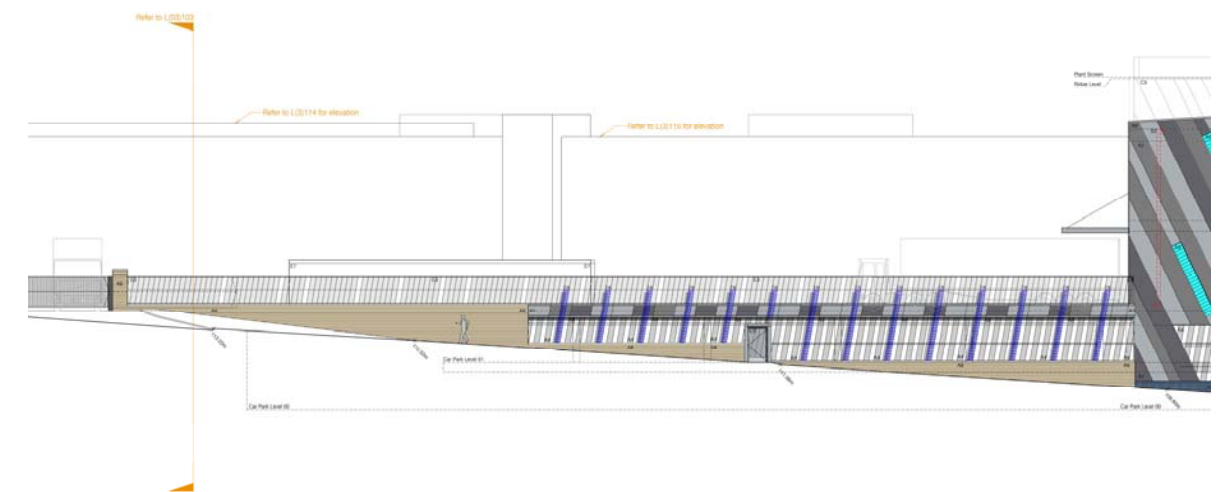


Fig 6.5.7 Service yard elevation (North)

6.5.8 Proposed materials

For a full breakdown of all proposed materials please refer to the planning drawing series L(03)101-119

6.5.9 PROPOSED LANDSCAPE DESIGN

6.5.10 SITE LOCATION AND CONDITIONS

The site is currently occupied by surface car parking on former industrial sites adjoining the River Brun with a mixture of surface materials from loose gravel to cast concrete and tarmacadam.

The site is located between the main ring road Active Way to the north ;Curzon Street to the East with the current retail shopping area to the south. To the east of Curzon Street where three new retail units are proposed as part of the development an overhead concrete vehicle access deck to the upper level of the existing market building is to be demolished. This will help to open up the area around the River Brun as a potentially attractive pedestrianised space.

Key reference documents:

- Burnley Borough Council Public Realm Strategy.
- Highways Review 25/11/2008 by Savell Axon Bird, outlining highways and traffic management issues around the site and proposed development.

6.5.11 PROFESSIONAL TEAM

The landscape design proposals have been prepared by Stephen Martlew Landscape Architecture (SMLA) in close collaboration with project Architects and lead consultants Hurd Rolland Partnership.

The design has been closely informed by Highways design and Traffic management inputs from Savell Axon Bird and detailed lighting proposals from Silcock Dawson & Partners. The team has been briefed on Planning and Ecological issues by White Young Green.

6.5.12 DESIGN BRIEF.

Overall the general brief for the external site and landscape works has been to develop key public spaces around the proposed retail development to provide an attractive functional pedestrian environment which meets the requirements of the developer and retail tenants as well as the aspirations of Burnley Council to enhance the town centre and create links with existing public realm areas. A further requirement is to develop proposals for the more functional areas in a way which integrates the development with the rest of the town centre.

6.5.12.1 Shopping mall

The shopping mall runs east to west with a width of 11.6 metres and a length of 92 metres-there is a fall in height of 1.49 metres down to Curzon Street with a gently ramped access up the mall at gradients not exceeding 1:21 to enable easy level access for wheelchairs along the mall.

At strategic intervals seating areas with feature lighting and paving punctuate the route.

Paving patterns on the mall are varied to identify the central pedestrian /seating zone with clear access at the sides for pedestrian flows and emergency and delivery vehicles.

6.5.12.2 Curzon Street.

The design intention on Curzon Street is to link visually and spatially with the existing pedestrianised section of Curzon Street and the new Mall. It is also intended to emphasise the sense of a street with a pedestrian rather than vehicle emphasis with a defined roadway in asphalt and crossovers and drop-off areas in reclaimed granite setts from Bankhouse Street.

Paving on Curzon Street continues the materials used on the shopping mall with a simpler palette using a larger module, combined with granite setts reclaimed from Bankhouse Street and used in crossing points and drop off areas combined with a low 50mm granite kerb edge

and narrowed asphalt road way along Curzon Street.

Overall the aim with the public spaces has been to create clear uncluttered spaces hopefully engendering a sense of place and legibility to this area of the town.

6.5.12.3 Bankhouse Street.

This forms the northern edge of the site and is currently a cut off street with granite setts used for informal parking. The remains of brick factory wall at 2m. height forms most of the boundary edge and further down at the junction with Curzon Street a stone wall from a former mill building forms the corner and turns into Curzon Street. There is a narrow verge with tree and shrub planting forming the edge to Active Way, a busy ring road.

The proposal for Bankhouse Street is to remove the setts for re-use elsewhere on site, to create a 3m. wide footpath for pedestrians and cyclists linking with the current pedestrian crossing at the roundabout at the junction of Active Way and Royle Road, which is likely to be increasingly used by students at the newly completed Further Education College to the north of Active Way.

The soft landscaped area is to be widened either side of the new footpath with tree planting restricted to the northern side towards Active Way to avoid services running underneath Bankhouse Street.

Opportunities for public art along the Bankhouse street boundary have been identified and feature walls and piers along the boundary of Bankhouse Street and Curzon Street have been developed with

Hurd Rolland Partnership to compliment the form and imagery of the major building which forms a visual gateway to the development at the Active Way /Royle Road junction. Similarly the currently semi derelict frontages along Royle Road will be improved with new vehicle entrances into the development and service area.

Liquidambar trees have been specified for the green space along Bankhouse Street with low shrub and groundcover planting along the boundary wall.

Alder and more vigorous screen planting have been specified for the compound area adjacent to Royle Road.

6.5.13 Materials:

6.5.13.1 Paving.

Good quality exposed aggregate paving using natural granite aggregates to create a safe non-slip surface. Kellen precast paving and setts 100x100.80mm/100x200x80mm/200x600x80mm to shopping mall area and

6.5.13.2 Semi pedestrianised part of Curzon Street.

Reclaimed granite setts from Bankhouse Street on to parking/drop off zone on Curzon Street. Edgings and crossovers into the semi pedestrianised section of Curzon Street.

Resin bound paving , Suresett Dovedale Bronze or similar approved adjacent to bridge area.

Hot rolled asphalt Curzon Street vehicular access way.

Granite kerbs laid flat with 50mm up-stand and granite drop kerb / channel edging along Curzon Street.

Macadam or Asphalt with pre-cast kerbs to service areas and car park entrance.

6.5.13.3 Fencing

Orsogrill pleione and /or Talia galvanised and powder coated to service yards 2-2.5m. high.

6.5.13.4 Street Furniture

Benches : Basalt :suppliers Hard-scape 2m. x 450x 450mm.

Litter Bins Voss stainless steel LB10 or similar approved to shopping mall and Curzon Street public realm.

Cycle racks Voss CS 20 stainless steel or similar approved 10no.

Planters : Streetlife Giant Plant Pots galvanised steel powder coated , Claret.

6.5.13.5 Planting/soft landscape.

Because of the Urban nature of the site planting and soft landscape opportunities are limited to the Western and Northern edges of the site. Specimen ornamental Maples are specified for the focal seating areas next to the river and at the western end of the shopping mall. Semi mature Lime and

6.5.14 NOTES ON CONSULTATIONS UNDERTAKEN DURING THE DESIGN PROCESS

6.5.14.1 Date of Consultation;2/07/2009

Name of Consultee; Peter Mason Lancashire County Council Highways : Sue Davies Burnley Borough Council Planning with Chris Hargreaves Savell Bird and Axon, Highways Consultant

Steve Martlew ; SMLA, Landscape Consultant representing the project team.

Comments on proposals by Peter Mason:

- Adoptable paving materials for pedestrianised area of Curzon Street should be laid as a rigid construction with mortared or bonded joints. Sand bedded flags such as Perfecta should be avoided.
- Highway area and access roads should be Hot rolled asphalt.
- Lighting standards to be reviewed but it was suggested that these could tie in with the upper part of Curzon Street if possible or appropriate. Low wattage required. Requires detailed review with LCC lighting section.(General lighting suppliers: 'Signature')
- Details of tree pits would be required and root protection for services-generally trees in containers would be preferred –Sue Davies mentioned that it was likely that watering could be carried out by the town centre management team.
- HGV's should be excluded from Curzon Street to avoid excessive wear and tear on surface finishes.

Bank House Street proposals-

It was felt that retaining a substantial amount of the existing cobbles and doing away with the footpath as per the proposals would not be acceptable and would not provide a functional, safe surface for either pedestrians or cyclists-so a macadam type surface for use by cyclists and pedestrians would be preferable. It was felt that this area would need to be reviewed as to whether an improved crossing of Active Way was needed near the roundabout (e.g. signalised) and whether it was appropriate to channel pedestrian traffic down Bankhouse Street with potential conflicts with service vehicle access into the service yard.

The issue of students at the new college using the roundabout at the western end of Bankhouse Street was discussed and using Curzon Street as their main access into the town centre. An alternative option would be to come along Canning Street and Curzon Street from the college to Active Way-there are no formal pedestrian crossings of Active Way at this point –the nearest one being opposite Standish Street-however there is a lot of informal crossing by pedestrians opposite Curzon Street.

The principle of creating a low soft landscape strip along the existing footway to screen the service area was accepted.

The principle of using Bankhouse Street for a site compound during construction works was accepted.

Section 7
Access

7

Access

The development as a whole has been designed to fully comply with the requirements as set out in Approved Document Part M of the building regulations. The following section describes specific access issues which have been addressed:

7.1

Pedestrian Access

Even given the site's complex levels, the development is fully accessible for pedestrians. Level access is provided throughout where possible to all landscaped areas of the development and all internal areas. Where level access has not been possible, access is either by means of compliant ramps and vertical circulation. All unit thresholds have been designed to be level with the adjacent mall or street network (with an appropriate tolerance for drainage to fall away from internal areas).

The new pedestrian mall has been set at a gradient – 1 in 21 – with level landings set adjacent to unit entrances. This incline can be provided without the need for handrails. A Part M compliant external staircase also gives access to the mall level from the level of Royle Road.

Vertical circulation between Royle Road, the car park upper level and the new pedestrian mall is provided by 2no. 13 person passenger lifts located within the secure car park lobby. An internal staircase is also located adjacent to these for access to the mall from the car park.

Fire escape from the retail units and mall is also via a series of internal staircases (the majority of which are intended for emergency use only). All escape stairs exit level with the adjacent street network.

Internal circulation with individual retail units is to be provided by individual occupiers.

7.2

Car & Cycle Parking

400 car parking spaces are provided within the under-croft car park. No other car parking is provided across the site. A total of 34 disabled car parking spaces are provided within the car park, the majority of which are provided as close to the internal vertical circulation to the mall as possible.

A total of 10 cycle stands are provided adjacent to the River Brun and unit 15 to provide for parking for 10 cycles.

Section 8
Supporting Architectural Information

8 Supporting Architectural Information

Note: all scales shown are at A1 size (except where indicated)

8.1 Site Information & Layout

L(01)00	Location Plan	1:1000
L(01)10	Existing Site Plan	1:500
L(02)01	Proposed Site Plan	1:500
L(02)500	Proposed Ground Floor Plan	1:500
L(02)501	Proposed First Floor Plan	1:500
L(02)502	Proposed Second Floor Plan	1:500
L(02)503	Proposed Third Floor Plan	1:500
L(02)504	Proposed Roof Plan	1:500

8.2 Proposed G.A. Plans

L(02)510-1	Proposed Ground Floor Plan 1 of 3	1:200
L(02)510-2	Proposed Ground Floor Plan 2 of 3	1:200
L(02)510-3	Proposed Ground Floor Plan 3 of 3	1:200
L(02)511-1	Proposed First Floor Plan 1 of 3	1:200
L(02)511-2	Proposed First Floor Plan 2 of 3	1:200
L(02)511-3	Proposed First Floor Plan 3 of 3	1:200
L(02)512-1	Proposed Second Floor Plan 1 of 3	1:200
L(02)512-2	Proposed Second Floor Plan 2 of 3	1:200
L(02)512-3	Proposed Second Floor Plan 3 of 3	1:200
L(02)513-1	Proposed Third Floor Plan 1 of 3	1:200
L(02)513-2	Proposed Third Floor Plan 2 of 3	1:200
L(02)513-3	Proposed Third Floor Plan 3 of 3	1:200
L(02)514-1	Proposed Roof Plan 1 of 3	1:200
L(02)514-2	Proposed Roof Plan 2 of 3	1:200
L(02)514-3	Proposed Roof Plan 3 of 3	1:200

8.3 Proposed Sections

L(04)200	Proposed Section AA	1:200
L(04)201	Proposed Section BB	1:200
L(04)202	Proposed Section CC	1:200

8.4 Proposed Elevations

L(03)101	North Elevation (1)	1:100
L(03)102	North Elevation (2)	1:100
L(03)103	North Elevation (3)	1:100
L(03)104	East Elevation (4)	1:100
L(03)105	East Elevation (5)	1:100
L(03)106	South Elevation (6)	1:100
L(03)107	South Elevation (7)	1:100
L(03)108	South Elevation (8)	1:100
L(03)109	West Elevation (9)	1:100
L(03)110	East Elevation (mall, 10)	1:100
L(03)111	North Elevation (mall, 11)	1:100
L(03)112	North Elevation (mall, 12)	1:100
L(03)113	West elevation (unit 7, 13)	1:100
L(03)114	North Elevation (S. yard, 14)	1:100
L(03)115	North Elevation (S. yard, 15)	1:100
L(03)116	South Elevation (car park entry, 16)	1:100
L(03)117	Unit 1 (17)	1:100
L(03)118	Unit 15 (18)	1:100
L(03)119	Market hall lift (19)	1:100

8.5 Landscape Architecture

0806/01	Sketch Design Curzon Street	1:250@A0
0806/02	Curzon Street Typical Proposed Sections	Not to scale
0806/03	Typical Illustrative Proposed Sections	Not to scale

Section 9
Appendices

9 Appendices

The information below is included on the following pages:

9.1 Schedule of Areas

9.2 Landscape Design Report

SCHEDULE OF GROSS AREAS : Proposed Retail Development at Curzon Street, Burnley for HENRY BOOTS DEVELOPMENTS LTD

Issue : Revision AJ 16 December 2010

To be read in conjunction with HRP drawings L(02)500-504 (planning)

Unit	P00		P01		P02		P03 (mezz)		P04		P05		TOTAL		NOTES
	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	
1					491.6	5,292	491.6	5,292					983.2	10,583	On street servicing (with potential route to service yard) NEXT: 9k sqft footprint with 11k sqft mezzanine Approx. 1k sqft lock-up (no mezzanine) 1k sqft lock-up (no mezzanine) Target: 7.5k sqft footprint Target: 5k sqft footprint Target: 7k sqft footprint PRIMARK: 25k sqft footprint & 25k sqft first floor With direct access to terrace (potential A3 use) 1k sqft lock-up (no mezzanine)
2					838.2	9,022	1,037.0	11,162					1,875.2	20,185	
2a					88.3	950							88.3	950	
2b					93.8	1,010							93.8	1,010	
3					625.9	6,737	625.9	6,737					1,251.8	13,474	
4					518.5	5,581	518.5	5,581					1,037.0	11,162	
5					664.6	7,154	664.6	7,154					1,329.2	14,308	
6					2,326.3	25,040	2,326.3	25,040					4,652.6	50,081	
7					558.0	6,006	650.0	6,997					1,208.0	13,003	
7a					94.5	1,017							94.5	1,017	
8					200.6	2,159	200.6	2,159					401.2	4,319	
9					215.2	2,316	215.2	2,316					430.4	4,633	
10					267.3	2,877	267.3	2,877					534.6	5,754	
11					326.4	3,513	326.4	3,513					652.8	7,027	
12					421.2	4,534	395.0	4,252					816.2	8,786	
13													-	-	Combined with units 11 and 12 Serviced via Curzon St Serviced via Curzon St (with access to service bay). No mezzanine.
14					153.2	1,649	174.1	1,874					327.3	3,523	
15					175.4	1,888	175.4	1,888					350.8	3,776	
Totals	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	Total Retail Accommodation
	-	-	-	-	8,059.0	86,747	8,067.9	86,843	-	-	-	-	16,126.9	173,590	
Undercroft Car Park	7,849.3	84,490	4,614.8	49,674									12,464.1	134,164	Excluding public circulation & fire escapes (400 spaces) Requirements TBC Service corridor and access to units 7-13 (from Royle Road service yard) From car park to mall (excludes any car park lobbies) From unit 6 to ground Escape from undercroft car park Escape from undercroft car park Escape from undercroft car park
Management Suite					34.3	369							34.3	369	
Service Access (7-13)	134.2	1,445			128.2	1,380	13.5	145					275.9	2,970	
Public Circulation	34.0	366	34.0	366	34.0	366							102.0	1,098	
Unit 6 (fire escapes)	55.7	600	55.7	600									111.4	1,199	
Fire Escape 1 (unit 3)	14.6	157	14.6	157	14.6	157	14.6	157					58.4	629	
Fire Escape 2 (CP)	13.3	143	13.3	143									26.6	286	
Fire Escape 3 (unit 14)	37.5	404			32.4	349	13.5	145					83.4	898	
													29,283.0	315,202	Gross Internal Floor Area (exc Car Parking)

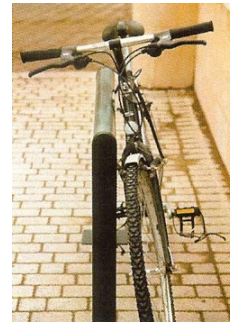
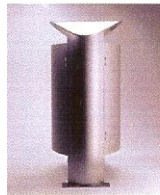
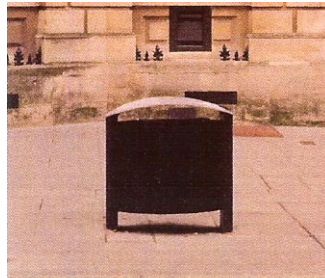
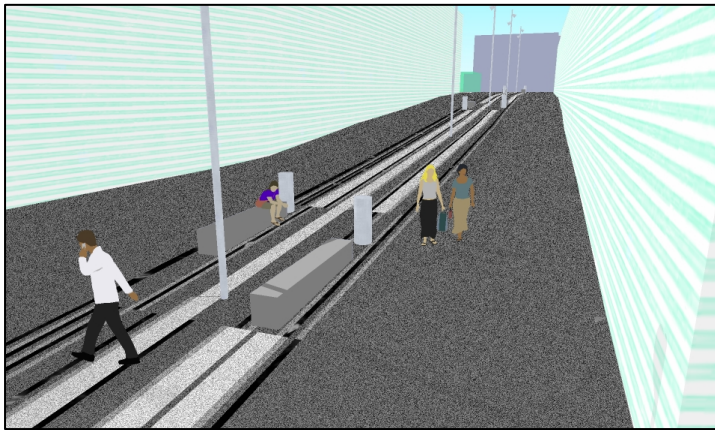
IMPORTANT NOTES :

- Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or the like, should include due allowance for the increases and decreases inherent in the design development and building processes.
- Areas are approximate until detailed design development.
- Gross building area includes area provision for building services and plant room. Gross areas are measured to the inside face of external walls inclusive of internal stairs, fire escape stairs, risers etc and exclude external areas. All areas subject to Town Planning & Conservation Area Consent.
- All areas subject to Town Planning & Conservation Area Consent.

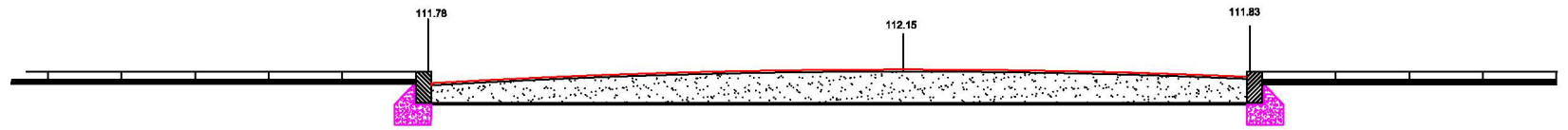
Curzon Street, Burnley *Landscape proposals; Paving/site furniture/boundary options 11/2010*

STEPHEN MARTLEW
Landscape Architecture

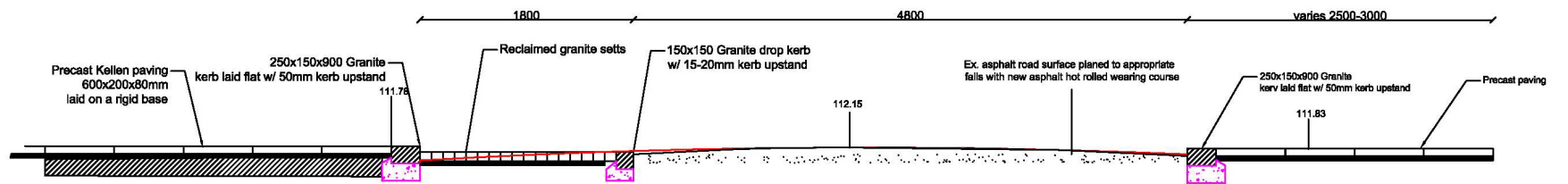
unit 2 8 loom street, Manchester
m4 6an tel.0161 907 3226
www.stephenmartlew.co.uk



Street furniture: Voss stainless steel litter bin; Voss cycle rack ; Black basalt benches.



Existing Road Section



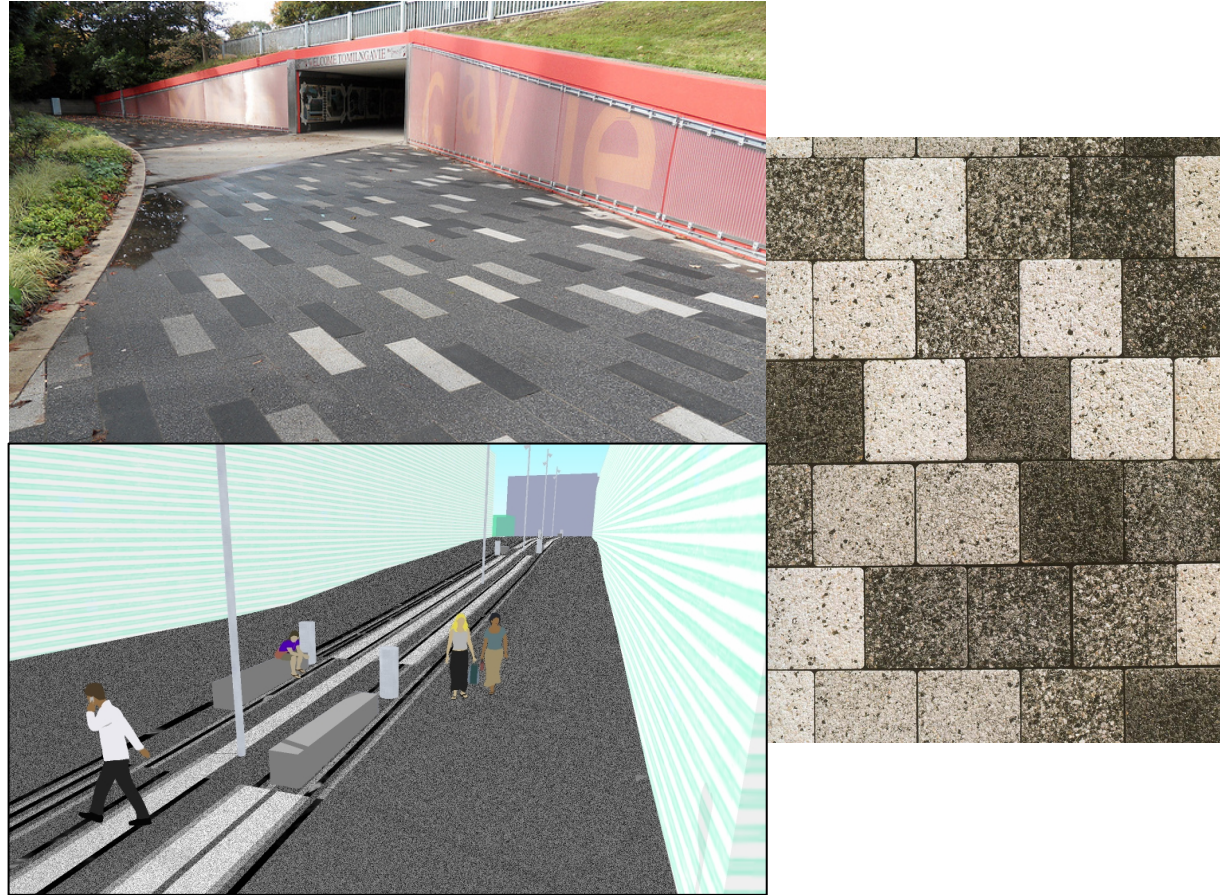
Proposed Road Improvements Typical Section through Curzon Street



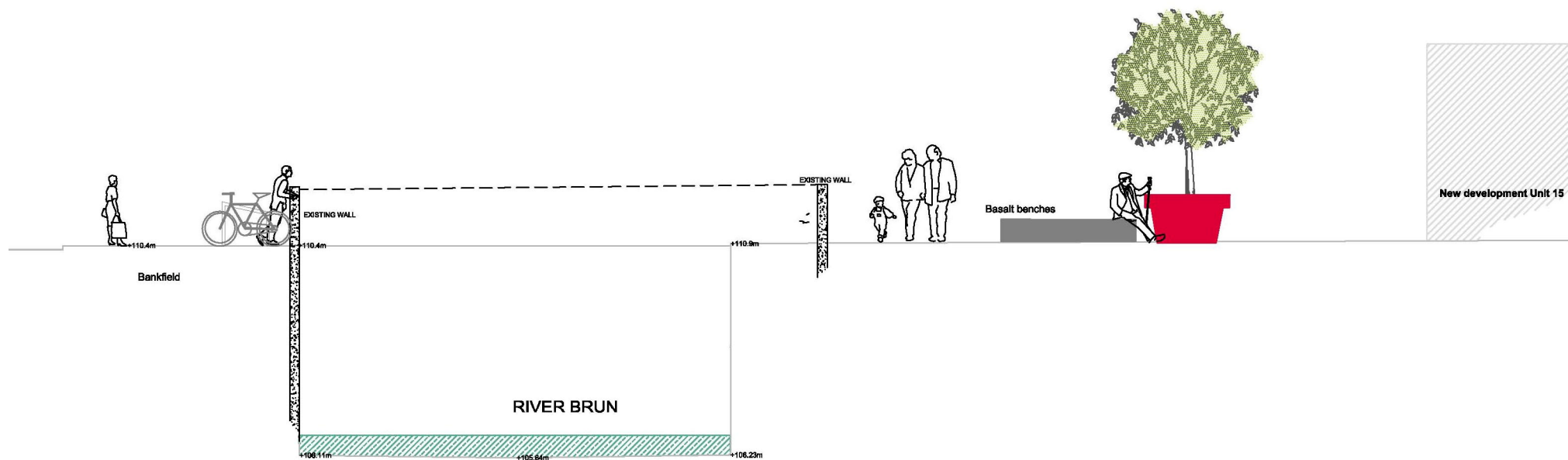
Stephen Martlew Landscape Architecture
 Unit 2, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100
 Telephone 0161 277 3000 Mobile 0161 277 0107

DRAWING TITLE	Curzon Street: Typical Proposed sections	
DRAWING NO	000002	
PROJECT	CURZON STREET, BURIALITY	
CLIENT	Henry Road Developments Ltd	
SCALE	Not to scale	REVISION
DATE	November 2010	REVISED February
DRAWN	js	CHECKED SM

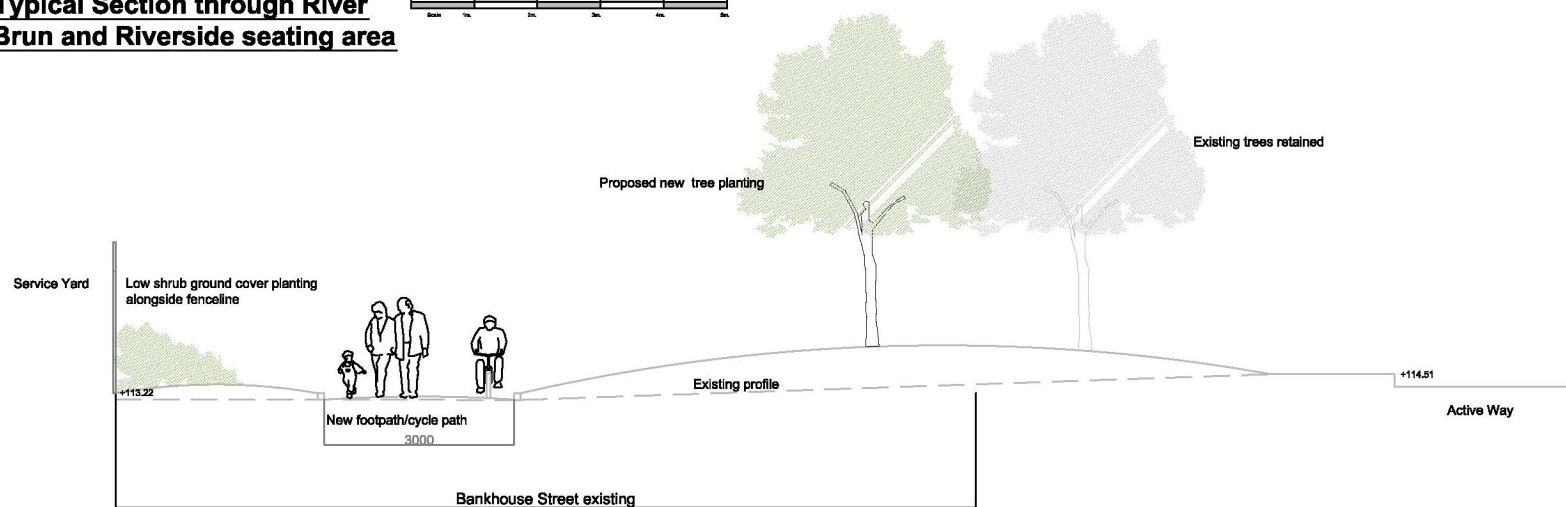
Paving to Curzon Street: Precast Kellen paving with reclaimed granite setts and granite kerbs laid flat



Proposed paving to shopping mall Kellen pre-cast paving and setts on Curzon Street



Typical Section through River Brun and Riverside seating area



Proposed Section through Bankhouse Street



Stephen Martlew Landscape Architecture
Unit 2, 60 LIND STREET, BURNLEY
TELEPHONE 01493 557 3333 FAX 01493 557 3333

DRAWING TITLE	Typical Illustrative Proposed sections		
DRAWING No	0806/03		
PROJECT	CURZON STREET, BURNLEY		
CLIENT	Henry Boot Developments Ltd		
SCALE	Not to scale	REVISION	
DATE	November 2010	REVISED	
DRAWN	JK	CHECKED	SM



Existing view along Bankhouse Street and Curzon Street/Existing Stone Wall-existing brick walls along Bankhouse Street.



Options for new boundaries :rebuilt stone masonry walls-re-faced repaired brickwork/Steel security fencing Orsogrill Louvred panels and gates(Talia) Orsogrill steel grating fence (Pleione)

Curzon Street/Bankhouse Street Boundary options.