Design and Access Statement

Prairie Sports Village
Windermere Avenue
Burnley BB10 2AE
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1. Introduction

1.1. The project is to provide a new multi-function sports pavilion that will be fit for purpose; not only in accommodating changing rooms for the football pitches but also providing a comprehensive facility for users of the different sports on offer at the Prairie Sports Village. The project will support an increased range of sports. Club and sports development is a priority feature of the scheme.

1.2. This Design and Access Statement accompanies a planning application for replacement of the existing pavilion, renewal of the existing all weather pitch and the facilities required to create a golf driving range.

2. Assessment

2.1. Local Context.

2.1.1. The site is located approximately 2 miles north of Burnley town centre on the main A682 road between Burnley and Nelson.

2.1.2. The catchment area population is 40,000 within 1.5 miles, 120,000 within 3 miles and 161,000 within 5 miles.

2.1.3. Prairie fields as a whole totals 16.3 hectares (40.3 acres) and includes 5.42 hectares (13.4 acres) subject of the planning application.

2.1.4. The site lies in Green Belt on the border with the neighbouring borough of Pendle, making it ideally located for a catchment area across the two neighbouring boroughs. Although Green Belt the area is largely residential in character especially to the south and east. The site is flanked on the east-side by the main road between Burnley and Nelson, on the south-side by Windermere Avenue, on the north-side by the Preston to Colne railway and on the north-side by woodland. Adjacent leisure facilities include
allotments and on the far side of the railway the Leeds-Liverpool canal and Reedley Marina.

2.1.5. The site contains 10 grass pitches, a redundant pitch (due to poor drainage) and a fenced all weather pitch, is largely laid to grass and affords open views both across and from within the site. There are several important groups of trees around and within the site and relevant to the application are the rows on either side of Windermere Avenue, the parallel group forming the northern side of the proposed driving range and screening the majority of the playing fields and also mature trees around three sides of the all weather pitch. Although the trees on Windermere Avenue offer a substantial screen there are nevertheless vistas and framed views in the gaps and beneath the tree canopy.

2.1.6. Consultation with neighbours carried out during the preparation of proposals in late June 2013 confirms that the site has been a local nuisance for some years as it is often broken into and used by travellers, there is an annual funfair and because vehicular access is restricted to deter travellers some car parking at weekends takes place on the road.

2.1.7. Although primarily used for field sports such as football, rugby, cricket, archery and American football, by people from throughout Burnley and adjacent boroughs the site clearly also serves a casual leisure function for local residents.

2.1.8. There are two rights of way adjacent to the site neither of which are affected by the proposals.
2.2. History.

2.2.1. The site as a whole along with the extensive allotments in the south eastern corner are all owned by Burnley Council even though borough’s boundary with Pendle bisects the site. It is not now known how the site was acquired but it is thought to have been a straightforward purchase in the 1950’s and bought without any unusual restrictions.

2.2.2. The site was laid out as playing fields soon after purchase including the all weather pitch and is remembered by local people who played on it 20 or 30 years ago.

2.2.3. The existing buildings appear to have been carried out in two stages the dates of which are unknown but were probably 1960s and 1980s. The first stage was originally a large changing room, the interior of which is now stripped out and only partly used for storage of goal nets and archery butts. The second stage was more extensive and wrapped around the first building, the form of construction was a temporary light-weight structure and although still used is beyond its economically useful life.

2.2.4. Planting was carried out on part of the application site in 2000 as part of ‘The Forest of Burnley’.

2.3. Site Information.

2.3.1. Measured Survey including trees. A topographical survey has been prepared and is included as one of the application drawings. Trees and planting groups have been surveyed and recorded by the council’s Tree Officer and his findings and recommendations are including on the drawing. It
is proposed that some trees are to be removed and these are shown on the
drawing along with those to be retained.

2.3.2. Ecology. The council appointed Ribble Ecology to look at
building to be demolished and the area of the proposed driving range. This
report is included in full as appendix one. In conclusion the report found that
‘there are ecological considerations in relation to the planning proposal for
sport enhancement of the site, but the change of use of the land is feasible
provided that mitigation and compensation measures are applied.’ These
measures are detailed in the report and include precautionary protection of
breeding birds, precautionary protection of bats (there is no localised habitat
value for roosting bats), protection of roots and canopies of shrubs and trees
and precautionary protection of brown hare and hedgehog. A number of
additional considerations relating to lighting, planting and grassland habitat
management are also made.

General view of proposed driving range area - Windermere Avenue is on the right and the
woodland to be retained on the left. The earth mound in the centre of the photograph will be removed to
return the ground to nearer its natural levels.

2.3.3. Acoustics. The council appointed Red Acoustics to report on
acoustic issues relating to the proposed driving range in particular noise from
golf ball picking machines and the noise of hitting the ball in the practice bays.
This report is attached in full as appendix two and advised that the proposals
created little adverse affect on neighbours in Windermere Avenue and that a
sound baffle should be incorporated in the proposals at the south end of the
proposed bays. The proposals have not only incorporated this
recommendation but have also located the bays slightly further away from
Windermere Avenue and it is proposed to incorporate sound deadening pads
in the nets which will sub-divide each practice bay.
2.3.4. **External Lighting.** The proposals include for replacement of existing floodlighting associated with the all weather pitch; modern fittings will be selected that improve light spillage and reduce sub-urban and Green Belt light pollution. The Mechanical and Electrical Consulting Engineers have designed the range lighting in consultation with specialist lighting manufacturers and their proposals are included in the application. The principle of design is that the light fittings will be fitted at ground level and given a low angle of light sufficient for the ball trajectory and landing position to be seen. The hours of use will be 7.00am to 9.00pm and the lights will only be used between those times.

2.3.5. **Soil Investigation.** Although not specifically required for the planning application a detailed soil investigation has been carried out which confirms the presence of good stiff clay and no special ground contamination issues. A full copy of this report is attached as appendix 3.

2.4. **Brief.**

2.4.1. **Aims.** Central to the project is the provision of a new sports pavilion to encourage a more diverse participation in football. The renewed 3G pitch will rejuvenate the complex and put it back into the centre of local amateur football, creating a valuable resource not just for training purposes but also as a four season playing surface.

In terms of growth and retention the facility will serve Burnley Football Club’s Community Section, which will target 3 key areas of growth: disability; women and girls; and an advanced coaching centre for juniors.

By the creation of a golf practice and training facility, Prairie Sports Village will assist English Golf Union in achieving its community objectives by providing excellent affordable facilities that are easily accessible for golfers and those new to the sport without the perceived barriers sometimes attributed to the traditional game; cost, time, equipment etc. The centre will provide a comprehensive adult and junior coaching programme with specific targets to encourage more female participation.

Teaching facilities on the Council’s municipal course are very limited and it is known that many travel out of the borough to obtain tuition – either at Lee Valley practice range or at Rossendale Golf. Burnley Golf Centre is not a commercial operation, it will be owned and operated by Burnley Borough Council and will generate revenue to support subsidised sports activities on the site such as grass football. Locating the driving range on this site has a number of advantages;

- Access – the site is within a ten minute drive of Junction 11 of the M65 in Burnley and Junction 12 at Brierfield Pendle
- The site is on the Burnley side of the Burnley/Pendle boundary therefore maximising its catchment area.
- The site is situated just off the main Burnley to Nelson Road and is highly visible from this route.
- As part of the Prairie Sports Village the driving range will have good exposure to all visitors
- Replacement of the original pavilion offers and ideal opportunity to build in the practice bays as part of a new shared sports pavilion.
• Existing trees on Windermere Avenue and the back drop of existing woodland form a natural visual boundary which will complement necessary high level netting.

2.4.2. Grass Pitches. The main ten pitches are well maintained and in good condition following substantial drainage improvements carried out with funds made available by the Football Foundation. Further drainage improvements in the form of sand/gravel banding and the additional revenue generated by the sports village will enable maintenance standards of the pitches to be continued. There was an eleventh pitch alongside Windermere Avenue but this was abandoned some years ago as it proved difficult to maintain due to bad drainage.

2.4.3. All weather pitch. The existing all weather pitch is in poor condition and is now not useable other than for activities such as the annual fun fair. The proposals include re-surfacing in a ‘Third Generation’ or 3G all weather pitch which is an artificial turf with a rubber crumb dressing and maintained by regular brushing with a small machine similar to those used on the driving range.

2.4.4. Pavilion. The existing building provides 22 changing rooms and male only communal toilets and showers and it is therefore not suitable for girls/ladies sport. Although still used the building is in poor condition and as a whole not suitable for repair and restoration due to the type of construction. It has not been possible to replace the building wholly by grant assistance and therefore it is essential that an approach is found that will enable replacement whilst providing sufficient income to support the capital investment and ongoing sustainability of the site. Alternatives have been considered and the resulting project is considered to be the preferred option for achieving this. The brief for the building is changing facilities for up to 16 teams but now reduced to 12 to 14 because this is the maximum number that the project can afford to build and because this number will meet the normal maximum demands for pitches, a 24 bay golf practice range, a gym, a multi-use studio, reception, small retail area incorporating club fitting/testing, lounge with vending machines and toilets.

2.4.5. Sports Provision.

• Football including renewed 3G floodlit pitch, BFC Women and Girls Centre, BFC Advanced Training Academy. Disability including amputees training centre. Club base. Ten grass pitches for fixtures.
• American Football (Burnley Tornados)
• Rugby League
• Golf practice range, coaching academy with private bays and swing analysis technology. Chipping and putting practice area.

2.5. Planning Policy.

2.5.1. Existing Use. The whole of the site is currently used for recreational purposes and a change of use application is not required including in respect of the driving range (but consent is required for material
operations in connection with the range including fences over 2.0m, lighting and earth re-modeling other than reseeding etc).

2.5.2. **Green Belt.** The whole site lies within green belt. Replacement of outmoded buildings is seen as to be permitted by national policy provided that the building is of a similar scale and use to existing otherwise special circumstances have to be shown. The building footprint is smaller than existing, the overall area and volumes are larger but as the building will nestle into the ground the overall impact on the character and openness of the greenbelt will be minimal. As the existing buildings comprise changing rooms and a sports hall the new building has a very similar use with a few additional areas such as a lounge, small retail area and driving range bays.

2.5.3. **3G All weather pitch.** The proposal to re-surface the pitch does not require consent as no ground re-modeling will be required. The existing floodlighting will be replaced at the same height and position as existing but the new lamps will have better cut off angles than before and contribute less to light pollution. As the proposed wire fences are over 2m in height planning consent is required for this element of the work.

2.5.4. **Specific Policies Relating to the site;**
- Policy E26 – Development in the green belt.
- Policy E27 - Landscape character and local distinctiveness in rural areas and green belt.
- Policy CF1- Protection, enhancement and replacement of playing pitches
- Policy CF3 – Protection of existing public parks, informal recreation and other areas of open space

2.6. Consultation.

2.6.1. The council consulted with the local community, elected members and the local press in late 2012 following which it was decided to proceed to the design stage of the project and early consultation with funding bodies. This process resulted in an agreed brief to the design team.

2.6.2. A consultative meeting between the architect, planning officer and Highways officer from Lancashire County Council was held on 13th June 2013. A brief summary of the planning policy situation as outlined in section 2.5 above was agreed.

There was considerable discussion regarding highways issues particularly parking provisions, encouraging use of public transport, use of low level range lighting and highway safety in respect of golf balls. These issues are addressed in detail later in this report.

The need for various supplementary reports was discussed and these are referred to in section 2.3 and included where appropriate in the appendix to this statement.
2.6.3. A press notice and letters to nearby residents and other interested bodies lead to a public consultation in the existing building on Thursday 20th June 2013. Drawings of the proposals as they stood at that time were on display and council officers and the architects were available to explain the proposals. The event was well attended and about two thirds provided written comments which have been transcribed and attached in full as appendix four.

Several themes emerge from the comments;

- The site has become a nuisance because of repeated use by travelers and an annual fairground and therefore a more managed approach to the use of the site was generally welcomed.
- There were no adverse comments regarding the design of the building other than from a member of the football league who felt that there should be more changing rooms. It is understood that this matter has been addressed by council officers in their regular meetings with the football development group which brings together different bodies.
- There were concerns from the allotment holders about broken glass from balls and the range will use 80% resilient balls and fencing which will make the allotments impossible to reach.
- There were very few adverse comments regarding the golf range as an activity but there were a number of questions about what it would look like particularly in respect of nets.
- The proposals at that stage included additional tree planting to augment the existing substantial rows on both sides of Windermere Avenue and most residents seemed to resist that idea as they felt that this would detract from their existing visual amenity and add to leaf nuisance in the autumn.
- There were comments about car parking on the road which it was felt occurred because site access is restricted to prevent unauthorized use by travelers. The council has already taken steps to improve this by introducing height restriction bars to prevent access by vans and caravans.
- There was a general understanding that as the building would be in use from 7.00am to 9.00pm the site as a whole would be better managed and much of the nuisance experienced would therefore be reduced.

2.6.4. Shortly after the consultation the Quantity Surveyor advised that the proposals were likely to be over budget and a process of redesign has taken place. As a result the building is slightly smaller and repositioned further from Windermere Avenue. The driving range has been re-aligned to further reduce the likely-hood of stray balls entering the highway, ball netting design has been re-considered, the proposal for additional tree planting adjacent to Windermere Avenue has been removed and there are now
proposals for improved habitat management in triangles formed by the pitches alongside the boundary with the railway track.

2.6.5. Council Officers propose to call a further public consultation in a similar format in the period two or three weeks after the planning application has been made.

3. Proposals.

3.1. Evaluation.

3.1.1. Scale - Planning Policy E26. The buildings to be demolished are single storey and just over 830 sqm measured externally. The proposals amount to 1,173 sqm over two floors not including external paving and balcony to be used for golf driving. The councils adopted local plan and the National Planning Policy Framework both provide for replacement of buildings within the greenbelt, extensions and new buildings that are essential to support sport and recreation activities all of which apply in this instance. Central to both policies is that the replacement building should not detract from the openness of the green-belt. The design nestles the building into the sloping ground so that it appears as a modest single storey building from both Colne Road and Windermere Avenue. The views from the sports fields are partly obscured by the woodland to be retained and where visible the appearance will be modest and importantly will not project above the skyline due to the rising ground and backdrop of trees.

3.1.2. Landscape Character – Planning Policy E27. The planning application relates only to the existing all weather pitch, unused grass pitch and existing building and therefore the openness of the main grass pitches and the tree lined boundaries in the main site area are not affected by the proposals. Existing trees on Colne Road and Windermere Avenue are not affected by the proposals and will not be augmented by additional planting to reflect opinions expressed by local residents. The mature area of woodland forming the northern boundary of the proposed driving range forms an important landscape feature and habitat and will be retained, several important trees identified by the tree officer will be protected by netting to avoid branch damage and disturbance of nesting birds.

A number of trees, indicated on the tree survey, were planted to screen the existing buildings and will be removed. There are several immature plantations at the western extremity of the driving range that were planted in 2000 as part of the Burnley Forest, one of these areas indicated on the plans will be removed and replaced in one of the triangular areas between the pitches and railway track as shown on the Master Plan.

The proposals include a number of new fences;

- Around the to be re-surfaced all weather pitch this fence will be 3m high on the long side of the pitch and 4.5m high on the short sides to prevent footballs entering the highway and adjacent properties. This area has
always had metal railings and is surrounded on three sides by dense planting and steep slopes particularly up to the boundary with Colne Road where fences will be below eye level. The fence will be plastic coated wire mesh and robust enough to stop footballs and nevertheless will allow views across open aspects of the site in this area. It is therefore not considered that this fence will detract from the openness of the greenbelt.

Detail of Duex 868 green powder coated fencing proposed for the all weather pitch.

- The main existing metal railing on Windermere Avenue will be retained as a safety measure to prevent people entering the ball landing area. This will be augmented by ball netting set about 10m back from the road boundary and at other locations as indicated by the drawings. The netting will have approximately 25mm holes and with a 2mm man-made fibre mesh. Such netting is available in a range of colours but experience has shown that black tends to me the least visible even against the sky but especially when there are tree backdrops as on this site, green is an alternative but this is always more obvious than black, white or clear netting (usually used for fishing) is less durable and can therefore become unsightly and has been found to be the most visually intrusive material especially when seen against trees. The nets will be at varying heights of up to 18m high following consultation with the council’s golf professional. Samples of the netting will be erected on site during the next public
consultation. Alternatives designs have been considered including a chevron arrangement but it is considered that a straight forward approach with the main nets parallel to the road will afford the least obstruction to the vistas through the trees.

Typical golf netting – tubular posts are usual up to 12m and lattice for taller. Prairie Sports Village nets are generally in front of trees which will further improve the visual impact – the mesh used here is black.

- There is the need for safety fencing in some parts of the scheme as shown on the drawings and these will comprise green powder-coated post and mesh fences less than 2metres high.
- Lighting. The all weather pitch has been floodlit for several decades, the proposals include for replacement fittings which will improve energy use and control direction to minimize light over-spill and reduce light pollution in the green belt. Lighting will be incorporated in the driving range and proposals are included in the application set. The design is for floor mounted directional luminaires to reduce light spillage and potential glare on Windermere Avenue. The design includes an assessment of light spillage and in addition both sides of the range are screened by trees which will further reduce the lighting impact. There are no proposals to illuminate any of the remaining grass pitches. The proposals also remove any chance of glare from light fittings affecting drivers on Windermere Avenue.
3.2. Golf Balls - Highway Safety. Consultation with Lancashire County Council’s highways lead to a requirement to demonstrate that highway safety on Windermere Avenue had been carefully considered in respect of golf balls entering the highway and also glare from floodlighting as described in the preceding paragraph. The following safety measures have been incorporated into the proposals and will inform the management procedures for the scheme when it becomes operational;

- **Bay Alignment.** The proposals are for 24 bays including two larger teaching or group bays located furthest from the road. 15 bays will be located at lower floor level and the 6 nearest Windermere Avenue will be angled to play away from the road. 9 bays will be positioned at the upper level and these will be located as far as possible away from the road.

- **Bay Netting.** Side netting will be located in each bay and project forward of the tee so that the angle of shot can only be played well within the ball landing area. There will either be a roof or floor above the bays and this will stop complete miss-hits albeit that those shots do not travel more than a few yards.

- **Side Netting.** Although the in-bay netting will keep properly hit shots within the driving range, including shots deliberately aimed at the road it is possible for balls to curve to one side or the other due to spin. For a right handed player a curve towards the road is called a hook and towards the playing fields a slice. Sliced balls can travel considerable distances due to the angle of the club whereas hooked balls can only have a low trajectory and therefore range. For left-handed players a shot curving towards the road would be a slice and could therefore be fairly high as it approaches the boundary. The side netting is therefore designed for this possibility.

- **Length.** The side netting alongside Windermere Avenue will cut across the far end of the range at full height for about 20metres where it will completely block the western extremity of the road from a very powerfully hit ball. Golf range balls will be used and these have a specific elasticity to ensure that balls cannot be hit out of the playing area. In this case 80% balls will be used and these will first hit the ground at 184 – 207metres after which they bounce at a very low height due to be contained with low height netting at the extreme end. Players will not wish to use their own balls as they will not get them back.

- **Design.** Some ranges are devoid of any ‘natural’ golf course features and this tends to encourage players to go for long shots all the time. This range will incorporate humps, hollows and different grass lengths to emulate a golf fairway and it is believed
that this will encourage practice of shorter shots; an important feature of golf training as most shots on a full course are medium and short and only 25% are full length shots.

- **Misbehavior.** With the safety measures in place the only means of hitting a ball into the road would be by deliberate misbehavior by playing from a position forward of the tees. Such behavior will be simple to spot either on the proposed CCTV system planned for the building or by the golf professionals who will be based at the building and will be supervising activity.

These proposals have been prepared by the architects for the project who have worked closely with the council’s golf professional who has stated;

‘As a fully qualified PGA Professional I have worked for Burnley Borough Council for just over 9 years and prior to that, from leaving school I worked for 14 years at golf courses with driving ranges. My very first duties as an apprentice were collecting range golf balls from inside and outside the field. I have also taught golf for 21 years and seen golf balls hit in every direction imaginable. Over the last few months I have liaised closely with David Chapman and Paul Foster (Burnley Borough Council) on the design and safety of the Prairie project and visited the site many times. I am satisfied that the plans submitted are thorough in every respect and that safety has been the priority throughout.

The fencing, bay netting, targets, management and golf balls have all been carefully considered as well as lighting and acoustics. We have looked at golf ball flight dispersion with different clubs and by both right and left handed players, affect by wind, the psychology of the right targeting (so users aim where we want them to), and ensuring that the staff monitor and manage the use of the facility to maximize safety.

The driving range will provide a fantastic opportunity to schools, colleges and many other groups and individuals to develop the skills to play this fantastic sport. Towneley Golf Club at Burnley Council’s Towneley Golf Course has recently secured funding from Sports England to help particularly target youngsters and get them involved in playing golf. The Driving range will unquestionably facilitate this by providing the most important first stepping stone for many people.

I am satisfied that the proposed driving range is well designed and safe.

James Major  PGA Professional, Towneley Golf Course.”
Lancashire County Council has asked for details of driving ranges located adjacent
to roads as a comparison with the proposed design, images are from Google.
Ranges tend to be from the Manchester, Cheshire, Merseyside area as there are few
facilities along the M65 corridor in Lancashire;

**Bannel Golf Range, Chester Road, CH4 OEW**

Although an urban location this range is located between the A5118 to the south in the aerial view and
Bunnel Lane to the north. Both roads have a 60mph speed limit and are apparently devoid of net
protection.
Clarkes Golf Centre, Mill Lane, Rainford, WA11 8LN

This complex comprises a large driving range and 9-hole practice course alongside the A570 dual carriage way between Ormskirk and St Helens with speed limits of 70mph. There are no nets alongside the driving range on the right of the lower picture but there is a change of level and planting has matured since the photograph was taken at completion in 2009.
This range is part of a large golf complex adjacent to the A569 in St Helens with the ball landing area, protected by nets and screened by trees only 20m from this important link road. Fences shown are less than 12metres high.
3.3. Building Design.

3.3.1. The proposed accommodation comprises the following;

- 12 team changing rooms located on the lower level and intended primarily for grass pitch users.
- Officials changing area.
- Club storeroom to be sub-divided as required by the various clubs
- Grounds-keeper’s store for ball pick up machine and 3G maintenance equipment
- Reception including office and assessment room
- Gym and dedicated changing area
- Lounge with refreshment vending
- Multi-purpose room
- 24 golf driving bays

There are facilities for disabled persons throughout the building. It is envisaged that team wheelchair sports will take place in the council’s indoor sports facilities as grass and 3G all-weather pitches are not suitable for wheelchair use. One of the aims of the project is to encourage use of the facilities for those with mobility problems but not reliant on wheelchairs including amputees. Wheelchair users will be encouraged to participate in other activities including golf, the gym and activities centered on the multi-
purpose room. Archery already takes place using the existing facilities and this is one of the sports that may be developed and is particularly suitable for wheelchair users.

3.3.2. Options for the general arrangement of the building were explored including single storey and these were found to be unnecessarily sprawling and difficult to accommodate in the gap between the access point, trees and car-park. The adopted two story approach, with the ground floor lowered into the sloping ground creates a building of modest massing particularly when seen from Colne Road and Windermere Avenue. The elevation facing the driving range will be two stories to accommodate the driving range bays.

View from driving range, the bays on the right side of the building nearest Windermere Avenue will be set behind stone filled gabions retaining the proposed putting green. The wall will incorporate an acoustic fence to deaden the impact noise of balls as recommended by the acoustics consultant.

3.3.3. The building form adopted is a simple angular form with a mono-pitch roof and exposed structure. Walling materials will be a rough textured coloured concrete block at lower ground level to be vandal resistant and durable. The first floor level will be aluminium framed glazing with stained wooden infill panels. Roof coverings will either be a light grey coated profiled metal or light grey high performance membrane the final choice to depend on budget. Samples of all materials will be provided for final approval after consent is given. Interior materials will be robust and easy to clean as field sports tend to create significant dirt within the building.
Interior view of lounge. The proposals are intended to encourage junior sport where parents will often drop children off. The lounge will afford views over the renewed 3G pitch and in the far window distant views extending to Pendle Hill.

4.1. The site has operated for many years and there are therefore no fundamental transport issues created by the proposals other than whether the use of the site becomes more intensive because of the proposed new activities created by the building.

4.2. Travel Plan. If planning consent is granted it will be a condition that a Travel Plan is prepared. These plans are intended to inform staff and service users of alternative transport means to and from the site and to encourage means other than the use of cars. Such alternatives, in this instance, could include increased car share, use of mini-buses especially for visiting teams as well as walking, cycling and public transport.

4.3. Walking and Cycling. Although Greenbelt the site is essential in a suburban setting in close proximity to housing as seen by the 1.5 mile catchment of 40,000 people. The playing fields also offer informal leisure activity for walkers including those with dogs and the proposals will not affect this access. A covered cycle store area is identified on the drawing which will make use of an old hard-standing.

4.4. Motorcycles. A dedicated area will be set aside for motorcycle parking.

4.5. Public Transport. There are several bus routes on Colne Road and bus stops adjacent to the site within 70 metres of the site entrance on the north bound side and about 150 metres on the south bound side. Both stops are within 3 or 4 minutes walk and it is therefore considered that these are so close that little opportunity exists for improvement.

4.6. Cars and parking. As currently laid out the car park will accommodate about 115 cars and it is considered that with re-planning this can be increased to 128 plus 4 spaces for mini-buses. Parking is permitted on the road side in Windermere Avenue and this is not included in the considerations described below. In the past the car park has been used as an overflow or park and ride for the hospital but this ceased several years ago.

It should be noted that grass playing pitches can only be played on 3 or 4 times per week especially in the middle of winter because of wear and it is therefore necessary to have 10 pitches even though only 12 to 15 games a week take place to allow damaged pitches to recover. It is therefore not the number of pitches that generate peak football activity.

The different sports activities will generate traffic at particular peaks during the week and at different times of the year; Junior football tends to take place on Sunday mornings when site staff have noticed high levels of car sharing as parents bring groups of children in their cars (as many as four per car), senior football peaks on Sunday afternoons. Site staff have assessed that senior teams tend to arrive in 5 to 7 cars giving a total of 11 to 15 per game including officials – there tend to be no spectators, junior teams tend to use less cars and their parents spectate. It is anticipated that between 4 and 6 matches will be played.
each Sunday afternoon Therefore parking demand will range from 60 - 90 on two occasions a year. The junior and senior leagues do not overlap and there are no periods when both leagues are present on the site. The new building will only allow six matches at any one time and the Travel Plan will encourage alternative means of travel so it seems reasonable to use a figure of 60 to 90 as a normal peak demand for both Sunday mornings and afternoons.

Demand for five-a-side facilities on the other hand is increasing and the peak periods are early evenings Monday to Thursday with little demand at weekends. Use is not seasonally affected. Parking demand would be about 5 or 6 cars per game, total 15 to 18 during weekday evenings, dropping to 7 to 9 on Sunday.

Golf ranges and gymnasiums tend to have their peaks at similar times; Monday to Thursday evenings are the highest and weekend demand tends to be mornings with a sharp drop off in the early afternoon. It is estimated that golf could generate 1.5 cars per bay on weekday evening peaks (36 total) and a similar amount on Sunday mornings dropping to 24 on Sunday afternoons. Gym activity could generate about 20 parking spaces on weekday evenings dropping to 10 at weekends and less on weekend afternoons.

Other facilities in the buildings such as the retail area and lounge will only be used by sports participants and will not generate separate visits.

In view of the known pattern of demand it is considered that two parking peaks will be generated one on Sunday morning during junior football and the other on Sunday afternoon during.

Summary –

Sunday Mornings September to May

<table>
<thead>
<tr>
<th>Facility</th>
<th>Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grass Pitches</td>
<td>60 to 70.</td>
</tr>
<tr>
<td>3G pitch</td>
<td>7 to 9</td>
</tr>
<tr>
<td>Golf</td>
<td>36</td>
</tr>
<tr>
<td>Gym</td>
<td>10</td>
</tr>
<tr>
<td>Total</td>
<td>113 to 125</td>
</tr>
</tbody>
</table>

Sunday Afternoons September to May

<table>
<thead>
<tr>
<th>Facility</th>
<th>Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grass Pitches</td>
<td>60 to 90.</td>
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</tr>
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<td>Golf</td>
<td>24</td>
</tr>
<tr>
<td>Gym</td>
<td>10</td>
</tr>
<tr>
<td>Total</td>
<td>101 to 133</td>
</tr>
</tbody>
</table>

It is therefore concluded that car parking on site will be adequate for most Sundays between September and May; there may be pressure a few times a year when there are six matches. For the remainder of the year including,
weekday evenings parking provision will be more than adequate. The required Travel Plan will provide a platform for regular monitoring of parking demand and encouraging alternative means of travel.

As the site will be managed between 7.00am and 9.00pm and locked at night use of the site by traveler’s vans and caravans will be effectively prevented and a source of nuisance for local residents removed.

4.7. **Disabled Persons Car Parking.** Included within the parking provision are 10 spaces for disabled persons and it is anticipated that these will be used by disabled persons with sport participant passengers as well as disabled users of the gym and other facilities. In addition there are 4 mini-bus spaces which can be used by specialists providing a service for disabled persons. For example many charitable organizations provide adapted mini-buses for their disabled service users.
5 Appendices. Pages not sequentially numbered after this point.