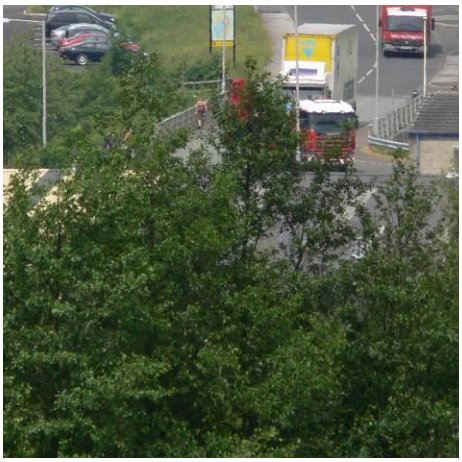
Local Plan for Pendle



Lomeshaye Development Brief

July 2018

Borough of Pendle

Index

Part 1

Part 2

Part 1

Lomeshaye Development Brief

1 Introduction

1.1 Pendle is a diverse Borough. It has a history heavily influenced by the industrial revolution facilitated by the construction of the Leeds and Liverpool Canal and then the railway. Wet also have unique and diverse high quality landscapes some of which are of international importance for their ecology.

1.2 One legacy of the industrial revolution is a high proportion of terraced housing concentrated heavily in the main towns of Colne, Nelson and Brierfield. We have a mixture of older industrial sites often located in these residential areas next to the housing that grew up to support them. Alongside these we have a small number of more modern industrial estates which support industrial buildings designed to cater for the modern needs of industry.

1.3 We have a household formation rate which is above that which would be generated by population alone, the increase driven by higher than average occupation levels in our existing housing stock.

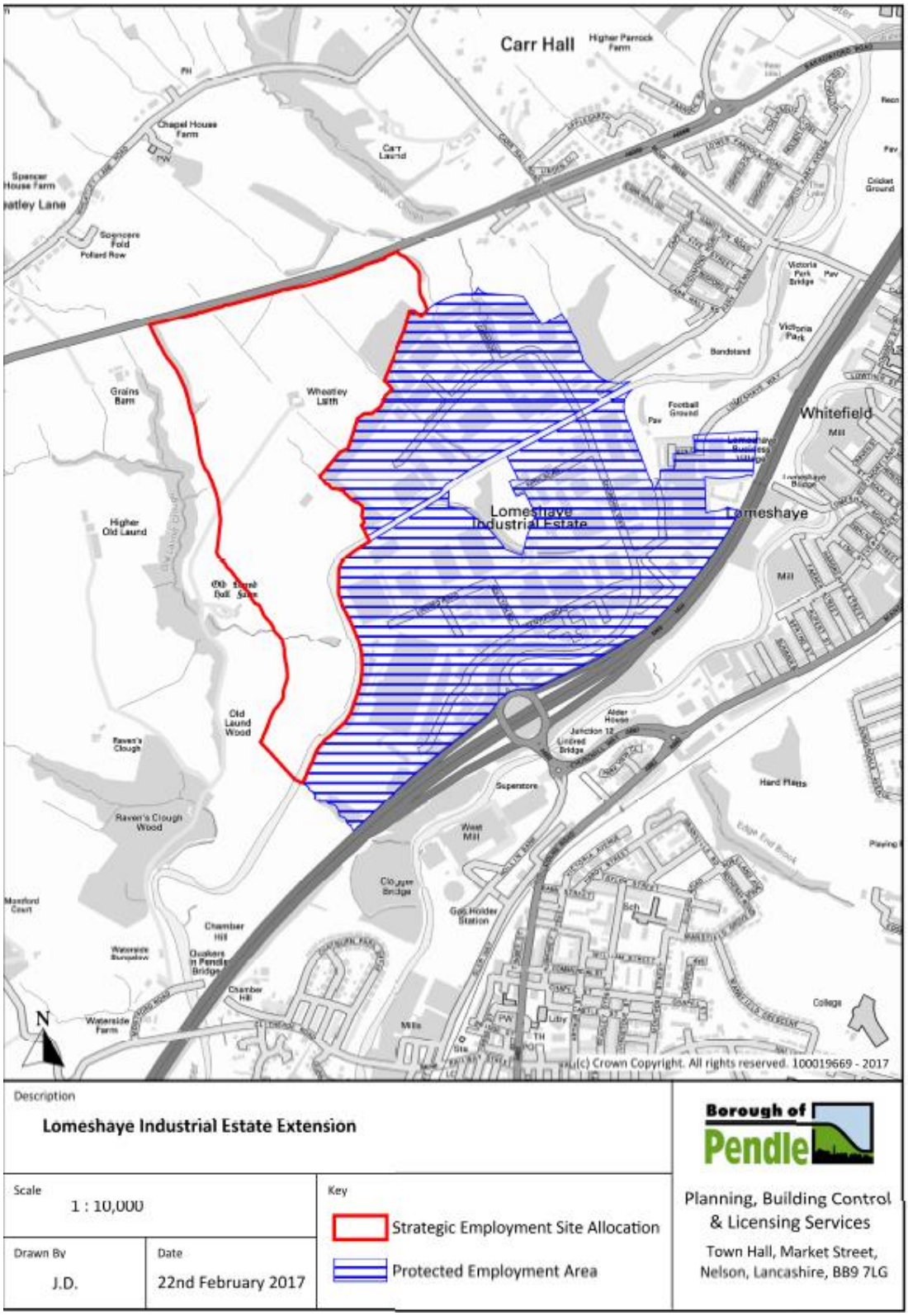
1.4 The development needs and key sites that will meet that need have been looked at in the preparation of the now adopted Core Strategy Local Plan Part 1 ("the Local Plan"). This is sometimes referred to as the Core Strategy. This was independently examined by an Inspector appointed by the Secretary of State who found the Plan to be sound and appropriate for the Borough. The Local Plan identified the need to allocate a new industrial site serving the Borough but located close to the M65.

1.5 A detailed appraisal process led to one main new employment site being identified. This site is an extension to the existing Lomeshaye Industrial Estate. The Local Plan allocated the site under Policy WRK 3, changing its designation form Green Belt to Employment Land.

1.6 This brief will not examine the merits of Lomeshaye for an employment site. The principle of developing it has already been established through its allocation in the Local Plan. There is however a need to ensure that the site is developed out in a way that takes into account the sites individual characteristics and the landscape in which the site sits. This design brief will set out the design parameters that the development of the site will be expected to follow, taking into account issues such as landscape, known constraints, ecology etc.

2 Site Description and Phase 2 Area

2.1 The site is located in a strategic location serving the whole of the M65 corridor and the West Craven Towns. It sits immediately adjacent to the existing Lomeshaye commercial site between the M65 motorway and the A6068. The overall extent of the Local Plan allocation is shown on the extract from the adopted Proposals map is shown below.



2.2 From the boundary with the A6068 the land is relatively flat falling in a generally north west to south east direction. This is the more visible part of the employment designation in the Local Plan. Beyond the farmhouse the land is at its steepest and this second broad topographical area falls steeply towards Pendle Water to the south.

2.3 The most southerly part of the site is located next to Pendle Water. It is generally flat at the southern end but gradually increases in gradient towards the middle section of the allocated land.

2.4 Planning permission has been granted in outline to develop the lower area for employment uses. It was granted on 13th M<arch 2018 under reference 17/0672/FUL. This design brief will therefore not deal with the part of the site with planning permission not the steeper central part of the site which is not proposed to be developed with industrial units. This Development Brief will deal with the upper section of the allocated employment land as shown in part 3 of the Design code found at part 2 of the Brief.

3 Planning Policy Context

3.1 As detailed at 1.5 above the land is allocated as Employment purposes in policy WRK3 of the adopted Local Plan. The principle of development has therefore already been established and need not be discussed further in this document.

3.2 Policy WRK3 does however require other design features to be incorporated. These are:

- Adequate connection by a new road to the primary road and motorway network and be accessible by public transport, walking and cycling
- Have a high quality landscaping scheme which incorporates and enhances, as appropriate, natural environmental features
- Addresses any potential environmental impacts as set out in Policy ENV1

3.3 Policy ENV1 sets out the approach to protecting and enhancing the natural and historic environments. The development of the site, guided by this Development Brief, must protect and enhance the biodiversity of the Borough in a manner appropriate to its assets. Phase 2 has no environmental designation but lies immediately east of the Old Laund Clough Biological Heritage Site. This is ancient semi-natural woodland occupying a steep sided ravine.

3.4 ENV1 sets policies to safeguard and enhance areas subject to national landscape settings. The site is not in any designated area but the Forest of Bowland Area of Outstanding Natural Beauty (“AONB”) is found some 700m to the north west. Although the overall impact the developments of the site could have on the AONB has been assessed and accepted as part of the designation process care still needs to be taken in designing the development on the site to be sympathetic to the AONB.

3.5 There are no designated heritage assets that would be impacted by the phase 2 development.

3.6 How water management should be dealt with is covered under policy ENV7 of the Local Plan. This requires consideration of the risk of flooding of the site, the potential risk of flooding of sites downstream and the use of Sustainable Drainage Systems. Phase 2 is located in Flood Zone 1 and has no known risk of fluvial flooding. The dsevel0pment of the site will need to consider on site water management and how that can reduce the risk or exacerbation of flooding downstream.

4 Consultation

4.1 The Development Brief will publicised in accordance with the principles of open and transparent involvement as set out in the adopted Statement of Community Involvement (2016) https://www.pendle.gov.uk/downloads/download/2813/statement_of_community_involvement

4.2 The Development Brief will be reported to the Policy and Resources Committee of the Council which will agree the form of the consultation document.

4.3 We will consult all those who made representation on the site as part of the Local Plan. We will consult all Parish Councils near to the site as well as the Area Committees of Barrowford, Brierfield and Nelson. We will also place announcements on our website, social media page and in the local press.

4.4 After the six week public consultation period all of the comments received will be reported back to the Policy and Resources Committee to consider.

Phase 2 Extension:

Lomeshaye Industrial Estate

Design Code

July 2018

Borough of Pendle

Liberata Architects

Liberata Architects

Contents

1.0 Landscape Character

Natural England's map of National Character Areas identifies the area that contains the site as Area 35, Lancashire Valleys, but the site also has a visual connection with Area 33 to the North, Bowland Fringe and Pendle Hill [see map].

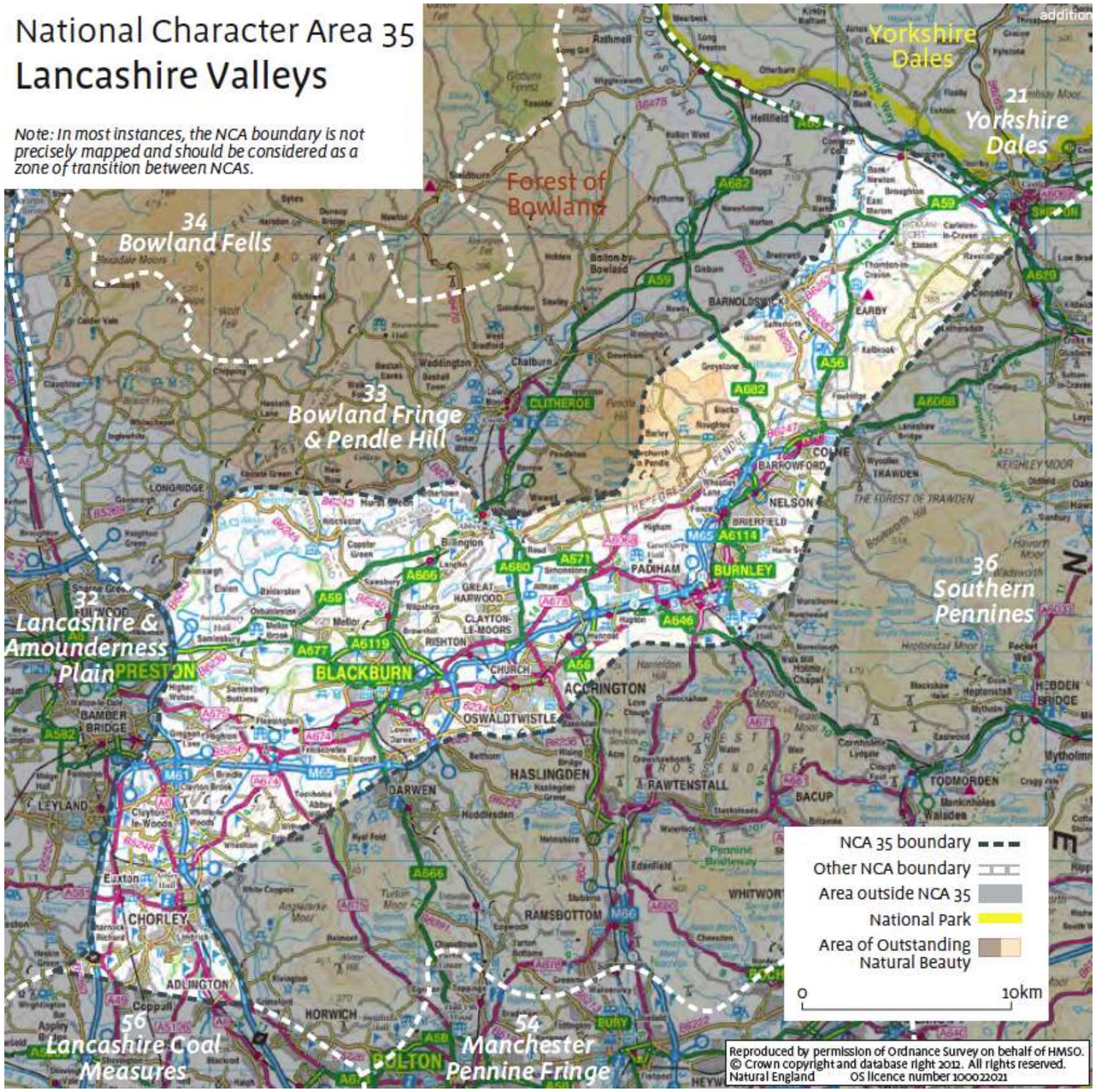


Fig. 1 National Character Area 35

1.1 Landscape Character (con't)

The site is the second Phase of the proposed extension to the Lomeshaye Industrial estate, on land designated for employment use. It lies between the well-established Lomeshaye industrial estate, sat in the valley below, reaching towards the more rural setting of the hills to the north.

This association becomes most evident and influential when the site is viewed from the southern slopes: the site is then seen against the extension of the industrial estate and the backdrop of rural and agricultural landscape, with Pendle Hill prominent but in the distance.

It is noticeable that historic urban development has been concentrated south of the river flood-plain: the slopes north of the plain are dominated by fields, scattered farmsteads, numerous trees and blocks of woodland, the linear cluster of Fence being the only notable concentration of buildings.

The introduction of the M65 has stimulated modern industrial development, which has clustered around Junction 12 and on the flood-plain itself. Viewed from the valley sides this development defines the character of the valley floor, comprising large buildings in predominantly light-coloured materials, which contrast with the muted tones of the predominantly stone buildings around the valley floor.

There is therefore a marked contrast of character between Lomeshaye and the valley floor but the two collectively comprise a clearly defined urban footprint. The northern edge of the industrial estate is contained by a marked increase in gradient of the valley side and a prominent block of woodland. The Phase 2 site itself occupies this steeper ground, which then levels off relatively north of the farm buildings.

Fig. 2 View of Pendle Hill

2.0 Integration strategy

The National Character Area profile for Area 35 contains helpful guidance on how to safeguard the existing qualities of the area. For instance, it includes the following Statements of Environmental Opportunity:

- SEO 1: Conserve and manage the Lancashire Valleys' industrial heritage to safeguard the strong cultural identity and heritage of the textile industry with its distinctive sense of place and history.

- SEO 2: Increase the resilience and significance of woodland and trees, and manage and expand existing tree cover to provide a range of benefits, including helping to assimilate new infrastructure; reconnecting fragmented habitats and landscape features; storing carbon; and providing fuel, wood products, shelter and recreational opportunities.

- SEO 3: Manage and support the agricultural landscape through conserving, enhancing, linking and expanding the habitat network, and manage and plan for the associated potential impact of urban fringe development, intensive agriculture and climate change mitigation.

- SEO 4: Conserve and manage the distinction between small rural settlements and the densely urban areas and ensure that new development is sensitively designed to contribute to settlement character, reduce the impact of the urban fringe and provide well-designed green infrastructure to enhance recreation, biodiversity and water flow regulation.

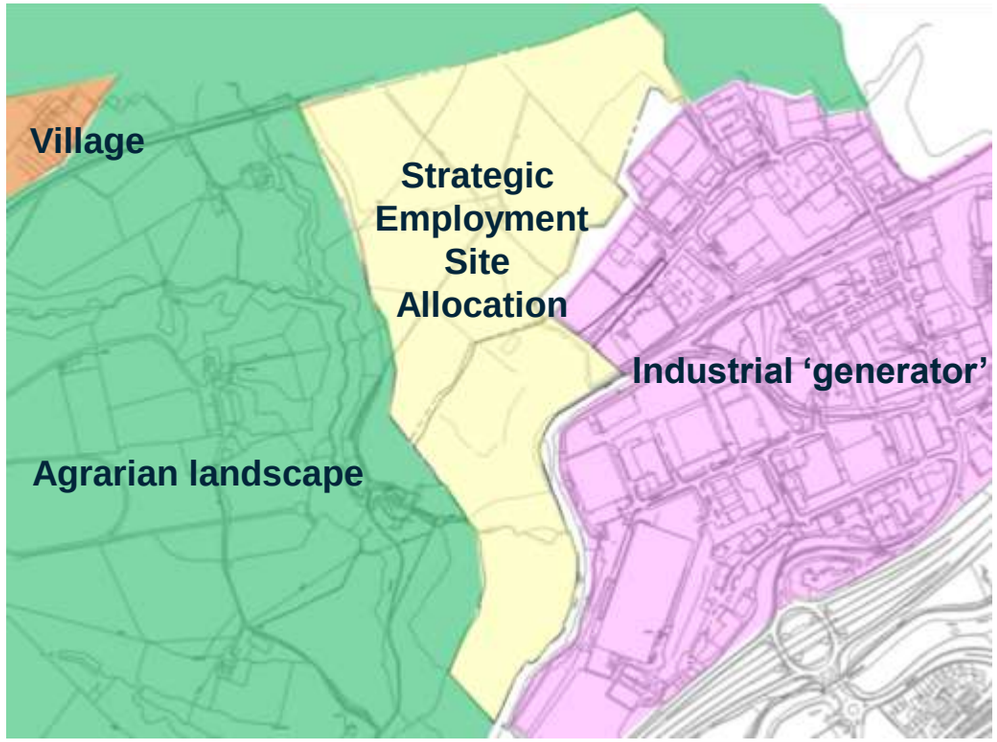
The employment designation of this site in planning terms is consistent with statement SEO 1, although ties with the textile industry have become tenuous as local industry has diversified. SEO 4 is a prompt to maintain separation and distinction between the major conurbation and small settlements such as Fence. **This has been established as**

This suggests forging a closer association between the new development and the town of Nelson as an extension of the urban grain. The best response to this is to treat it as an extension to the industrial fabric, with a transition from the valley to the urban environment, with links to the rural setting, with a character borrowing from existing clusters such as Fence: the salient qualities of this would be achieved by muted colour in the materials and a strong green infrastructure framework.

Retention of existing green infrastructure can also be augmented by safeguarding habitat corridors and creating new ones to provide spatial and visual containment. Fig 3 depicts a conceptual diagram of the landscape character zones intended and providing valuable clues for design vocabulary.

The village and Employment park are visually disconnected, with the Industrial area, having a heavy influence on the development and visual connection of the employment park, stitched together with the green infrastructure and the fall of the land.

Fig. 3 Conceptual landscape character zones



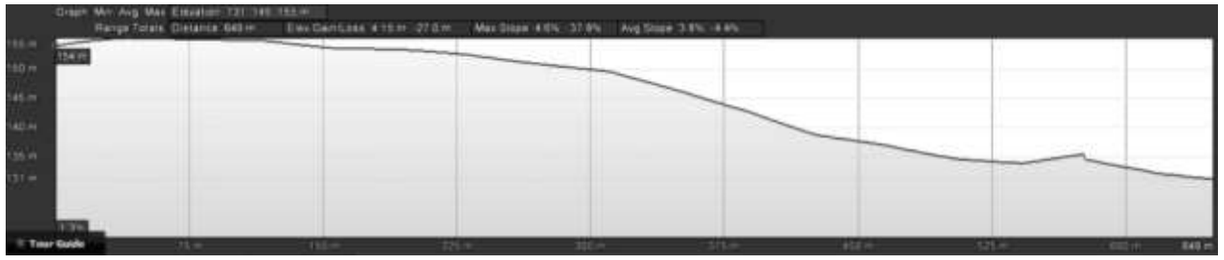
3.0 Landscape Constraints on Site

The site contains features that constrain development, most significantly steep gradients and woodlands, and other features that can be beneficially retained to help shape the development and give it a feeling of maturity soon after building.

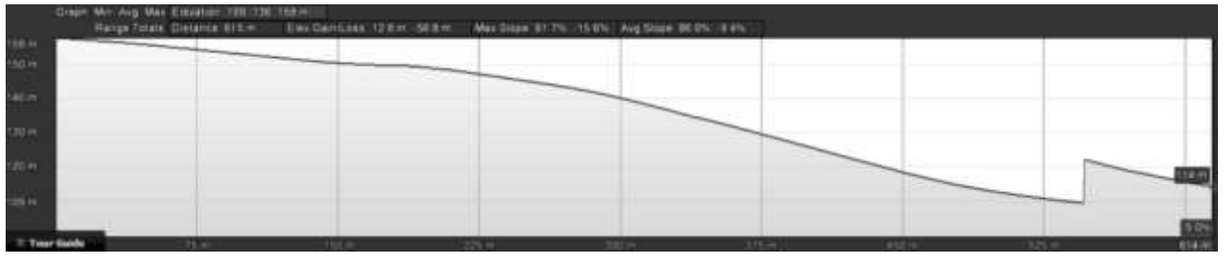
3.1 Topography

The manner in which the agricultural infrastructure has been distributed on site illustrates those constraints especially in the positioning of the farm buildings and main approach routes: these accurately mark the point where gradients steepen onto the lower valley slope. It makes sense to keep the relatively flat land available for the building of industrial units and supplement the green infrastructure where the land falls away. Image below identifies the approximate break of slope that defines the extent of land proposed for building

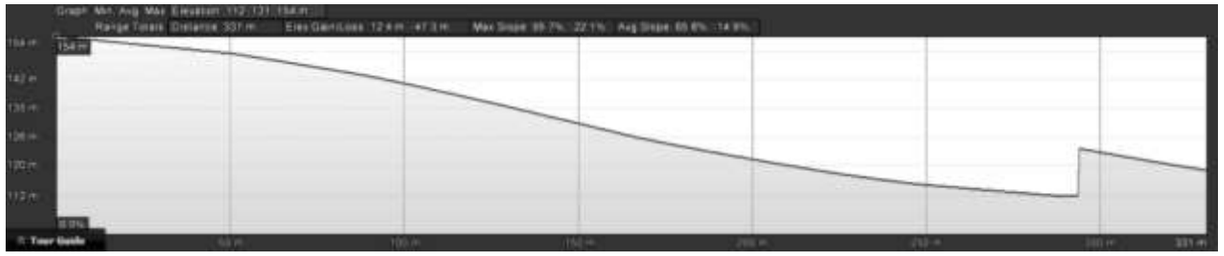
Section A



Section B



Section C



Appropriate extent of relative shallow gradient suitable for building

Provision of landscape view buffer (See Annex iii – Illustrative Masterplan Diagrammatic Sections)

Fig. 4 Left – site plan showing lines of sections
Fig. 5 Above – Sections through the site

3.2 Key Features, Field Boundary vegetation and Foot-paths

The site enjoys valuable assets comprising a baseline of green infrastructure that defines its character, spatial enclosure, screening and extensive wildlife habitat. Whilst the agricultural regime on the fields themselves reduces their ecological value the field boundaries are rich in interest. A combination of trees, hedgerow shrubs, stone walls and drainage ditches provide a framework structure that merits conservation as a spatial envelope for the new built development.

Predominantly native species include the following:

Oak	Quercus robur
Ash	Fraxinus excelsior
Beech	Fagus sylvatical
Birch	Betula pendula
Willow	Salix alba and Salix caprea
Alder	Alnus glutinosa
Rowan	Sorbus aucuparia
Sycamore	Acer pseudoplatanus
Elder	Sambucus nigra
Holly	Ilex aguifolium
Blackthorn	Prunus spinosa
Hawthorn	Cretaegus monogyna
Hazel	Corylus avellana

The condition and quality of the vegetative groups is variable, with the best being essential to conserve intact and others desirable but capable of accommodating breeches if necessary to develop site infrastructure. This distinction is illustrated in image at figure 7.

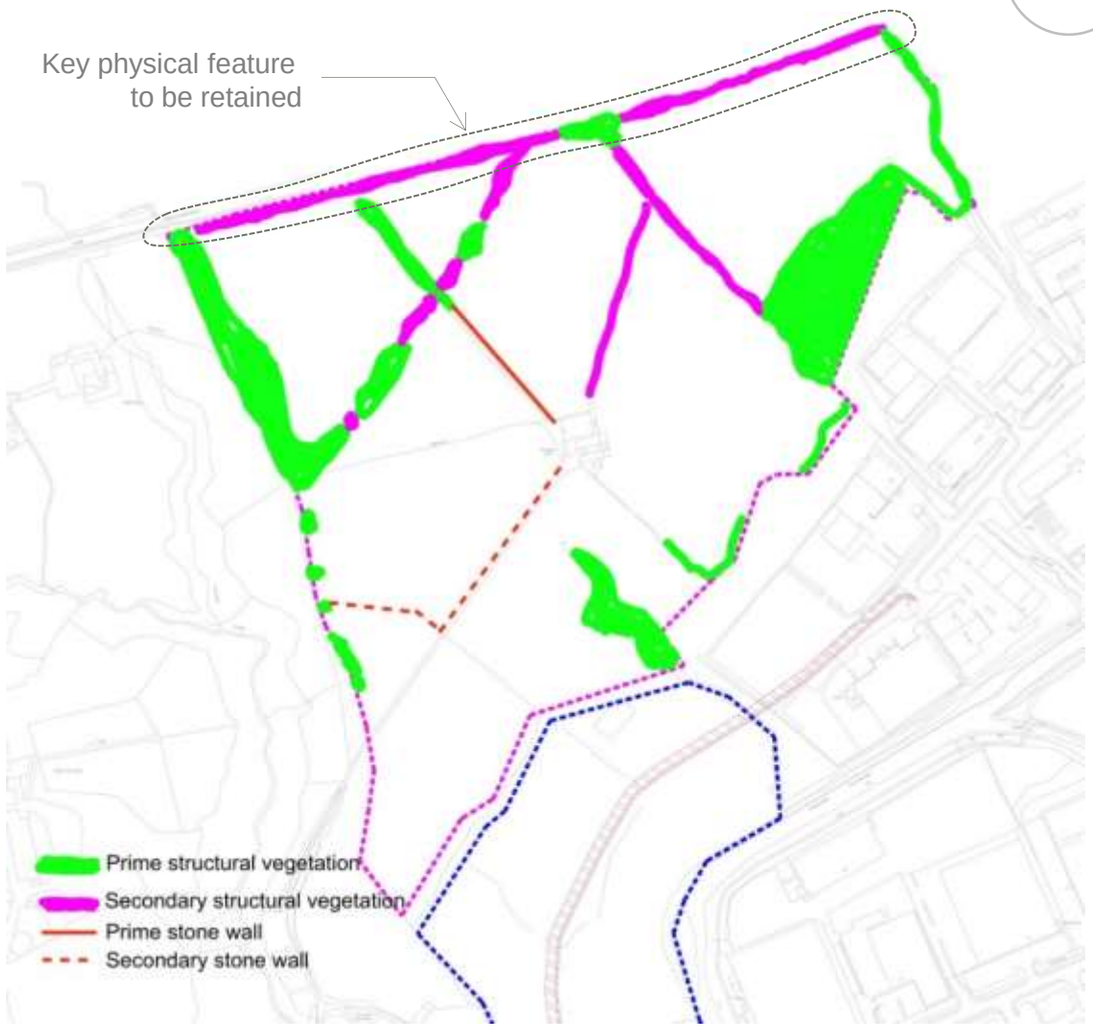
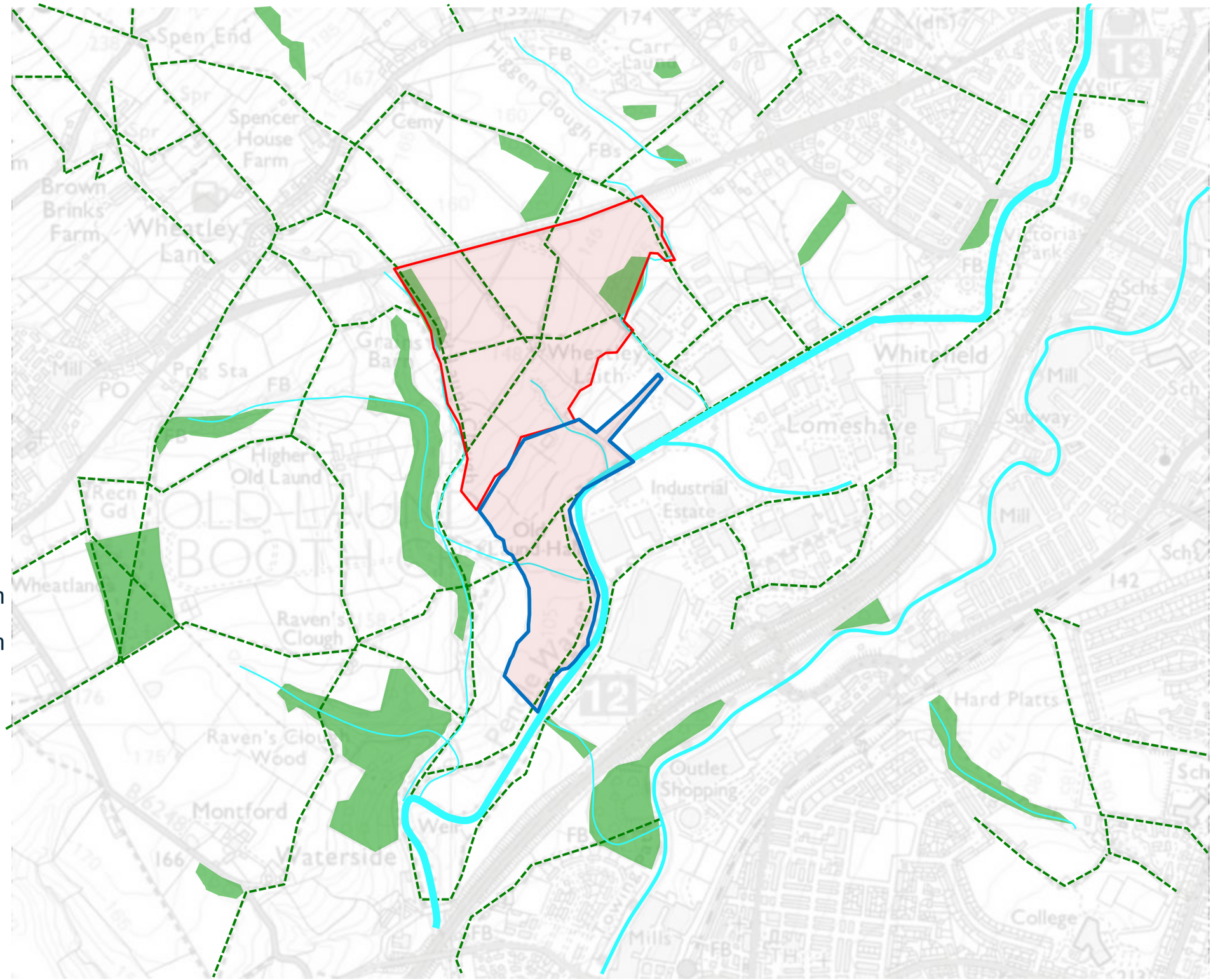


Fig. 6 & 7
Prime vegetation bounding the north part of the western perimeter, giving way to secondary quality in the southern part.



Blue & Green Map
Image shows the network of Public Right of Way along with key greenery areas and water systems

3.3 Drystone Walling

The drystone walls on site are of variable quality and condition, the prime one being worthy of retention in situ as part of the spatial structure.

Fig. 8 - Prime wall and vegetation viewed northwest of farm buildings

Fig. 9 - Good stone gateposts in secondary wall west of farm buildings

3.4 Access

The northern boundary, adjoining Barrowford Road, comprises a well-established hawthorn hedge and individual semi-mature trees. The road is in shallow cutting, which enhances the screening effect of this vegetation, but the introduction of a new junction to provide access to the new development will breach this enclosure and reinstatement along a new line will be necessary.

4.0 Structure planting principles

The central aim is to build on the existing spatial framework of native woodland and hedgerow vegetation, thickening and restoring areas where it is weakened and introducing new planting to define and contain the developed part of the site.

Species for the main structural planting should be informed by those already present in and around the site and contain both tree and shrub species to establish good density of foliage from the ground up.

Planting strips are envisioned to be strategically provided throughout the site. They are to integrate wherever possible notable existing woodland and hedgerow areas along with new landscape feature layouts.

Minimum planting strip widths are suggested as illustrated in figure 10:

- 10m wide along the western boundary,

- 20m wide along the topographical slope +140m height elevation. This includes an 8m levelled planting strip from +140m above and 12m sloped planting from +140m below

- 10m along Barrowford Road whose existing verge and hedgerow should be conserved and managed. Where disturbance is necessary due to new access road and/ or public footpaths, existing style of planting should be emulated.

- 5m planting strip along front boundary and 3m along rest of boundary sides within each development plots unless otherwise exempted (see Annex iv – Illustrative Plot Design Criteria, items 1 & 2)

- 20m wide habitat link network

Such planting strips with the exception of those located within development plot boundaries may also include other landscape elements such as footpaths, outdoor furniture, wayfinding elements, and the like.

Fig. 10 – Green framework

1.0 Introduction

Purpose

1.1 The purpose of this section of this Brief is to create a framework within which the development of individual commercial/ industrial plots at Phase 2 Extension of Lomeshaye Industrial Estate can take place over a period of time. Pre – planning application discussion and determination of planning application will be guided by the design principles in this Code.

This document has been prepared for the following reasons:

- To guide all detailed planning applications/ reserve matters for individual plots.
- To set and control design quality standards expected from developers and tenants.
- To provide ongoing points of reference during the lifetime of the buildings, roads, landscape, parking areas, etc.

1.2 Planning Status

This document has been prepared as part of the planning brief for the Phase 2 Extension of Lomeshaye Industrial Estate.

This document does not provide a restrictive framework. It describes important planning criteria and defines minimum quality standards to be expected for land uses earmarked for Strategic Employment Purposes. It will be a material consideration against which any planning applications submitted in respect of land covered by this guidance will be considered.

1.3 Master Plan Design Criteria

The major Master Plan design criteria are:

- Environmental Sustainability
- Heights and setbacks of building and ancillary structures
- Materials and colours
- Landscaping, both soft and hard
- Car parking and/ or Service Yard
- Cycle and foot paths
- Signs, notices and lighting
- Designing out crime

1.4 Environmental Sustainability

The master planning for the whole site has taken into considerations the broad concepts of environmental sustainability, this includes but are not limited to:

- Site topography and drainage
- Enhancement of existing public foot paths connected to overall public rights of way network (PROW)
- Opportunities to maintain ecological networks

Proposals for new buildings are encouraged to adopt best practices in sustainable architectural design and construction techniques. Sustainability principles, includes optimum uses of resources, mitigating pollution, natural resource management (rainwater harvesting, grey water recycling), waste management, energy efficiency, accessibility and health and safety, are thus encouraged provided it is viable to do so.

2.0 Development plots and structure

2.1 General Principles

The concept of the Phase 2 Extension of Lomeshaye Industrial Estate is to provide for an array of modular developments plots with developable footprints ranging from 500 square meters; containing high quality buildings set in context of Lomeshaye Industrial estate and a rural environment.

Special conditions are considered and illustrated for the perimeters of sites, adjacent to road – sides and to adjoining plots. Careful treatment on any plot boundary fences, landscape verges and enclosing walls will be required to ensure that is it appropriate to the industrial estate's setting and its landscape setting.

The proposed heights of the buildings must have regard to the overall landscape view impact to the towns of Nelson and Barrowford and the village of Fence. Proposals must take into consideration, the retention of existing trees on the site and provision of new structural planting, where encouraged.

Further illustration contained in Appendices iii and iv

2.2 Design Criteria

The following design criteria should be applied:

1. Building line from the front boundary should consider the following setbacks:
    a. 5.0m Planting strip, can be reduced to 4.0m when adjoining driveways and/or car park slots; and
    b. 1.4m Building apron, applicable only when facing driveway/ car park

2. Building lines from rest of plot boundaries should maintain the following setbacks:
    a. 3.0m Planting strip, can be reduced to 2.0m when adjoining driveways and/or car park slots; and
    b. 1.4m Building apron, applicable only when facing driveway/ car park

3. Planting strip along the front boundary is envisioned to be landscaped per suggested species and up kept by respective plot owner. Aside from planting, placement of primary building signage is allowed. For all other potential use, specific approval is required

4. Facilities for the storage and collection of refuse for disposal or recycling should be incorporated but not placed in publicly visible locations.

5. Ancillary buildings should generally be single storey with maximum of 4.0 metres in height and should consider minimum setbacks as cited in item 1.

6. Main building should have height at apex not exceeding 8 metres. Planning application should demonstrate height analysis with regards to the overall. Provision of soft landscape to provide screening should be provided and subject to planning advise and approval of Pendle Borough Council.

7. Flues and mechanical plant, should not be visible beyond parapet height and should be designed as part of the building.

8. The issue of flood risk will be the subject of a full Flood Risk Assessment as part of any planning application.

3.0 Design principles

3.1 General Principles

The overall development should benefit from a strong coordinated approach to building design to give a consistency in building form and in particular, materials and the selection of colours. Buildings are encourage to project a modern and muted contemporary look and feel, designed to allow the existing natural environmental qualities of the site to assimilate the modern industrial facilities it will provide.

Careful attention should be given to materials to be used on hard surfaces, with emphasis placed on the identification of car parking and circulation spaces, foot paths and margins around buildings.

The following principles should be adopted:

- Materials for roads, paths, hard landscaping works and lighting to achieve minimum of 30 year life cycle.
- Surface finish to parking areas to be easily maintainable and easily cleaned by usual industrial practices.
- Design look and feel should achieve high quality design through quality architectural form, material selection and workmanship
- Sustainable forms of construction utilising materials with low environmental impact including sourcing of components.
- Provision of screening and or concealment of any industrial plant components
- Environmental components which reduces carbon footprint and could include components which harvest natural energy are encouraged
- Colour palette to be limited to give a unified and more refined image across the industrial estate.

3.2 Materials/ Colours

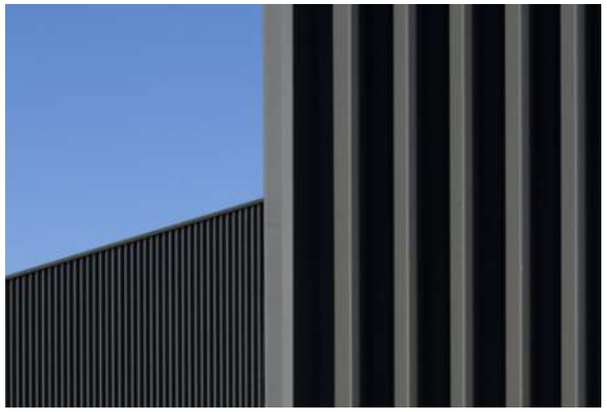
The following materials and colours may be applied:

Walls

- Material: Proprietary metal cladding system. Window walling/ brise soleil. Managed timber
- Colour: muted cool to warm greys, natural timber colours, Less reflective window tint. Highlight colours may be allowed subject to approval

Roofs

- Material: Standing seam or similar for pitches up to three degrees. Proprietary metal cladding system. Roof lights.
- Colour: muted cool to dark greys, to reduce impact on the landscape. Green roofs would be beneficial and would attract ecology to the site.





4.0 Landscape Design

4.1 Structural Landscape Principles

It is important to ensure that the overall planning has a strong identity. To achieve this, planting needs to be within agreed guidelines, in terms of species, sizes (advanced stock at strategic locations) and plant densities. High quality landscape design implementation and maintenance is crucial to the success of the industrial estate.

Within the overall landscape plan, individual developments are encourage to demonstrate quality and innovation in their own planting schemes provided this fits into the estate's structural landscape objectives.

Structural planting is to be implemented by the Developer in an agreed layout for screening and amenity purposes. Native and indigenous trees and plants will dominate in order to reinforce the existing character of the area.

Structural landscape provided is to be retained and enhanced by plot planting to the same standard and compatible design. A mix of deciduous and native evergreen shrubs and trees should be incorporated in any plot planting scheme.

4.2 Design Criteria

The following design criteria should be applied:

- Planting strips with prescribed minimum widths are provided along plot boundaries. Increased widths are encourage to offer enhanced landscape setting. All existing trees and hedgerows are to be retained wherever possible. Plot-to-plot boundary planting should be reinforced where it adjoins the roadside infrastructure planting. On-plot planting is to be properly maintained by the occupier in an acceptable standard.

- Building entrances should be emphasized with appropriate planting, including feature trees such as Copper beech (fagus sylvatica f. purpurea) or Rowan (Sorbus aucuparia).

- Existing trees and hedgerows are to be retained and protected during construction works. Areas of existing vegetation disturbed by construction works are to be reinstated in a manner acceptable by Pendle Borough Council or its representatives.

Typical Plant Species

The plant layouts will be designed specifically for the industrial estate and individual plots will be predominantly the native trees and shrubs as listed in Appendix v.

Seasonal Colour

In additional to the typical plant species list, Spring and Autumn bulbs should be incorporated into the structural planting and grass areas, together with other seasonal planting at strategic locations.

5.0 Car parking

5.1 General Principles

The treatment of car parking spaces within each plot should be carefully handled with the primary aim of focusing attention away from the parking areas towards the buildings and existing nature instead.

Car parking, especially visitor's parking, are encouraged to be located at the front and/ or side of the building and in close proximity to the main entrance. Landscape elements are however necessary to be provided by the developer to provide visual screening.

The mixing of car parking and service areas should be avoided where reasonably possible.

As part of the infrastructure works, roadside mounding will be formed and strategically planted to create visual interest along the industrial estate roads but also to provide screening away from parking areas inside the plots.

5.2 Design Criteria

The following design criteria should be applied:

5.2.1 Parking Standards

The number of car park provision should be in accordance with PBC Car & Cycle Parking Standards. You can follow the link below for the full document.
http://pendle.devplan.org.uk/document.aspx?document=12&display=appendix&id=57.

5.2.2 Layout Principles

Layout, dimensions and clearances should follow minimum acceptable design standards. In addition, Car parking rows should not exceed 12 spaces in line without a landscape 'break' or feature separating these bays.

Surfaces within circulation and parking areas should preferably be finished in natural materials. Use of Grasscrete, block paving or other similar permeable design may be used. Parking should be minimum of two metres from plot-to-lot boundaries.

Location of car parks should observe minimum setbacks: planting strip & building apron.

Car parking adjacent to existing trees is to be carefully considered, preferably set out a reasonable distance from the canopy edge. Car parking around buildings should be minimum of 1.4 metres away from the building façade except in areas used for loading and vehicular access.

6.0 Cycle/footpath links/cycle parking facilities

6.1 General Principles

A combined three metre wide cycle/ footpath link is provided along the new access roads of the industrial estate. The cycle and pedestrian routes will be designed to Lancashire County Council and Pendle Borough Council's standard and national government guidance, which will be suitable for two-way traffic. There will be a cycle link along A6068 connecting to the cycle network beyond.

6.2 Cycle Storage

Facilities for cycle storage and washing and rider's changing facilities, or agreed combinations, should be provided in each development plots. Cycle parking should be conveniently located to give access for staff, whilst retaining a high degree of cycle security and natural surveillance. Sufficient number of cycle parking should be provided at a ratio of one space for every twenty employees/ users.

6.3 Linkage with PRoW network

Proposals for cycle/ foot paths within the Site should be linked with the larger network of existing Public Right of Way. Attention towards continued wildlife linkages or access along this network should also be considered.

7.0 Signage

7.1 General Principles

Graphics and signage in the industrial estate will make an important contribution not only to good design, but also to better wayfinding. It will allow visitors and staffs to reach their intended destination quickly and reduces disorientation. Unnecessary traffic movement will be kept to a minimum and correspondingly reduce risk of accidents.

No promotional banners, swing signs and none standard signage will be permitted on the site as this clutters the footways, reduces visibility of entrances and buildings and detracts from the clean and modern industrial estate.

To enable easy and safe movement around the site, a logical plot numbering and signage system will be provided in accordance with Planning and Highways Authorities. An indicative Environmental Graphics Design (EGD) guide is provided in Annex vi to portray consistent and high quality branding of the industrial estate.

8.0 Lighting

8.1 General Principles

Lighting design provisions and specifications should conform to acceptable standards by the Institute of Lighting Professionals particularly on the reduction of obtrusive light.

https://www.theilp.org.uk/documents/obtrusive-light/

In general, the concept of lighting for the industrial estate will be low level/ low impact with individual fittings in keeping with the rural feel to the development. Light spillage from the fittings will be carefully controlled and as such, no sky glow could be permitted.

LED lighting will be used for the access roads and adjacent foot paths which are designed to the adoptable standards.

More informal bollard lighting is to be used for non-adopted foot paths and in car park areas fronting the main access roads. Five metre high column lights, supplemented by bollard lighting are also provided in these areas. Compatibility with these design are encouraged to achieve a consistent lighting scheme throughout the industrial estate.

8.2 Design Criteria

The following design criteria should be applied:

- Limited external lighting of signs and buildings may be permitted in accordance with applicable standards and approval of Pendle Borough Council.

- Column, bollard and other on-plot lighting is to be designed to relevant British Standards and compatible with the design and colour of those provided in off-plot areas.

- Low-energy lamps and fittings must be used.

- Security lighting for the purpose of discouraging unauthorised access may be considered and will be subject to review and approval by Pendle Borough Council.

9.0 Security

9.1 General Principles

Security design considerations should be adopted to project a safe and secured environment throughout the site. This includes crime prevention design features in reducing opportunities for crime.

Further illustrations contained in Appendices iv & vii

9.2 Design Criteria

The following design criteria should be applied:

- Defensive planting should be used as security fence along the front boundary of each plot with maintained height not exceeding 1.2 metres. Defensive planting shall also be provided on both left and right plot boundary sides extending at least 1.0m beyond the main building's façade line with maintained height not exceeding 1.8 metres. Thereafter, porous metal security fences shall be used on remaining plot boundaries with height not exceeding 2.4 metres.

- Security gates or barriers to site access shall also be set backed by minimum 1.0 metres from the main building's façade.

- Appropriate and sufficient lighting should be provided throughout the plot especially at locations of ingress/ egress

- CCTV cameras and other similar security technologies may be provided by occupiers at their own initiative. Should such features be necessary, camera type should be infra-red type. Motion detection camera with accompanying security lighting may also be considered provided that such lighting be timer controlled.

- For any other security provisions, approval from Pendle Borough Council should be sought.

Planning Considerations

The proposed Phase 2 extension of Lomeshaye Industrial Estate into the proposed site would have far reaching economic, social and environmental significance to its locality. Being classified as Strategic Employment Area, there is a need for balanced approach in determining the optimum developable area in consideration with the site's physical attributes and contextual identity.

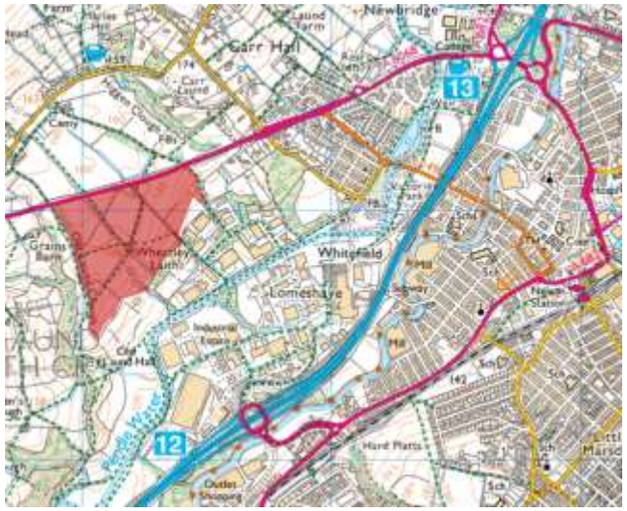
1. Road and Public Right of Way Network
The hierarchy of transport network and public right of way network within the site and in its vicinity would provide an understanding to the accessibility of the site with regards to logistics, vehicular and pedestrian commute. The would also influence the master plan of the site with regards to the orientation of future roadways and linking of internal walkways to the PRoW network.

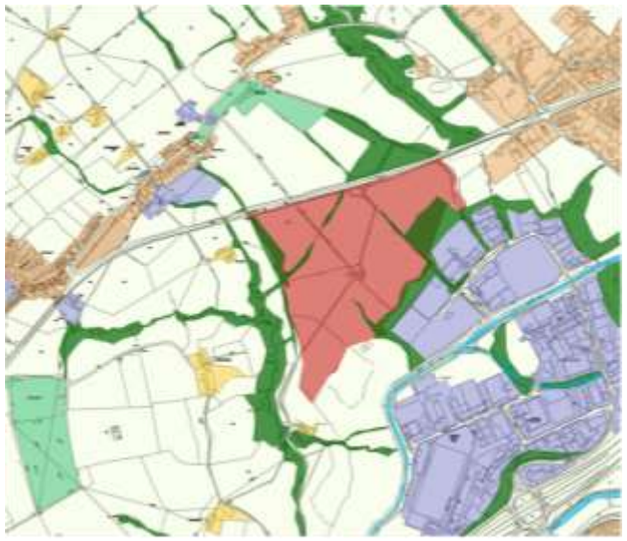
This is to provide understanding as to the accessibility of the site with regards to logistics, vehicular and pedestrian commute.

2. Settlement Grain
The location and density of the current built up areas in the vicinity would provide an understanding of the form of development.

3. Land Use and Ecology
This would provide understating on the current use of land and the ecological network in the vicinity. This would impact the structure of development and would influence the provision of habitat linkages.

4. Topography
This would provide understanding of the site's topographical qualities and its relation to the larger context with regards to visibility. The topographical attributes of the site would have significant impact in delineating the optimum developable area vis-à-vis the pragmatics of terrain intervention. Visibility to and from the town of Nelson would necessitate the provision of screening to soften the impact of the proposed industrial estate.



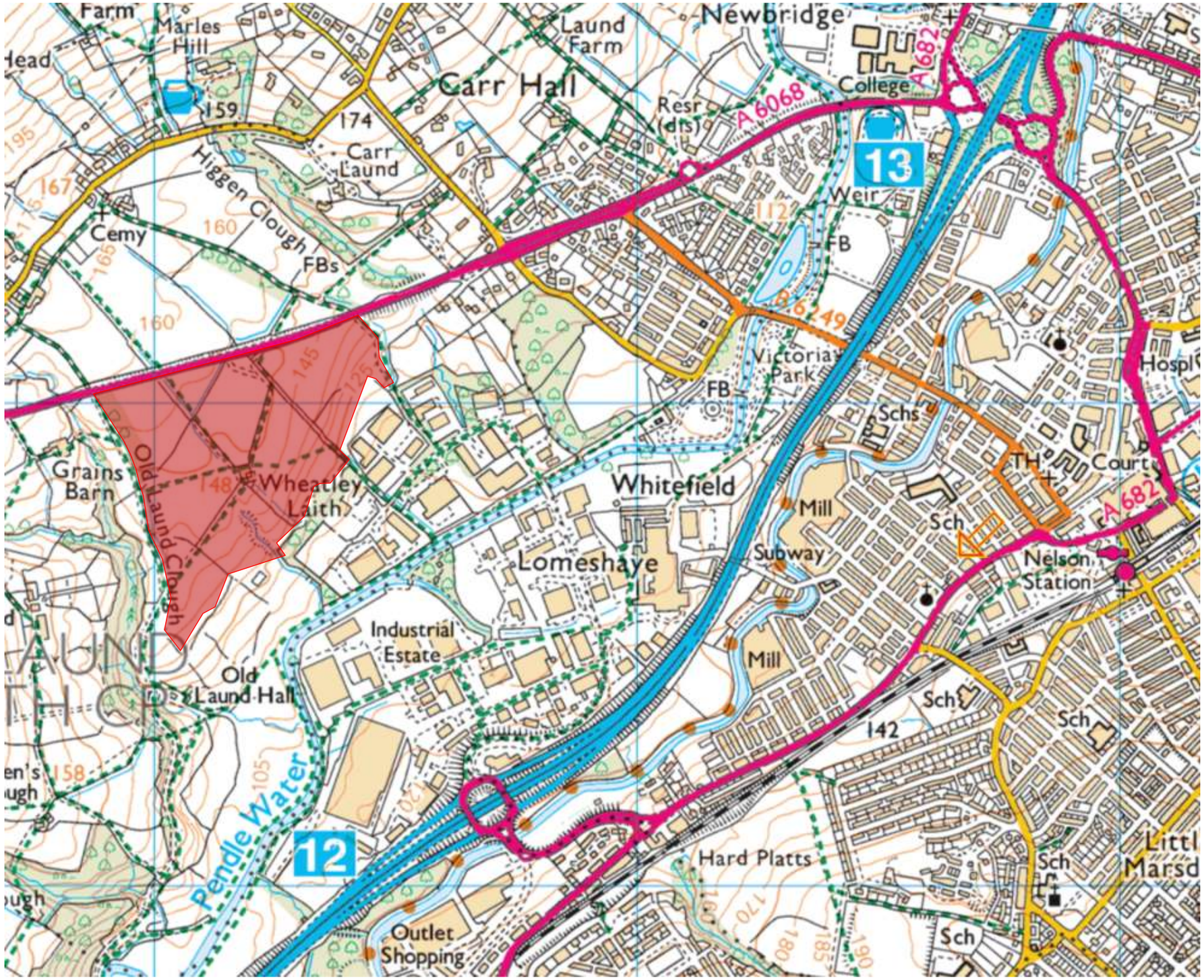


i. Road & Public Right of Way Network

The site is situated approximately 1 mile west of Nelson Town Centre and 0.70 mile east of Fence Village, within the Pendle district of Lancashire. Burnley is located approximately 3 miles south of the site, with Blackburn around 12 miles south-west. Pendle Hill is located approximately 4 miles to the west, which is designated as an Area of Outstanding Natural Beauty (AONB).

The site is well served by the existing road and rail infrastructure. Along its north perimeter is Barrowford Road (A6068), a dual carriageway which directly links to M65 motorway at Junction 13. Likewise, a rail link between Colne and Blackpool also has stations at both Brierfield and Nelson.

- Motorway (M65)
- Dual Carriageway
- Road generally >4m wide
- Railway
- Railway Station
- Public Foot Paths
- Proposed Site



500 metres

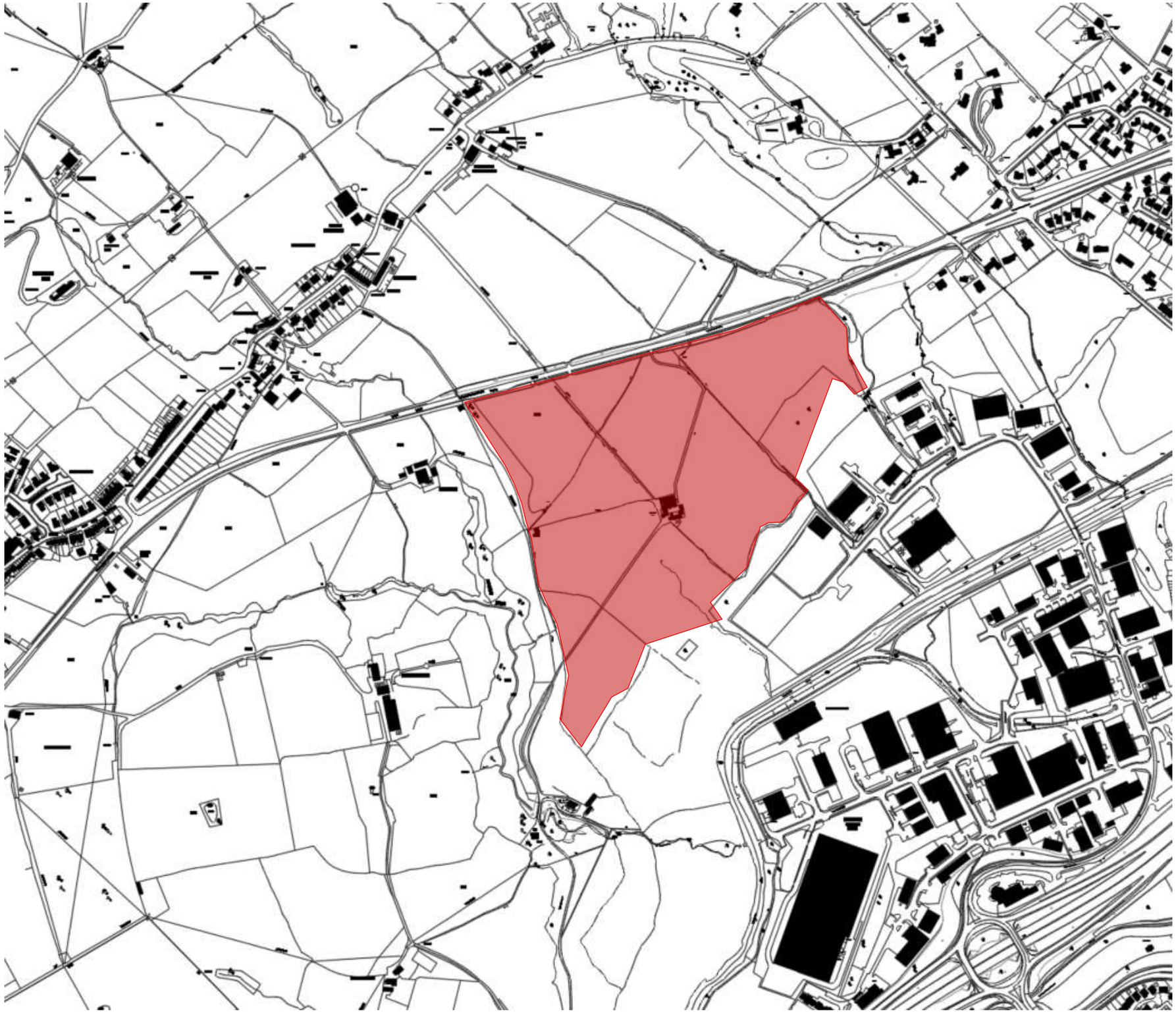
ii. Settlement Grain

Illustration shows the extent of developed areas. The site is predominantly surrounded with open grazing agricultural areas. About half a mile to the west is the linear village of Fence.

To its south shows the industrial built up of the existing Lomeshaye Industrial estate.

Built Up Structure

Proposed Site

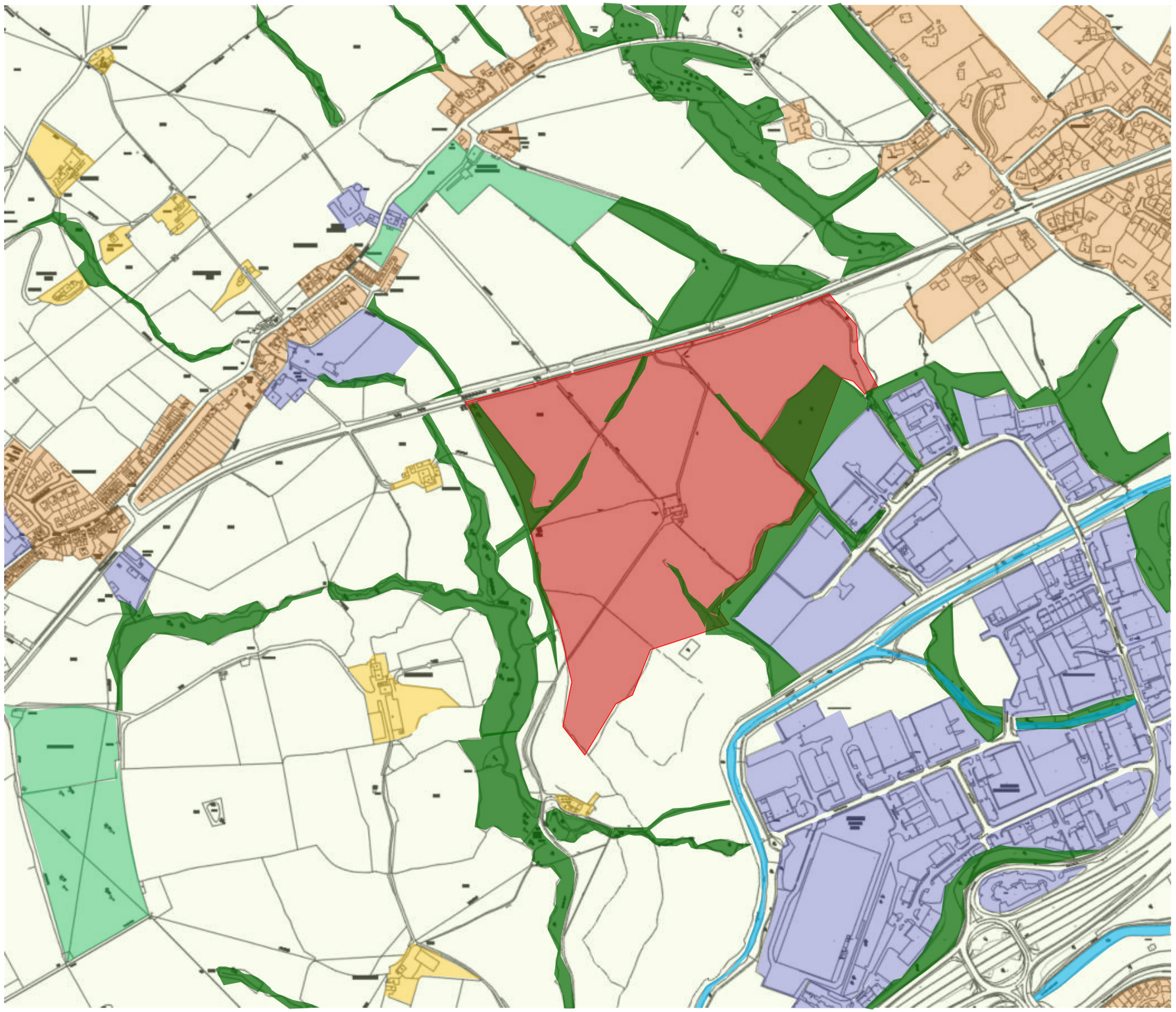


500 metres

iii. Land Use

Illustration shows indicative Land Use. Site is surrounded predominantly by open greenery areas generally used for agricultural grazing. To its immediate southeast lies the Lomeshaye Industrial estate. The site thus can be perceived as offering contiguous employment site expansion. The site is punctuated with several lines of thick greenery areas connecting to a larger network of habitat links.

- Proposed Site
- Residential
- Employment/ Industrial
- Waterway
- Vegetation Belts
- Recreational Greenery (Sports/ Gardens)
- Open Greenery/ Grazing
- Farm



500 metres

iv. Topography

Topographic lines plotted on the proposed site provides an indication of the site's rolling terrain towards the natural valley where the motorway is located. This presents a prominent view of the site from the town of Nelson.

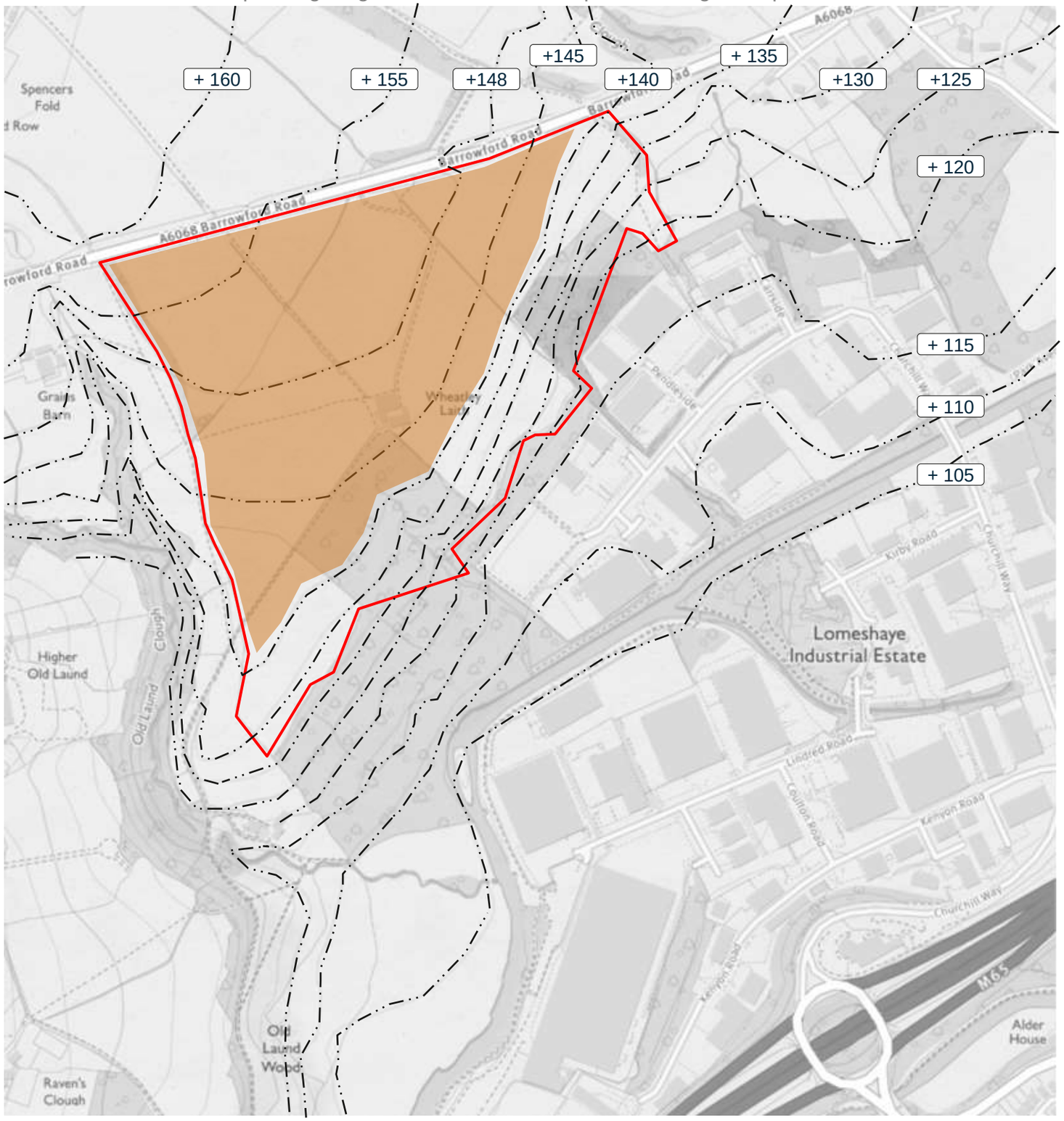
Determining the extent of the effective developable area were the considerations towards acceptable road slope, amount of cut & fill necessary and allocation of planting verges to allow for softscape screening to be provided.

Proposed Site

Effective Developable Area

Topographic Lines

+ 160 Topographic Level

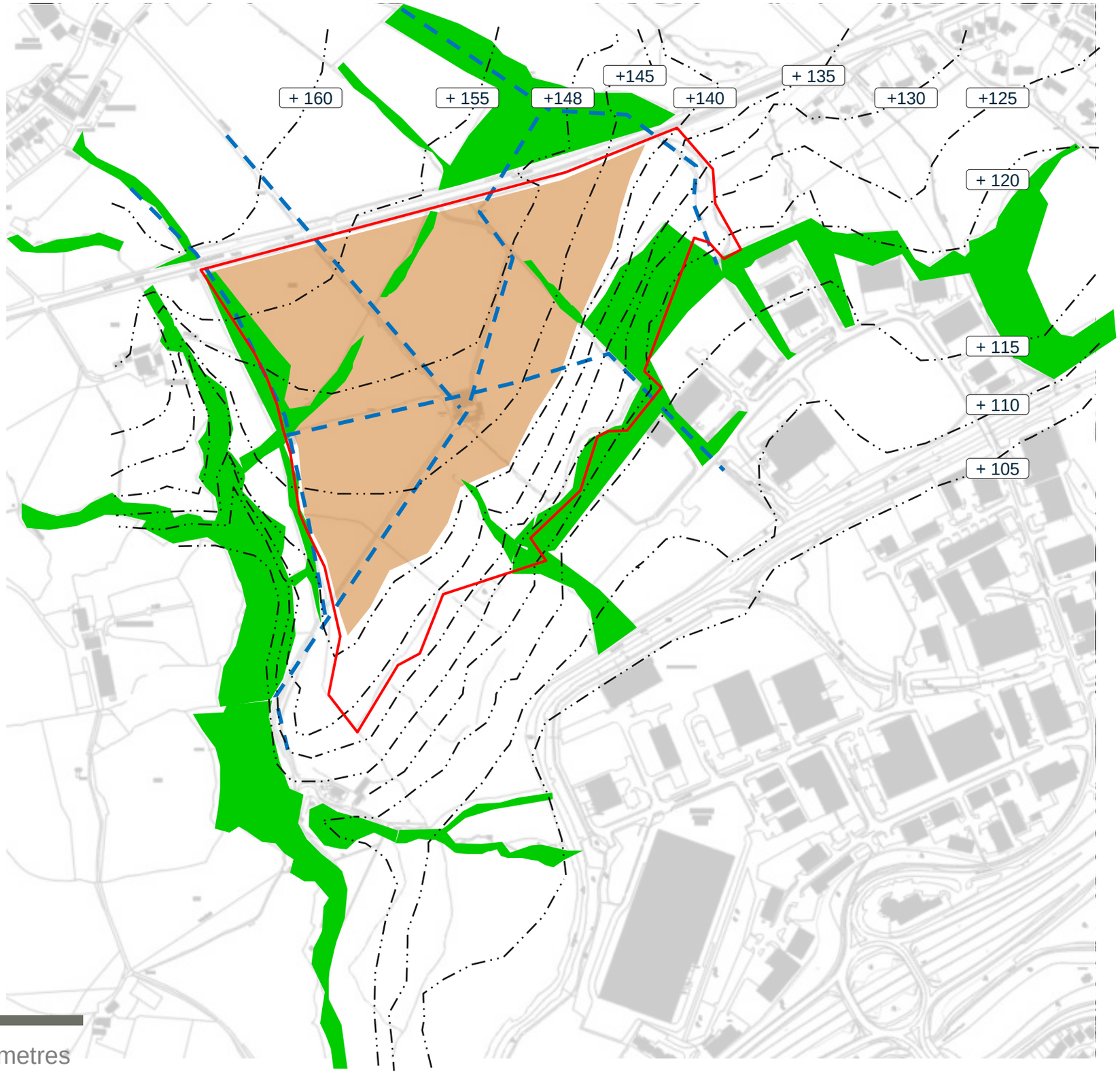


500 metres

Consolidated Planning Considerations

Image below shows the combined layers of planning considerations. It illustrates the extent of developable area due to topography, the need for linking public right of way network that traverses the site, the need for providing sufficient easements to allow conservation of identified thick greenery areas, and finally the need for providing habitat linkages.

- Proposed Site
- Effective Developable Area
- Topographic Lines
- + 160 Topographic Level
- Vegetation Belts
- Built Up Structure
- PRoW Network



500 metres

Design Narrative

This section showcases the design iteration in validating the principles and considerations recommended in this document.

i. Stage 1 – Broad Conceptual Options

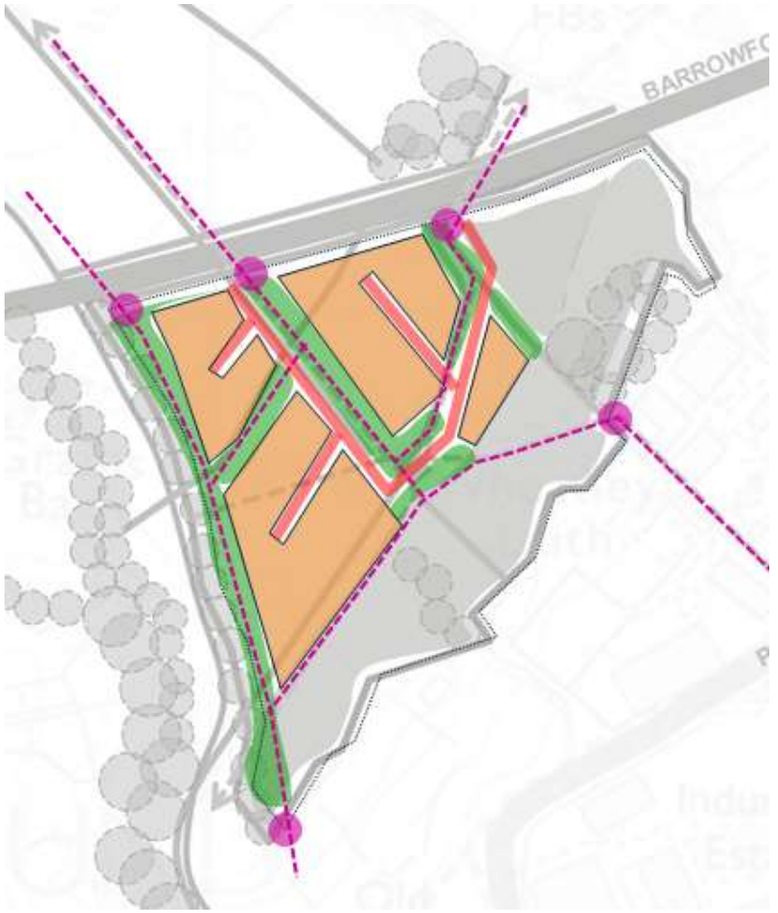
Options below illustrates possible planning options, considering PRoW and habitat linkages, topography limitations, and phase development approach. The evidence points to Option 2 as being the optimum option.

Option 1

Straightforward concept having 3 distinct development zones which could allow phased development. This concept has three road access points from Barrowford road. As in other options, notable hedges are integrated. Featured landscape area are consolidated at the southern side.

Option 2

This option has one access point from Barrowford road which leads to a division of the site into two development zones. The featured landscaped area runs alongside the main access road which provides coherent and soft identity to the development. A central roundabout at the main access road can be provided.



Option 3

The U-shaped main access road from Barrowford road allows for a single continuous development area. Development parcels are access via branch roads bisected with greeneries in between.
area are consolidated at the southern side.

ii. Stage 2 – Preliminary Masterplan

Option 2 from the broad conceptual option is developed into preliminary masterplan. Images below shows its progression, validations and iterations.

Step 1
Major master plan elements are positioned. This includes structure and orientation of road networks, system of landscape corridors, and linkages of PRoWs. Consideration on location of visual elements and major wayfinding elements is taken look at.

Step 2
Developable areas is parcelled into plots with indicative building foot prints, driveway and parking layouts. Detailed landscape consideration such as planting verges, linear green areas and cycling + pedestrian network is considered.

Step 3
3-dimensional massing is studied with regards to visual prominence of the site. Considerations towards potential provision of road linkage to Phase 1 Lomeshaye Industrial Estate is also studied. Possibility of conserving the existing farm buildings is done in this exercise whilst consideration to achieve economically feasible developable quantum is also taken a look at.

- Site boundary
- Means of Access
- Development zones
- Point of interest/ Welcoming landscape
- Existing topographical feature (retained)
- Landscape feature
- Existing hedges/ features to be retained
- Landscape feature –trees
- Pedestrian foot path/ cycling path

- Site boundary
- Plot Boundaries
- Indicative Building Footprint
- Point of interest
- Existing topographical feature (retained)
- Landscape feature/ verges
- Existing hedges/ features to be retained

Road networks are designed with 7.3m carriageway widths with 3.0m green strip and 3.0m combined cycle and pedestrian path. Along main spine, landscape feature areas are provided if not a secondary 3.0m green strip.

- Existing Farm
- Phase 1 Extension
- Phase 2 Extension
- Proposed Development Plots
- Proposed SUDs
- Illustrative Industrial sheds
- Proposed Road Network

ii. Stage 2 – Preliminary Masterplan (con't)

Option 2 from the broad conceptual option is developed into preliminary masterplan. Images below shows its progression, validations and iterations.

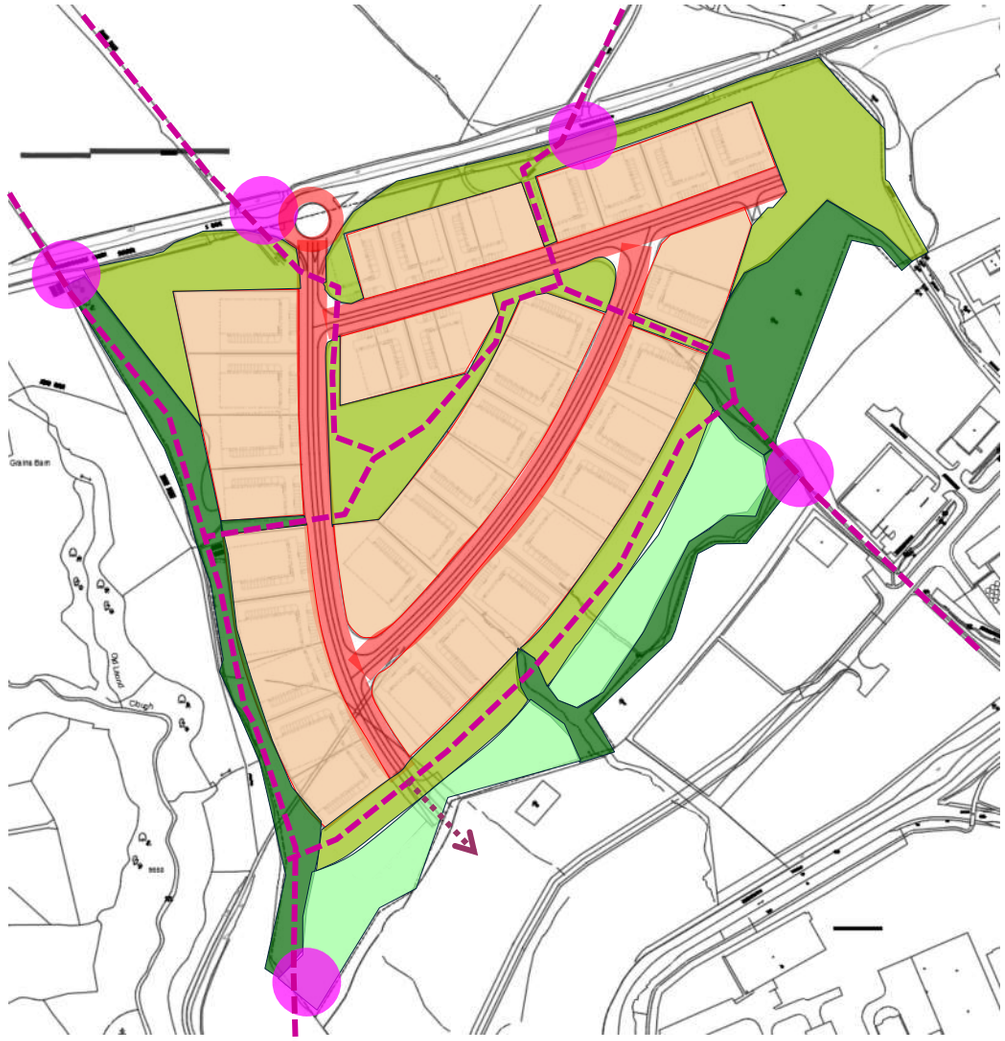
Step 4

Realignment of road to illustrate how it could potentially link to Phase 1 Lomeshaye Industrial Estate extension. Extent of developable area is redefined. This lead to general revision of the orientation and structure of the master plan. Further revalidation of plot configuration and linkages of PRoWs and habitat need to be further studied

- Road
- Development boundary
- PRoW & Wildlife link
- Planning 'Grid'
- Landscape Structure (New/ Existing)
- Existing farm
- Illustrative Industrial Shed
- Potential bridleway access

Step 5

Revised master plan structure is further detailed to include setting road network orientation, PRoW and habitat linkages, parcellation of developable zones into plots and provisions of landscape feature areas. Important to note that PRoW internal arrangement is revised from current layout but still connects to existing nodal points towards the larger existing network.

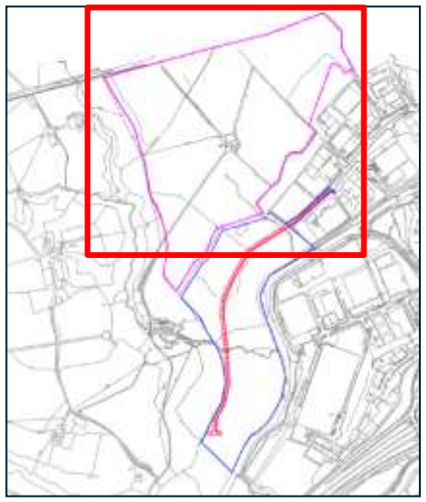


- Means of Access
- Development zones
- Point of interest/ Welcoming landscape
- Existing topographical feature (retained)
- Landscape feature
- Existing hedges/ features to be retained
- PRoW node to existing network
- Pedestrian foot path/ cycling path

Annex iii Illustrative Master Plan

Illustrative Master Plan

Below is the master plan illustrates practical application of design code principles and identified planning considerations.



250 metres

Site boundary

Plot Boundary

Existing topographical feature (retained)

Landscape features / verges

Vegetation Belts

PRoW node to existing network

PRoW network/ habitat link

Topographic Lines

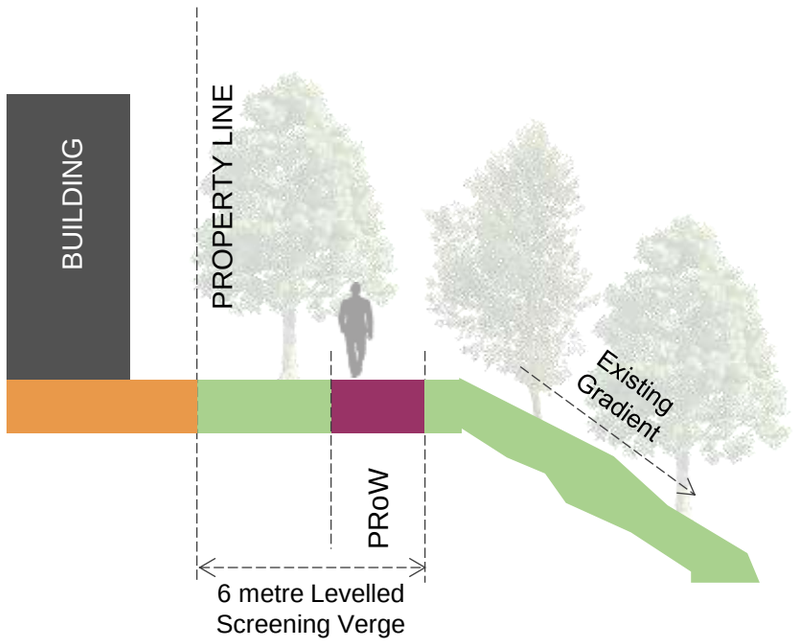
Potential bridleway access

Cycle way connecting internal cycle network with off-site regional cycling routes

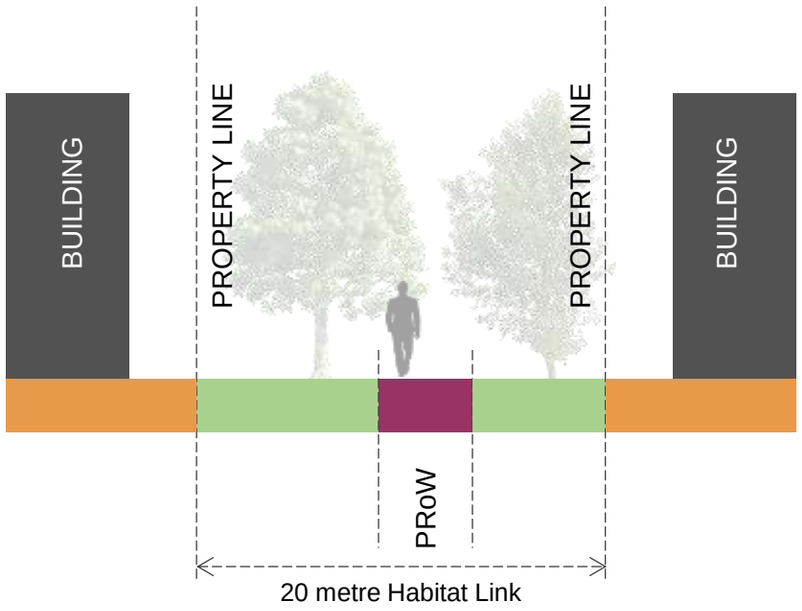
Diagrammatic Sections

Images below illustrates intended widths of landscape screening strategy, habitat and Public Right of Way (PRoW) linkages and Road Right of Way profile (RRoW)

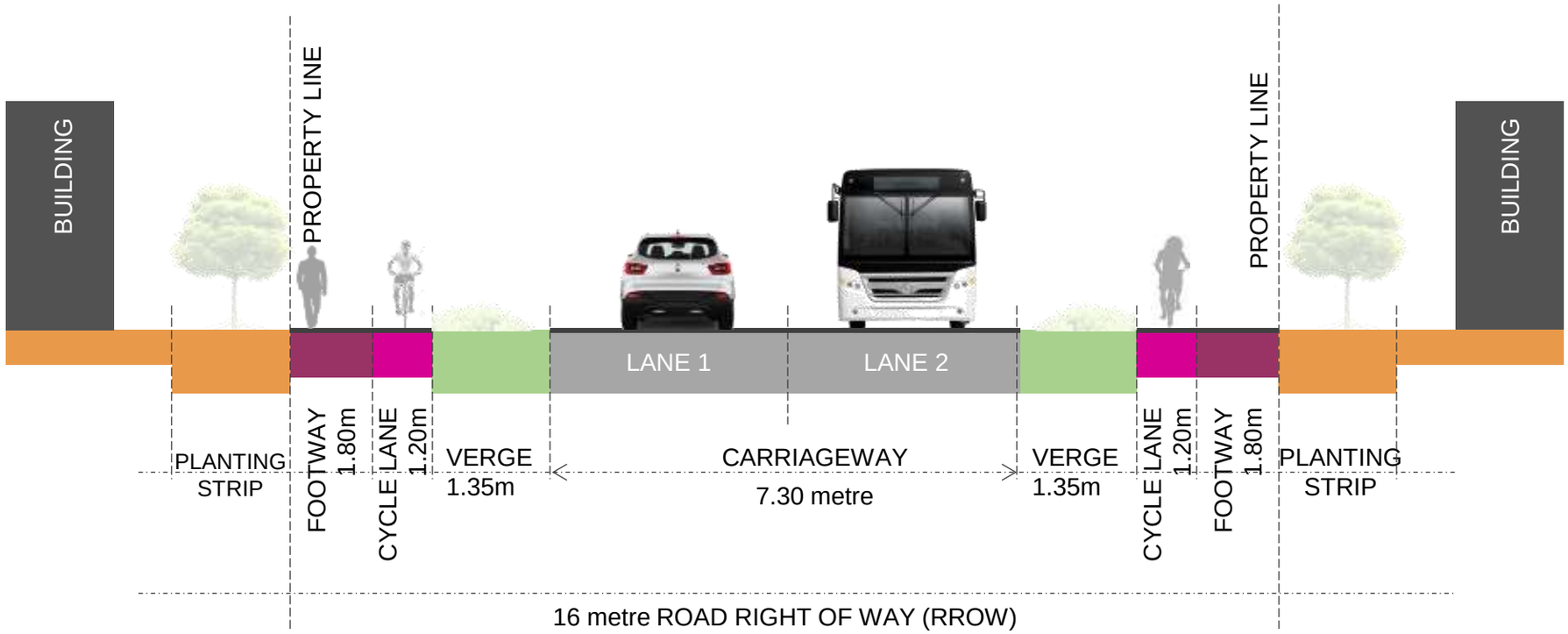
Section along '1'

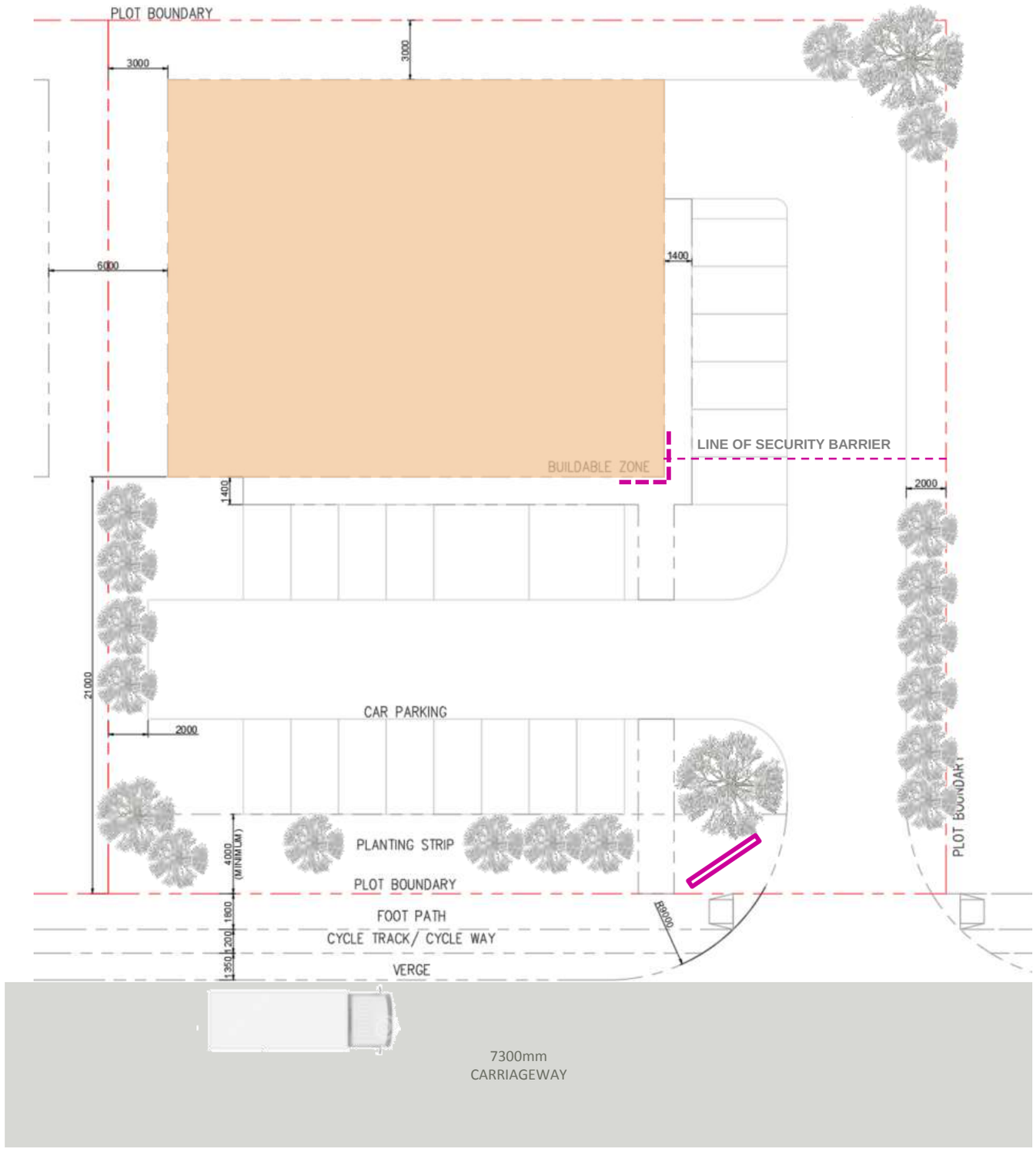


Section along '2'



Section along '3'





Option 1: High Parking Ratio
Option above shows potential of double bank of perpendicular parking at the front side of the property.

Primary Building Sign (Annex vi)

Monumental Building Sign (Annex vi)

iv. Illustrative Plot Design Criteria

The following design criteria should be applied:

1. Building line from the front boundary should consider the following setbacks:
    a. 5.0m Planting strip, can be reduced to 4.0m when adjoining driveways and/or carpark slots; and
    b. 1.4m Building apron, applicable only when facing driveway/ carpark

2. Building lines from rest of plot boundaries should maintain the following setbacks:
    a. 3.0m Planting strip, can be reduced to 2.0m when adjoining driveways and/or carpark slots; and
    b. 1.4m Building apron, applicable only when facing driveway/ carpark

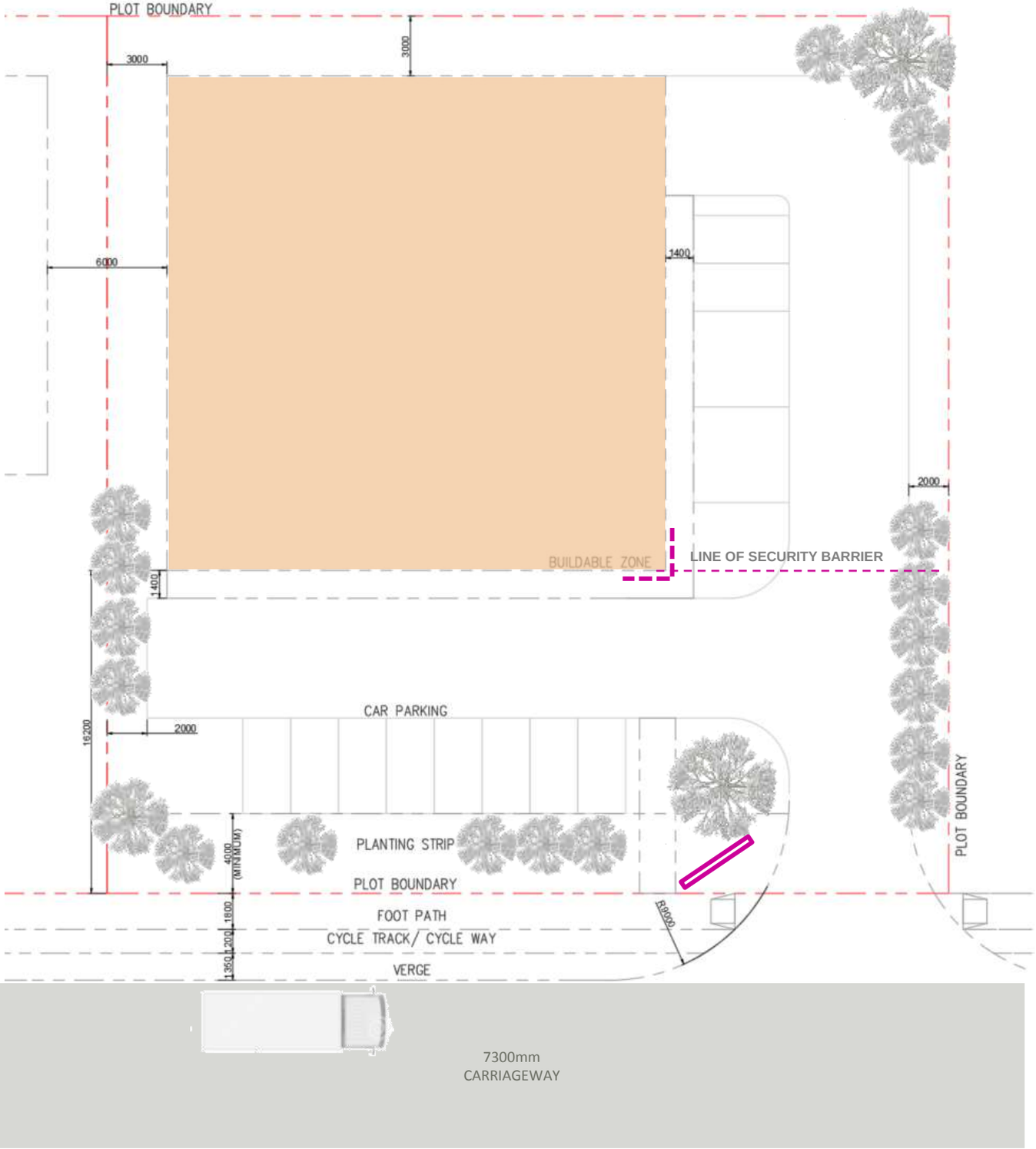
3. Planting strip along the front boundary is envisioned to be landscaped per suggested species and up kept by respective plot owner. Aside from planting, placement of primary building signage is allowed. For all other potential use, specific approval is required

4. Facilities for the storage and collection of refuse for disposal or recycling should be incorporated but not placed in publicly visible locations.

5. Ancillary buildings should generally be single storey with maximum of 4.0 metres in height and should consider minimum setbacks as cited in item 1.

6. Main building should have height at apex not exceeding 8 metres. Planning application should demonstrate height analysis with regards to the overall. Provision of soft landscape to provide screening should be provided and subject to planning advise and approval of Pendle Borough Council.

7. Flues should not be visible beyond parapet height



Option 2: Medium Parking Ratio
Option above shows potential of single bank of perpendicular parking at the front side of the property.

Primary Building Sign (Annex vi)

Monumental Building Sign (Annex vi)

iv. Illustrative Plot Design Criteria

The following design criteria should be applied:

1. Building line from the front boundary should consider the following setbacks:
    a. 5.0m Planting strip, can be reduced to 4.0m when adjoining driveways and/or carpark slots; and
    b. 1.4m Building apron, applicable only when facing driveway/ carpark

2. Building lines from rest of plot boundaries should maintain the following setbacks:
    a. 3.0m Planting strip, can be reduced to 2.0m when adjoining driveways and/or carpark slots; and
    b. 1.4m Building apron, applicable only when facing driveway/ carpark

3. Planting strip along the front boundary is envisioned to be landscaped per suggested species and up kept by respective plot owner. Aside from planting, placement of primary building signage is allowed. For all other potential use, specific approval is required

4. Facilities for the storage and collection of refuse for disposal or recycling should be incorporated but not placed in publicly visible locations.

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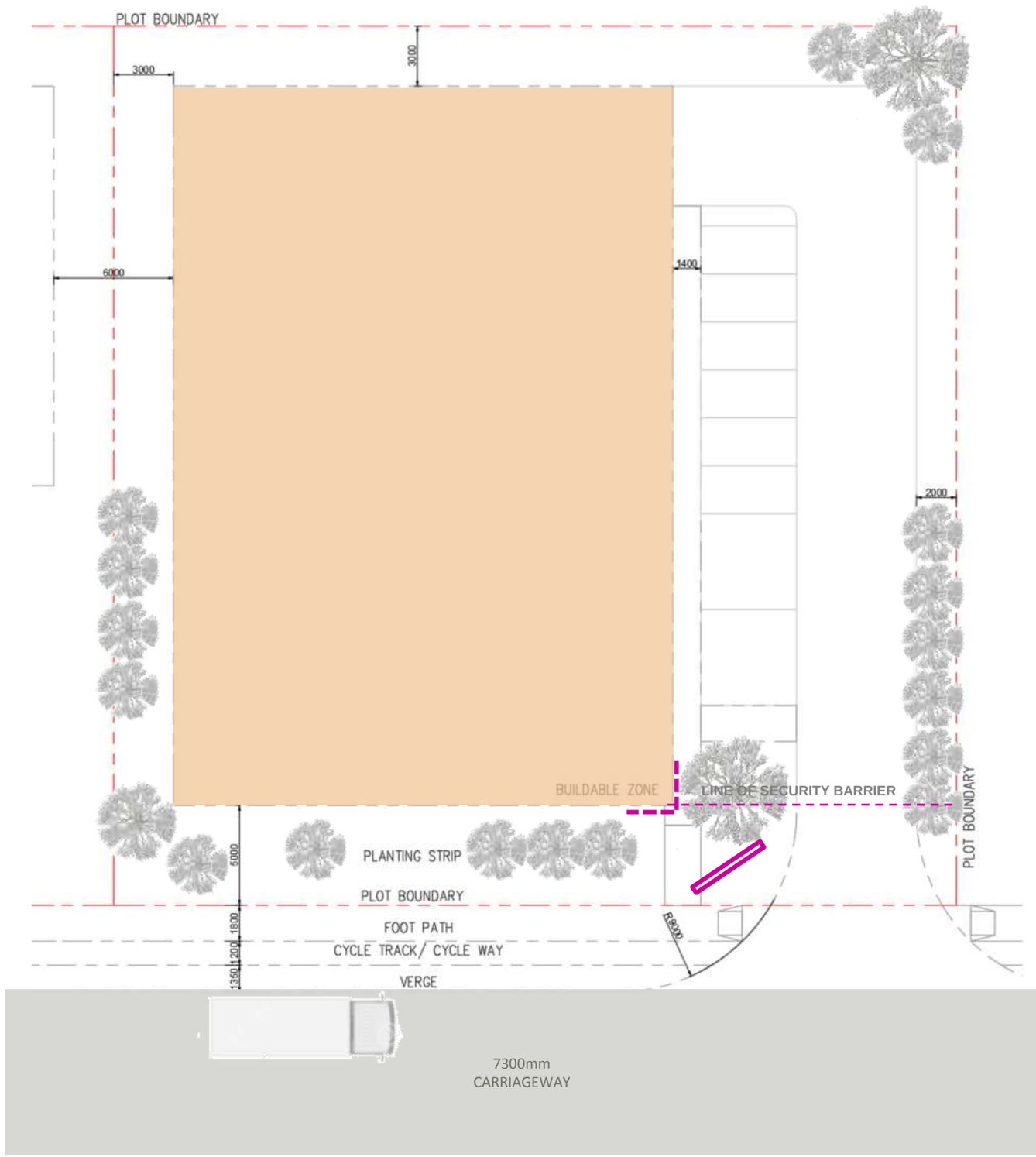
6. Main building should have height at apex not exceeding 8 metres. Planning application should demonstrate height analysis with regards to the overall. Provision of soft landscape to provide screening should be provided and subject to planning advise and approval of Pendle Borough Council.

7. Flues should not be visible beyond parapet height



Option 3: Low Parking Ratio
Option above shows minimum setback from the front should parking area at the front is not desired.

Primary Building Sign (Annex vi)

Monumental Building Sign (Annex vi)

iv. Illustrative Plot Design Criteria

The following design criteria should be applied:

1. Building line from the front boundary should consider the following setbacks:
    a. 5.0m Planting strip, can be reduced to 4.0m when adjoining driveways and/or car park slots; and
    b. 1.4m Building apron, applicable only when facing driveway/ car park

2. Building lines from rest of plot boundaries should maintain the following setbacks:
    a. 3.0m Planting strip, can be reduced to 2.0m when adjoining driveways and/or car park slots; and
    b. 1.4m Building apron, applicable only when facing driveway/ car park

3. Planting strip along the front boundary is envisioned to be landscaped per suggested species and up kept by respective plot owner. Aside from planting, placement of primary building signage is allowed. For all other potential use, specific approval is required

4. Facilities for the storage and collection of refuse for disposal or recycling should be incorporated but not placed in publicly visible locations.

5. Ancillary buildings should generally be single storey with maximum of 4.0 metres in height and should consider minimum setbacks as cited in item 1.

6. Main building should have height at apex not exceeding 8 metres. Planning application should demonstrate height analysis with regards to the overall. Provision of soft landscape to provide screening should be provided and subject to planning advise and approval of Pendle Borough Council.

7. Flues should not be visible beyond parapet height

Annex v Typical Plant Species

v. Typical Plant Species Mix

Below are the choices of plant species when developing the planting mix within each development plot.

Shrubs

Taxus x media ‘Densiformis’

Hedges

Ilex crenata ‘Convexa’

Climbers

Hydrangea petiolaris

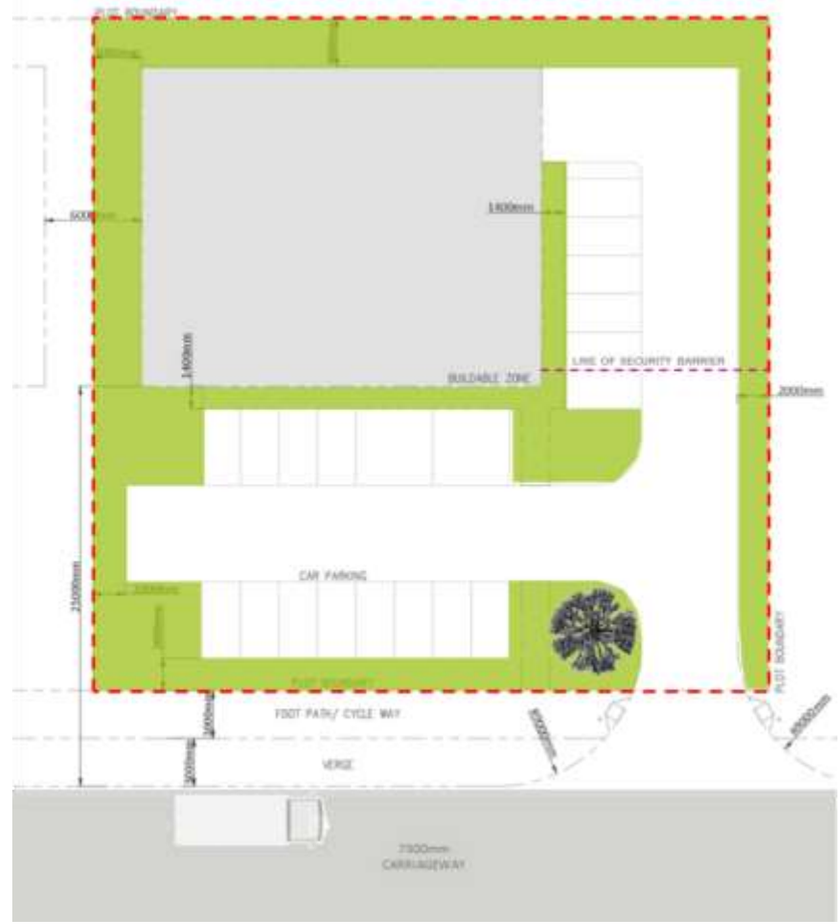
Lonicera henryl

Trees (except Feature tree)

Acer campestre ‘Streetwise’

Alnus incana

Amelanchier lamarckii



Illustrative Landscape Areas

Feature Tree

Feature Tree
(Copper beech (fagus sylvatica f. purpurea) or Rowan (Sorbus aucuparia)

Copper beech

Rowan

Annex v Typical Plant Species

v. Typical Plant Species Mix (con't)

Below are the choices of plant species when developing the planting mix within each development plot.

Plant Mixes:

1. Mahonia balei
2. Potenilla fruticosa 'Floppy Disc'
3. Lonicera nitida
4. Symphoricarpos x Chenaultii 'Hancock'
5. Heuchera villosa
6. Primula veris
7. Primula denticulata
8. Carex testacea
9. Packera aurea
10. Physostegia virginiana 'Vivid'
11. Aster divaricatus
12. Rudbeckia fulgida var. deamii
13. Deschampsia cespitosa 'Goldtau'
14. Luzula nivea
15. Astilbe 'Bressingham Beauty'
16. Lunaria rediva
17. Gillenia trifoliata
18. Galium odoratum
19. Pulmonaria 'Blue Ensign'
20. Ajuga reptans
21. Liriope muscari
22. Asplenium scolopendrium
23. Luzula sylvatica
24. Vinca minor 'Alba'
25. Salvia x superba
26. Sedum 'Autumn Joy'
27. Carex comans
28. Euphorbia amygdaloides var. robbiae
29. Lysimachia nummularia
30. Polypodium vulgare

1 - 10

11 - 20

21 - 30

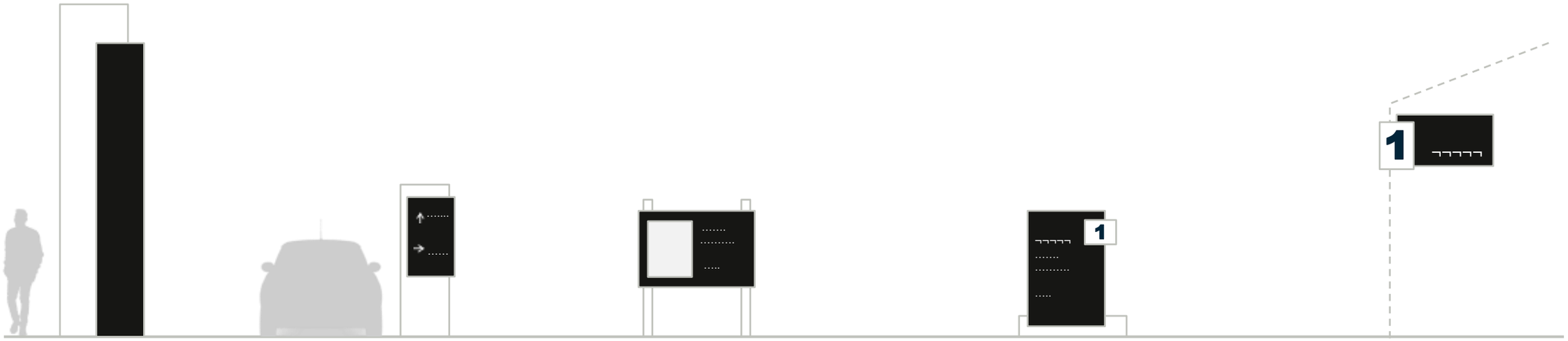
Environmental Graphics Design

This section details the different types of signage that should be provided in the industrial estate primarily to provide coherent identity and efficient wayfinding for both motorists and pedestrians alike. Purpose of each type of signage and its essential contents are provided. Sizes and look of signage herein are conceptual and may be subjected to further detailed designs. Photos and illustrations provided herein are conceptual and indicative in nature

It should also be understood that essential road safety and traffic signs as necessary under relevant authorities are not covered under this section and shall be provided separately.

Signage Location Key Plan
Sign types 4 & 5 locations are shown in Annex iv

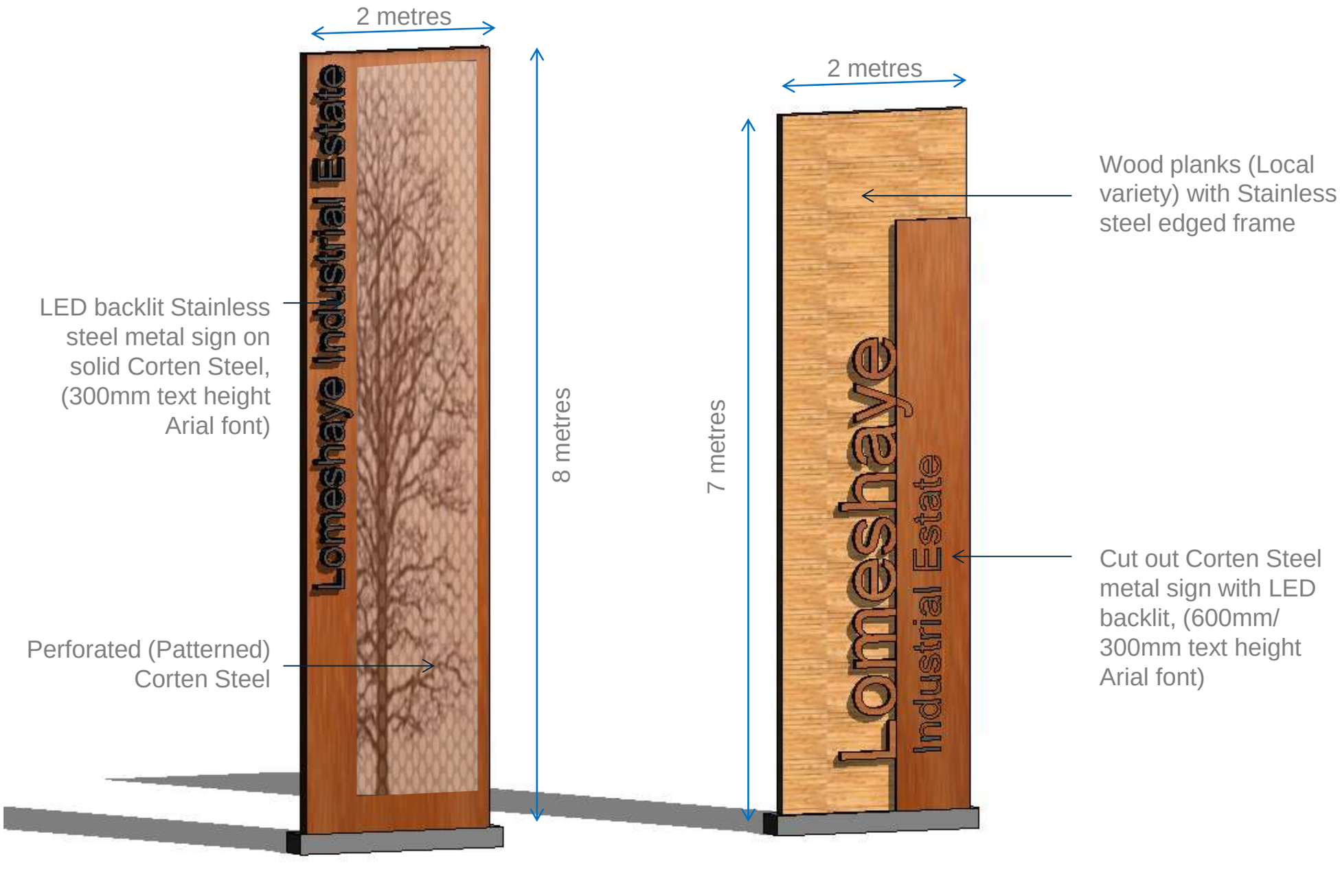
Types of Signs



Environmental Graphics Design (con't)

1. Monumental Estate Sign

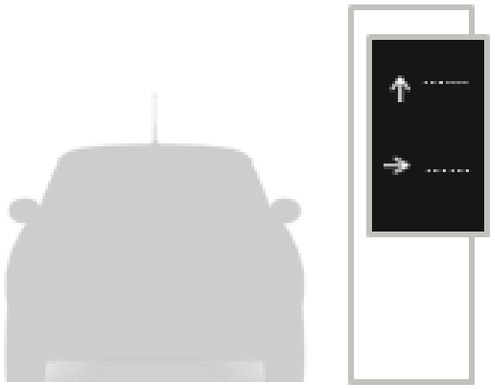
A large sign provided at the main entrance indicating the name of the industrial estate. Its purpose is to provide easy and quick identification as to the location of the estate's entrance from a distant vantage. Its secondary purpose is to showcase the estate's quality brand hence, its design is encouraged to show symbolism blending with the positive natural qualities of its setting. It should be highly recognizable especially amongst motorist along Barrowford road.

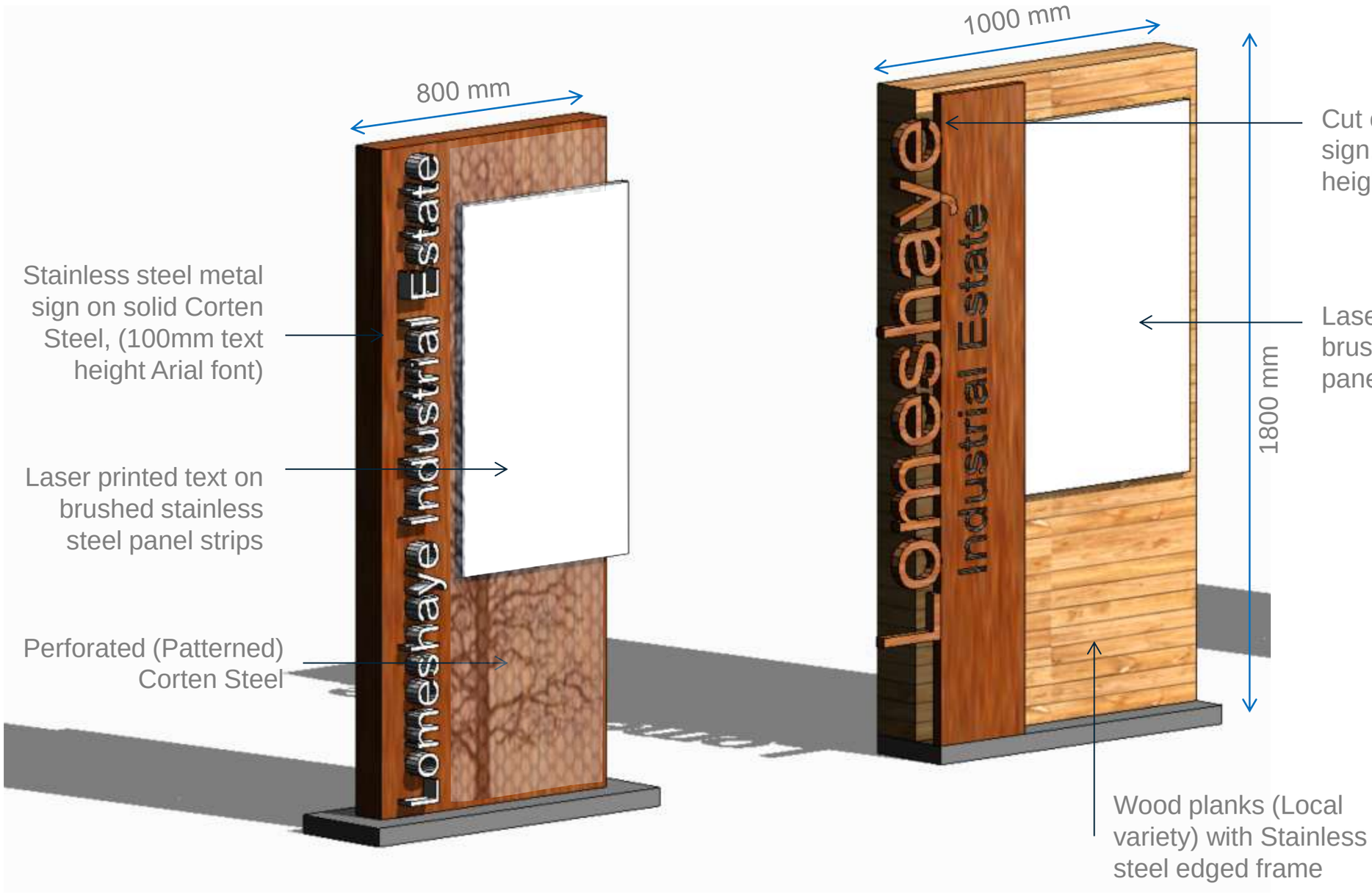


Environmental Graphics Design (con't)

2. Primary Vehicular Directional

These are vehicular signs located along the main roads of the estate. Its primary purpose is to provide efficient vehicular wayfinding towards location of plots/ buildings and other major destinations within the estate such as main entrance, exit, amenities and the like.

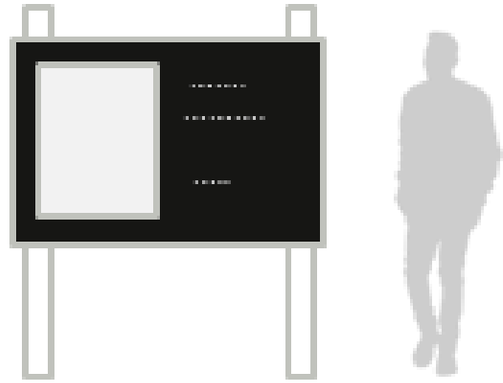


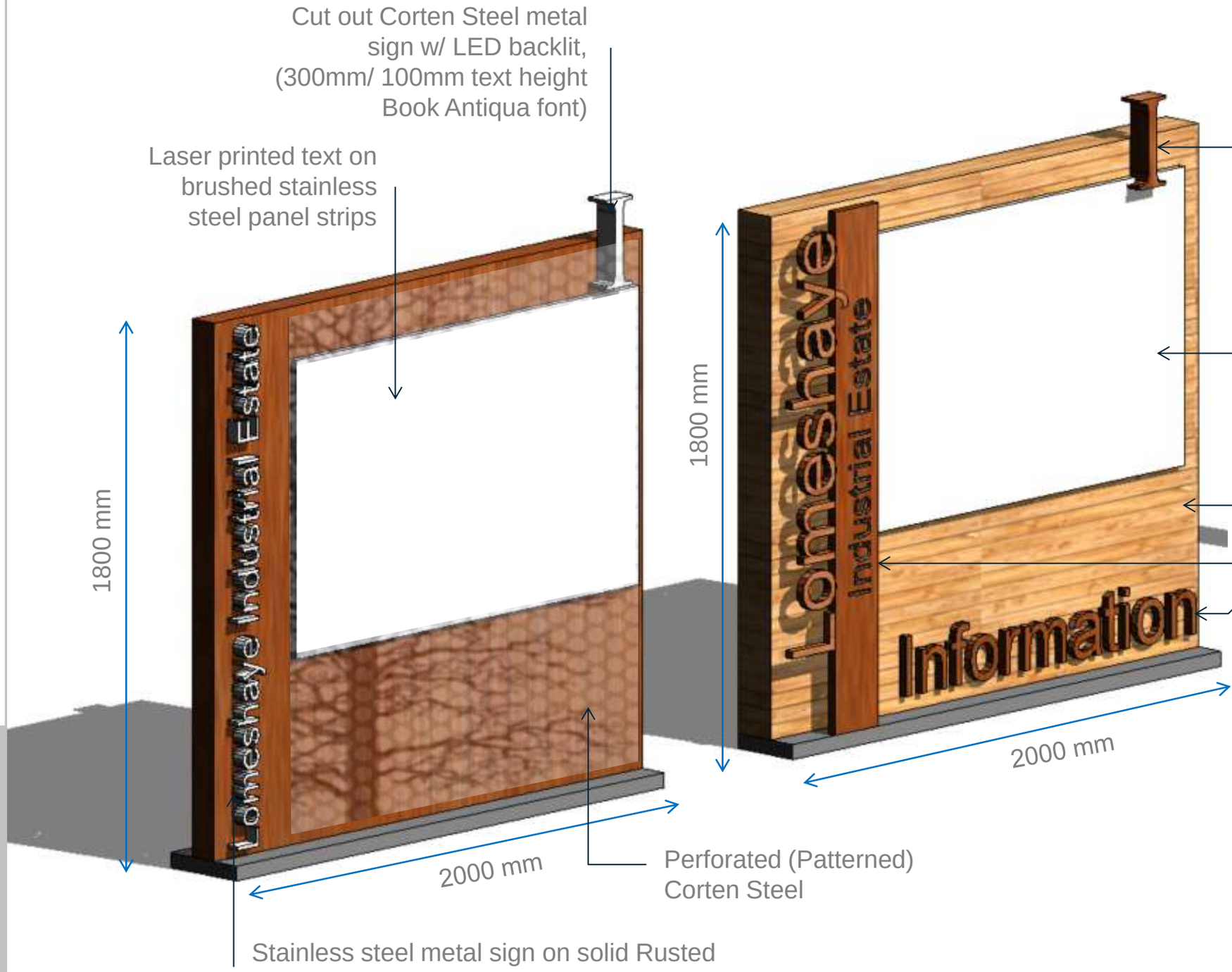


Environmental Graphics Design (con't)

3. Pedestrian Directory/ Campus Map

This sign should be located near the main entrance of the estate along the start of main pedestrian walkway. Its primary purpose is to provide pedestrians with essential information of the estate such as directory of its locators, location of its accesses and amenities therein via provision of an illustrative map with corresponding annotations.

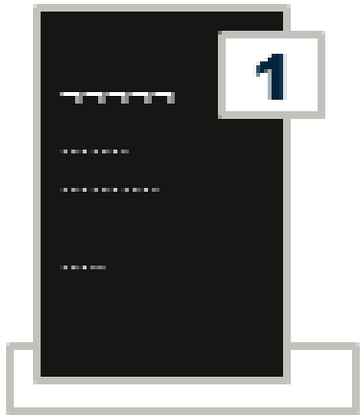




Environmental Graphics Design (con't)

4. Primary Building

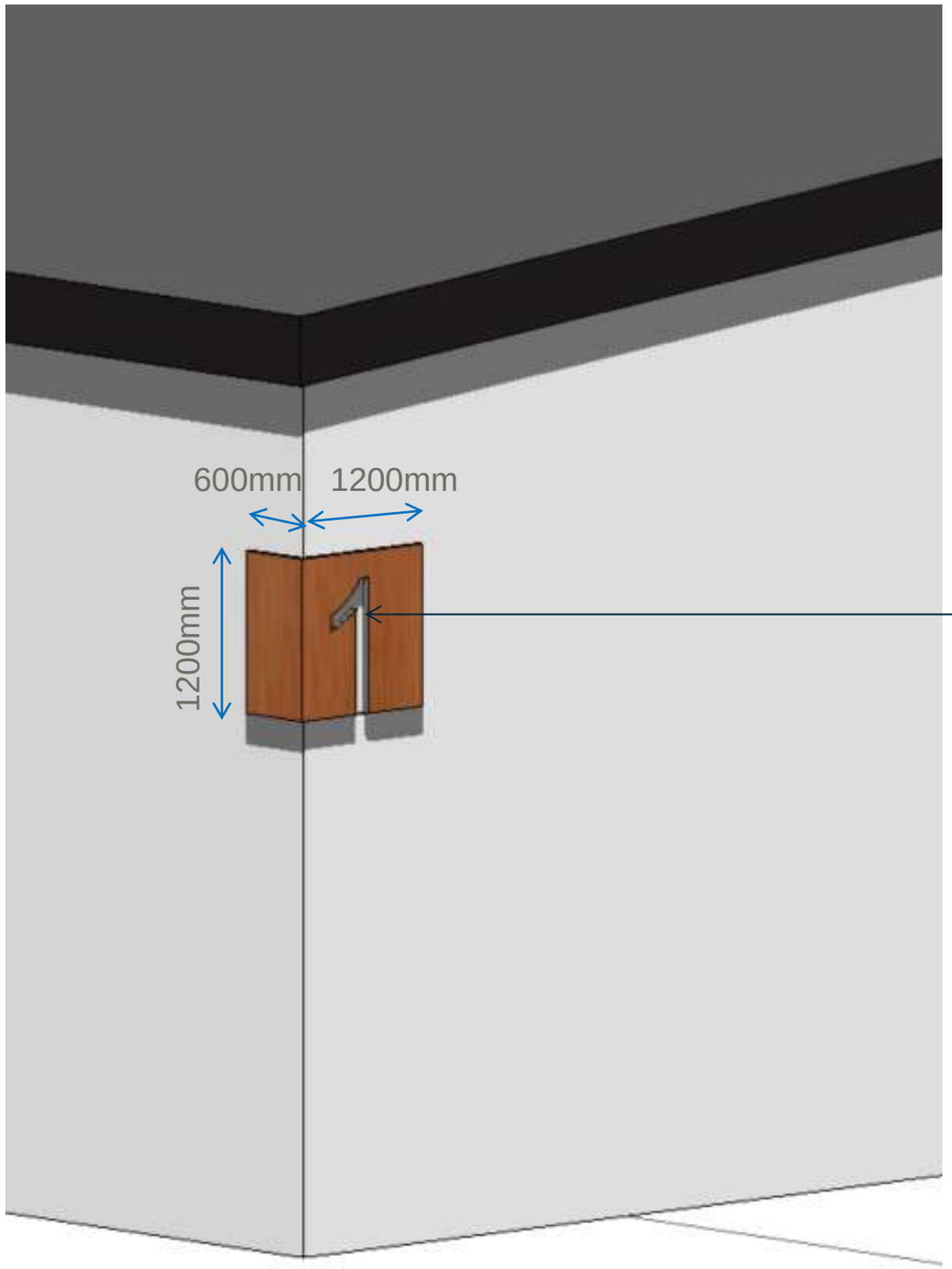
These are signs located adjacent the entrance of individual plots. Its primary purpose is to provide information to motorist and pedestrians alike the number/ address of the plot and name of the building.



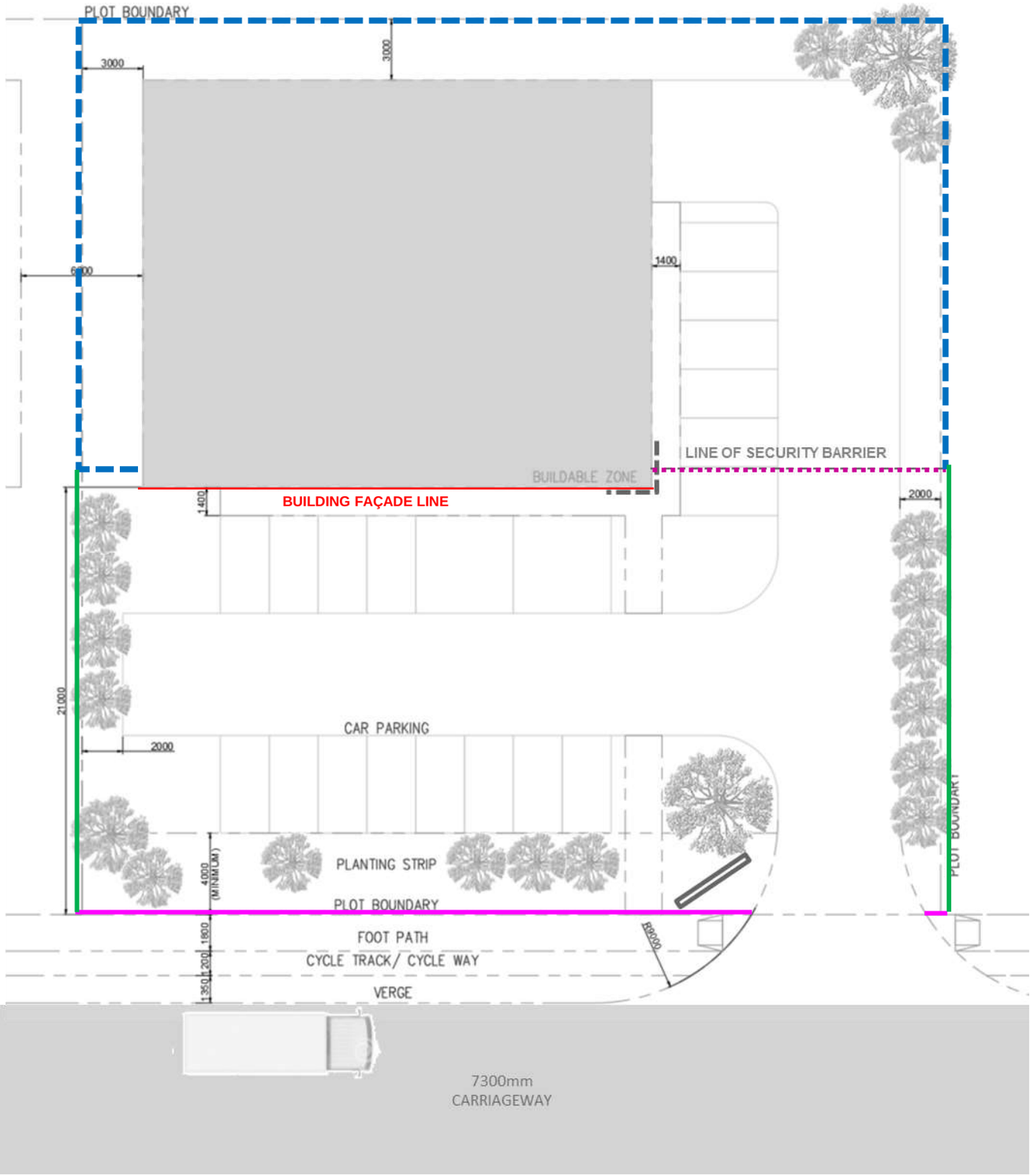
Environmental Graphics Design (con't)

5. Monumental Building

These are signs affix onto uniform location of main façade of main buildings within the estate. Its purpose is to enable quick recognition of the building's plot address and/or name from a distant vantage.



LED backlit, cut out Corten Steel metal building number, (1000mm text height Helvetica font), mounted 150mm from façade

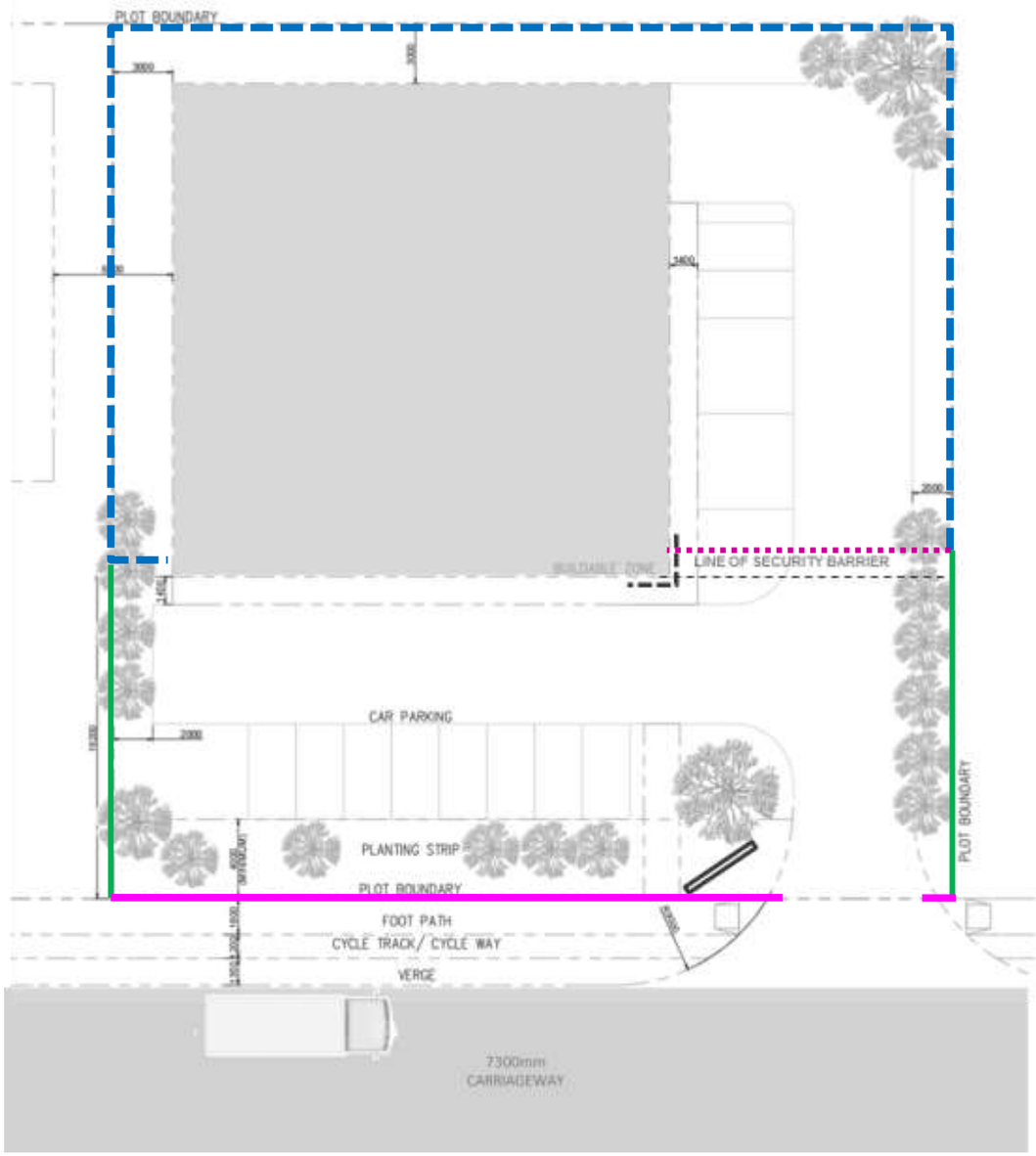


Hedge as defensive planting

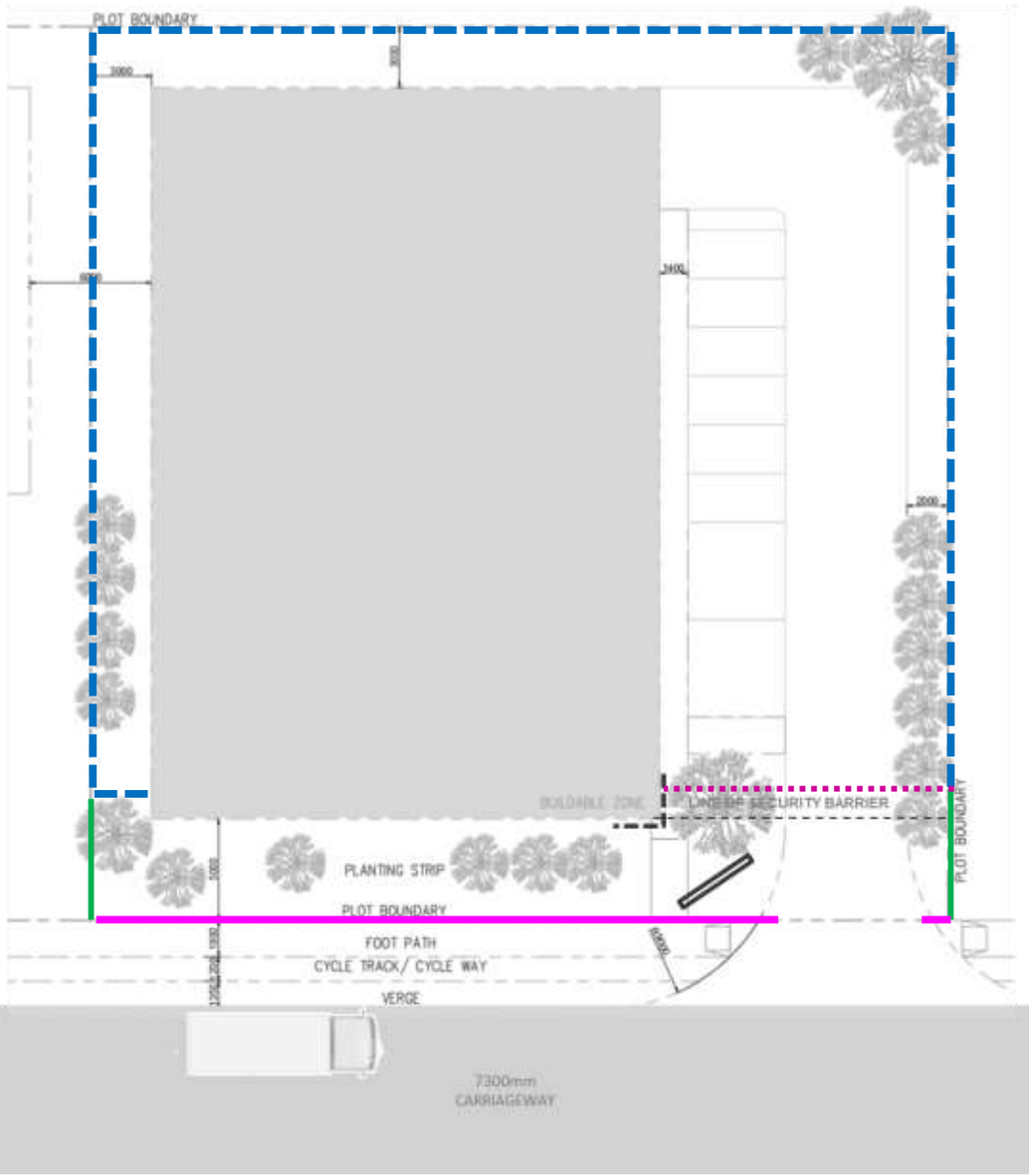
Porous Metal Fence (i.e. Heras Fencing)

Option 1: High Parking Ratio
Option above shows type of security fence should double bank of perpendicular parking at the front is desired.

- Line of Security Barrier, min. 1.0m set backed from building façade line
- Metal Security fence (see image)
- Extent of Defensive Planting – front 1.20m maintained height (see image)
- Extent of Defensive Planting – front 1.80m maintained height (see image)



Option 2: Medium Parking Ratio
Option above shows type of security fence should single bank of perpendicular parking at the front is desired.



Option 3: Low Parking Ratio
Option above shows type of security fence should parking area at the front is not desired.

- Line of Security Barrier, min. 1.0m set backed from building façade line
- Metal Security fence – 2.40m maximum height
- Extent of Defensive Planting – front 1.20m maintained height
- Extent of Defensive Planting – front 1.80m maintained height

Contact Details:

Natalie Sarabia – Johnston BA HONS DIP ARCH ARB RIBA
Head of Architecture
Natalie.Sarabia-Johnston@liberata.com
0795 8516024

John Ngo BSC ARCH MAUD UAP
Senior Architectural & Urban Designer
John.ngo@liberata.com
07767 352884

Liberata Architects
www.liberata.com / Twitter: @LiberataUK

No. 1 Market Street
Nelson
Lancs
BB9 7LJ

Borough of Pendle

Liberata Architects

Pendle Council
Planning, Building Control & Licensing
Town Hall
Market Street
Nelson
Lancashire
BB9 7LG

Tel: **01282 661330**
Email **planning@pendle.gov.uk**
Website: **www.pendle.gov.uk/planning**

If you would like this information in a way which is better for you, please telephone us.

اگر آپ یہ معلومات کسی ایسی شکل میں چاہتے ہیں، جو کہ
آپ کے لئے زیادہ مُفید ہو تو برائے مہربانی ہمیں ٹیلیفون کریں۔