Phase 2 Extension:

Lomeshaye Industrial Estate

Design Code

May 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 strong visual connection with Area 33 to the North, Bowland Fringe and Pendle Hill .

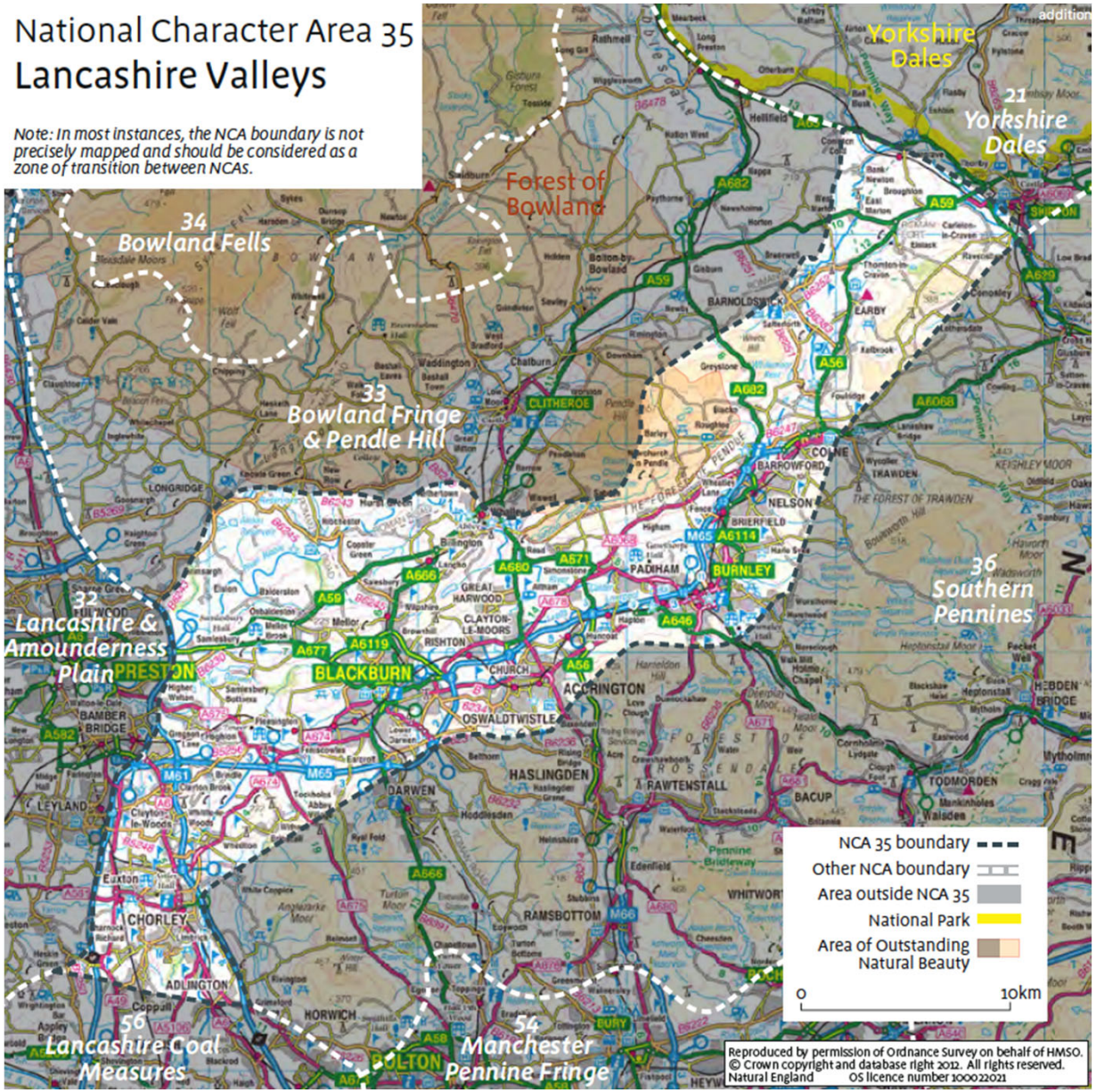


Fig. 1 National Character Area 35

1.1 Landscape Character (con't)

The site is the second phase of the proposed extension to Lomeshaye industrial estate. It is situated on land designated for employment use. It would be an extension between the well-established Lomeshaye industrial estate and the A6068 to the north which provides a rural setting.

This association becomes most evident when the site is viewed from the south where it is seen against the foreground of the industrial estate and the backdrop of rural and agricultural landscape, with Pendle Hill prominent, but visually disjointed from it in the distance.

The historic of urban development is concentrated south of Pendle Water. The slopes north of the river are dominated by fields, scattered farmsteads, numerous trees and blocks of woodland, the linear development of Fence being the only notable concentration of buildings.

The introduction of the M65 stimulated modern industrial development, which has clustered around Junction 12 and on the Pendle Water 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 and slate buildings commonly found elsewhere.

There is a marked contrast of character between Lomeshaye and the adjacent towns but the two collectively comprise a clearly defined urban landscape. The northern edge of the industrial estate is framed 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 north of the farm buildings.

Fig. 2 View of Pendle Hill

2.0 Integration Strategy

The National Character Area profile for Area provides guidance on how to safeguard the qualities of this type of character area. 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.

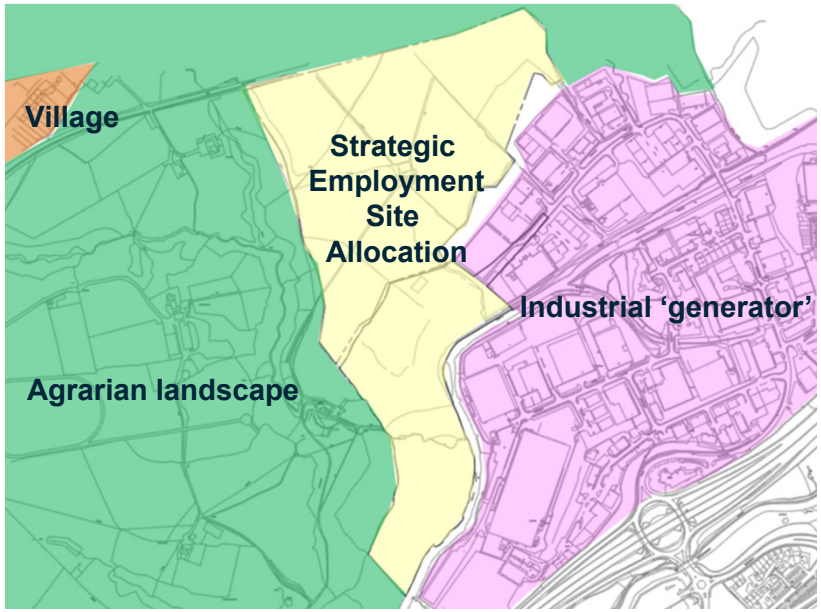
The employment designation is consistent with statement SEO 1, although ties with the textile industry have reduced as local industry has diversified. SEO 4 is a prompt to maintain separation and distinction between the major conurbation and small settlements such as Fence, which the site does.

This suggests forging a closer association between the new development and the town of Nelson as an extension of the urban grain of phase 1 Lomeshaye extension and this proposed phase 2. 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, that 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 with new, constructing and safeguarding habitat corridors at the same time as providing spatial and visual containment. Fig 3 depicts a conceptual diagram, naming the landscape character zones intended and providing valuable clues for design vocabulary.

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

Fig. 3 Conceptual landscape character zones

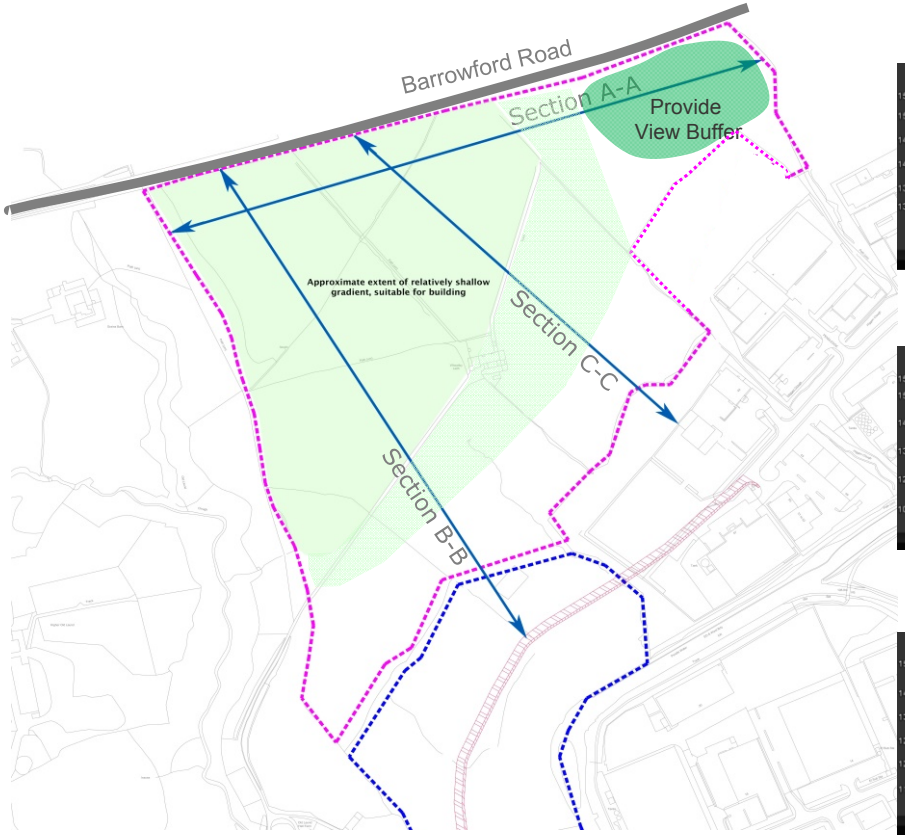


3.0 On Site Landscape Constraints

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

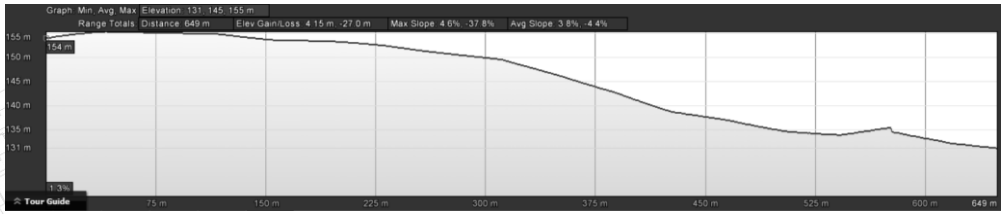
3.1 Topography

The manner in which the agricultural infrastructure has been built on site marks the point where gradients steepen towards the valley below. 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. The image below identifies the approximate break of slope that defines the extent of land proposed for building.



Appropriate extent of relative shallow gradient suitable for building

Section A-A



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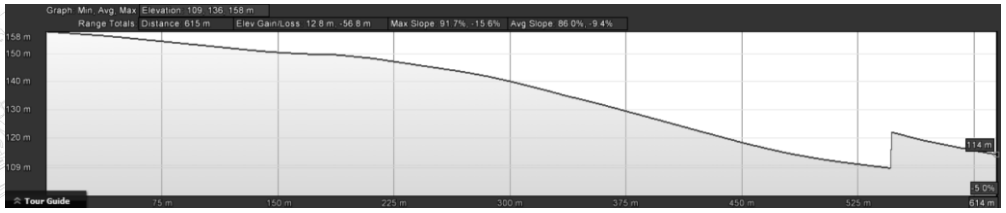

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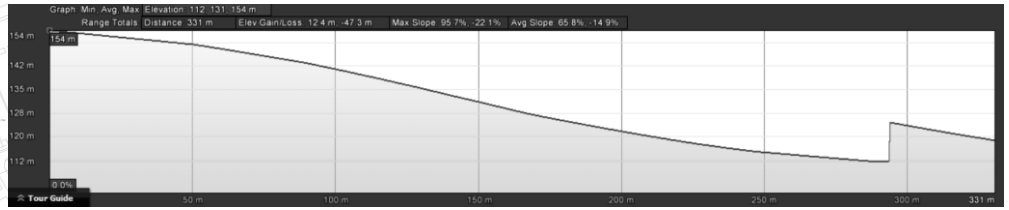


Fig. 4 Left – site plan showing lines of sections
Fig. 5 Above – Sections through the site

3.2 Key Features, Field Boundary, Vegetation and Foot-paths

The site enjoys valuable assets comprising a baseline of green infrastructure that give character, enclosure, screening and corridors for wildlife. Whilst agriculture on the fields themselves reduces biodiversity interest, the field boundaries provide opportunity for greater ecological interest. A combination of trees, hedgerows, stone walls and drainage ditches provide a framework structure that merits conservation as an envelope for the new built development to encourage ecological interest.

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 vegetation is variable. It will be preserved where possible to maximise the use of existing features and to provide wildlife corridors.

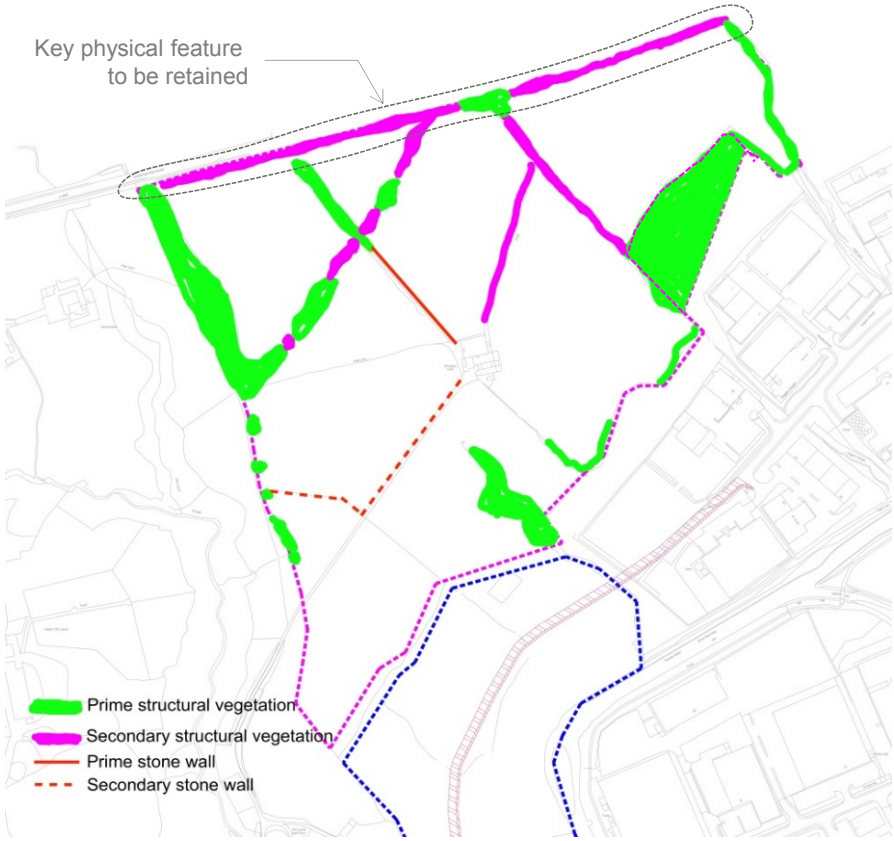
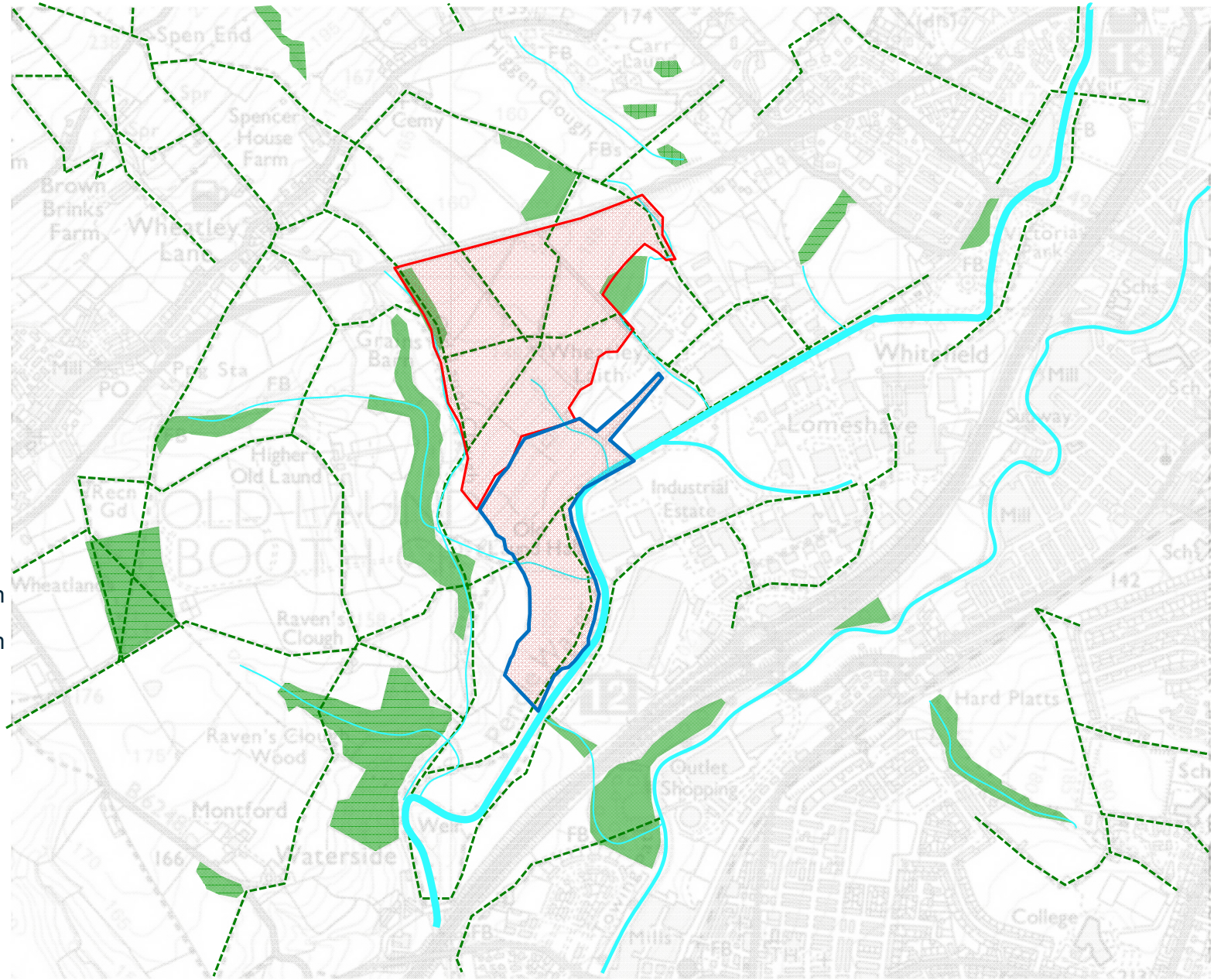


Fig. 6 & 7
Prime vegetation bounding the north part of the western perimeter, giving way to secondary quality in the southern part.



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

3.3 Drystone Wall

The drystone walls are also of variable quality and condition. The prime one being worthy of retention found to the north of the farm buildings. Secondary condition walling is a useful source of material for maintenance and repair of retained walls or for construction of new features within the external works design.

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. 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 as well as enhance planting around the access.

4.0 Structure Planting Principles

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

Species for this main structural planting should be informed by those already present on site and contain both tree and shrub species to establish good density of foliage from the ground up. A planting strip not less than 5m wide is required on the plateau, 10 m on western boundary, and not less than 20m wide on the slopes, the latter to optimise habitat connectivity by extending to the existing woodland block as illustrated on Fig 10.

New internal structure belts should be introduced between individual development plots, following a similar species mix and generally at least 3m wide.

The verge and hedgerow along the A6068 should be conserved. Where disturbance is necessary the existing style of planting should be emulated with new material up to its interface with the new entrance feature.

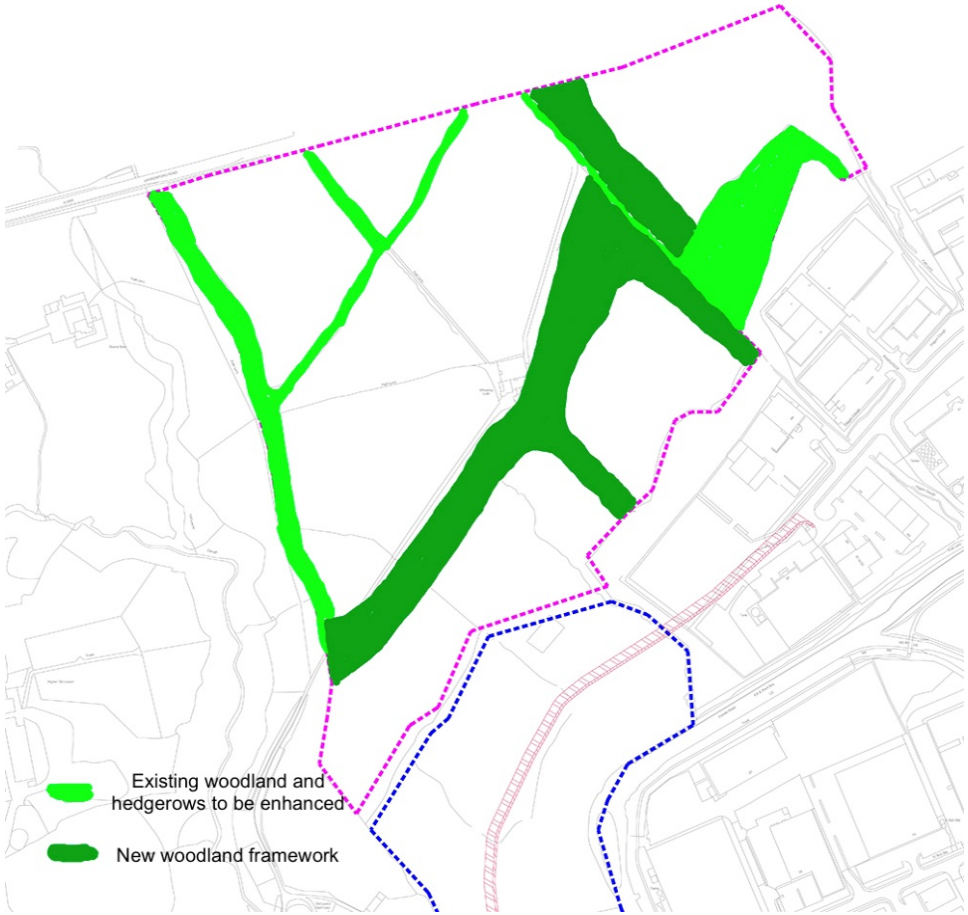


Fig. 10 – Woodland and green framework

1.0 Introduction

1.1 Purpose of the Document

The purpose of this document is to create a framework for the development of the Phase 2 Extension of Lomeshaye Industrial Estate. Pre – planning application discussion and determination of planning applications will be guided by the design principles in this Code.

This document has been prepared for the following reasons:

- To guide detailed planning applications/ reserve matters for the site and 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 part of the document has been prepared as part of the Development Brief for the Phase 2 Extension of Lomeshaye Industrial Estate.

It is not intended to provide a restrictive or unduly prescriptive framework. It describes important planning criteria and defines minimum quality standards to be expected for land uses earmarked for the site. It will be a material consideration against which any planning applications submitted in respect of land covered by this Brief will be determined.

1.3 Master Plan Design Criteria

The principal 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 link ecological networks

Detailed 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 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 is to provide for a range of modular developments plots with developable footprints from 500 square meters, and to promote , high quality buildings set in context of the Lomeshaye Industrial estate and a rural environment.

Special conditions are considered and illustrated for the perimeters of plots, 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 impact to the skyline of the towns of Nelson and Barrowford whilst providing internal heights that suit modern commercial activities. Proposals must take into consideration, the retention of existing trees on the site and provision of new structural planting, where encouraged.

Further illustration is contained in Appendices iii and iv

2.2 Design Criteria

The following design criteria should be applied:

1. Building lines from the front, rear and sides of the plot boundary should have minimum setbacks:
    - 3.0m planting strip; can be reduced to 2.0m when adjoining driveway/ car park
    - 1.4m building apron, applicable only when facing driveway/ car park

2. The building line on plot-to-plot boundaries at least six metres for detached developments, otherwise a minimum of three metre from plot boundary is to be retained.

3. Facilities for the storage and collection of refuse for disposal or recycling should be incorporated.

4. Ancillary buildings should generally be single storey with maximum height of 4.0 metres and with minimum setbacks as per in criteria 1.

5. Main building should have height at apex not exceeding 8 metres for the plots along the A6068. Internally buildings should have eaves heights not exceeding 8m. Planning applications should provide landscape evidence if they are to exceed these guides. Provision of soft landscaping to provide screening should be provided and subject to planning advice and approval of Pendle Borough Council.

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

7. Due to the overall terrain of the site, it is unlikely to be feasible to have ditches and ponds for Sustainable Drainage System (SuDS). Engineered solutions may be considered where necessary.

3.0 Design Principles

3.1 General Principles

The overall development should benefit from a strong co-ordinated approach to building design to give a consistency in built 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 materials is desirable.
- Provision of screening and or concealment of any industrial plant components
- Environmental components which reduces carbon footprints 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 is co-ordinated. 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 and implementation is crucial to the success of the industrial estate. The planting has however not to sterilise the site by making it uneconomical to develop.

Within the overall landscape plan, individual developments are encourage to demonstrate quality and innovation in their own planting schemes in reference to the estate's general landscape character.

Structural planting is to be implemented 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 into plot planting schemes.

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 encouraged to offer enhanced landscape setting. 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.

- Building entrances should be emphasised 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 necessary to provide for visual screening.

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

As part of the infrastructure works, roadside mounding will been 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

Car park provision should be in accordance with PBC Car & Cycle Parking Standards. You can follow the link below to 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.

Internal circulation and parking areas must be hard surfaced. 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 should be provided along the new main access roads. The cycle and pedestrian routes will be designed to Lancashire County Council and Pendle Borough Council's standard and national government guidance.

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. 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 staff to reach their intended destination quickly. 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 should be provided. An indicative Environmental Graphics Design (EGD) guide is provided in Annex vi to provide a consistent and high quality branding scheme.

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/

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 not be allowed nor will unnecessary lighting whilst the units are not being used.

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

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.

8.2 Design Criteria

The following design criteria should be applied:

- Limited external lighting of signs and buildings may be permitted to direct people to buildings.

- 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 are encouraged

- Security lighting for the purpose of discouraging unauthorised access will be permitted but theses should be triggered by sensors and of limited duration. Security cameras should use infrared technology to avoid the need for obtrusive lighting.

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 whilst the unit is operational.

- 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 sensor and time controlled.

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

Planning Considerations

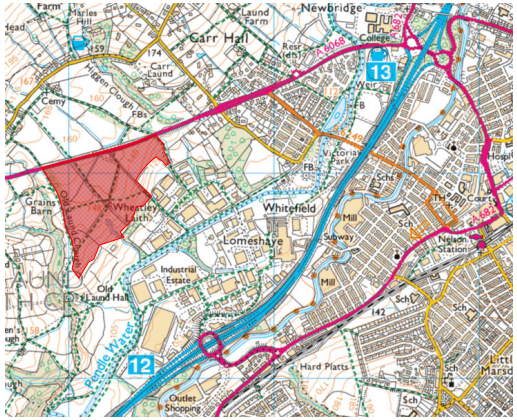
The proposed Phase 2 extension of Lomeshaye Industrial Estate into the proposed site would have far reaching economic, social and environmental significance to its locality. Being classified as a Strategic Employment Area, there is a need for balanced approach in determining the optimum developable area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

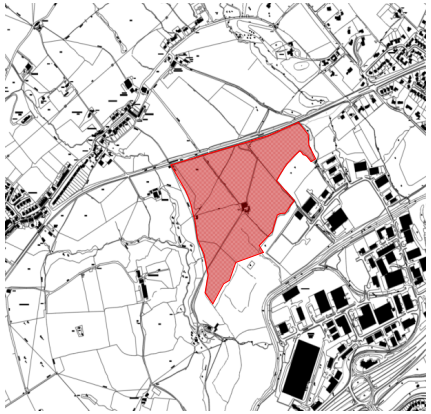
1. Road and Public Right of Way Network
The hierarchy of transport network and public right of way network within the site and in its vicinity would provide an understanding to the accessibility of the site with regards to logistics, vehicular and pedestrian commute. The would also influence the master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

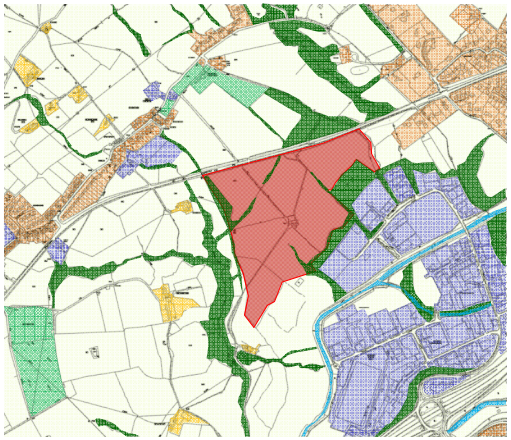
2. Settlement Grain
The location and density of the current built up areas in the vicinity would provide an understanding on the current intensity of development. This would impact the zoning and sizes of development foot print the master plan could offer.

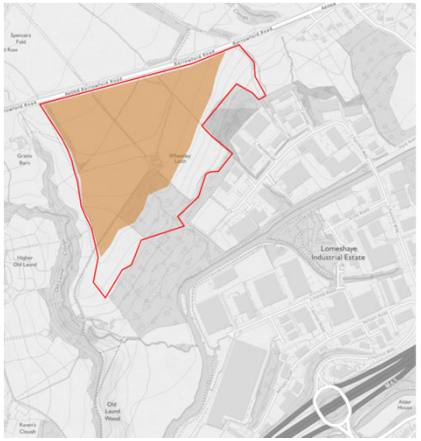
3. Land Use
This would provide understanding of the current use of land in the site's vicinity and network of thick greenery in the vicinity. This would impact the structure of industrial zones in the master-plan and would also influence the provision of habitat linkages.

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. Perceived prominent vista to and from the town of Nelson would necessitate the provision of soft scape screening to soften the impact of the proposed industrial estate.







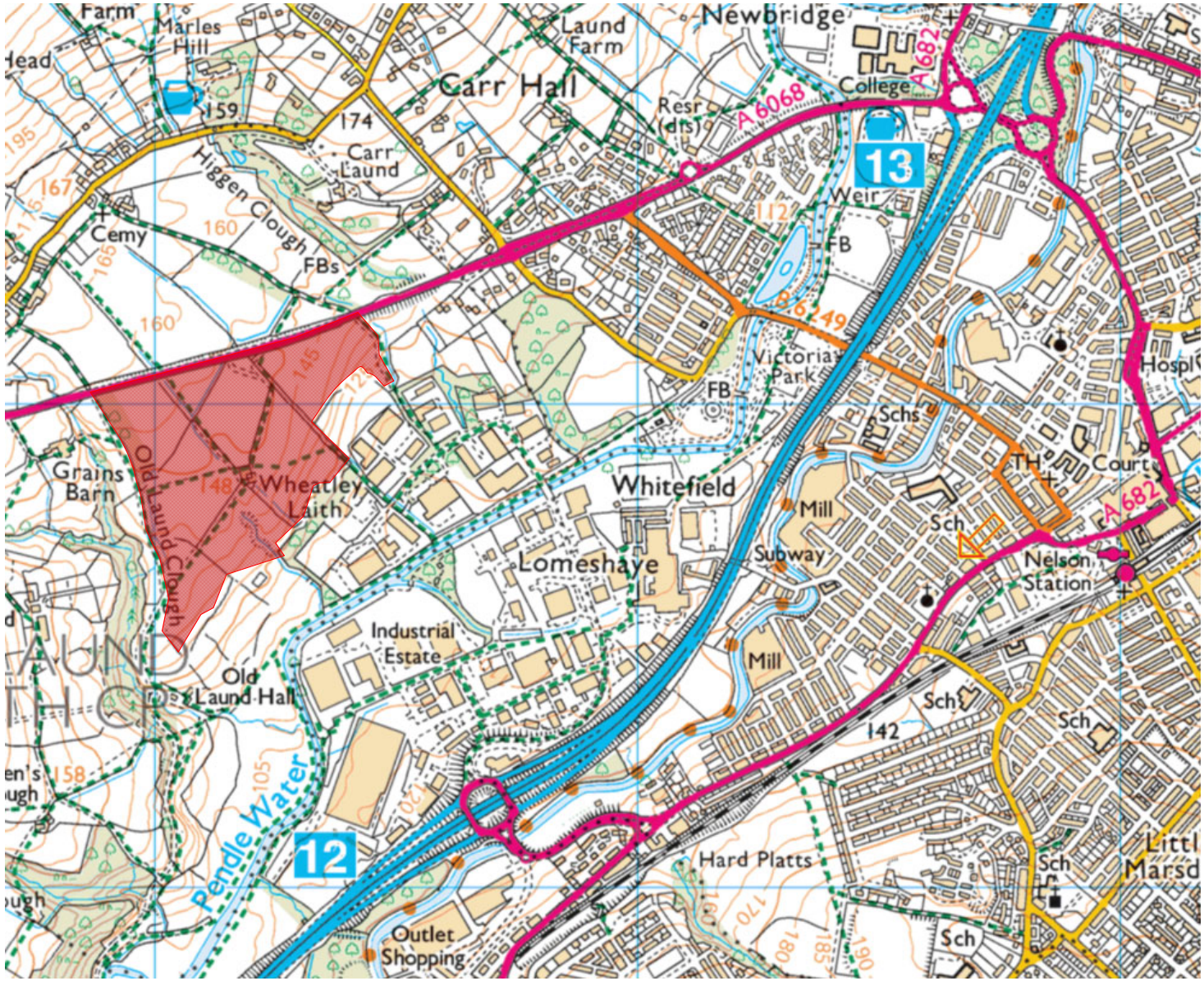


i. Road & Public Right of Way Network

The site is situated approximately 1 mile west of Nelson Town Centre and 0.70 mile east of Fence Village, within the district of Pendle in 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), an A road 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)
- Road Network
- Road generally >4m wide
- Railway
- Railway Station
- Public Foot Paths
- Proposed Site



ii. Settlement Grain

Illustration shows the extent of developed areas. The site is predominantly surrounded by farmland and wooded areas. About a mile to the west is the village of Fence.

To its south lies the existing Lomeshaye Industrial estate.

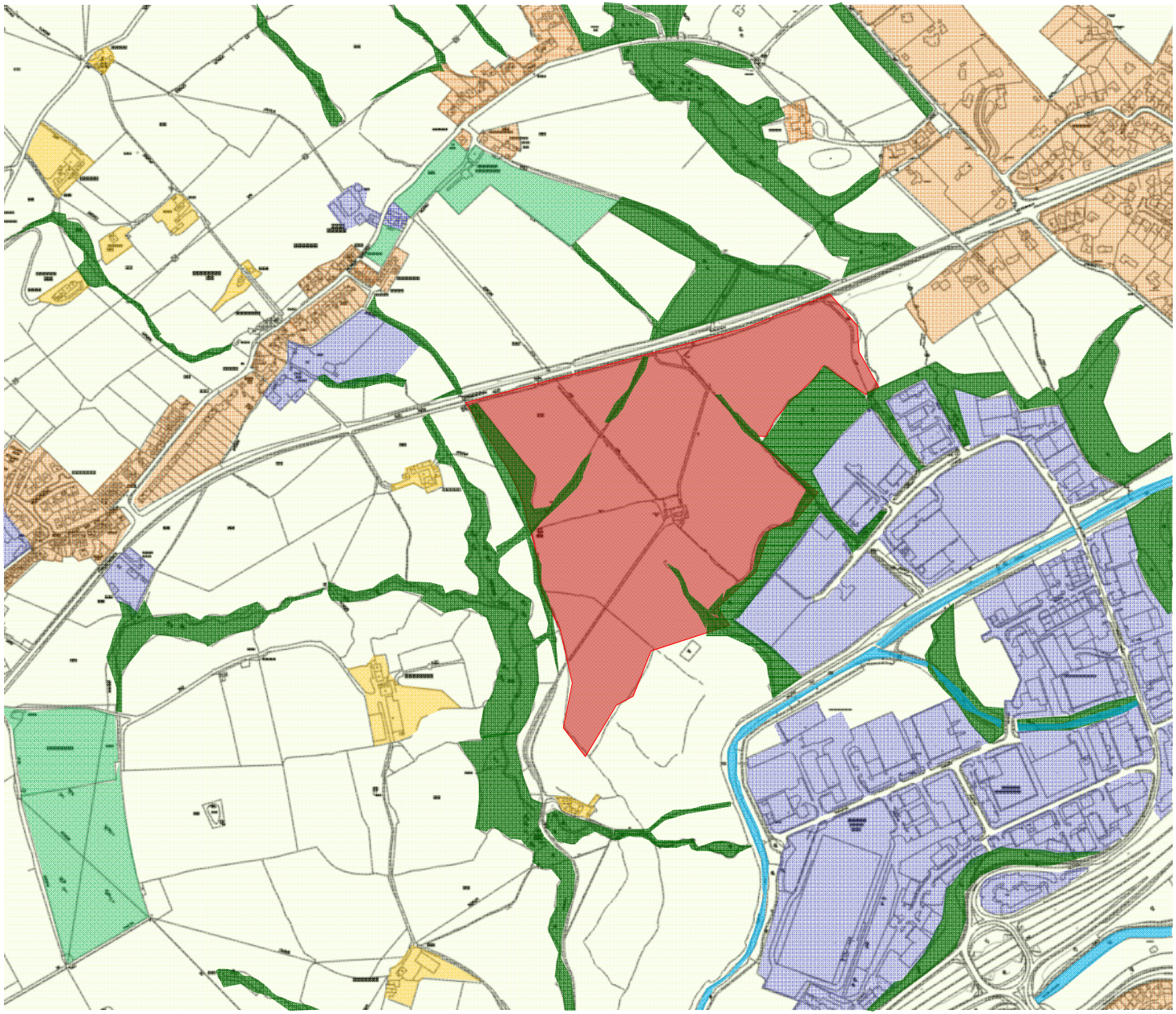
Built Up Structure

Phase 2

iii. Land Use

The illustration shows indicative Land Uses. The site is surrounded predominantly by agricultural land and wooded areas. To its immediate southeast lies the Lomeshaye Industrial estate. The site will form a contiguous employment site with the existing industrial estate. The site is punctuated with several lines of green areas which give opportunities to connect to a wider ecological network.

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

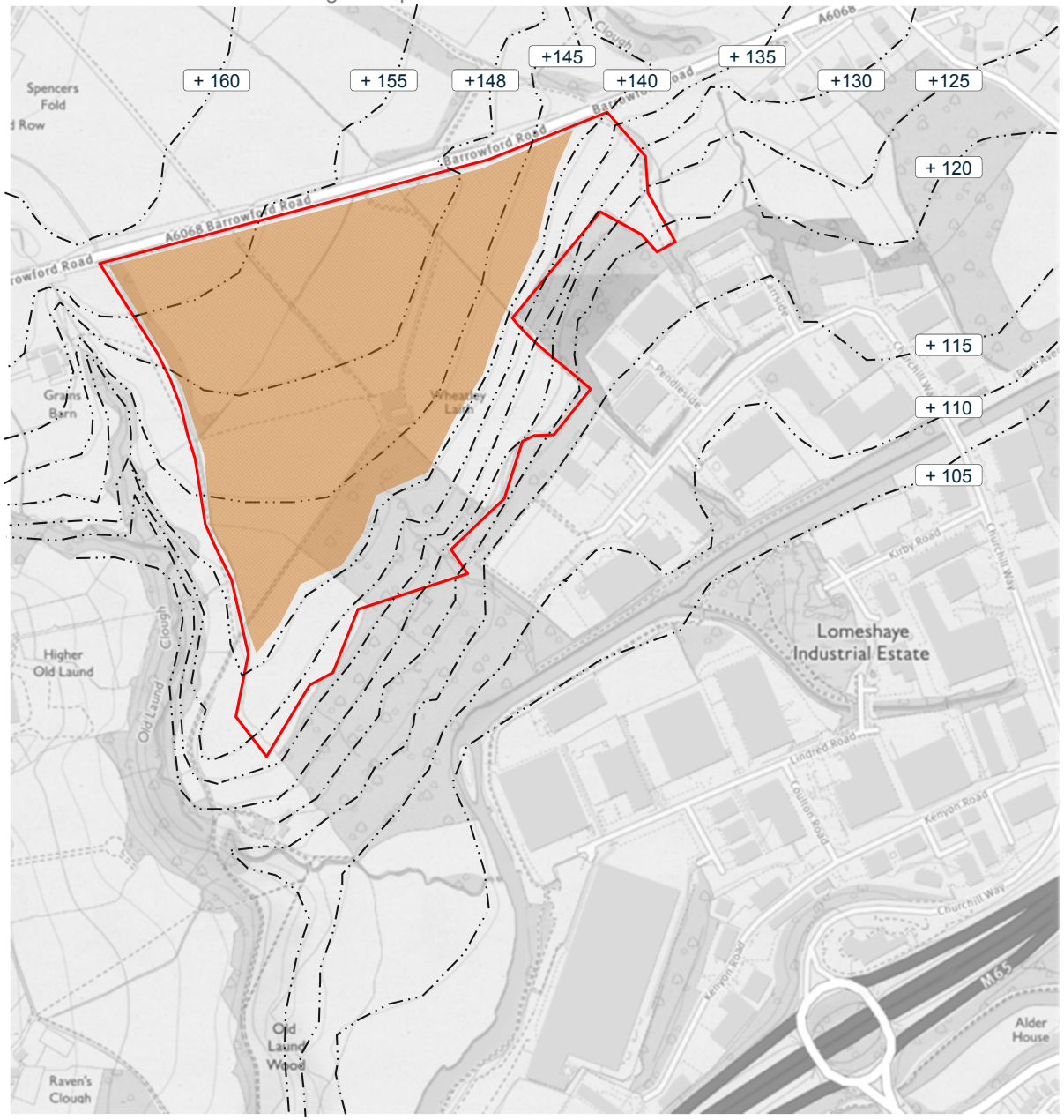


iv. Topography

Contour lines plotted on the proposed site show the site's rolling terrain towards the valley below where the motorway is located. This presents a prominent view of the site from the town of Nelson.

The effective developable area is dictated by having acceptable road gradient, amount of cut & fill necessary and landscape requirements to allow for necessary screening to be provided.

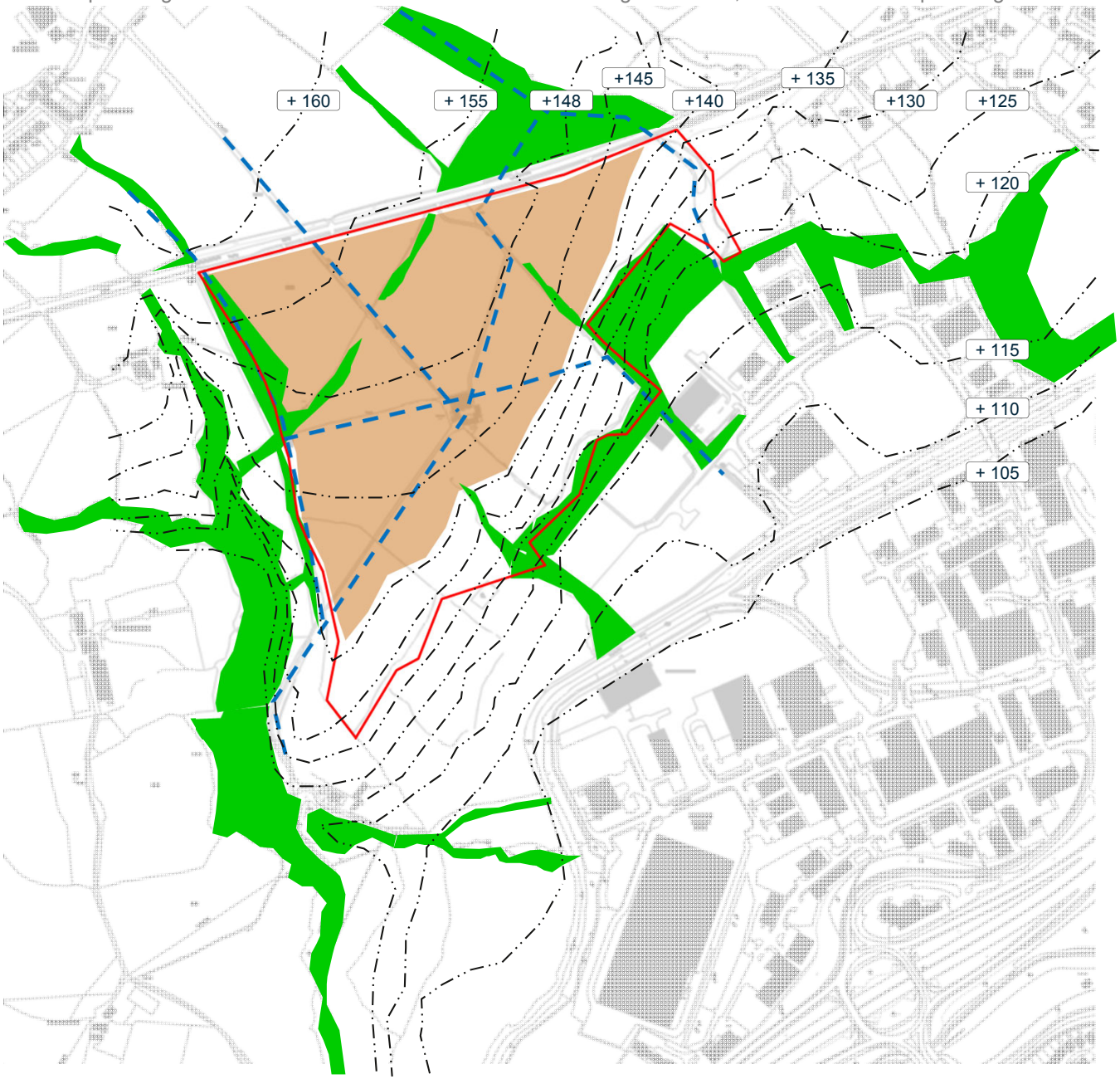
- Proposed Site
- Effective Developable Area
- Topographic Lines
- + 160 Topographic Level



Consolidated Planning Considerations

The image below shows the combined layers of planning considerations. It illustrates the extent of the developable area due to topography, the need for linking public right of way network that traverse the site, the need for providing sufficient easements to allow conservation of green areas, and the need for providing links to ecological networks.

- Site
- Effective Developable Area
- Topographic Lines
- + 160 Topographic Level
- Thick Greenery
- Built Up Structure
- PRoW Network



Design Narrative

This section considers the design principles and considerations for developing the site.

i. Stage 1 – Broad Conceptual Options

The options below show possible planning options taking into account the constraints set out above. These options are refined into proposals in stage ii.

Option 1
Straightforward concept having 43 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. Unacceptable access arrangements.

Option 2
This option has two access points from Barrowford road which essentially divides the site into two distinct development zones. The featured landscaped area runs alongside the main access road which provides coherent and soft identity to the development. A central access 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 accessed via branch roads bisected with green routes consolidated at the southern side.

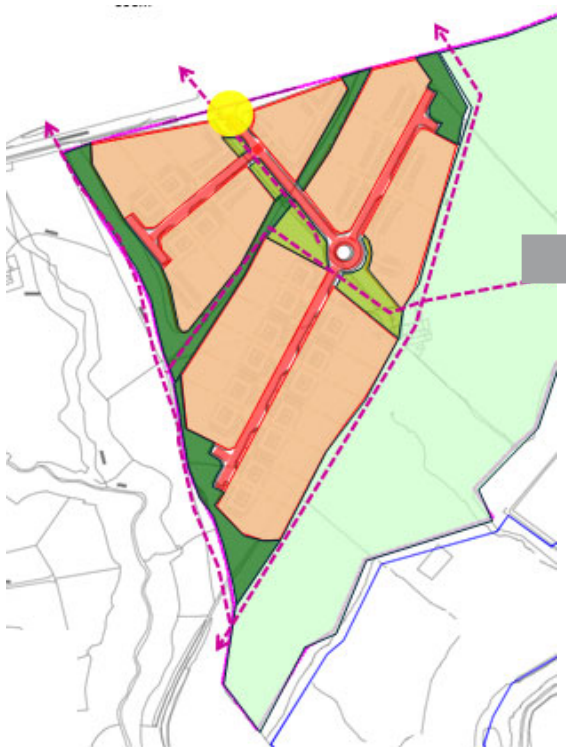
ii. Stage 2 – Preliminary Masterplan

Option 2 from the broad conceptual options above is developed into a preliminary masterplan.

Step 1
Major master plan elements are shown. This includes structure and orientation of the road layout, landscape corridors, and linked PRoWs.

Step 2
Developable areas are parcelled into plots with indicative building foot prints and parking layouts. Detailed landscape considerations such as planting verges, linear green areas and cycling/ pedestrian networks are considered.

Step 3
3-dimensional massing to assess the visual prominence of the site. Considerations of any future provision of a road link to Phase 1 is assessed. Possibility of conserving the existing farm buildings is discounted in consideration of maximising the quantum of development.



- 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 a preliminary masterplan.

Step 4

Realignment of potential future road link to Phase 1. No link is proposed but the design takes into account any future proposals. Extent of developable area is redefined. This lead to general revision of the orientation and structure of the layout. Further revalidation of plot configuration and linkages of PRoWs and habitat corridors.

Road

Development boundary

PRoW & Wildlife link

Planning 'Grid'

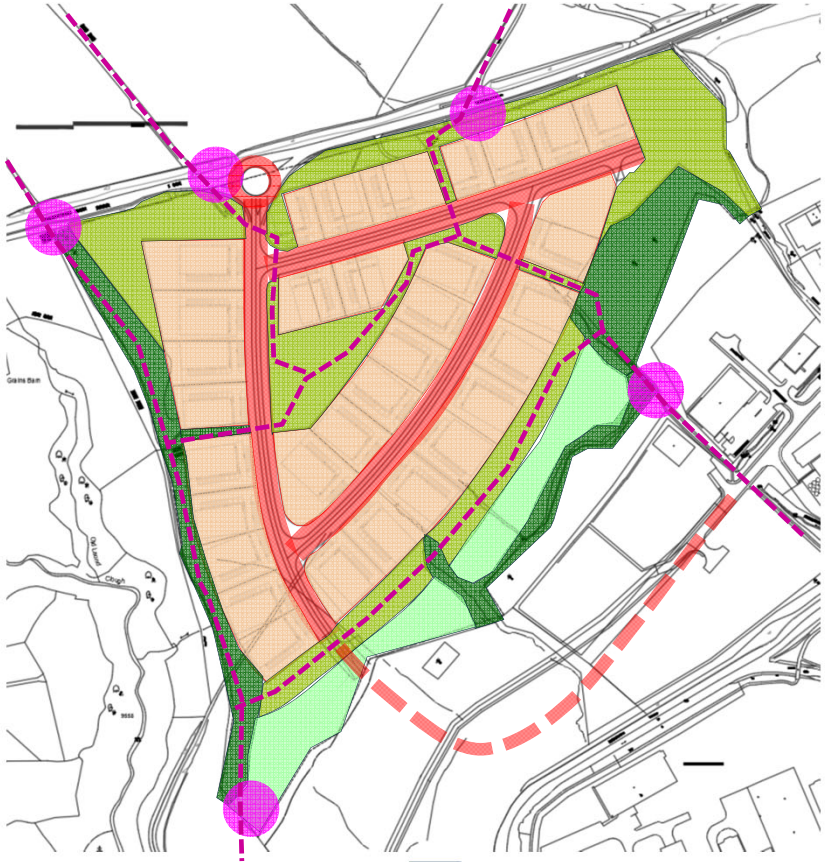
Landscape Structure (New/ Existing)

Existing farm

Illustrative Industrial Shed

Step 5

Structure is further refined to include setting road network orientation, PRoW and habitat linkages, parcels of developable zones into plots and provision of landscape areas. The PRoW internal arrangement is revised here 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

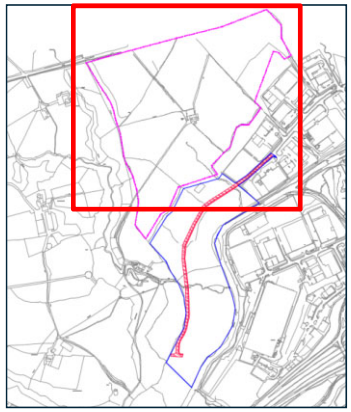
PRoW node to existing network

Pedestrian foot path/ cycling path

Annex iii Illustrative Master Plan

Illustrative Masterplan

Below is the master-plan.



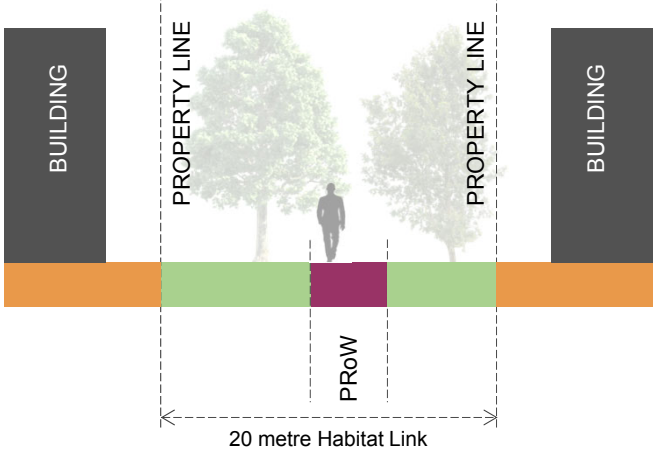
- Site boundary
- Plot Boundary
- Existing topographical feature (retained)
- New landscape features / verges
- Existing hedges/ features to be retained
- PRoW node to existing network
- PRoW network/ habitat link
- Topographic Lines

Sections

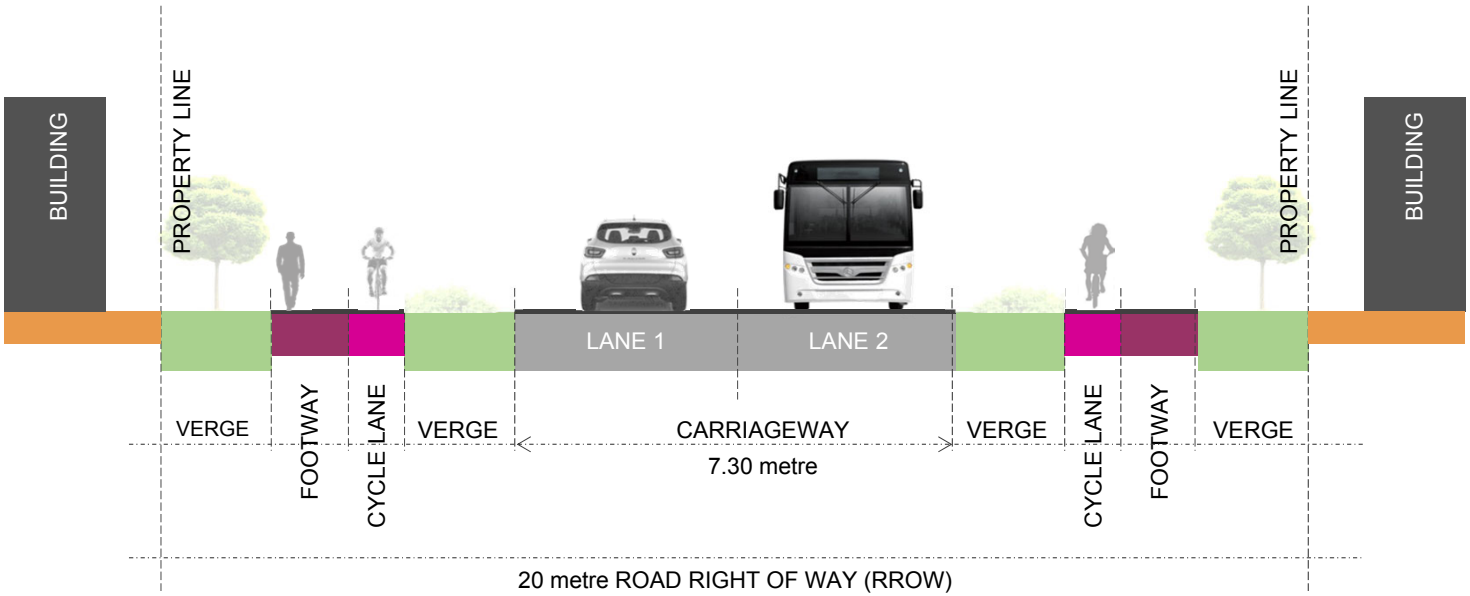
Images below illustrate intended widths of landscape screening, strategy, wildlife corridors PRoW links and road profile

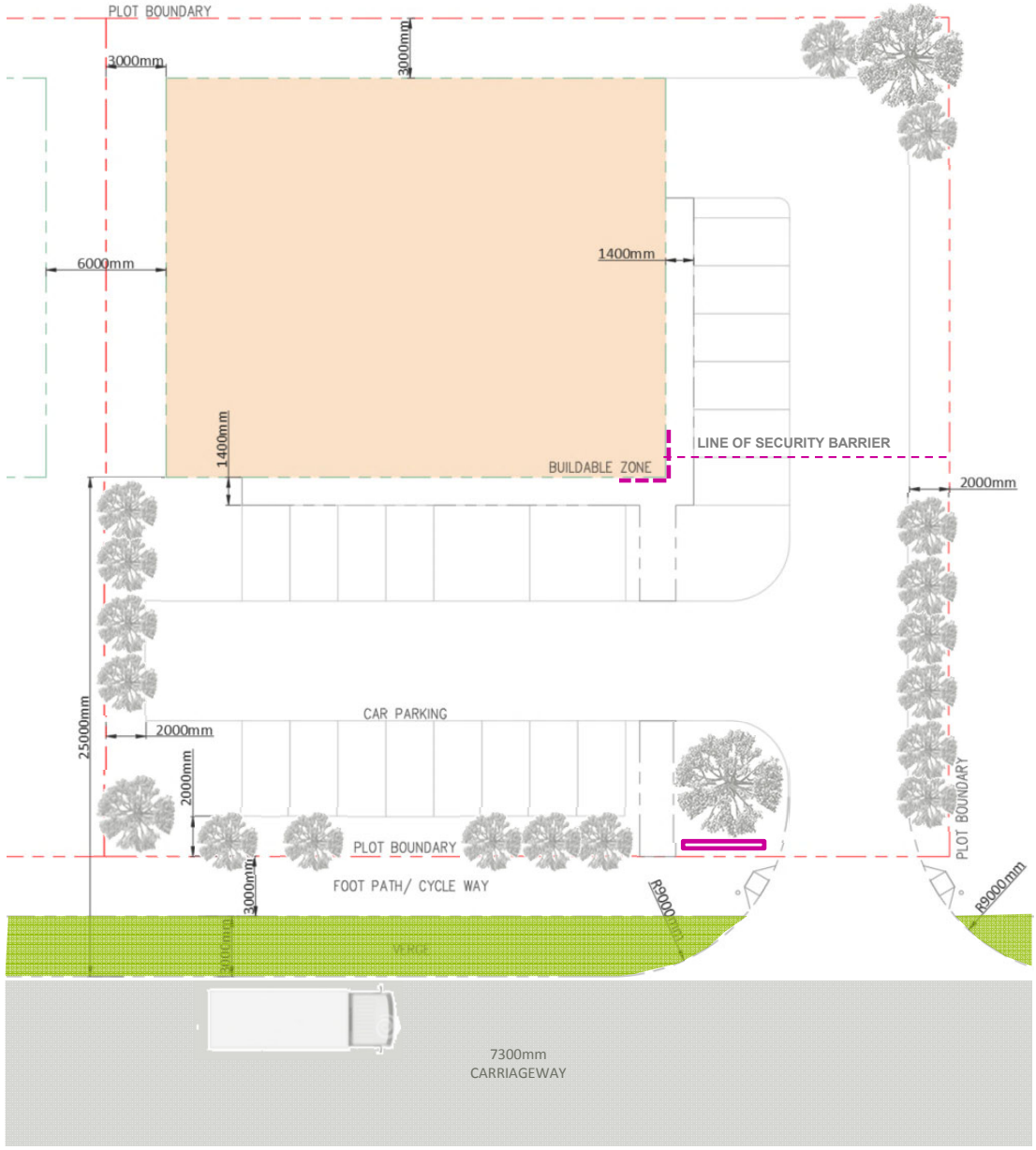
Section along '1'

Section along '2'



Section along '3'





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

iv. Illustrative Plot Design Criteria

The following design criteria should be applied:

1. Building lines from the front, rear and sides of the plot boundary should consider the following setbacks:
   - 3.0m Planting strip; can be reduced to 2.0m when adjoining driveway/ car park
   - 1.4m Building apron, applicable only when facing driveway/ car park

2. The building line on plot-to-plot boundaries at least six metres for detached developments, otherwise a minimum of three metres from plot boundaries.

3. Facilities for the storage and collection of refuse for disposal or recycling should be incorporated.

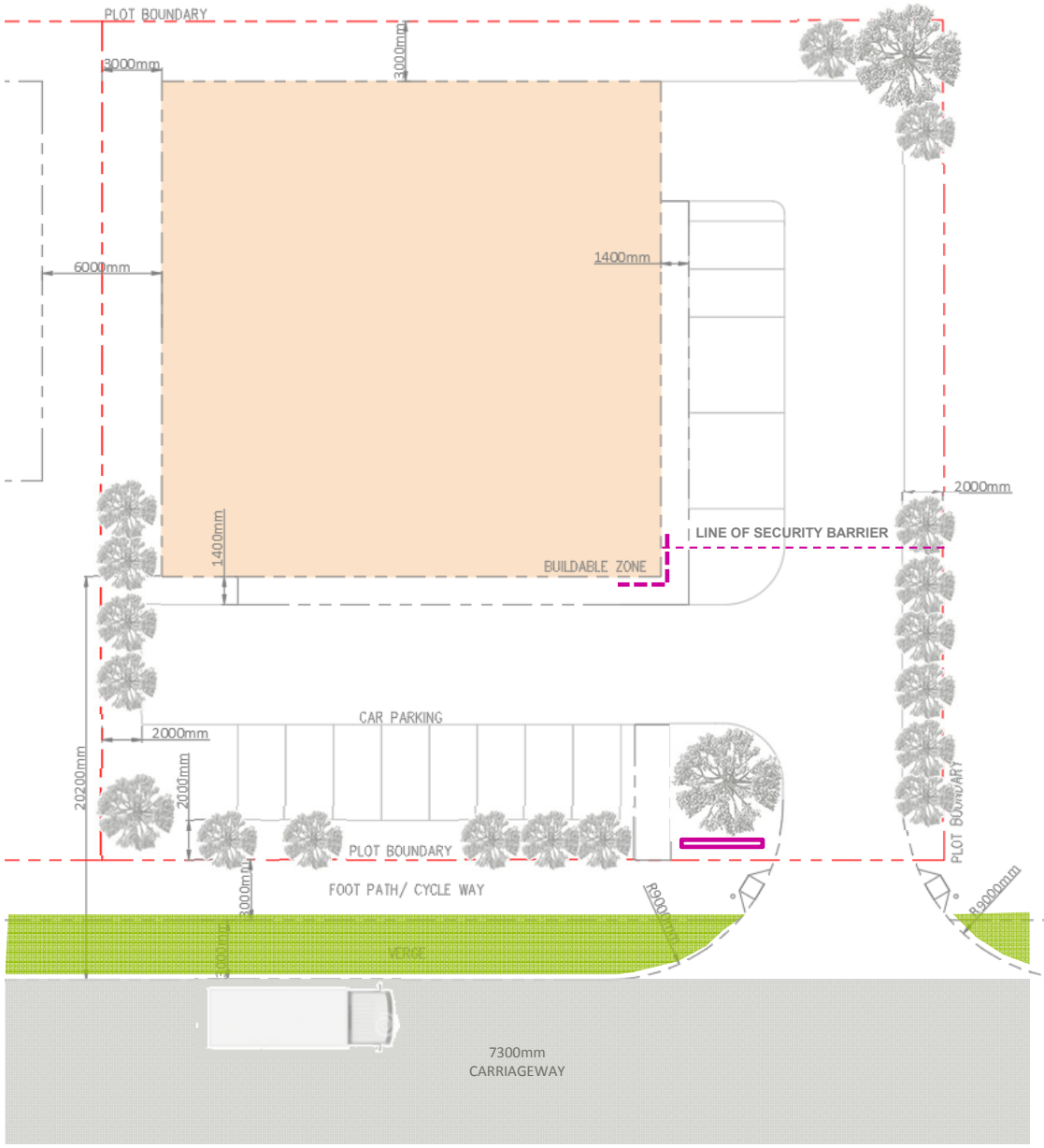
4. Ancillary buildings should generally be single storey with maximum of 4.0 metres to eaves and should consider minimum setbacks as per criteria 1.

5. Main building should have height at apex not exceeding 8 metres along the A6068 WITH 8m to eaves elsewhere. Planning applications should have a landscape analysis and provision of soft landscaping.

6. Flues should not be visible beyond parapet height

Primary Building Sign (Annex vi)

Monumental Building Sign (Annex vi)



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

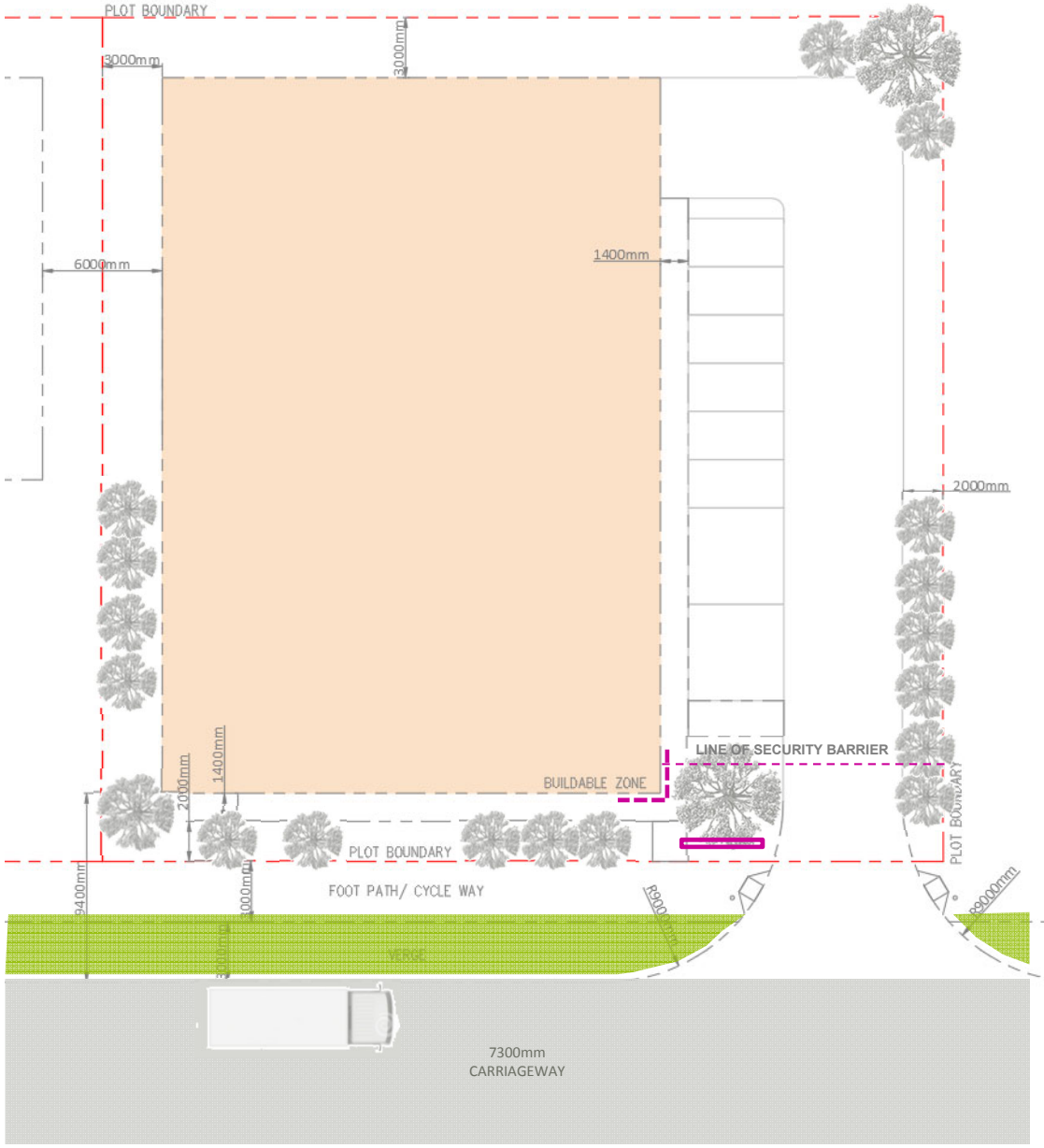
iv. Illustrative Plot Design Criteria

The following design criteria should be applied:

1. Building lines from the front, rear and sides of the plot boundary should consider the following minimum setbacks:
   - 3.0m Planting strip; can be reduced to 2.0m when adjoining driveway/ car park
   - 1.4m Building apron, applicable only when facing driveway/ car park
2. The building line on plot-to-plot boundaries at least six metres for detached developments, otherwise a minimum of three metre from plot boundary is to be retained.
3. Facilities for the storage and collection of refuse for disposal or recycling should be incorporated.
4. 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.
5. Main buildings along the A6068 should have height at apex not exceeding 8 metres with 8m to eaves elsewhere. Provision of soft landscape to provide screening should be provided and subject to planning advise and approval of Pendle Borough Council.
6. Flues should not be visible beyond parapet height

Primary Building Sign (Annex vi)

Monumental Building Sign (Annex vi)



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

iv. Illustrative Plot Design Criteria

The following design criteria should be applied:

1. Building lines from the front, rear and sides of the plot boundary should consider the following minimum setbacks:
   - 3.0m Planting strip; can be reduced to 2.0m when adjoining driveway/ car park
   - 1.4m Building apron, applicable only when facing driveway/ car park
2. The building line on plot-to-plot boundaries at least six metres for detached developments, otherwise a minimum of three metre from plot boundary is to be retained.
3. Facilities for the storage and collection of refuse for disposal or recycling should be incorporated.
4. 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.
5. Main buildings along the A6068 should have height at apex not exceeding 8 metres with 8m to eaves elsewhere. Provision of soft landscape to provide screening should be provided and subject to planning advise and approval of Pendle Borough Council.
6. Flues should not be visible beyond parapet height

Primary Building Sign (Annex vi)

Monumental Building Sign (Annex vi)

Annex v Typical Plant Species

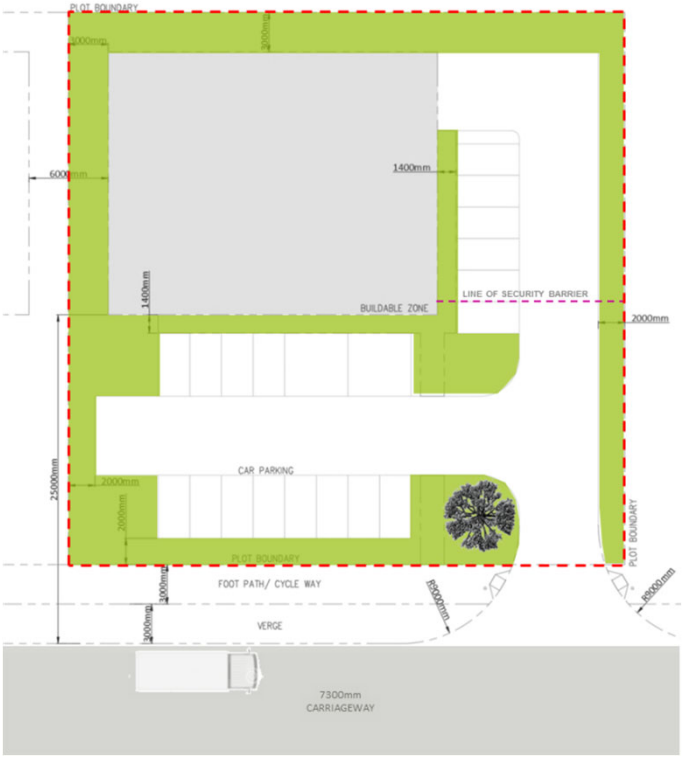
v. Typical Plant Species Mix

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

Shrubs

Taxus x media ‘Densiformis’

Hedges



Illustrative Landscape Areas

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

Climbers

Hydrangea petiolaris

Lonicera henryl

Trees (except Feature tree)

Acer campestre ‘Streetwise’

Alnus incana

Amelanchier lamarckii

Feature Tree

Copper beech

Rowan

v. Typical Plant Species Mix (con't)

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

Feature Trees:

1. Common Alder (Alnus glutinosa)
2. Birch (Betula utilis)
3. Hornbeam (Carpinus betulus)
4. Crab Apple (Malus Evereste)
5. Ornamental Pear (Pyrus calleryana)
6. Cypress Oak (Quercus robur Fastigiata)
7. Whitebeam (Sorbus aria)
8. Swedish Whitebeam (Sorbus intermedia)
9. Sorbus hybrida (Sorbus x thuringiaca Fastigiata)
10. Lime (Tilia cordata Greenspire)

Trees:

1. Hawthorn (Crataegus monogyna)
2. Blackthorn (Prunus spinosa)
3. Holly (Ilex aquifolium)
4. Common Alder (Alnus glutinosa)
5. Silver Birch (Betula pendula)
6. Hornbeam (Carpinus betulus)
7. Whitebeam (Sorbus aria)
8. Swedish Whitebeam (Sorbus intermedia)
9. Hazel (Corylus avellana)
10. Crab Apple (Malus Evereste)
11. Aspen (Populus tremula)
12. Bird Cherry (Prunus avium)
13. Sessile Oak (Quercus petrea)
14. Common Oak (Quercus robur)
15. Pussy Willow (Salix caprea)
16. Mountain Ash (Sorbus aucuparia)
17. Wild Service Tree (Sorbus tominalis)
18. English Yew (Taxus baccata)

Plant Mixes:

Planting schemes should contain a mix of flowering shrubs and perennial plants that are chosen to support bees and other pollinator species.

Common Alder

Birch

Hawthorn

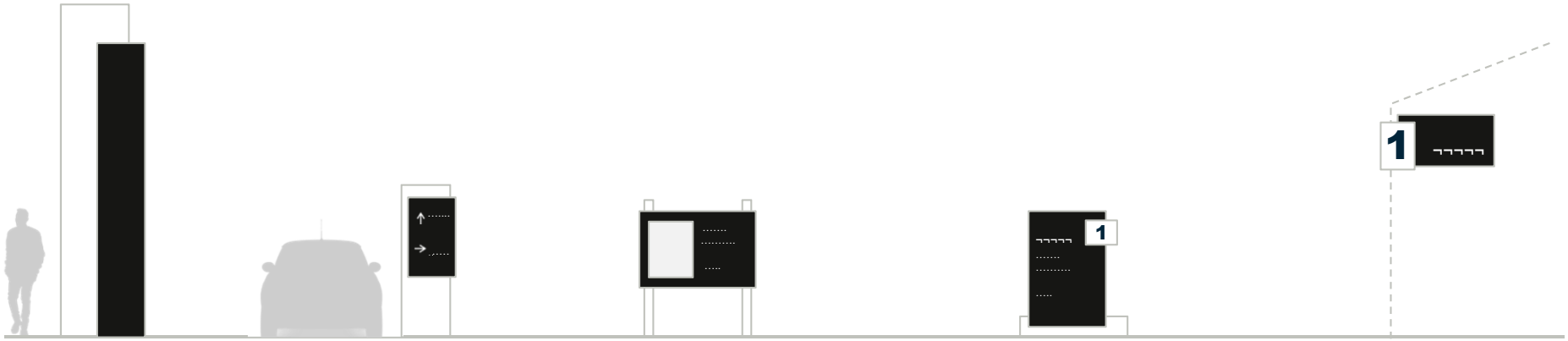
Bird Cherry

Environmental Graphics Design

This section details the different types of signage that may be provided in the industrial estate to provide a coherent identity and efficient way marking for both motorists and pedestrians alike. The suggested size and look of signs are conceptual and may be subjected to further detailed design.

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

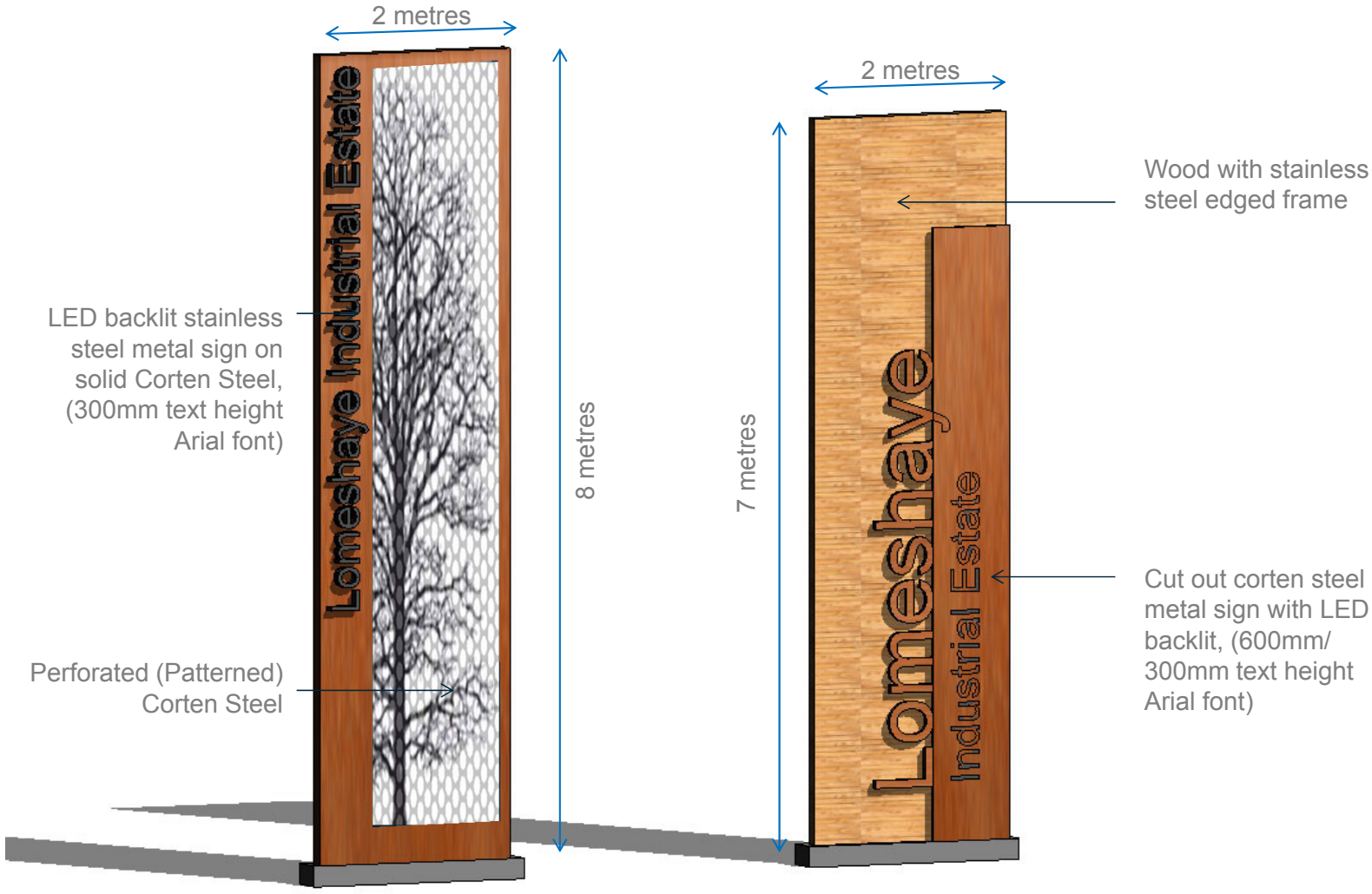
Types of Signs



Environmental Graphics Design (con't)

1. Monumental Estate Sign

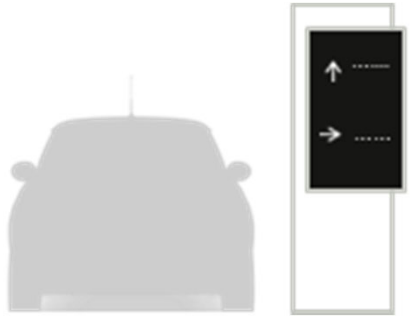
A large sign provided at the main entrance indicating the name of the industrial estate. Its purpose is to provide easy and quick identification of the estate's entrance. Its secondary purpose is to showcase the estate's quality brand. Its design is to depict the quality of the site blending with the positive natural qualities of its setting. It should be highly recognisable especially for motorist along the A6068.

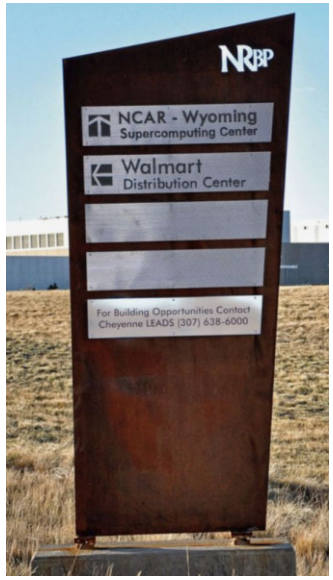


Environmental Graphics Design (con't)

2. Primary Directional Signs

These are signs located along the main roads of the estate. Their primary purpose is to provide directions to plots/ buildings and other destinations within the estate.

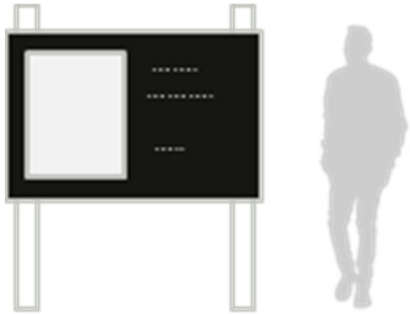


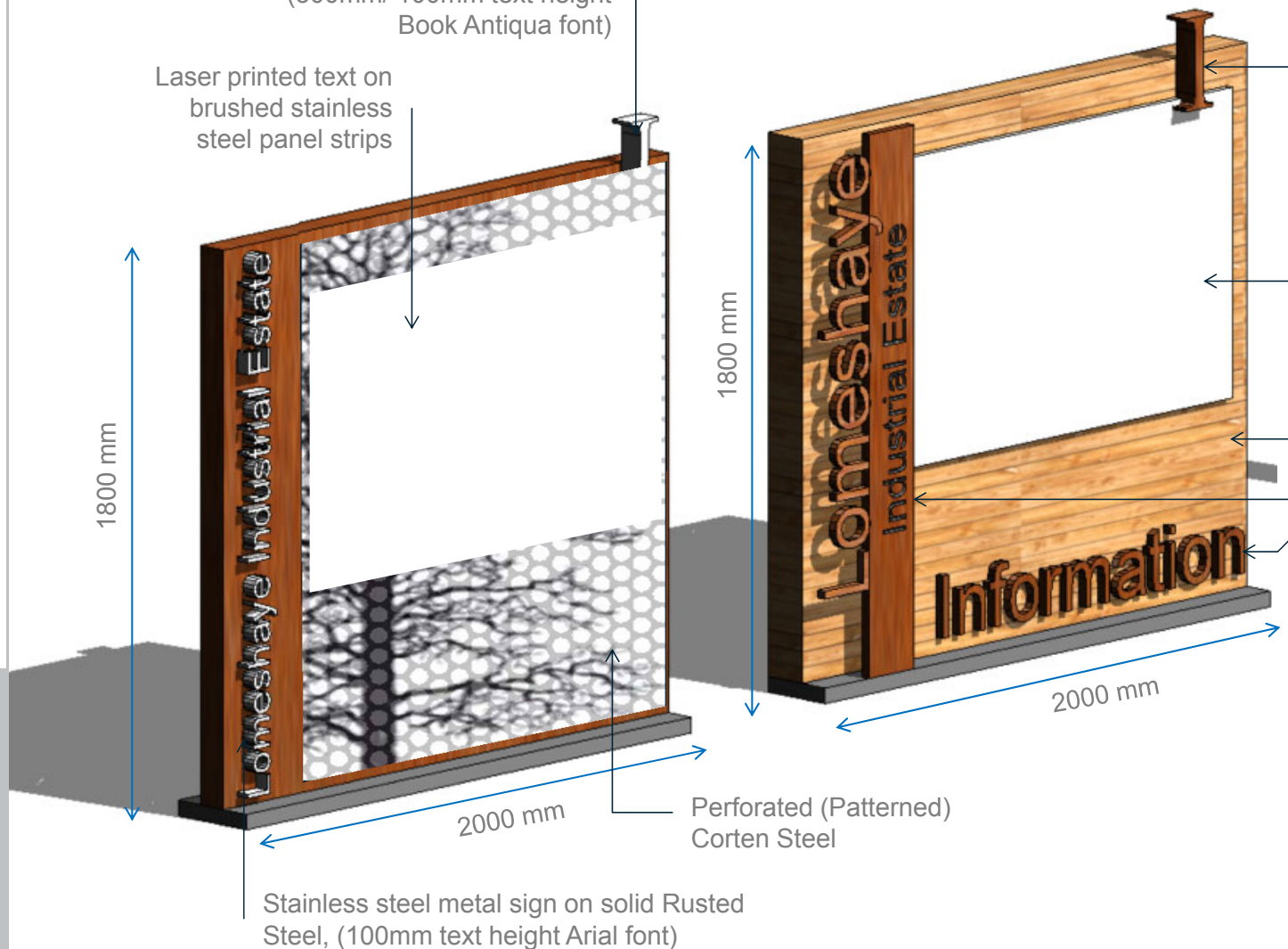


Graphics Design (con't)

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 occupants and amenities therein via provision of an illustrative map with corresponding annotations.





Environmental Graphics Design (con't)

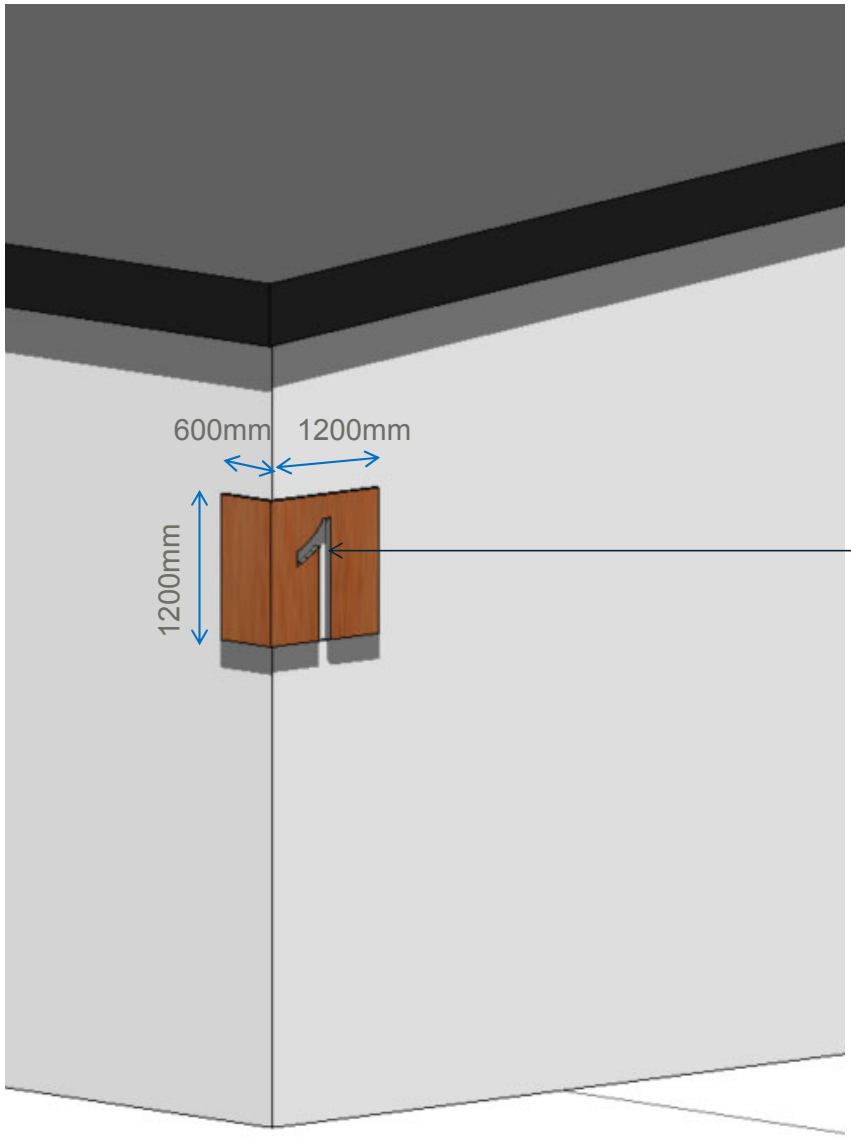
4. Primary Building

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.

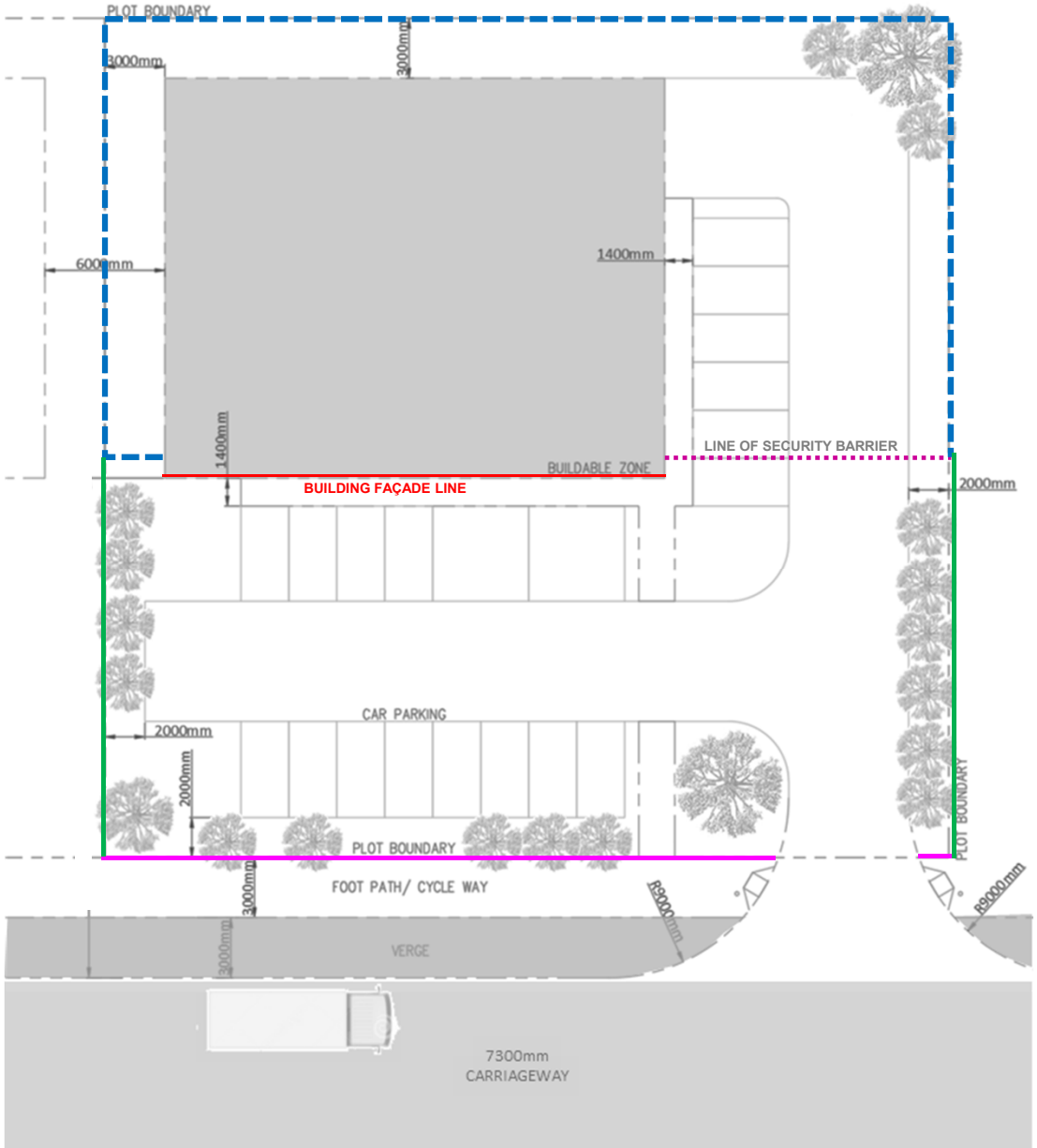
Environmental Graphics Design (con't)

5. Monumental Building

These are signs affixed to the main façade of main buildings. Their purpose is to enable quick recognition of the building's address and occupier.



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

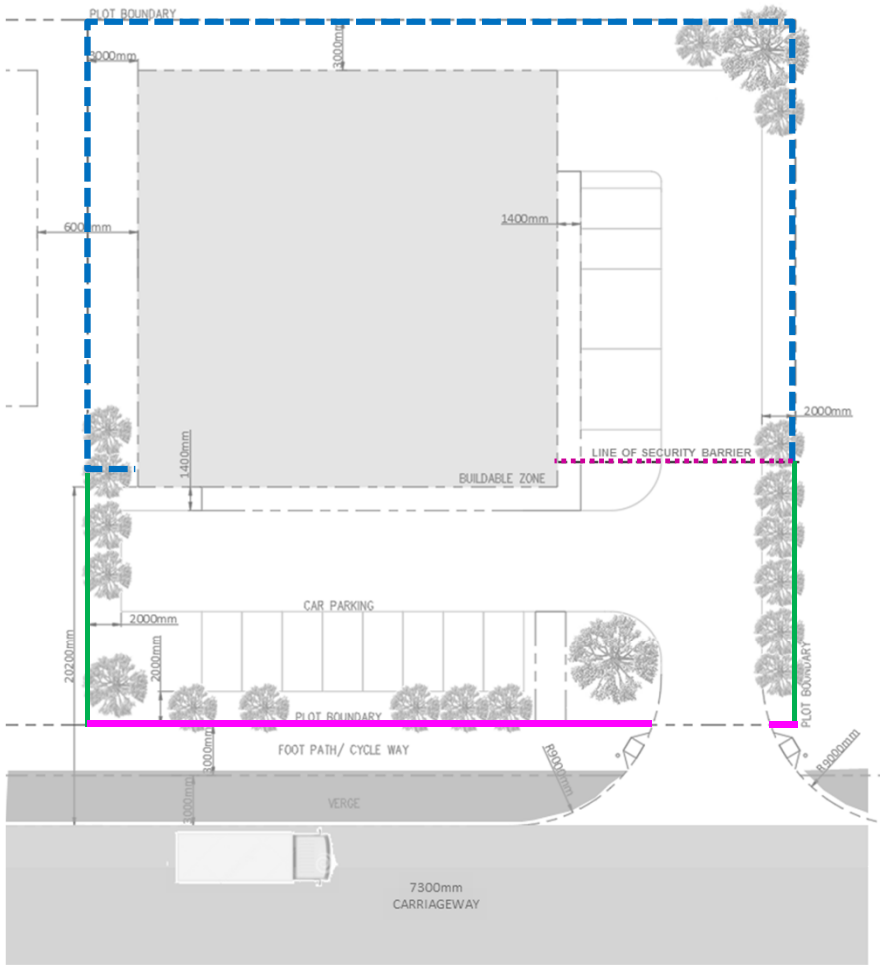


Hedge as defensive planting

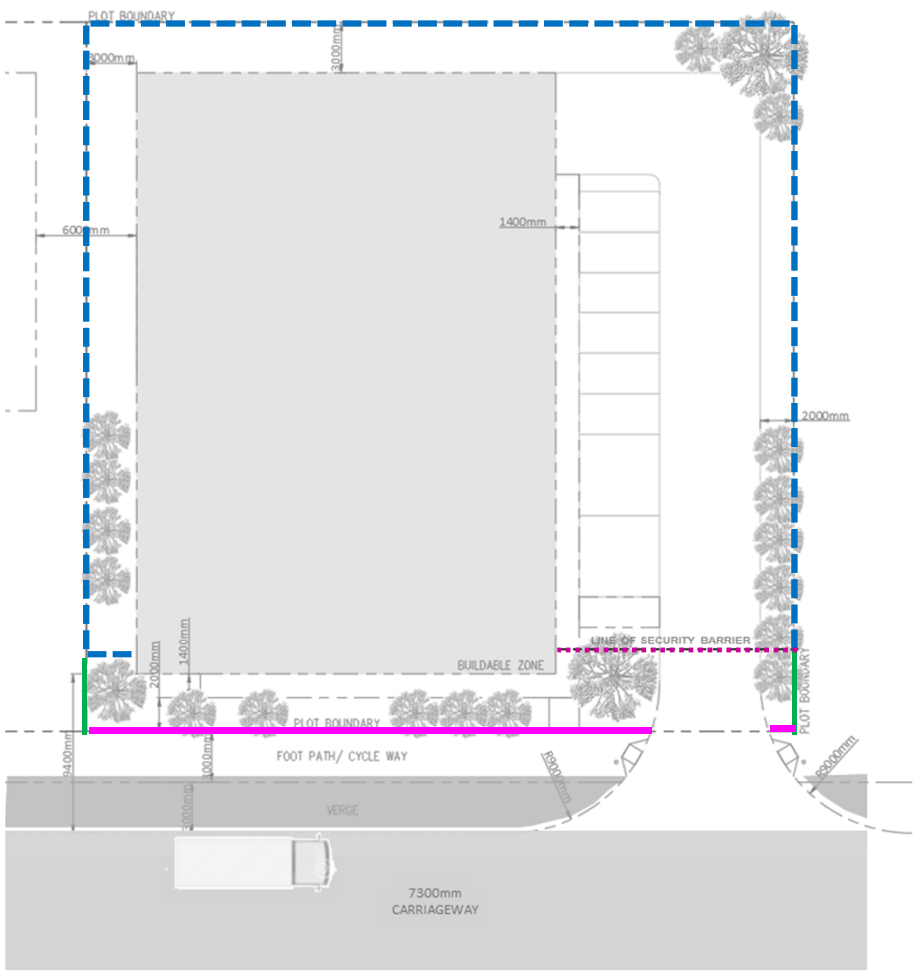
Porous Metal Fence of appropriate colour

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 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 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

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