

SPG2 Industrial Development

Introduction

- 2.1 The style and quality of new industrial development is of importance to all who live and work in North Lincolnshire. The town of Scunthorpe, in particular, is industrial in character, whilst there are significant industrial sites in Brigg and Barton and areas with special locational advantages, such as the South Humber Bank area and around Humberside International Airport. It is of prime concern to the Council that not only the living environment but also the working environment should be of a high quality. Of equal importance is the efficient utilisation of land; it is a scarce resource which must provide a work place for thousands. These objectives will continue to be pursued by means of good planning and proper land estate management.
- 2.2 In order that a working environment comparable in quality with the rest of the area can be achieved, it is essential that proper consideration is given to the development of industrial estates in respect of matters such as site layout, servicing and parking, landscaping and building design.
- 2.3 In the past, industrial building design has tended to be limited to the construction of a shell in which certain processes could be performed. The aesthetic value of such buildings was very much a secondary matter. Good design should result in a building which is functional and economical (in construction and use), and also visually pleasing. Normally, the form and scale of industrial buildings is such that they are potentially more intrusive and, therefore, it is all the

more necessary to ensure a high standard of design. Over recent years vast strides have been made in industrial building design with the advent of new materials.

- 2.4 The following guidelines are intended as advice to all those individuals and companies concerned with new industrial development when seeking the Council's agreement (as either local planning authority or landowner) to their proposals. Such criteria, however, may well need to be supplemented by specific requirements on particular sites.
- 2.5 The guidelines set out are intended to be broad and flexible and, therefore, do not preclude positive and innovative approaches to industrial building design and site development.

The Estate or Site Layout

- 2.6 Where an industrial estate or site is being planned every effort should be made to ensure a satisfactory solution and should include, where appropriate:
- a variety of plot sizes; and
 - a number of pre-constructed "nursery" units; and
 - amenity open space and landscaping; and
 - customer, visiting and staff car parking; and
 - lorry parking.
- 2.7 In this respect developers should be referred to the forthcoming "Industrial Roads Design Guide" which forms the basis of industrial estate highway layout requirements.

The Siting of Buildings

- 2.8 The siting of buildings will depend on individual site requirements, the building form proposed, and the overall street scene. However, it is advisable that no building should be less than 8 metres from the back of the footpath unless there are special reasons for it to be so sited.
- 2.9 A satisfactory accessway, or such distance as may be otherwise required by the Building Regulations, should be maintained to other plot boundaries preferably, at least 1m wide measured from the boundary to the most extreme point of the eaves of the building.
- 2.10 Buildings should be considered in relation to the natural features of the site and existing trees and hedgerows should be retained, where practicable.
- 2.11 Care should be taken to ensure a satisfactory relationship between buildings on the plot and those on neighbouring plots on the estate.

Vehicular Access and Parking Provision

- 2.12 Normally not more than one access point should be necessary in any plot frontage. In the case of plots with narrow frontages access points should be "paired" within the limits of the highway where practicable.
- 2.13 Vehicular access points should be of sufficient width and the kerbs set out to such a radius as to accommodate the largest type of vehicle likely to visit the site. Adequate sight lines must be provided taking into account the speed of traffic on the adjoining highway and other general highway conditions.

- 2.14 Adequate arrangements should be made within the plot for vehicles to enter and leave in forward gear.
- 2.15 Loading bays should be designed as an integral part of the building.
- 2.16 Parking provision should be adequate for the nature and intensity of the use of the plot. The following scale indicates desirable standards:

Industry

- one vehicle space per 50m² of gross floor space, 25% of such spaces to be 50m² in area to cater for commercial vehicle parking; and
- one vehicle space per 25m² of gross office floor space or one space per four office employees whichever is greater.

Warehouses

- two commercial vehicle spaces of 50m² in area per 500m² of gross floor area plus one vehicle space per 200m² of gross floor area; and
- one vehicle space per 25m² of gross office floor space or one space per four office employees, whichever is greater.

- 2.17 Access to parking and loading facilities should be clearly marked and be designed to accommodate the type of vehicle normally visiting the premises.
- 2.18 It is desirable that parking bay sizes are not less than 4.8 metres in length by 2.4 metres wide and preferably should be 5.0 metres by 2.5 metres.
- 2.19 Access capacity should be such as to ensure that vehicles do not have to wait on the highway and be so

designed as to be safe for the passage of pedestrians.

- 2.20 Consideration should be given to the provision of "hard" and "soft" landscaping within the car parking facility so as to avoid the creation of large areas of surfacing material which are monotonous to the eye.

Landscaping, Fencing and Screening

- 2.21 It is the Council's intention that in relation to the development of industrial estates continuing emphasis will be placed on the need to secure estates, which are visually pleasing. Attractive landscaping within and around industrial estates enhances their appearance and can also help to promote and be an asset to a company image.
- 2.22 Wherever possible, existing trees and hedgerows on the site should be incorporated within the scheme and should be clearly marked on any plans submitted to the local authority giving details of the type of tree and spread of the branches.
- 2.23 Where appropriate the authority may request that applications are supported by a scheme for landscaping the site. Such a scheme could incorporate tree planting, areas of grass, paving or cobbles; earthmounding; bollards and other "street furniture".
- 2.24 It is suggested that developers initially grass all areas of any industrial site not required for actual building or car parking/unloading/servicing purposes in order to provide an attractive "green base" for future landscaping or until future extensions are constructed. Developers will have to undertake appropriate measures to ensure that undue soil compaction of

proposed landscaped areas is avoided.

- 2.25 Developers will be required to maintain landscaped areas within the plot and to make good losses to trees and shrub planting.
- 2.26 The local authority will normally require the erection of fencing to all internal plot boundaries (i.e. those boundaries not abutting the highway). The type and nature of the fencing will vary according to individual cases and will be agreed by the Council on this basis. Wherever possible boundary treatment should incorporate hedge planting of native species.
- 2.27 On road frontages, the treatment should be compatible with the treatment of the estate as a whole. The boundary of the plot will need to be clearly and permanently marked and the treatment should be of a high standard. Appropriate methods may include a brick wall; open frontage with a concrete kerb at the back of the footpath; and a metal fence. The erection of brick walls and metal fences should be subject to the safeguarding of visibility into and from the site.
- 2.28 All loading and external storage areas associated with commercial and industrial uses should be properly screened, preferably with soft landscaping of a native species, in a manner to be agreed with the Council and according to individual cases.
- 2.29 The height and extent of external storage should be limited and screened so as not to be intrusive beyond the site boundary. External storage should not intrude onto loading and unloading areas. Loose materials and refuse should be stored in purpose-built, roofed storage buildings.

- 2.30 Uses which require large areas of land for open storage purposes will only be permitted where the use is to be located on sites not considered to be visually obtrusive.

Advertising

- 2.31 Appropriate advertising can add to the liveliness and cheerfulness of industrial sites although if “overdone” can create “clutter”.
- 2.32 Only one illuminated advertisement will normally be permitted on any plot frontage. Its size, colour, degree of luminance and type of illumination and siting shall be such as not to endanger highway safety or be detrimental to amenity.
- 2.33 The prior consent of the local authority will usually be required for the erection of advertisements. Details of the size, type and nature of the advertising material to be displayed will need to be agreed. Advanced directional signs almost always need advertisement consent, and site owners should remember that the unauthorised display of signs, particularly on estate road verges, is classed as flyposting and is illegal.

The Building

- 2.34 Good building design is not only of benefit to the community as a whole, but helps to develop a good company image. It is important to recognise that good design and the use of quality materials in different colours represents a good company investment.
- 2.35 Industrial buildings tend to be simple in form but dominant because of their large volume. Two features can help to reduce the apparent size:

- the extension of the roof to make a wide overhang; and
- the incorporation of a plinth finished in a lighter colour than the roof.

- 2.36 Large, unbroken expanses of a single material tend to emphasise the size of a building. The following methods can be successful in lessening such an effect:

- variation from the basic rectangular floor plan; and
- emphasising door and window openings; and
- showing the structural elements of the building as features; and
- using profiled cladding material.

- 2.37 Roofs of steep pitch often tend to increase the massing of the building. Roof pitches should therefore be less than 20° in traditionally designed buildings.

- 2.38 Offices should be visible and readily accessible from the estate road. The office block is normally best designed as an integral part of the building group so that it will not appear to be merely an extension of the principal building.

- 2.39 Walls of traditionally conceived buildings should normally be constructed in an approved brick to a point not less than 2.44 metres (8 feet) above ground level, with suitable cladding above.

Materials

- 2.40 Curtain walling can be useful in that it tends to lighten the apparent massing of a building and easily harmonises with the surroundings as it literally

reflects them. The resultant internal environment is usually light and airy.

- 2.41 Brick, in suitable colours and textures, is an excellent material, being strong and cheap to maintain. The use of a brick plinth or piers can increase the prestige of an industrial building.
- 2.42 Corrugated steel sheets are available in a variety of finishes. Ungalvanised sheet is not normally satisfactory and the most suitable type of steel sheet is the plastic coated variety which offers great scope for colourful and interesting concepts and, subject to the use of a satisfactory colour, is highly recommended. Asbestos cement sheeting will not be permitted.

Temporary Buildings

- 2.43 Temporary buildings provide a convenient option for meeting short-term additional workspace and office needs. However, as the materials they are constructed from are not designed for long term retention, the Council will seek to secure permanent development of the site. Policy DS6 establishes detailed guidelines for considerations such as the location and screening of temporary buildings.

