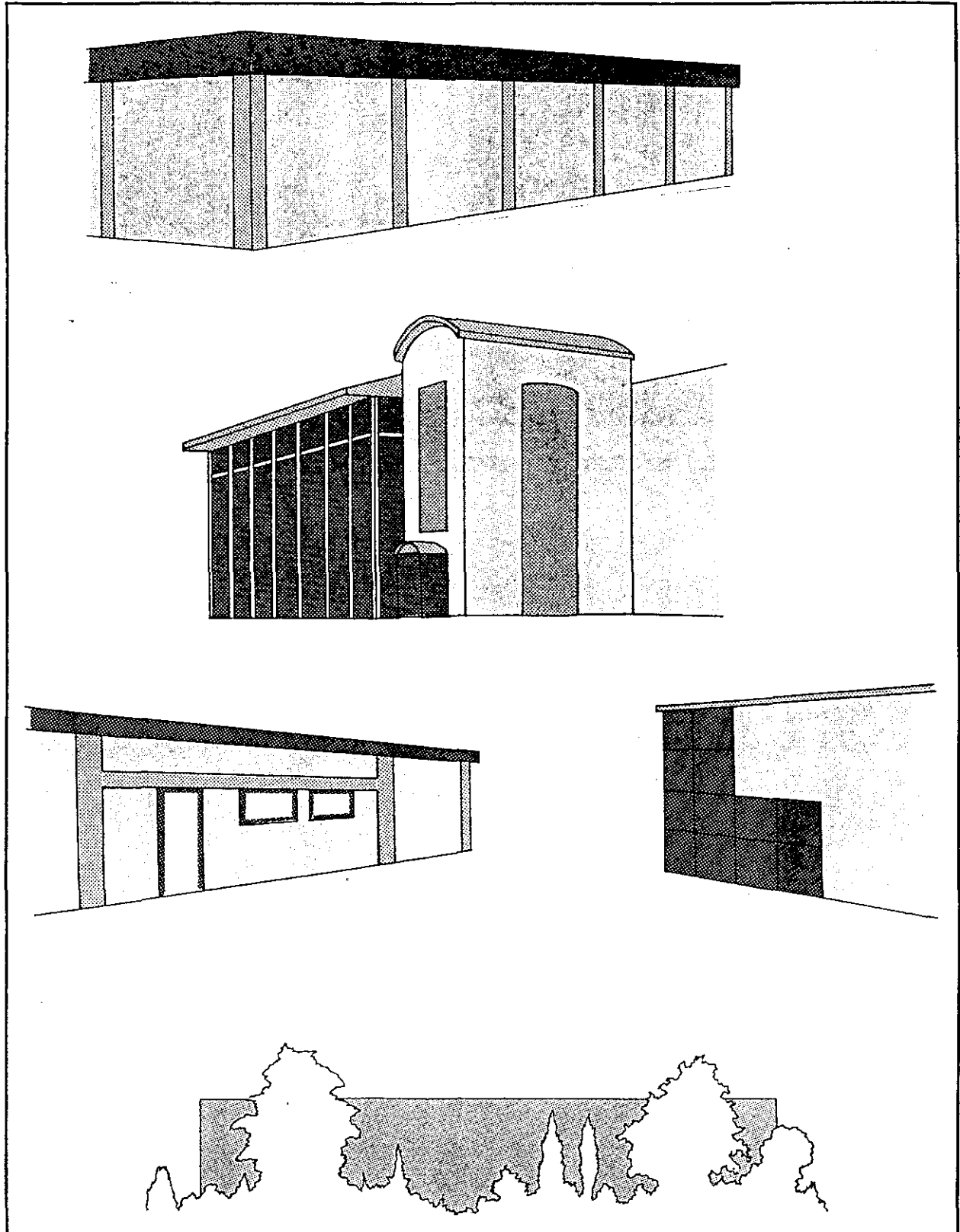


# PLANNING GUIDELINES

## *Industrial Development*





# TRAFFORD

— METROPOLITAN BOROUGH —

## PLANNING GUIDELINES - INDUSTRIAL DEVELOPMENT INCORPORATING AMENDMENTS MADE APRIL 1994 FOLLOWING PUBLIC CONSULTATION

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## PLANNING GUIDELINES - INDUSTRIAL DEVELOPMENT

### 1. INTRODUCTION

- 1.1 The Borough of Trafford has a strong industrial base. All services essential to industry including excellent transport facilities, are available (see Fig.1). The Council wish to encourage industrial development, and to guide such development so as to make the best use of land and public services and avoid conflict of uses.
- 1.2 This document gives information and advice to assist the location and design of development and protect and upgrade the environment. As well as industrial development, these guidelines also apply to warehouses and other similar developments normally appropriate in an industrial area. Whilst the guidelines indicate what the Council normally regard as desirable, they are guidelines only and every planning application will be dealt with on its merits.
- 1.3 Part of the Borough is covered by the Trafford Park Development Corporation which has been specially set up to secure the economic regeneration of its area. Until 1997 the Corporation is the development control Planning Authority for its area, but Trafford Borough Council acts as the Corporation's agent for handling planning applications, so planning applications and queries regarding the part of the Corporation's area within Trafford should still be made to Trafford Town Hall in the first instance. These guidelines, and the development control policies and standards mentioned in them, apply to the part of the Corporation's area within Trafford as well as the rest of the Borough.

### 2. ASSISTANCE AND SITE AVAILABILITY

For information on availability of sites and other assistance in re-location please contact the Council's Economic Development Unit (tel. 872 2101, extension 4167 or 4114) or, if within the Trafford Park Development Corporation's area, their Business Development Team (tel. 848 8000). Other useful contacts are listed in Appendix 4.

### 3. NEED FOR PLANNING PERMISSION

Planning permission will normally be needed for any new industrial building and is likely to be needed for many extensions and external alterations. Changes of use from industry to warehousing or vice versa normally need planning permission, as do changes from general industrial use to "special industrial" use (see the Town and Country Planning (Use Classes) Order 1987) or a use involving waste storage or treatment. Uses involving hazardous substances may need Hazardous Substances Consent. Advance on the need for permission can be obtained from the Council's Engineering and Planning Directorate (Development Control Division). Achieving planning permission does not affect the need to get any other permissions, consents, or licenses which may be required.

### 4. GOVERNMENT POLICY

The main Government Planning Guidance is in the Department of the Environment's Planning Policy Guidance Note PPG4 "Industrial and Commercial Development and Small Firms". The Council will have regard to this when considering planning applications.

5. COUNCIL POLICIES

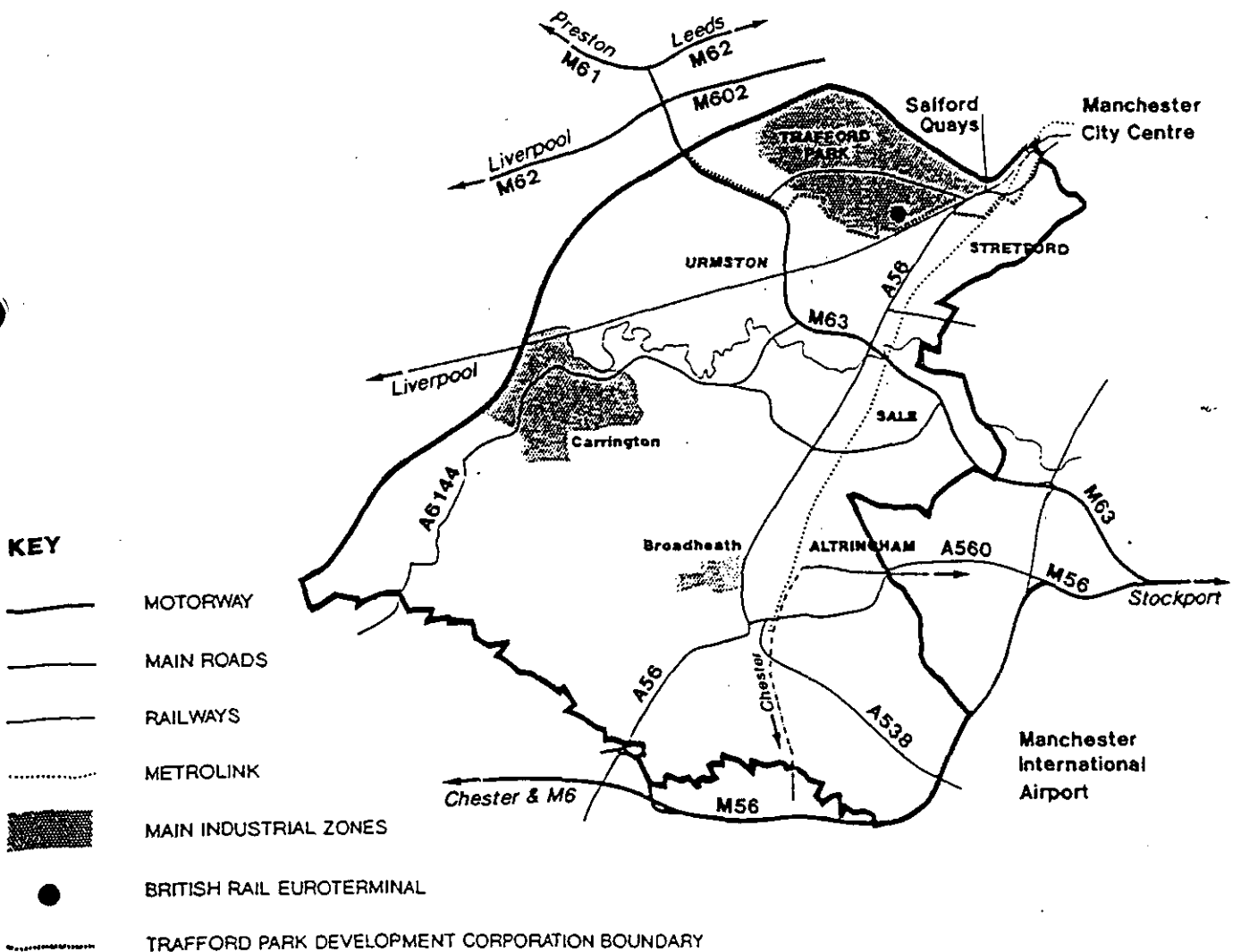
The Council's main planning policies are set out in the Unitary Development Plan (UDP), currently in "Deposit Draft" form. Of particular relevance is Proposal D5 (Industrial Development - see Appendix 1). The guidelines in this document act as supplementary guidance to the policies in the UDP and explain in more detail how the UDP policies will be applied.

6. LOCATION

6.1 Industrial and warehousing developments will normally be expected to locate within one of the three major industrial areas in the Borough (Trafford Park, Carrington, and Broadheath), one of the variety of small established industrial areas, or one of the areas identified as suitable for high technology business use (See UDP Proposals E7, E13 and E14). These areas give a wide range of choice.

6.2 On sites outside these areas the opportunities for industrial development are limited. (See UDP Proposal E8).

Fig. 1 Borough of Trafford - Communications



7. LAYOUT

7.1 The layout of the site should include enough space for the following:

- Landscaping (see section 9)
- Delivery vehicle manoeuvring (see section 8)
- Loading (see section 8)
- Access (see section 8)
- Car Parking (see section 11)

7.2 Loading areas, outdoor storage areas and items of outdoor plant should generally be sited away from any through road frontage or any other sensitive frontage (see Para.9.3). This will enable developments to avoid cluttered, untidy or unsightly areas being unduly prominent. (See Figs 2 and 3).

Fig. 2 Layout Principles (Diagrammatic) *Individual Unit*

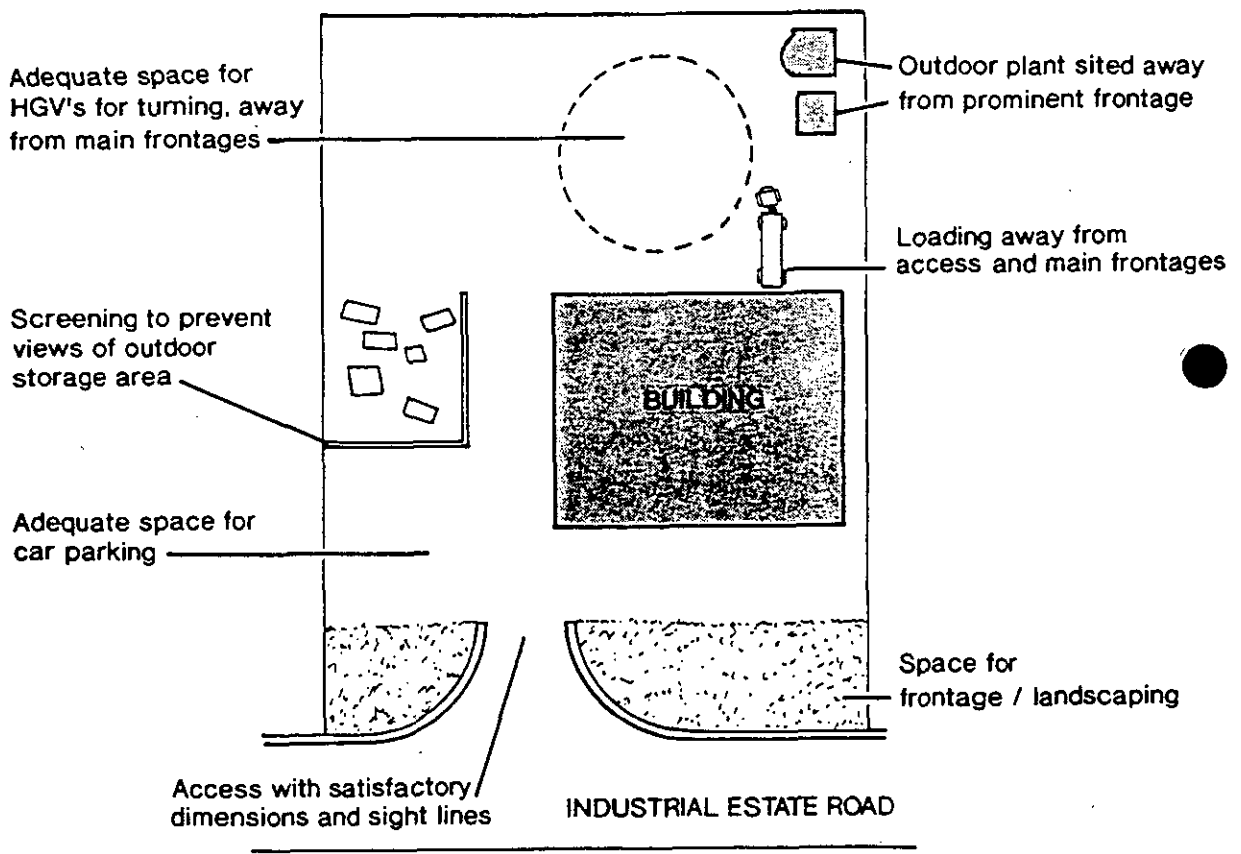
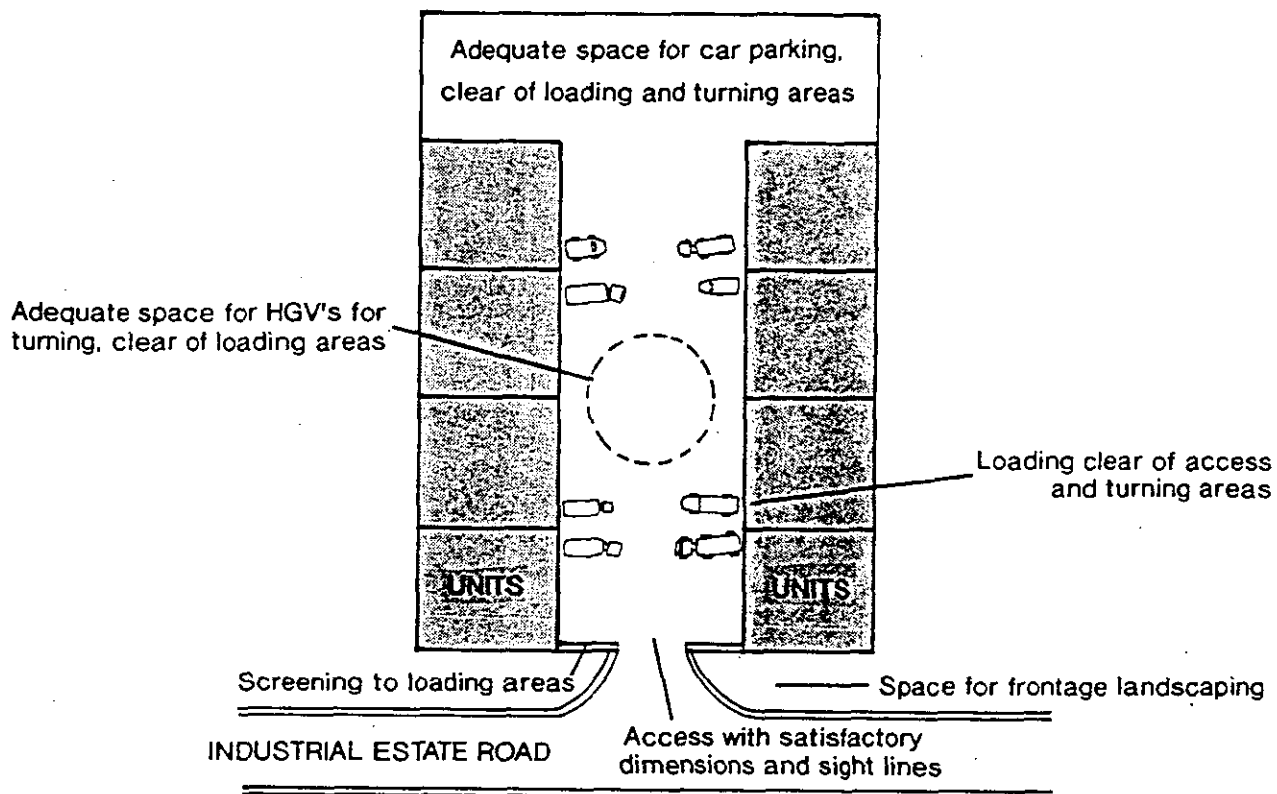


Fig. 3 Layout Principles (Diagrammatic) *Nursery Units*

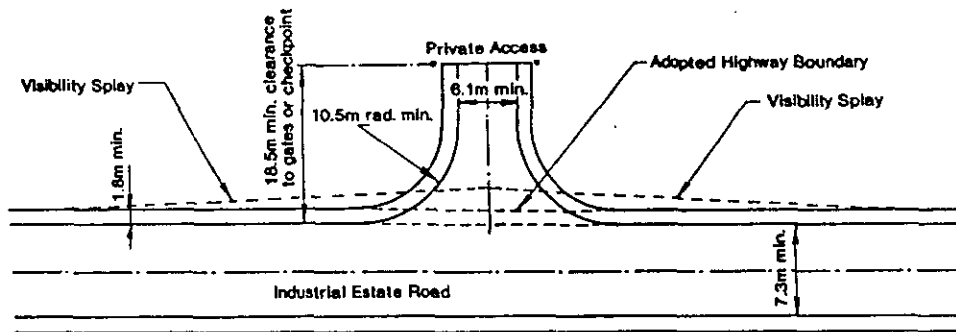


## 8. ACCESS, MANOEUVRING AND LOADING

- 8.1 New estate roads, private access and manoeuvring and loading space should be provided in accordance with the Council's adopted guidelines which are those in the former Greater Manchester County Council's booklet "Roads and Servicing Associated with Industrial Development" (1981). The points set out below are summaries from these guidelines. Following the abolition of the County Council, Trafford Borough Council is now the Local Highway Authority for its area and all detailed enquiries concerning highway requirements should initially be made to the Engineering and Planning Directorate (Traffic and Transportation Division). The Fire Service (see Appendix 4) can advise on the need for Fire Brigade access.

- 8.2 New private access points should not normally be located on the primary route network (A56, A560, A5145, A5081, A5063) or on other classified roads, in order to protect their main function as traffic distributors. Access should not normally be taken from a minor residential road, as industrial traffic would normally be intrusive in such situations.
- 8.3 The normal requirements for access to industrial premises are an access width of between 6.1 metres and 7.3 metres, with 10.5m kerb radii. No gates, checkpoint or other obstruction to an access should be sited less than 18.5 metres from the carriageway of the adopted highway (see Fig.4). For an access used only by cars, a width of 4.5 to 5.5m, with 6m kerb radii, is appropriate. The above requirements may be difficult to achieve for an individual small unit, and it is best if new small units are grouped so that they can share an access.

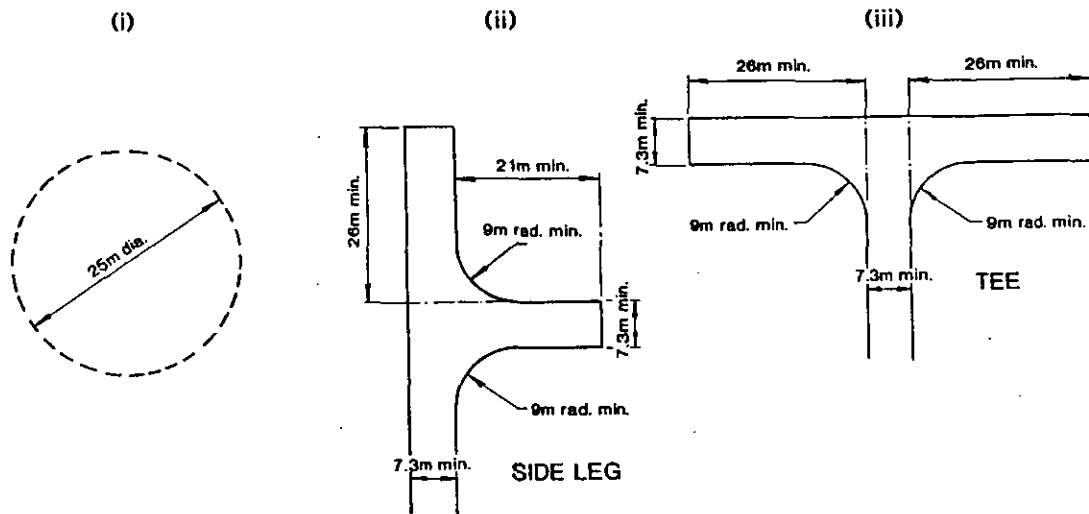
Fig. 4 Geometric Layout of an Industrial Estate Road/Private Access Junction



- 8.4 Adequate sight lines should be provided at any new access. For an access to an industrial estate road with a 30 mph speed limit, visibility splays of 4.5m by 90m will normally be required. Advice on other situations can be given on request. Achieving the necessary visibility splays may mean splaying back walls or fences and keeping other items, including landscaping, below 1m in height within the splays.
- 8.5 Even small industrial premises can attract deliveries from large articulated vehicles and space within a development must allow for such a vehicle to unload and turn without causing any obstruction to the adopted highway. A turning area can be provided either separately within each individual premises, or jointly to be shared by a number of premises. An adequate turning area would be a 25 metre diameter turning circle or a T head of appropriate dimensions (see Fig.5).

- 8.6 Loading space should be provided to each building in front of the loading doors and clear of the turning area. A space 15m by 3.3m will be enough for one large articulated vehicle. For small premises (i.e. less than about 250 sq.m) space appropriate to a small to medium sized van may be adequate. Loading doors should not be situated where a vehicle standing outside would obstruct access to the site.

Fig. 5 Acceptable Turning Areas for Industrial Purposes



## 9. LANDSCAPING AND BOUNDARY TREATMENT

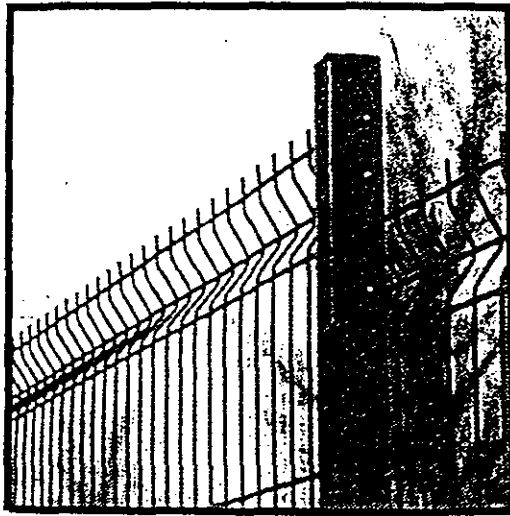
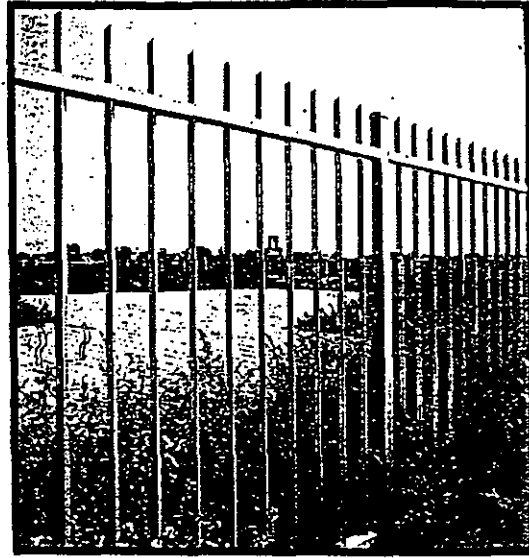
- 9.1 A pleasant landscaped appearance is needed to provide or maintain employment areas with long-term attractiveness to investors and to provide satisfactory conditions for those working in or travelling through them. The appearance of an industrial area can be oppressive without the softening effect of planting. Landscaping will therefore normally be an essential part of most industrial development applications. It will be particularly important on the main through routes in industrial areas.
- 9.2 New landscaping to modern amenity standards will be required for new developments even when little or no landscaping exists on other sites in the vicinity.
- 9.3 Landscaping is also needed to provide an acceptable appearance when industrial development adjoins non-industrial uses. This will be particularly important in the following cases:-
- frontages to roads which are part of the Primary Route Network in the Borough;
  - frontages to other classified roads;
  - boundaries adjoining or opposite to residential property;
  - boundaries with canals
  - boundaries with open land
- 9.4 On major projects, developers are encouraged to consider the provision of an element of public art.



Fig. 6

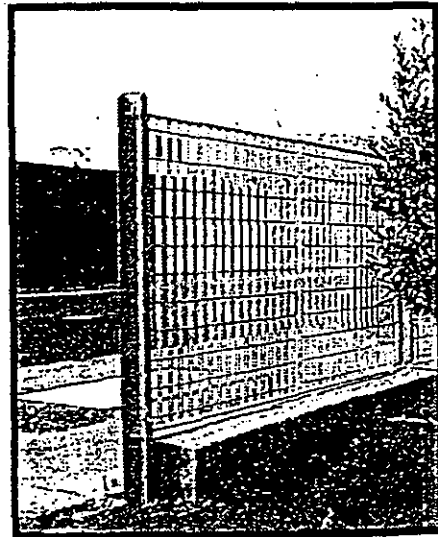
Acceptable Fence Examples

Polyester Coated  
Steel Railings



Plastic Coated  
Welded Mesh  
and Steel Posts

Polyester Coated  
Welded Bar



- 9.5 The amount of landscaping will depend on the type of development involved. A site mainly fronted by an attractive building may need less than one with storage areas and sheds. Very large scale developments will normally need correspondingly extensive landscaping. Rigid standards are therefore not appropriate. However, as a guide, a 10 metre depth of landscaping will normally be adequate for main road frontages and canals or other sensitive frontages. More may be needed in particular locations. Lesser amounts (down to 3 metres) will normally be acceptable on frontages to minor roads and culs-de-sac in industrial areas. There will normally be no requirements for planting on side or rear boundaries where these adjoin other industrial premises.
- 9.6 Trees should be included where possible as trees are the only plants large enough to provide the visual impact required in most cases. Species need to be selected which are vigorous, tolerant of urban conditions, and of an ultimate size appropriate to the scale of the development. Some examples which are good value and have often been used successfully in industrial developments are listed in Appendix 2. Further advice on trees can be obtained from the Development Control Division (Mr. L. Round, ext. 4810).
- 9.7 Shrubs of various types will be important for views at close quarters and can also be used as ground cover. Grass can look smart but it needs expensive, regular maintenance which it often does not get. Grass should therefore only be included after careful consideration. Schemes with a multiplicity of small or awkwardly shaped grassed areas are best avoided.
- 9.8 Any fencing, walls or other means of enclosure should be designed and located so as to have regard to the importance of the boundary. For example, concrete post and chainlink fencing, or the cruder types of palisade fencing in a galvanised finish, will not normally be acceptable on a main frontage. Fig.6 gives some examples which are normally acceptable.
- 9.9 Fencing should preferably be situated at the rear of any landscaping which is on the frontage (see fig 7). If for operation reasons it needs to be at the front, it is even more important that it be of a high visual standard (see Fig.6) and allows views through it of the planting. If solid screening is needed, e.g. of a storage area, a brick wall will normally be the preferred method if this is on a main frontage. For walls well within a site, plastic coated metal sheeting may also be acceptable.

Fig. 7 Frontage Boundary Treatment (Diagrammatic)

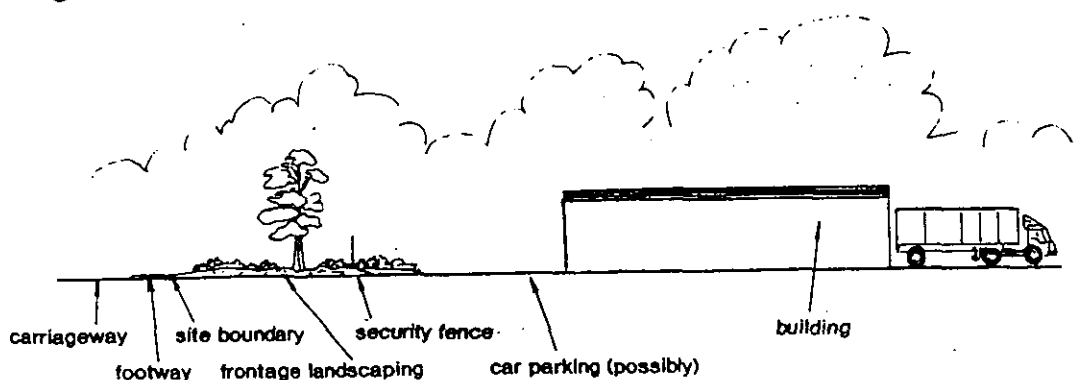
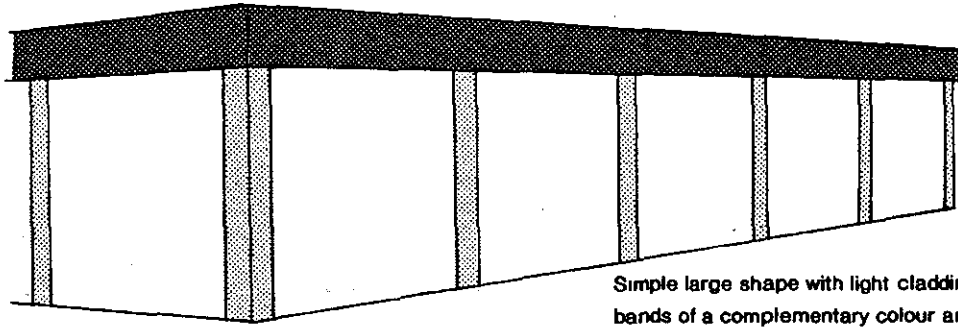
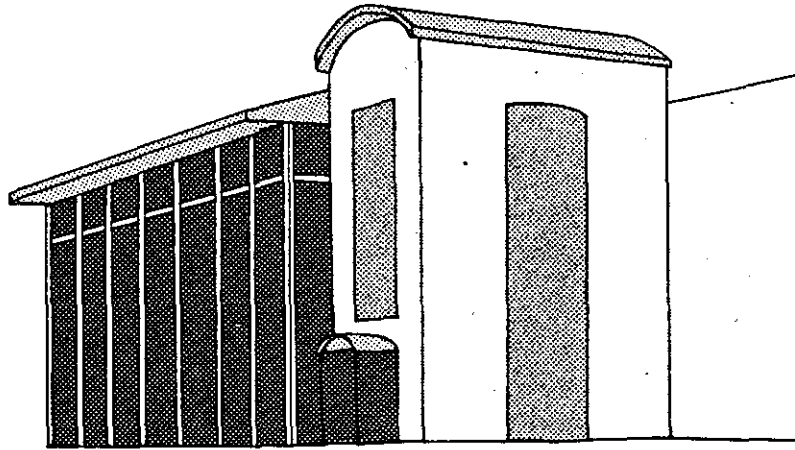


Fig. 8

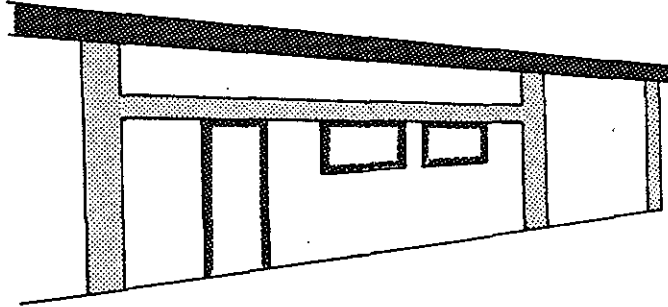
# Successful Design Examples



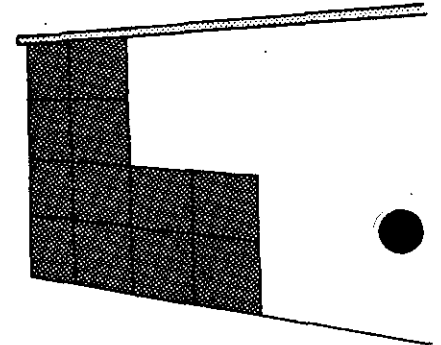
Simple large shape with light cladding broken up by vertical bands of a complementary colour and a strong cornice



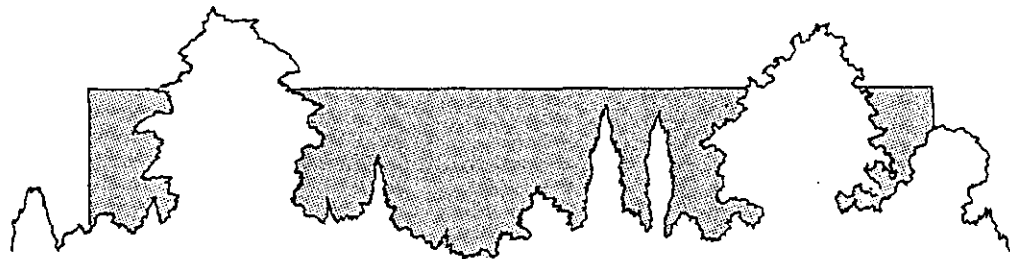
Bold building shapes used to good effect



Two tones of brick with bright colours for trim and doorways



Window areas used to provide a strong shape



Dark finish and simple shape with generous landscaping

- 9.10 Attractive surfacing such as block paving can improve the appearance of a site and may be especially useful if there is restricted space for planting. Details of surface treatment should be included with planning applications.

## 10. SECURITY

The security of developments should be considered at an early stage. The incorporation of appropriate design features to help prevent crime offers many benefits to developers and owners. Both Trafford M.B.C. and Trafford Park Development Corporation are firm supports of the Police initiative "Secured by Design". Architects and developers should be aware that Police Architectural Liaison or Crime Prevention Officers are able to provide free advice in relation to layout and siting; lighting; landscaping; defined perimeter; usage and signage; pedestrian and vehicular access control; surveillance and visibility.

## 11. CAR PARKING

Car parking should be provided within the site in accordance with the Council's standard currently in force. An extract from the standards approved in July 1992 is given in Appendix 3. The car parking space should be additional to (and ideally separate from) the turning and loading areas.

## 12. APPEARANCE OF BUILDINGS

- 12.1 A satisfactory appearance of buildings is necessary to secure a satisfactory environment for people working in or travelling through an industrial area, to ensure the area remains attractive to investors, or to ensure that the amenities of neighbouring non-industrial uses are not harmed.
- 12.2 A satisfactory design needs appropriate consideration of colour and type of materials, proportions, window design and placing and architectural detail. The design must take account of how the building will look in its surroundings as well as its function. This will be particularly important for development next to or facing non-industrial buildings, adjoining a Conservation Area, near a Listed Building, or on the edge of an open space.
- 12.3 Applicants will be encouraged if they wish to provide a design of an interesting or innovative nature. However, a simple design may also be acceptable as this is often appropriate particularly for smaller buildings. Large buildings will normally need some articulation or variation of material to break up what would otherwise be an overbearing mass. Where a building has a substantial office content this fact can usually be expressed externally in some manner to provide more interest and this part of the building can often usefully be sited at the front.
- 12.4 External materials used should be durable and capable of retaining a satisfactory appearance in the long-term. Typical wall materials normally acceptable in industrial surroundings are brick and plastic coated profiled steel cladding.

### 13. OUTDOOR STORAGE

- 13.1 Outdoor storage areas, even if set away from the frontage (see 5.2), may need additional screening from views in to the site. Use of walls within the site may be needed for this purpose.
- 13.2 Stacked container storage is particularly intrusive and is only likely to be acceptable in limited circumstances.

### 14. EXTENSIONS

Extensions will need to comply with the guidelines in this document. In particular, an extension space. Where the existing premises do not comply with the guidelines, full compliance may not always be possible. It will however be important in that case that no aspect covered by the guidelines would be made worse as a result of the extension.

### 15. CHANGE OF USE

- 15.1 The premises in its new use should comply with these guidelines. However, where the premises in their existing use are substandard, full compliance may not be possible. It will however be important that no aspect covered by these guidelines is made worse as a result of the change of use.
- 15.2 The car parking and manoeuvring standards (see Sections 8 and 11) are the same for warehousing and industry in order to facilitate flexibility between these uses. In practice it is found that industrial uses often have more car parking needs than do warehouses. This would weigh against a change of use from a warehouse to industrial use if the warehouse is particularly deficient in car parking. Warehousing tends to attract more and larger vehicles, and this would weigh against a change of use from industry to warehousing if the industrial premises are particularly deficient in manoeuvring and loading space.
- 15.3 Industrial uses have more potential for causing noise disturbance and this would weigh against changes of use from warehousing to industry for premises close to residential property.

### 16. POLLUTION, HAZARDS AND NOISE

Developers should be aware of the Council's policies on pollution and on hazardous and bad neighbour industries. (See UDP Proposals ENV35, E5 and D6). The issue of noise will be particularly important for sites near residential areas or other noise sensitive uses. The Council has produced separate Planning Guidelines: Noise Standards (1993). Advice on this aspect can be obtained from the Pollution Control Division in the Directorate of Environment and Leisure. The National Rivers Authority have Pollution Prevention Guidelines relevant to industrial yards and other matters.

### 17. CONSULTATIONS

Consultations are frequently appropriate on industrial planning applications and the Council will take the responses into account when reaching a decision. It may be advisable for intending developers to discuss their proposals direct with the agencies involved if there are particular implications for their sphere of interest. A list of some of the addresses involved is given in Appendix 4.

## APPENDIX 1

### EXTRACT FROM TRAFFORD BOROUGH COUNCIL'S DEPOSIT DRAFT UNITARY DEVELOPMENT PLAN

#### D5. Industrial Development

In considering whether proposals for industrial development are satisfactory within the terms of Proposal D1, the Council will have regard to the following:

- (i) the quality of the design of the buildings and their relationship to the adjoining buildings, particularly in terms of colour and type of materials, proportion, fenestration and architectural detail;
- (ii) the appearance of external plant and storage areas and the need for screening of these where appropriate;
- (iii) the impact of security features on the appearance of the development; for example the impact of industrial fencing will need to be carefully considered;
- (iv) the need to incorporate landscaping as an integral part of the site layout;
- (v) the provision of adequate space for service vehicles to wait, load and unload.
- (vi) the provision of satisfactory access to the site for industrial vehicles allowing them to enter and leave the site in a forward gear.

#### Justification

These provisions are necessary in the interests of a satisfactory environment for people working or living within or adjoining an industrial area, to ensure that these areas remain attractive to investors and to ensure satisfactory highway conditions.

The Council has produced Planning Guidelines for Industrial Development to give further guidance to prospective developers.

## SOME EXAMPLES OF TREES SUITABLE FOR INDUSTRIAL AREAS

<u>Common Name</u>	<u>Botanical Name</u>
False Acacia	Robinia pseudoacacia
Tree of Heaven	Ailanthus altissima
Italian Alder	Alnus cordata
London Plane	Platanus x hispanica
Austrian Pine	Pinus nigra var.nigra
Common Alder	Alnus glutinosa
White Beam	Sorbus aria
Gean	Prunus avium
Field Maple	Acer Campestre
Sycamore	Acer Pseudoplatanus

## APPENDIX 3

### EXTRACT FROM THE TRAFFORD BOROUGH COUNCIL'S CAR PARKING STANDARDS (APPROVED JULY 1992)

#### 7.3 Industry, Warehousing, Storage and Distribution

##### a) General

First 235 sq.m gross floorspace : 1 space/35 sq.m.

Additional floorspace above 235 sq.m : 1 space/70 sq.m

Offices ancillary to main use : normally included in the above but will be assessed separately at the office standard if they amount to over 20% of the total floorspace.

- b) **Business Park Development** intended for uses in Class B1 of the Town and Country Planning (Use Classes) Order 1987 (offices, research and development, and light industry) and designed to be suitable for use as offices will be assessed at the office standard.

#### 7.4 Offices

Excluding offices ancillary to another main use and those within Class A2 of the Town and Country Planning (Use Classes) Order 1987.

- a) **General** : 1 space/25 sq.m.

- b) **Sites not well served by public transport** : 1 space/20 sq.m (if exceptionally offices should be allowed in such a situation).

- c) **Main Office Zones** (as defined in the Unitary Development Plan) : 1 space/30 sq.m.





# **TRAFFORD**

METROPOLITAN BOROUGH COUNCIL

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