

LOW MILL TANNERY

Development Brief



September 1997

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1. INTRODUCTION (see Map No 1)

- 1.1 This draft brief has been prepared to guide the development of 4.3 hectares of land, formerly occupied by Low Mill Tannery, Ulverston (see the area outlined on Map No 1). The land is allocated for local employment uses (B1, B2 and B8) in the South Lakeland Local Plan under Policy E3. The shaded area on Map No 1 includes an area of open farm land to the south west of Low Mill Tannery, and an area to the east of West End Lane, both of which are also allocated for local employment use under Policy E3 of the Local Plan.
- 1.2 This brief forms South Lakeland District Council's policy for the future guidance of development of the 4.3 hectare site, which has recently been reclaimed by the Council. Any future detailed proposals will be expected to conform to the principles and requirements set out herein.

2. SITE DESCRIPTION

- 2.1 The site, which is located to the south east of Ulverston, is bounded by Morecambe Road to the north and West End Lane to the east. The area is level following reclamation works and set within a largely flat landscape. Nearby developments include a collection of buildings known as Outcast and Glaxo Wellcome's Pharmaceutical factory. Shafat UK Ltd own the disused office and storage building on West End Lane north east of the site.
- 2.2 The site was occupied by a tannery between 1887 and 1978. Since that date the buildings including the lime and tan sheds have been demolished. The site has been the subject of a land reclamation scheme which is being jointly funded by English Partnerships and the European Regional Development Fund Objective II Programme. The site is now in the ownership of South Lakeland District Council. The progress of the scheme is as follows:

Phase 1 : Demolition of the remaining tannery buildings - completed early 1996

Phase 2 : Decontamination and ground stabilisation works - completed October 1996

Phase 3 : Site servicing - currently underway

3. SITE SERVICING

3.1 Utilities Servicing

- 3.1.1 Several services run along a corridor on the site as indicated on Map 2. This corridor contains the foul sewer, a water main supplying Glaxo Wellcome and the electricity cable to Glaxo Wellcome's pump house. It should be noted that an existing North West Water trunk main currently crosses the west end of the site, taking bulk water to Barrow, but this cannot be utilised on the site.

- 3.1.2 Along Morecambe Road, there is a 6" water main, British Telecom underground and overhead servicing and a 3" low pressure gas main. A 100 KVA electricity sub-station is currently located on West End Lane.
- 3.1.3 The site is within the tidal flood plain, protected by a railway embankment. To date, it has no history of flooding. Surface water will be taken to Dragley Beck, across Morecambe Road.
- 3.1.4 To the north west of the site, lies a parcel of land over which Glaxo Wellcome has water extraction rights. This site has now been purchased by Glaxo Wellcome and is to be retained as grazing land with the wellheads protected and serviced.
- 3.1.5 A fire hydrant constructed to BS750 will be located adjacent to the proposed new site access. The minimum water main size recommended to provide adequate flow rates is 63 mm internal diameter.
- 3.1.6 All services will run through the site to meet the boundary of the adjoining land allocated for employment use. This is in order to facilitate development on this land at a later date.

3.2 Access

- 3.2.1 The existing access close to the junction of West End Lane and Morecambe Road is inadequate. Instead, access to the site will be provided at a new junction (with 10 m radii) to the west of the existing one on Morecambe Road, as shown on Map 3. In the longer term, it is intended that the junction of West End Lane with Morecambe Road should be closed off and traffic diverted from West End Lane directly through the Tannery site. At the present time, there is no pavement along Morecambe Road between Fitz Bridge and Outcast. The site boundary will therefore be set back by approximately 2 m to allow for better visibility at the junction and enable a footway/cycleway to be constructed. It will also be necessary to install lighting on this stretch of road.
- 3.2.2 The new access from Morecambe Road will link to a spine road, 7.3 m wide and constructed to adoption standard. This spine road will run through the site to meet the boundary of the adjoining land allocated for employment use. This is in order to facilitate development on this land at a later date. A hard surface footway/cycleway 1.8 m in width will run along one side of the spine road. The siting of the spur roads will remain flexible at this stage but it is anticipated that the site will be sub-divided into plots of approximately 1 acre.
- 3.2.3 The Highways Authority has indicated that if the site is accessed via Morecambe Road, the additional traffic generated following development of the site, may justify improvements to the junction of Morecambe Road and The Ellers.
- 3.2.4 In the mid to long term, to facilitate the development of the two allocated green field employment sites adjoining West End Lane, it will be necessary to widen and improve West End Lane to the junction with Priory Road as an alternative route. This work should include installation of a footpath/cycleway and lighting along West End Lane. It will also be necessary to improve the junction of West End Lane with Priory Road (perhaps with traffic controls or a roundabout) and to examine the scope for traffic calming and traffic management measures on Priory Road and Watery Lane. In light of prevailing traffic conditions, the development of all the allocated sites will prompt a widespread assessment of the impact of likely generated traffic throughout South Ulverston to outline how any undesirable side effects may be lessened.

3.3 Landscaping

There is an existing overgrown hedgerow either side of the electricity sub-station and on the western boundary of the site (see Map 2). This should be retained and supported where necessary with additional planting. Elsewhere for land forming and screening purposes, a 10 m wide earth bank has been created around the perimeter of the site. This bund will form a landscaping belt, planted with appropriate trees (sycamore, ash, alder, willow, oak, pine) and shrubs (hawthorn, hazel, dogwood, elder) requiring low maintenance. High quality treatment is particularly necessary at Morecambe Road to soften the roadside appearance.

3.4 Boundary Treatment

A stone wall will be constructed along the frontage of Morecambe Road and West End Lane. (approximately 1 m high and using reclaimed materials where possible) The remaining boundaries will be edged with a black plastic coated chain link fence with black plastic coated pylon some 1.8 to 2 metres in height. As indicated in paragraph 3.2.1, the Morecambe Road frontage will be set back further from the road.

3.5 Lighting

Lighting will be provided around the perimeter of the site and along the roads and footpaths.

4. DEVELOPMENT GUIDANCE

4.1 Land Uses

Policy E3 of the South Lakeland Local Plan indicates that the site is suitable for B1, B2 and B8 employment uses. Light and general industry can be accommodated on the site as shown on Map 3. The area fronting Morecambe Road is the most exposed, and is therefore more appropriate for light industrial use. It will enable the building elevation which has the potential for the most visually pleasing appearance to be positioned in the most prominent part of the site. With regard to general industry, the site's load-bearing capabilities may preclude construction of heavy industrial uses or multi-storey buildings, but most B1, B2 and B8 type activities will be appropriate. Retail warehousing will not be permitted. The Council is anxious that the site should not develop purely as a distribution centre and will use its powers as landowner to ensure that warehousing uses do not exceed 20-25% of the area.

4.2 Design and Layout

Given the open nature of the site, all elevations must be designed to high standards. Although it is recognised that the dimensions of the buildings will, to a large extent, be governed by the work process, they should have intrinsic visual interest and an appropriate sense of scale. They must be designed to be as inconspicuous as possible, constructed in sympathetic colours chosen to match the landscape setting. The buildings must be covered with shallow pitched dark coloured roofs, with a non-reflective finish. Due regard should be given to long term weathering characteristics of cladding and roofing materials in an area of high average rainfall.

4.3 Car Parking and Servicing

Car parking and vehicle standing space (for loading and unloading) must be provided in accordance with the District Council's approved Parking Standards as set out in Appendix E of the South Lakeland Local Plan. Wherever possible, car parking and cycle parking facilities for staff and visitors will be positioned to the sides and fronts of buildings with the service and storage areas (adequately screened) to the rear. In constructing car parking areas, use of brick paviors, concrete blocks and granite sets will be welcomed. Large unbroken areas of tarmac or concrete will only be permitted in service areas.

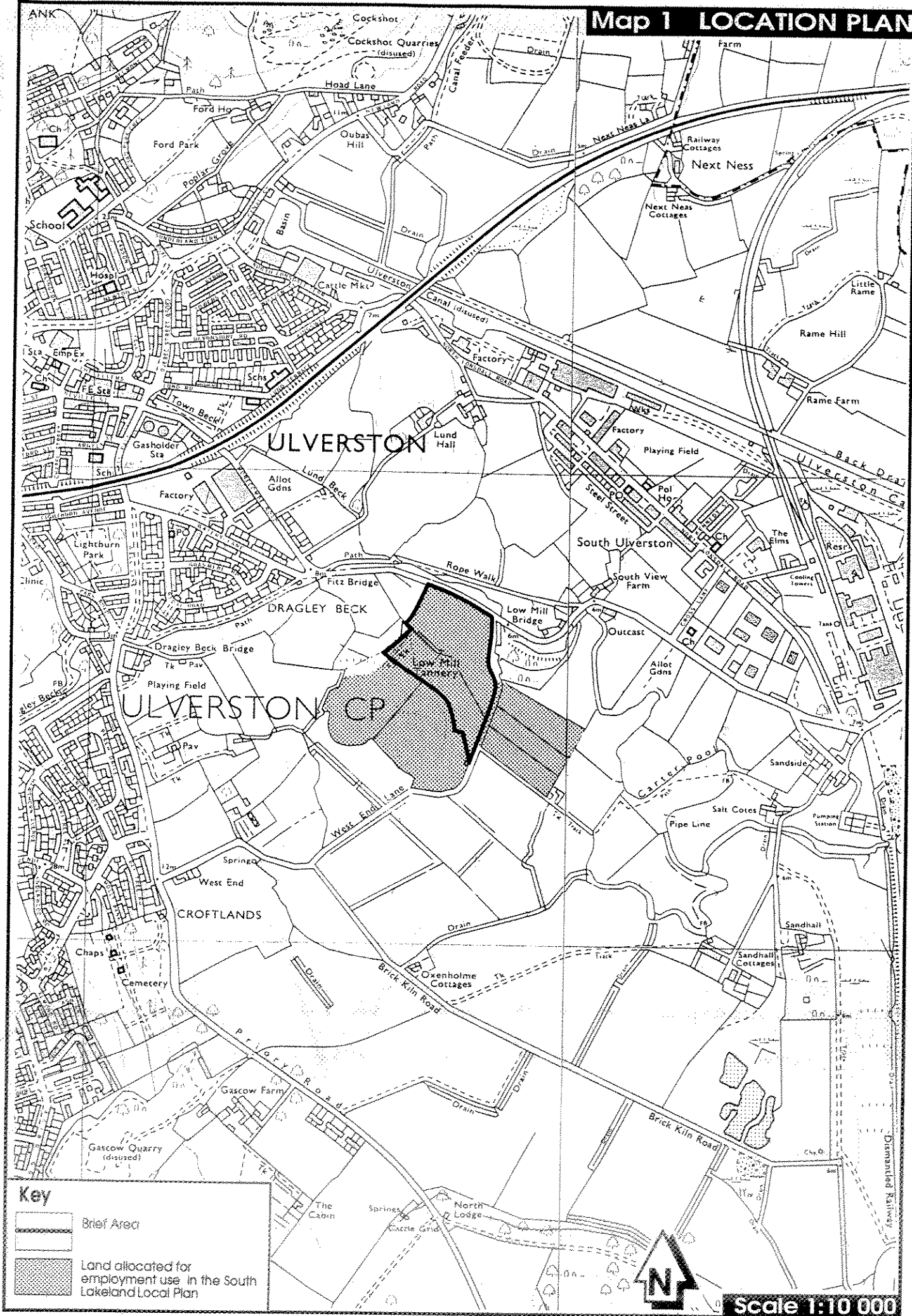
4.4 Landscaping Treatment within the Site

Landscape treatment must be used to soften the effect of industrial buildings on the site. The buildings should be well screened with trees and shrubs and security fencing shielded on both sides with hawthorn hedgerow. In addition to the planting belt around the perimeter of the site, lines of trees should run alongside the roads and groups of trees and shrubs planted at regular intervals elsewhere on the site. Plots should be separated by at least a 3 m planting belt.



4.5 Lighting

Within plots, the provision of good overall levels of illumination will be expected.

Map 1 LOCATION PLAN



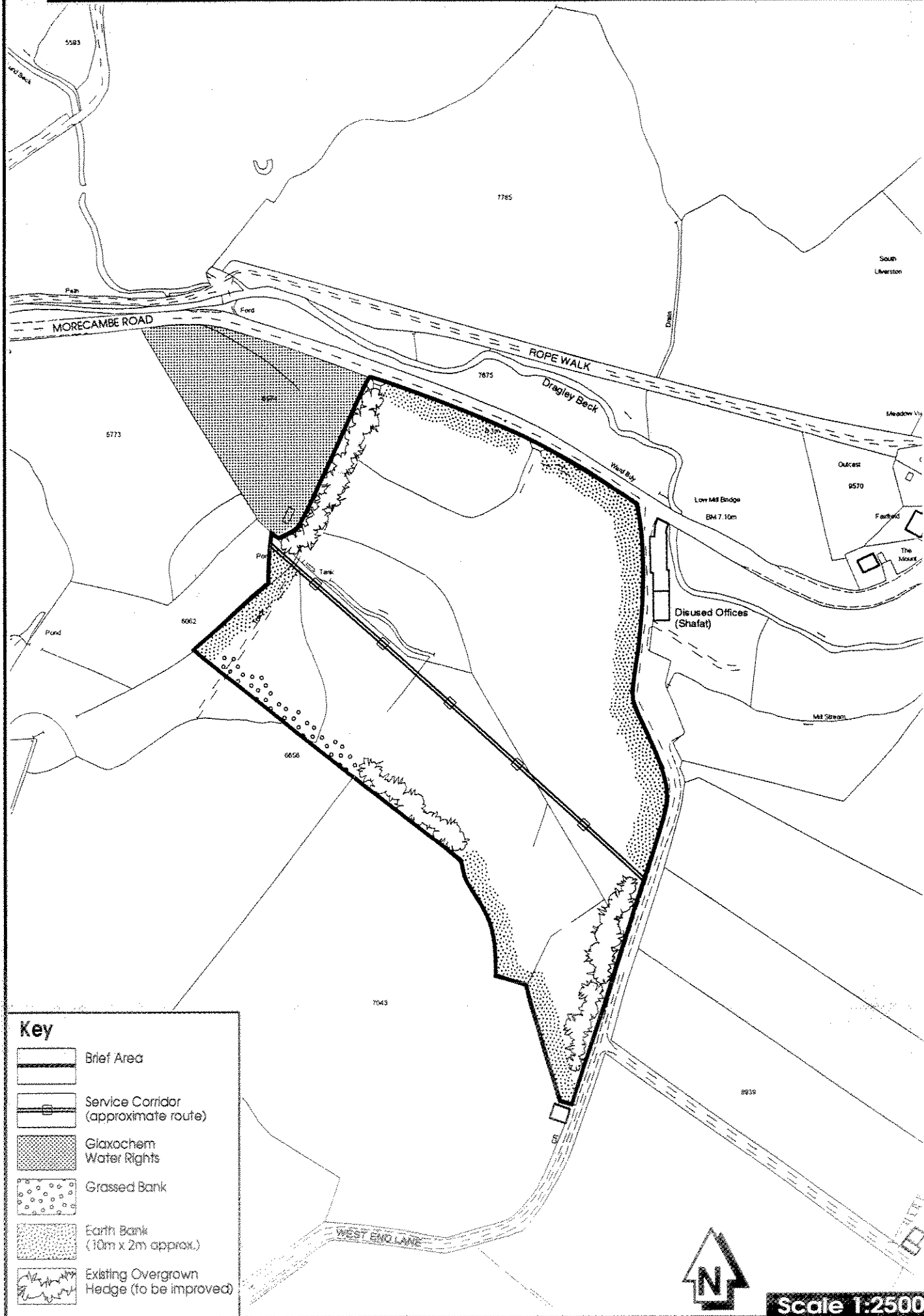
Key

-  Brief Area
-  Land allocated for employment use in the South Lakeland Local Plan









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Map 2 EXISTING FEATURES (following De-Contamination Works)



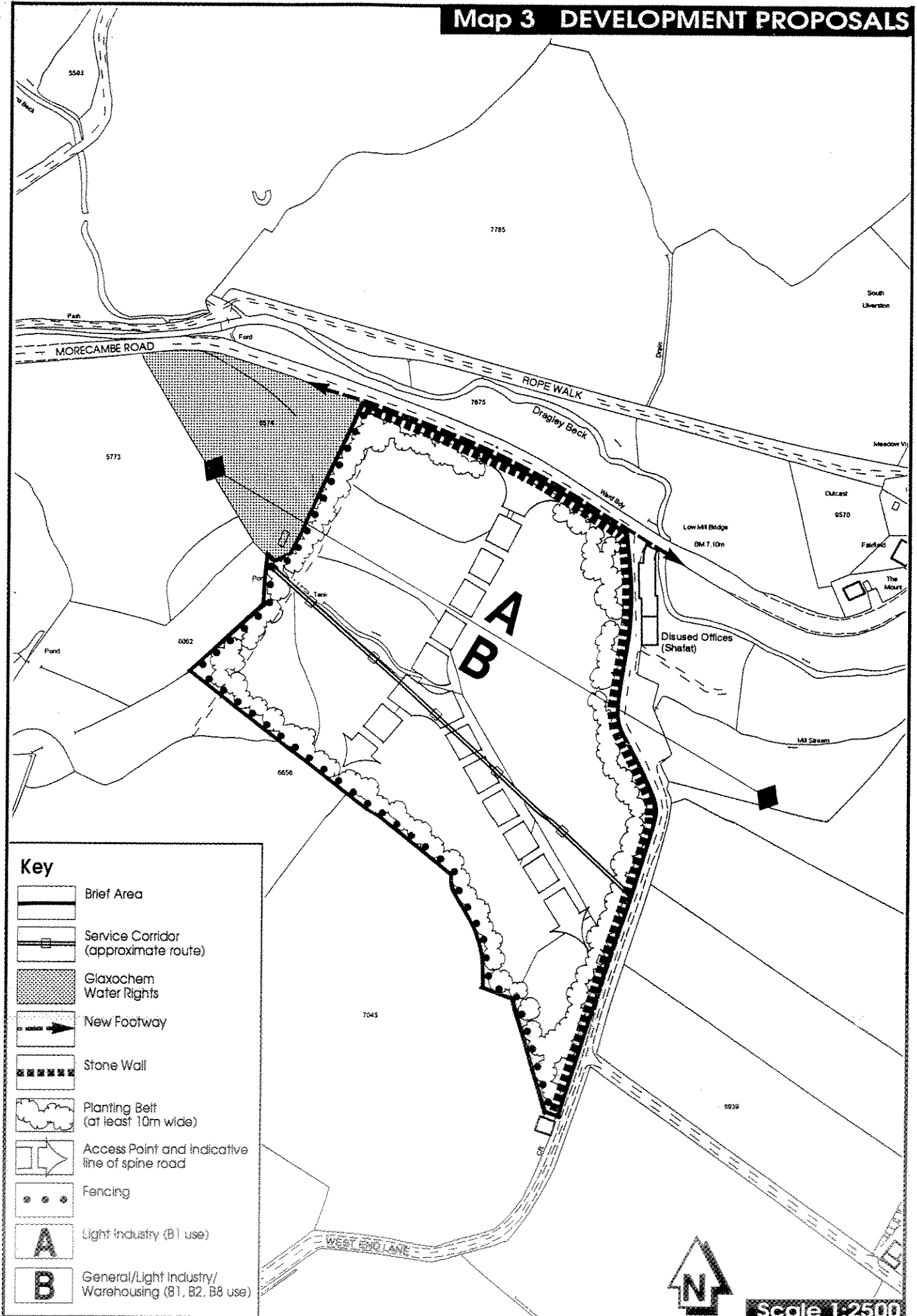
Key

-  Brief Area
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-  Glaxochem Water Rights
-  Grassed Bank
-  Earth Bank (10m x 2m approx.)
-  Existing Overgrown Hedge (to be improved)













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Map 3 DEVELOPMENT PROPOSALS



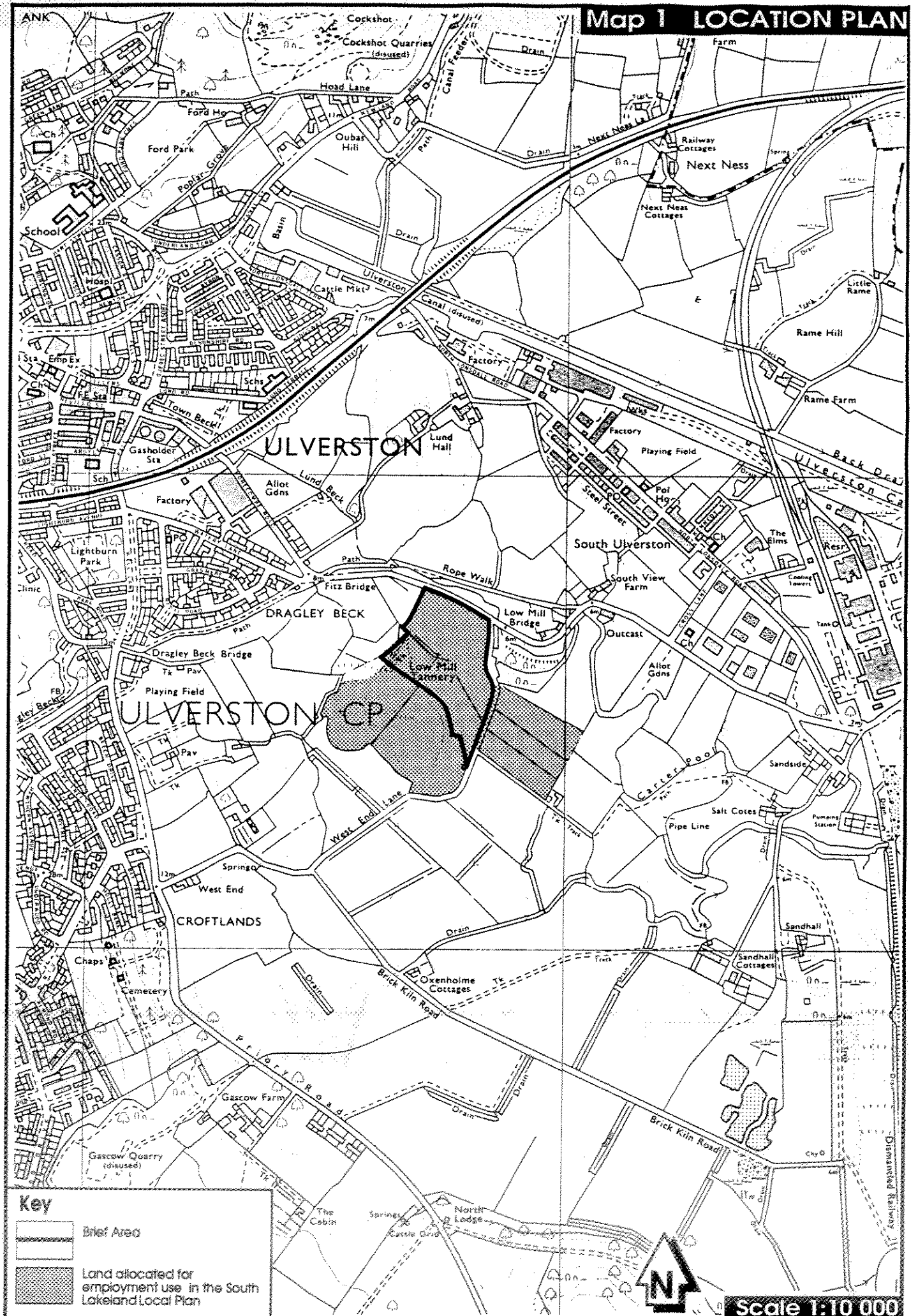
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-  Brief Area
-  Service Corridor (approximate route)
-  Glaxochem Water Rights
-  New Footway
-  Stone Wall
-  Planting Belt (at least 10m wide)
-  Access Point and indicative line of spine road
-  Fencing
-  Light Industry (B1 use)
-  General/Light Industry/Warehousing (B1, B2, B8 use)





Scale 1:2500

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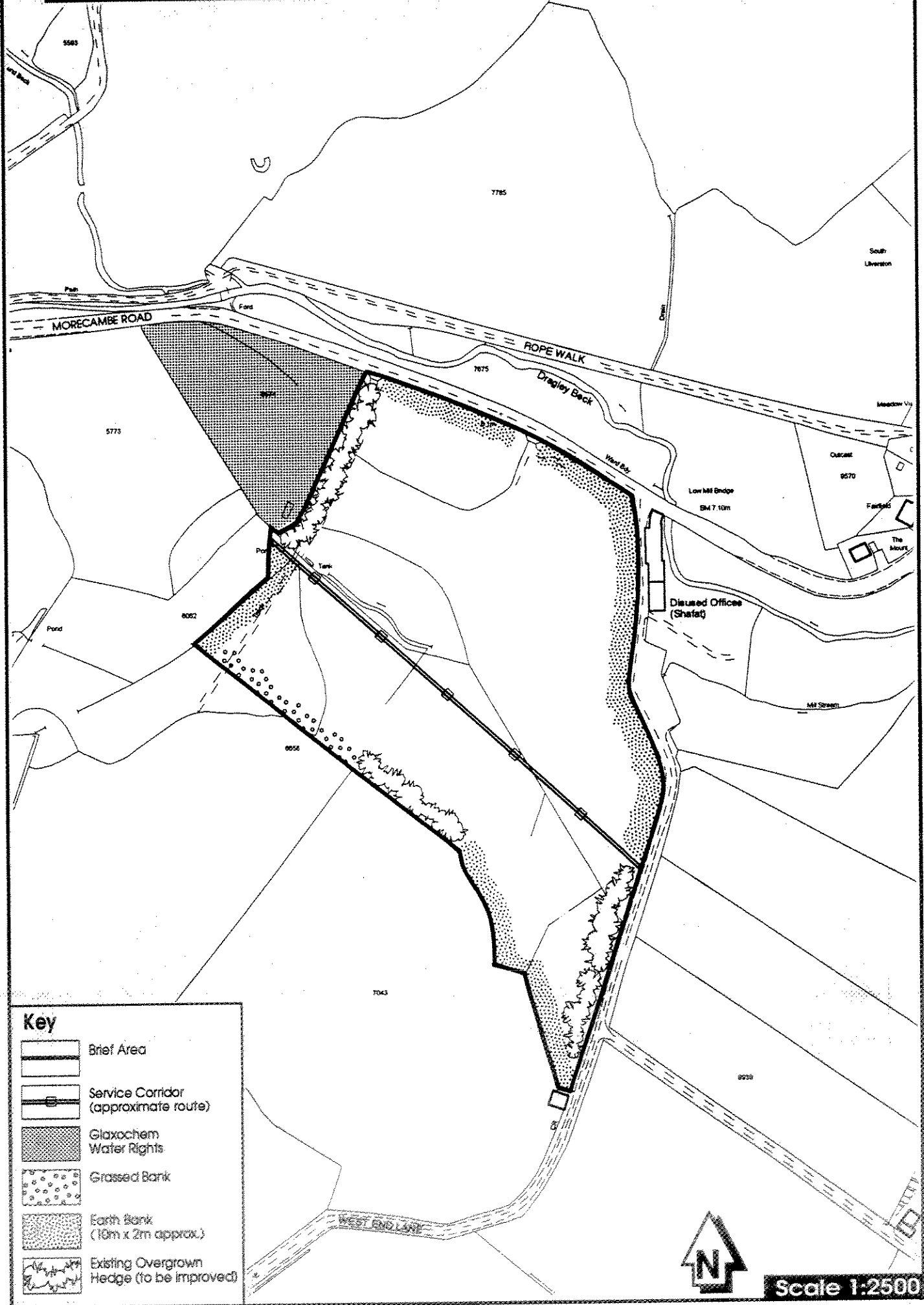
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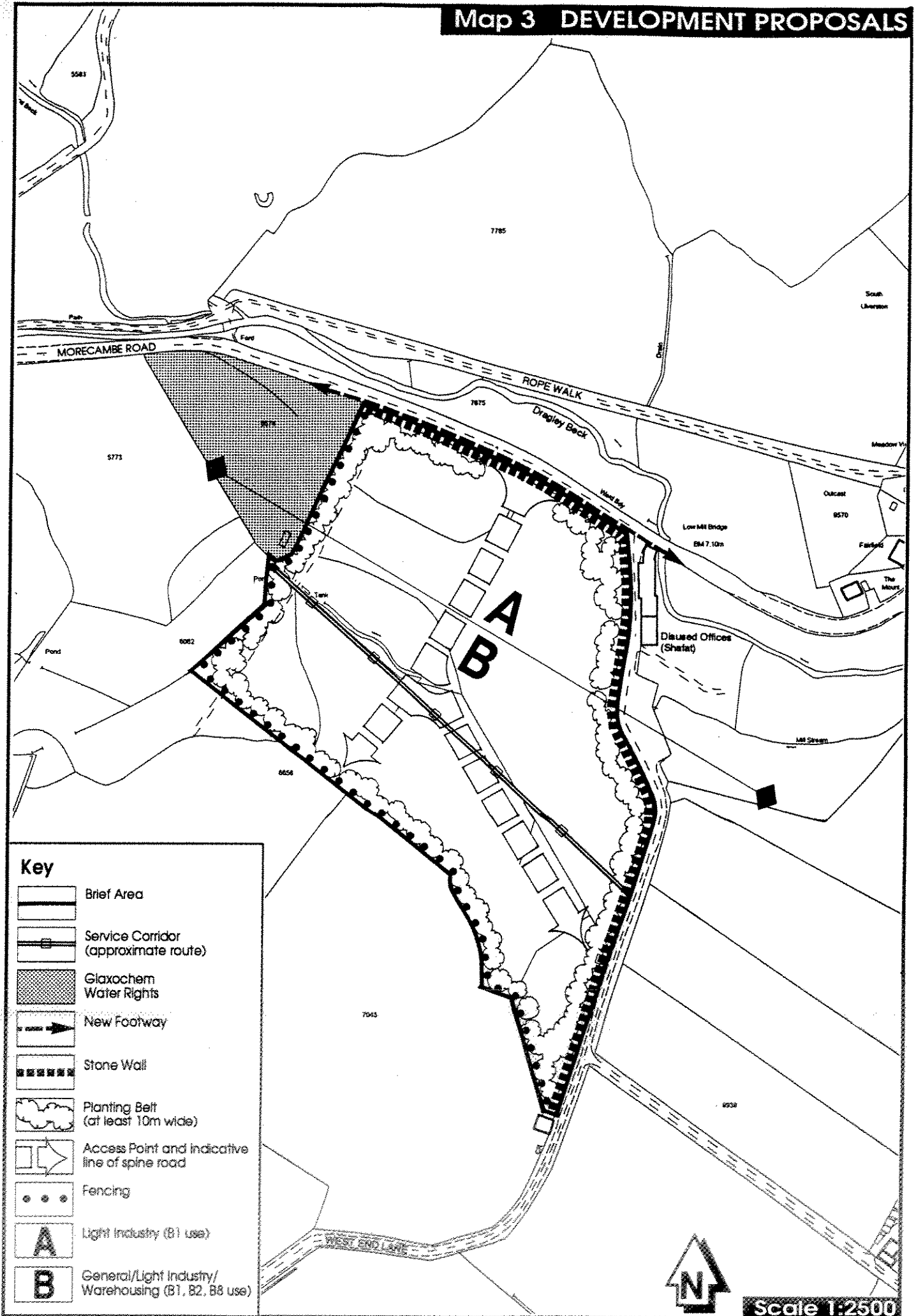
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











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