

Greenham Business Park LDO
Appendix C
Design Guidance



Contents

1	Introduction	3
2	General Design Guidance	5
	A Layout and movement	
	B Landscape strategy	
	C Architecture	
	D Sustainability and adaptability	
	E Hard and soft landscape	
	F Ecology and biodiversity	
	G Boundary treatments, including fencing, gates and barriers	
	H External lighting and CCTV	
3	Use Zone Design Principles:	22
	Zone A Business Use Zone Primary Uses Only (excluding northern boundary)	
	Zone A Business Use Zone - Primary Uses Only (Northern Boundary)	
	Zone B Mixed Use Zone – Primary and Secondary Uses	
	Zone C Mixed Use Zone – Primary and Secondary Use (excluding B2/B8)	
4	Plot Design Principles.....	29
	APPENDIX 1: Landscape Framework and Cross Sections	
	APPENDIX 2: Indicative Palette of Plants	

1 Introduction

The Greenham Business Park LDO

- 1.1 This design guidance supports the Local Development Order (LDO) adopted by the Local Planning Authority (LPA), West Berkshire Council.
- 1.2 The LDO has been adopted to encourage the continued regeneration and transition of the former military site into a modern business park which is one of the key employment areas in the district.
- 1.3 The LDO is designed as a framework for development over the long-term, although will be subject to regular review. The purpose of the LDO is to simplify planning control and encourage sustainable development. This document is intended to guide the design of the permitted development whilst allowing flexibility to respond appropriately to market demands and to enable use of emerging technologies.
- 1.4 All development proposals under the provisions of the LDO are subject to pre-development notification to the LPA. Development permitted by the LDO is subject to conditions, including the requirement to submit a Design Statement to demonstrate how the proposed scheme has been informed by this design guidance.
- 1.5 This guidance has been prepared specifically for the LDO area, and is intended to complement the National Planning Policy Framework (NPPF) and design policies of the adopted development plan and the adopted supplementary planning documents:
 - West Berkshire Core Strategy (2006 – 2026) (Adopted July 2012)
 - Quality Design Supplementary Planning Document (SPD).
 - Greenham Common Airbase Planning Brief (1994).
- 1.6 Further information about the history of the site is provided in section 2. Please also refer to the Statement of Reasons for the context.

1.7 This guidance is structured as follows:

- General guidance for all permitted development within the LDO area;
- Guidance for developments within different zones of the LDO area; and
- More specific guidance for the development of individual development plots.

2 General Design Guidance:

- 2.1 This section provides general design guidance for the LDO area and is relevant to all proposed developments.
- 2.2 The layout, landscape and visual impact of new buildings is an important design consideration to achieve a successful, functional, accessible and well assimilated development.

A. Layout and movement

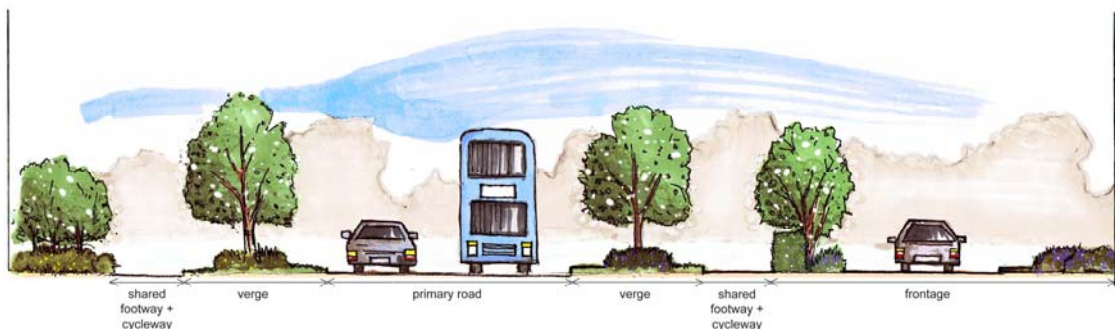
Primary Roads

- 2.3 There are two key primary roads (private estate roads), which come off from the A339 which form gateways into the Greenham Common Business Park:
- Main Street
 - Albury Way
- 2.4 These gateways should be retained and enhanced through new developments. However, the alignment of these primary roads within the park may need some modification to facilitate new development permitted by the LDO.
- 2.5 Where opportunities and function allow, new buildings should have a set-back of 10m or more to maintain a generous frontage to plots, allowing for access, car parking and planting.
- 2.6 Building frontages should be framed wherever possible to allow for tree and ornamental planting, which will assist screening car parking and soften views into the plot.
- 2.7 Within the Greenham Business Park road network, footpaths at a minimum width of 2.0 meters should be provided on both sides of the road for primary roads. Ideally footpaths should be set back from the road behind a verge. Where opportunities and function allow, the primary roads will have

generous verges which provides enough depth for grass, ornamental shrub and avenue tree planting, where larger trees, with a longer life span are encouraged.

- 2.8 Frontages are to be provided with soft landscape in keeping with the overall themes of the wider site context and to define front boundary lines by way of planting strip, hedge or similar.
- 2.9 The design of a building should reflect its function, with active frontages facing onto a street, ensuring servicing points, ancillary buildings, production areas and main parking areas should be planned to rear of plots away from main access road and shielded from view.

Figure 1: Primary Road General Layout



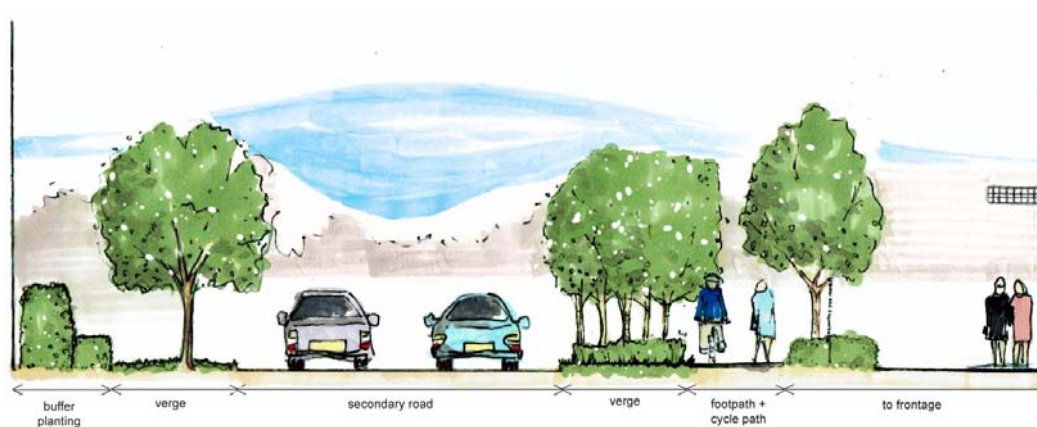
Secondary Roads

- 2.10 These connect the various areas and use zones within the site. These tend to be less wide than primary roads and provide links between the primary routes to individual plots. The road layout may be adjusted to accommodate future development. Frontages will vary from plot to plot and will be driven by function to maintain a reasonable frontage to plots, allowing for access and planting.
- 2.11 Within the Greenham Business Park road network, footpaths at a minimum width of 2.0 meters should be provided on at least one side of the road for

secondary roads. Ideally footpaths should be set back from the road behind a verge.

- 2.12 Where opportunities and function allow, the secondary roads will have verges which provide enough depth for grass and tree planting, with some ornamental shrub planting.

Figure 2: Secondary Road General Layout



Access for All

- 2.13 Pedestrian circulation should be in compliance with the Equality Act 2010, ensuring the business park makes reasonable adjustment to any physical feature i.e. Steps, paths etc. within the landscape which might put a disabled person at a substantial disadvantage. Future development should look to provide safe crossing points, and support connectivity for all users within the park.
- 2.14 A network of footpaths and cycle routes should be maintained and enhanced wherever possible, to connect to the existing access routes to Greenham Common and the A339.
- 2.15 Car parking should include the standard number of spaces for disabled users as described by the BS8300 and Part M of the Building Regulations. Other aspects of access to the buildings will also be governed by these

guidelines.

- 2.16 The provision of motorcycle parking and cycle shelters and stands should be provided for occupiers of each plot, with the number and specification guided by the West Berkshire Planning Authority (Refer to cycle and Motorcycle Advice and Standards for new Development Guidance Note – Draft for Consultation August 2014). Cycle stands should be located at easily accessible locations and should be visible on approaching buildings to maximise the prominence of the use of alternative modes of transport.

Emergency access

- 2.17 Sufficient space should be provided for emergency vehicles to enter and leave each development site unobstructed.

B. Landscape Strategy

- 2.18 A Landscape and Visual Appraisal has been carried out to determine the potential impact of new buildings within the Greenham Business Park. As part of this process a series of long sections through potential development sites (Appendix 1) has informed the visual and landscape assessment and have helped frame the parameters of future development in terms of height, scale and mass, and have identified the need for some additional screening and mitigation on the northern boundary.
- 2.19 The Landscape Strategy is to maintain and where appropriate enhance the existing landscape framework, particularly to the northern boundary adjoining Greenham Common (as shown in Appendix 1). This recognises the importance of landscape as a contributor to the creation of an attractive and successful business community, connecting buildings and people to their surrounding environment, and responds to policy CS19 of the Core Strategy (Historic Environment and Landscape Character).
- 2.20 Measures to maintain and enhance the eastern boundary, adjacent to residential properties, will maintain a good level of screening. With the

western boundary, adjacent to existing woodland, planting will be supplemented within the site, to ensure that a robust level of screening can be retained within the management of the business park.

2.21 In addition to the building height restrictions (LDO Plan 3), the Landscape Strategy has taken into account landscape and ecology issues, and seeks to deliver the following objectives:

- Assist with the successful transformation of the former MoD site to a successful, modern business park, with strong links to the adjoining urban environment, and to Greenham Common.
- Integrate the Landscape Strategy with biodiversity objectives;
- Create a desirable setting for existing and prospective tenants in order to create a vibrant business park;
- Integrate new built form into the surrounding landscape through appropriate use of soft landscaping;
- Maintain and improve access and links to the green-space network, and contribute to wildlife corridors;
- Encourage public access to green spaces within and beyond the site to promote health and well being through attractive opportunities for recreation including promoting walking/running opportunities, and enhancing links to adjoining areas of open space;
- Ensure that the landscape contributes to the coherence of the business park, linking individual zones and contributing to the identity of the Greenham Business Park.

2.22 The following actions can be carried out to achieve the objectives in support of the Landscape Strategy:

- Enhance boundary treatments, particularly within the development plots on

the northern boundary.

- Ensure a comprehensive tree planting strategy, which establishes a hierarchy of trees applied to each zone, with a preference for native species, particularly closer to the ecologically sensitive Greenham Common and larger, long-lived trees along primary route avenues, where space allows.
- Maintain and enhance the gateways into the site from the A339;
- Integrate existing trees into developments where feasible. Otherwise, where trees are removed for development, these should be replaced within the business park at a 1:1.5 ratio or higher;
- Additional tree planting and shrub planting to provide screening to sensitive boundaries, with a preference for native species (see appendix 2). This will assist in reducing the dominance of buildings and will help to create wildlife corridors, linking adjoining ecologically diverse areas.
- Soft landscape should be used to screen, enhance and frame the built form, to define plot boundaries and contribute to a sense of place;
- Planting should be designed with resilience in mind; with a focus on future maintenance regimes and should be drought-tolerant and robust, whilst providing colour and interest for all seasons. Developers should consider a combination of deciduous and evergreen species to provide seasonal interest and year-round cover, along with bulbs for seasonal colour in grass areas (see appendix 2).
- Provide opportunities for external seating areas within plot boundaries where feasible, and consider the creation of green spaces to provide break-out / lunchtime spaces which are attractive to visitors and users of the business park;
- Green links should be over-looked by development to aid safety and

security through passive surveillance.

Area of Historic Interest

- 2.23 The LDO area covers part of the former military airbase, established in the 1940s as RAF Greenham Common. It was later used by the USAAF from the 1950s, a period which saw significant redevelopment of the airfield, including an extensive technical and accommodation area south of the extended runway. Ground cruise missiles were based here in the late 1970s and 1980s. The USAAF returned the base to the MoD in 1992 and it was purchased by the Greenham Common Trust (GCT), a public/private partnership, in 1997 to establish a business park within the former technical and accommodation area. The unbuilt Commons were sold to Newbury District Council for £1 and returned to public access with a grant from GCT to assist with the restoration.
- 2.24 A summary of the historical interest of the site is provided in the Heritage Statement prepared in support of the LDO.
- 2.25 The WWII Memorial commemorating the American troops who died whilst based in Berkshire during World War II is located within the LDO area and is managed by the Greenham Trust.
- 2.26 All new development should have regard to the setting and character of this area of historic interest.

C. Architecture

- 2.27 The following general guidance on architectural design should inform all new development within the LDO area. More specific guidance is provided in the proceeding sections.
- 2.28 The architectural design of new development should reflect Policy CS14 of the West Berkshire Local Plan, and the guidance outlined in the Quality Design – West Berkshire Supplementary Planning Document (SPD) parts

1 and 4.

- 2.29 Greenham Business Park is already established as a mixed-use area with a variety of architectural styles reflecting the variety of uses. New buildings are to be of high quality design, in line with the SPD Part 1, whilst functional, adaptable and deliverable.
- 2.30 The design of buildings should seek to incorporate innovative and creative design solutions, where appropriate.
- 2.31 New buildings should be robust and appropriate to their use, with form following function. The design should reflect to the observer the type of use or activities of the building.
- 2.32 Main entrances should be clearly expressed and be identifiable from the public street network.
- 2.33 The design of buildings should express a clear distinction between public and private spaces and access, with service and delivery areas being screened from the main public streets.
- 2.34 The fenestration of buildings should be appropriate to the commercial scale of the development avoiding domestic elements.
- 2.35 A variety of form, massing and orientation should be considered as appropriate, to provide a dynamic street scene, avoiding repetitive or dominating elements.
- 2.36 Landmark buildings may form part of the wider strategy, and these should be designed appropriately to provide focus and articulation, improving the legibility of the street scene. Their location and orientation should ensure they are key elements in important views through the site. (SPD Part 1, 2.6.3)
- 2.37 Buildings will not exceed the heights prescribed in the Building Heights Plan, (LDO Plan 3 – Building Heights Plan), unless approved through a

separate planning permission.

- 2.38 Although the use of a variety of materials across the site is encouraged, these should be used in a manner to aid legibility and consistency within the street scene. The design of facade treatment of prominent buildings should seek to use less visually obtrusive colours and materials.
- 2.39 Energy efficiency and sustainability is encouraged across the site, and buildings should embrace technologies and solutions that can facilitate this as appropriate. Examples are outlined below.

Building materials

2.40 Examples of appropriate types of cladding for the business park are:

- Profiled metal cladding which comes in a range of colours and is suitable for B2 and B8 units.
- Cor-ten steel and patinated copper cladding: Either pre-treated or allowed to change over time to create dynamic, changing facades. The colours and patterns allow a building to blend well with its natural context, or provide striking contrast to the street scene as a landmark building. Care must be taken at drip-details to avoid run-off and staining of adjoining materials.
- Composite cladding panels: Suitable for commercial and industrial units. Available in a range of sizes and finishes to suit the building and context.
- Terracotta cladding panels: Contemporary use of a traditional material. Suitable for commercial development.
- Vertical timber cladding: Can be used to clad sensitive elevations, to soften the visual impact of the built form, in particular the northern boundary. A vertical arrangement should be used, as opposed to horizontal cladding, to lessen the dominance of long elevations.
- Louvred façades: Can be incorporated to help control solar gain and add

depth and interest to the elevation.

D. Sustainability and adaptability

2.41 The following design objectives should be considered, to help in achieving a sustainable development, in line with the SPD Part 4:

- Achieve an efficient use of land and avoid sterilisation of any other potential development plots within the LDO area;
- Maximise non-vehicle access to development and facilities by ensuring convenient links to public transport, footpaths and cycle routes;
- Minimise resource use in building construction and operation;
- Increase biodiversity and enhance landscape features;
- Provide healthy and attractive working environments;
- Provide for electrical vehicle charge points for all parking areas wherever feasible, to facilitate the growth in the use of electric vehicles.
- The development of buildings to a BREEAM rating of 'Very Good' where feasible and deliverable. To achieve this, the design of buildings should, where feasible and deliverable, utilise a combination of renewable energy sources and passive design to reduce the building's reliance on energy and mechanical systems.

Adaptability objectives:

2.42 Creating a flexible and adaptable business environment is a key priority to encourage the long-term success of the business park. To help to achieve this priority the following design objectives should be considered for all developments:

- Provide flexibility of use in building design to allow for a variation in occupation over the lifetime of the development;
- Buildings to be kept flexible and adaptable so they can either be changed

from single occupancy to multi occupancy, extended or change their use;

- Allow for accommodating future technological advances and environmental requirements to secure future demand;
- Provide appropriate flexibility in access and parking provision.

E. Hard and Soft Landscape

2.43 To achieve a strong sense of place, a degree of consistency in the use of hard and soft landscaping treatments is encouraged. Indicative paving / street furniture materials are shown below.

Pavement Materials (Indicative examples):



To paving and shared cycle/paving routes outside of plots: e.g. Tegula Brindle Paving by Tobermore (image copyright Tobermore)



To building entrances and footpaths: Granite concrete paving flags, preferably permeable: e.g. Mayfair by Tobermore (image copyright Tobermore)



To building entrances and footpaths within plots Granite concrete paving blocks, preferably permeable: e.g. Fusion by Tobermore (image copyright Tobermore)



To footpaths away from building frontages: Macadam; preferably permeable to assist with sustainable drainage (image copyright Tarmac)

Parking and Service Yard Materials (Indicative examples):



Block paving 100 x 200mm, preferably permeable laid in herringbone formation: e.g. Hydropave pedestra by Tobermore (image copyright Tobermore)



Interlocking block system for heavy duty areas: e.g. L-shaped Toberloc by Tobermore (image copyright Tobermore)



Concrete to service yards only (image copyright M&H Groundworks)



Macadam; preferably permeable to assist with sustainable drainage (image copyright Tarmac)

Bollards, Lighting and Lighting Bollards:



Bollards: Contemporary stainless steel ie. Broxap Heaton or BX 47 005 (images copyright Broxap)

F. Ecology and Biodiversity

2.44 Policy CS17 of the West Berkshire Local Plan 2002-2026, adopted in July 2012 seeks to achieve net gains in biodiversity.

2.45 Opportunities for net gains are limited within the LDO area, noting it is a previously developed site. The former 'Technical Area' of the airbase is distinguished from the Common which was returned to public ownership in 1995, with public access restored following a GCT grant in 2000, and is now managed by BBOWT¹. Nevertheless, the following measures have been identified through the supporting Ecology Report (Phase I and II Habitat Surveys) to support and enhance existing ecology on site:

- Existing site access points will be used to maintain the continuity of boundary planting around the business park which provides an important habitat buffer;
- Maintain 'dark corridors' around the perimeter of the business park, with external lighting kept to a minimum to limit the effects of light pollution on foraging and commuting bats.

2.46 A range of biodiversity enhancements are also encouraged as part of the site development through the LDO to ensure the biodiversity interest of the site is maintained or enhanced, these include:

- Provide additional tree and understory planting to existing buffer areas, adjacent to areas of sensitivity i.e. Northern bund and eastern boundary, where feasible.
- The creation of a network of green infrastructure through landscaping of development plots in areas currently dominated by hard standing and low-grade amenity grass, will ensure the long-term enhancement of a high-

¹ Berks, Bucks and Oxon Wildlife Trust

quality landscape and support biodiversity conservation.

G. Boundary treatments including fencing, gates and barriers

- 2.47 Large expanses of blank walls running adjacent to primary or secondary roads should be avoided where possible. Fences and boundary treatment should provide a good level of visibility and be appropriate to the use of the site.
- 2.48 Fencing along boundaries forward of any landscape boundary planting should normally be avoided.
- 2.49 Where a development has a side boundary to other plots, fencing to the boundary should be a maximum of 2.0 metres high unless the functional requirements require otherwise.
- 2.50 Fencing along rear boundaries (not having street frontage) should be no more than 2.0 metres high unless the functional requirements require otherwise.
- 2.51 Security fencing should not normally protrude beyond building frontage lines. Any frontage fencing beyond this line should normally be no higher than 1 metre tall and is to be visually permeable. Where appropriate, it can be combined with frontage planting.

H. External Lighting and CCTV

- 2.52 The following lighting principles are to be used throughout the site to manage light spill into the surrounding area:
- Provide a minimal level of lighting to ensure the safety of vehicle, pedestrian and cycle traffic, and amenity lighting for outdoor areas / recreational spaces.
 - Retention of 'dark corridors' on the business park boundaries; external lighting should always be directed into the site to protect the ecological

sensitive areas.

- Roadway lighting to be a column mounted solution. Utilising the latest LED technology is encouraged.
- At the gateways to the site, minimise lighting of signage to an appropriate level, with bollard lighting to pathways.

2.53 CCTV infrastructure should, wherever possible, be mounted on existing buildings and structures to avoid cluttering.

2.54 Examples of appropriate external lighting:



Illuminated bollard contemporary stainless steel e.g. Geo illuminated bollard (image copyright Marshalls) or Mansfield Domed Top Illuminated Bollard (image copyright Broxap)



Lamp Column: Contemporary, LED lighting, energy efficient and 'nighttime friendly' e.g. Denver Elite Pole (image copyright Holophane).

3 Use Zone Design Principles:

- 3.1 This section provides specific guidance for the use zones identified in the Land Use Plan (LDO Plan 2) and should also be considered with the Building Heights Plan (LDO Plan 3).

Zone A - Business Use Zone Primary Uses Only (excluding northern boundary)

- 3.2 Zone A is accessed via Albury Way or Main Street, both Primary Roads. Secondary Road access is provided by Lindenmuth Way, Fourth Street and Jones Drive.
- 3.3 As shown on LDO Plan 2, only primary uses specified in the LDO are permitted in this zone.
- 3.4 A typical B1 development plot will have a ratio of 55% built form to 35-40% delivery and car parking to 5-10% soft landscaping.
- 3.5 A typical B2/B8 development plot will have a ratio of 50% built form to 40-45% delivery and car parking to 5-10% soft landscaping.
- 3.6 Maximum building height is reduced along the northern boundary (see the specific guidance for this area below).
- 3.7 Building materials should be from a more limited palette to reflect the limitation to primary uses in this zone, contrasting the wider mix of uses elsewhere.
- 3.8 Pavement within the plot boundary should contrast with the surrounding car park and pavement to the road, by using flag units or blocks which should be permeable wherever possible, in a colour to complement the façade of the building. For example; Hydropave Mayfair flags, or Hydropave Fusion blocks, by Tobermore or similar. Alternatively, macadam (preferably permeable) may be appropriate for footpaths away from the building frontage.

DESIGN OBJECTIVES FOR TYPICAL B1 PLOT LAYOUT

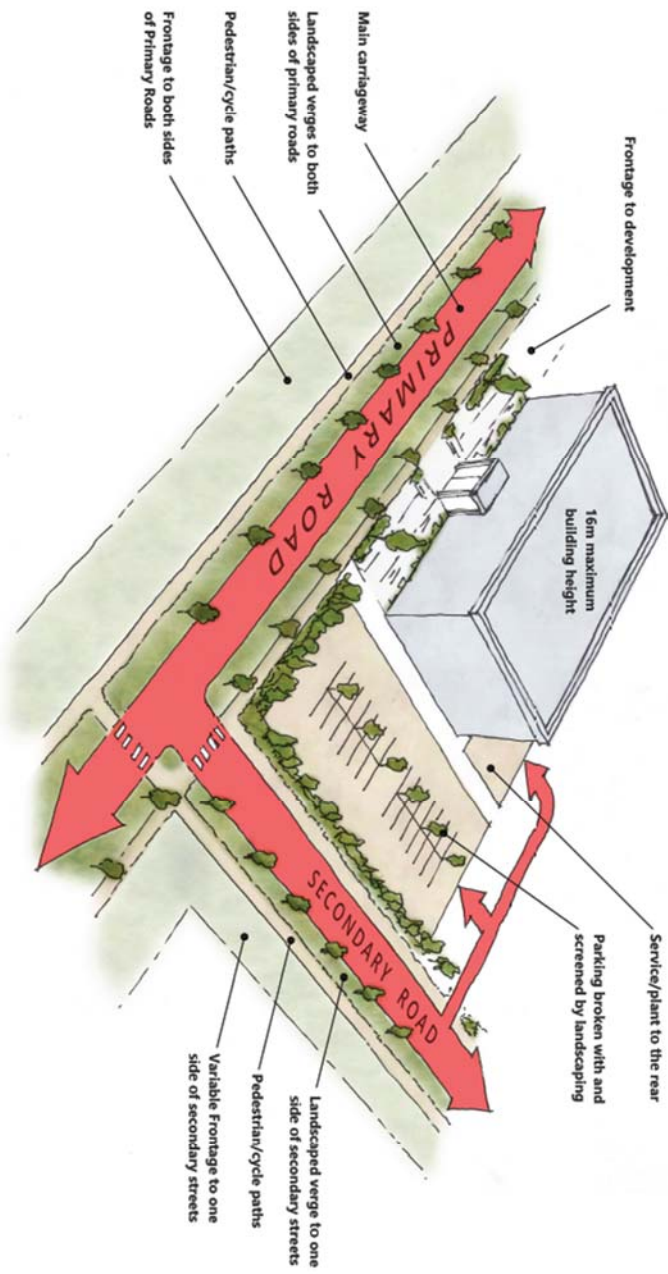


Figure 3: Typical B1 plot layout

Zone A - Business Use Zone- Primary Uses Only (Northern Boundary)

- 3.9 Zone A Northern Boundary abuts Greenham Common and is partly located on top of the plateau. This makes this zone particularly sensitive to views towards the site from the north. Within the northern part of Zone A there is a 3m height range across the site west to east over a distance of some 750m. This small height variation is not easily perceived in views from Greenham Common.
- 3.10 With much of the area within, and to the north of, Zone A laid to macadam and concrete (used for long term car parking) views within the site are long ranging. Zone A Northern Boundary is accessed via Albury Way or Main Street, both Primary Roads. A number of secondary roads lead off into Zone A including Lindenmuth Way, Sixth Street, and Ministry Road abuts the Northern Zone on its southern boundary. The north west of Zone A is accessed via Warehouse Road and Buckner Croke Way.
- 3.11 Building height on the northern boundary is reduced to mitigate the impact on views from the Common (LDO Plan 3).
- 3.12 In addition to the design considerations for the rest of Zone A, further mitigation measures will take into account roof profiles, materials, sensitive lighting specification and location.
- 3.13 A typical plot ratio of 40% built form to 40% delivery and car parking infrastructure to 20% soft landscaping.
- 3.14 Buildings should be varied in height and profile to lessen the dominance of the built form against the skyline. Building orientation and varying the space between buildings should look to reduce the impact of the buildings against the skyline and maintain views into and out from the site, thereby avoiding the perception of a 'wall' of built form on this boundary, whilst also achieving an efficient use of this area.
- 3.15 Building facades should be clad with earth tone colours to reflect the adjacent landscape/skyscape, and materials used that will break up the

facades and help to lessen the dominance of the buildings to users of Greenham Common.

- 3.16 Where required, reinforcement of the existing bund tree planting can be achieved through tree planting adjacent to the feature, within the development plots, to screen and mitigate views into the business park. A preference for native species, and a mixture of deciduous and evergreen species would be appropriate. In addition, low level native hedge and shrub planting will assist in defining the LDO boundary and will screen low level views.
- 3.17 High level lighting should be avoided if possible, and security lighting sensitively located (inwards facing) to ensure that light pollution into Greenham Common is limited.

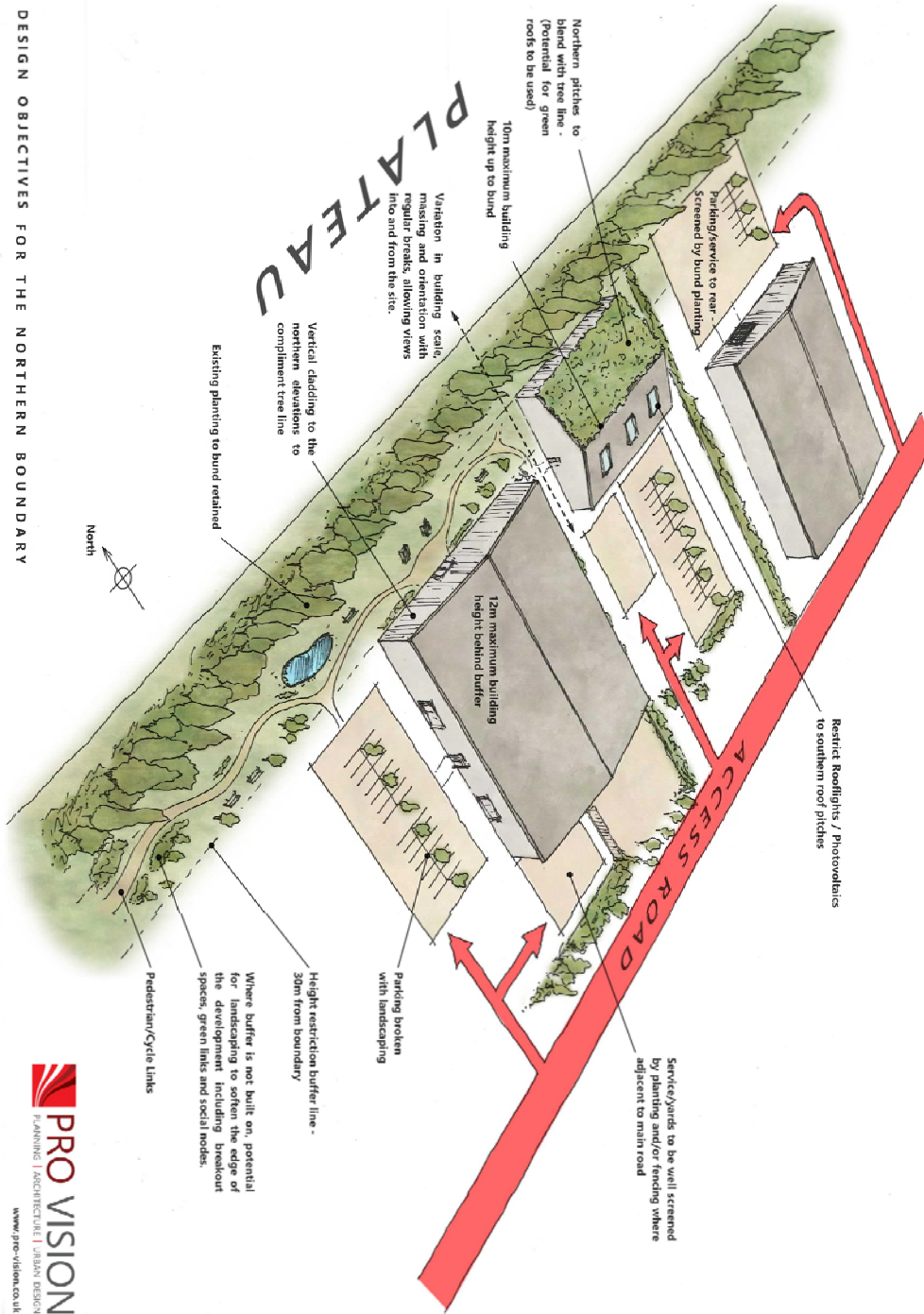


Figure 4: Design objectives for northern boundary

Zone B - Mixed Use Zone – Primary and Secondary Uses

- 3.18 This central business zone within the site provides opportunity for several large plots for new developments within what is currently occupied by low lying former military buildings. Zone B is accessed via the two Primary Roads, Albury Way defining its western extent and Main Street which bisects it. Secondary Roads lead off from this street and provide connections to Albury Way and to Zone C. These include Lindenmuth Way, Weber Road, Wafford Way, Third Street, Sixth Street, Engineers Road and Ministry Road.
- 3.19 Given the potential for a greater mix of uses in this zone, there are different design considerations and opportunities, but a degree of coordination is encouraged to seek to achieve successful integration of the various uses.
- 3.20 A typical plot ratio of 50% built form to 40% delivery and car parking to 10% soft landscaping.
- 3.21 It will be appropriate for there to be a more varied palette of building materials in this zone to reflect the greater variety of uses.
- 3.22 New development should create strong frontages onto primary roads (wherever they maybe) to reinforce them as the primary routes into the site.
- 3.23 Primary entrances into the site from Albury Way and Main Street should be reinforced as gateways into the business park, through the maintenance of existing trees and further structural planting in verges to create green avenues.
- 3.24 Pavement adjacent to the road should be established on both sides of the road along primary roads.
- 3.25 Pavement within the plot boundary should contrast with the surrounding car park and pavement to the road, by using flag units or blocks which should be permeable wherever possible, in a colour to complement the façade of the building. For example; Hydropave Mayfair flags, or Hydropave Fusion

blocks, by Tobermore or similar approved. Alternatively, macadam (preferably permeable) may be appropriate for footpaths away from the building frontage.

Zone C – Mixed Use Zone – Primary and Secondary Use (excluding B2/B8)

3.26 This use zone is relatively self-contained and has a mix of existing uses within a range of building styles. The existing development within this zone is of generally medium scale and height with buildings being set within their own plots including car parking with some open pockets of green space. This form and pattern of development is likely to continue. Access is via Main Street (primary road).

3.27 Design of new development in this zone should:

- Ensure that new development is respectful of the amenity of neighboring dwellings, with additional planting to strengthen the eastern boundary encouraged, in line with saved policy OSV6 and the NPPF.
- Have a typical plot ratio of 40% built form to 55% delivery and car parking to 5% soft landscaping.
- Pavement within the plot boundary should contrast with the surrounding carpark and pavement to the road, by using flag units or blocks which should be permeable wherever possible, in a colour to complement the façade of the building. For example; Hydropave Mayfair flags, or Hydropave Fusion blocks, by Tobermore or similar approved. Alternatively, macadam (preferably permeable) may be appropriate for footpaths away from the building frontage.
- Where parking outside of offices is provided, these should be macadam and block paving. Service yards to warehouse/light industry buildings should be laid in macadam, or concrete.

4 Plot Design Principles

4.1 This section provides more specific design guidance for individual development plots within the LDO area.

Hard and Soft Landscaping:

4.2 Selection of materials should be considered along with agreement of a strategy for surface water management and any sustainable urban drainage system (SUDS) required for the site (see the LDO conditions).

4.3 Permeable drainage is encouraged where feasible for pedestrian routes and car parking areas to achieve sustainable drainage objectives.

4.4 All parking requirements should be accommodated within the plot wherever possible. On street parking, or parking not within designated bays should be avoided.

4.5 The following broad principles are set out as planting aims:

- Green infrastructure – where developments link to boundary treatments adjacent to Greenham Common or the boundary with the A339, appropriate landscape treatments shall be proposed to supplement these in terms of character and/or species.
- Soft landscape should be used to enhance the appearance of the development, breaking up the facades of buildings, screening service areas or fencing, softening the appearance of large areas of car parking.
- Soft and hard landscape should be used to provide a setting to the development to complement the building and car park.
- Soft and hard landscape should be used to provide amenity for tenants and occupiers for breakout spaces.
- Trees, hedging and shrubs of sufficient size and extent should be used to soften large hard surfaces i.e. car parking areas.

Design for biodiversity:

4.6 The following ecological principles are to be integrated on plot by plot basis:

- In areas of development adjacent to the site boundaries, an ecologically sensitive areas the use of native species in planting plans is preferable to non-native species. Landscape planting in other areas of the development should use species of proven benefit to wildlife and will provide a biodiversity as well as aesthetic appeal.
- Layered planting (trees, shrubs, groundcover and bulb planting) utilising a diverse range of plants (avoiding large monocultural block planting) will assist in in creating plot biodiversity.
- As a guide, a minimum of 5% of individual plots should be soft landscaped allowing opportunity for biodiversity benefits.
- External lighting should be designed to reduce impact on ecology. Lighting will not be aimed at boundary trees or vegetation, and avoid any potential roosting features or those within the site installed as enhancements;
- External lighting on the perimeter boundaries will always be inward facing;
- Light hoods should be used to reduce light spillage; and
- Timed / motion sensor security lighting should be used where feasible to minimise the amount of artificial lighting.

Service Yards, Storage, Bin stores and Recycling

4.7 Service yards, staff car parks, decked parking areas, and refuse and storage structures will be screened either by buildings or planting from main circulation routes.

4.8 Vehicles should be able to manoeuvre, load and unload with ease and without inconvenience to other site areas, as well as ensuring that:

- All service vehicles are accommodated off the internal roads. Parking will

not normally be permitted on the estate roads.

- All service vehicles can enter and leave the site in forward gear, with adequate turning facilities within the site.
- Sufficient space is provided to maintain vehicular access to car parking areas.
- Parking for service vehicles should normally be located to the side and rear of the building only.
- Areas should be provided for waste storage, refuse containers and similar equipment, and should be accessible for servicing vehicles and screened from public view.
- Vehicle wash-down areas should be fitted with triple-interceptor traps.
- Care should also be taken to minimise adverse impacts upon adjoining owners caused by noise emission or effects from dust or odors, recognising however that this is an active commercial environment.

Cycle Parking

- 4.9 Cycle stands and shelters should be located to provide easy and safe access for employees and visitors.

Cycle Stands and Shelters (indicative examples):



Cycle Stand covered and minimalistic e.g. Apollo Cycle Shelter by Broxap (image copyright Broxap)



Sheffield Cycle Stand e.g. Sheffield Cycle Stand by Broxap (image copyright Broxap)

External Lighting

- 4.10 As well as the ecology considerations addressed above, lighting associated with new development should be designed to:












- Have column mounted lighting for car parks, utilising high performance fittings.
- Incorporate lighting of buildings, signs and landscaping into the structure or landscaping so that the lighting equipment is discreet. Lighting should highlight chosen elements or features and not wash over the entire building, sign or landscaping.
- All car parking and access ways shall be illuminated. Lighting shall be no higher than the 10 metres and shall be baffled to prevent light spill beyond the development boundary.
- Have controllable lighting so that car parks and building feature lighting can

be switched off at times when not operationally required.

APPENDIX 1: Landscape Framework

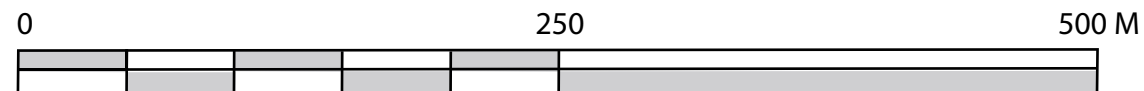


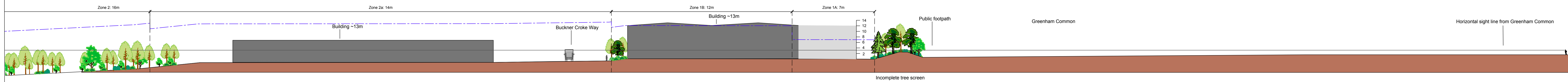
KEY

- | | | |
|---------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  Woodland Screening |  Strategic Boundary Planting |  LDO Area 53.2 ha |
|  Strategic Landscape Zone |  Area of Ecological Importance |  Business Park Boundary 60.9 ha |
|  Indicative Highway Planting |  Gateway Planting |  Northern Bund: No Additional Screening Planting to this Area, Area is a Receptor Site for Reptiles |
|  Greenham & Crookham Commons SSSI |  Sensitive Views into Site | |

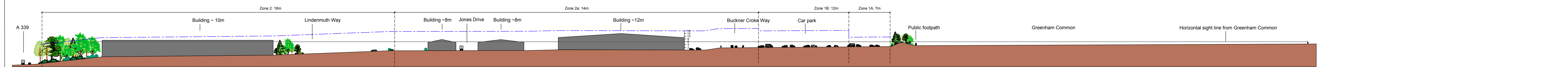
Project
GREENHAM COMMON
 Description
DRAFT LANDSCAPE FRAMEWORK

Scale	Date
1:3500 @ A3	09/04/2018
Drg. No	
ASA-534-DR-010	

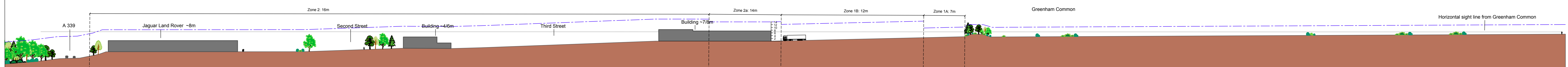




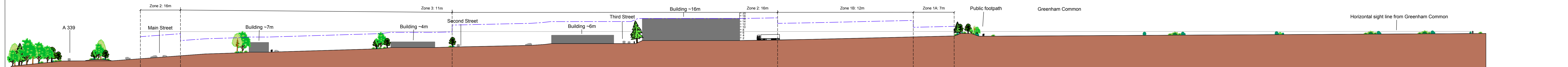
SECTION AA 1:500



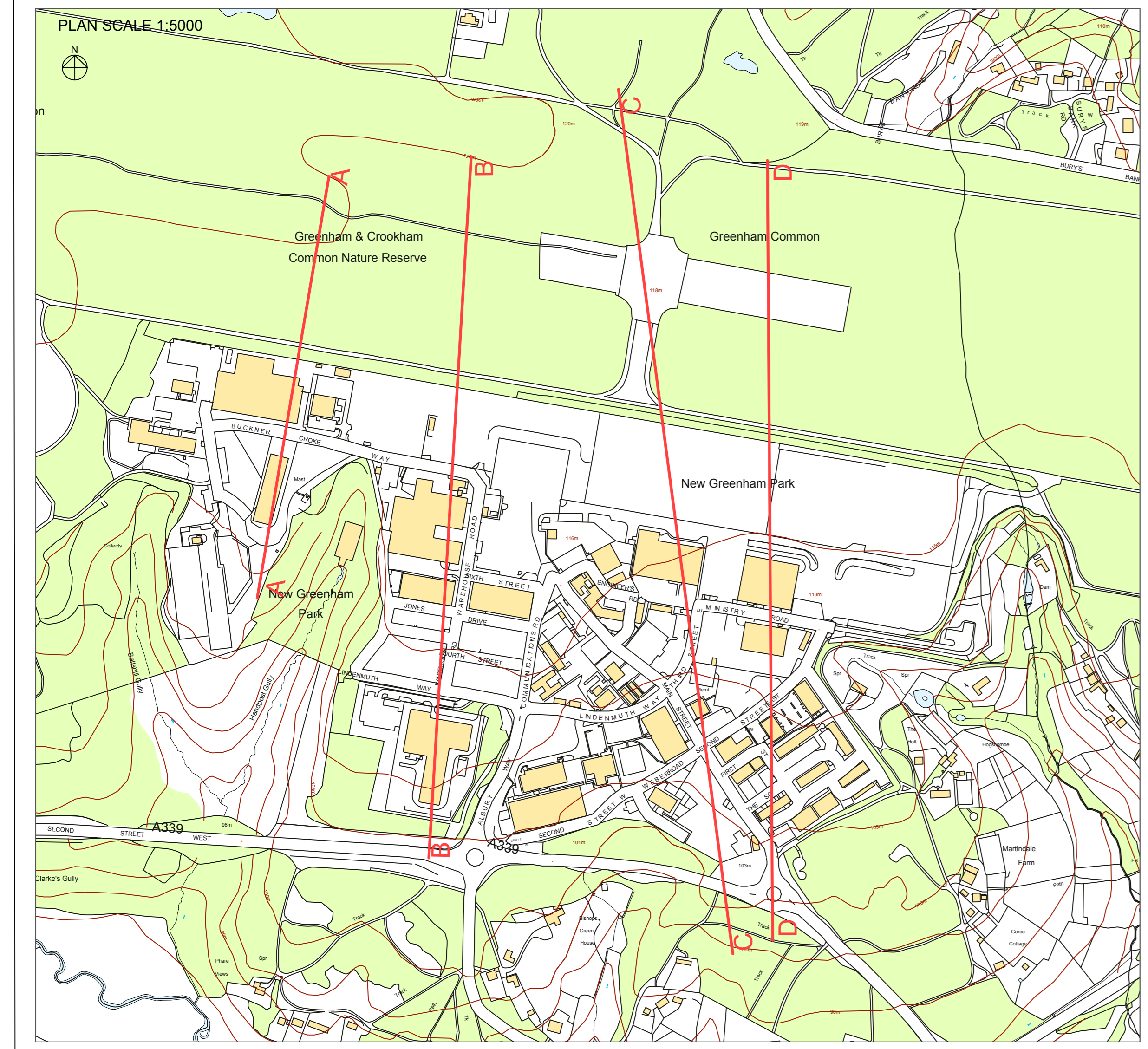
SECTION BB 1:1000



SECTION CC 1:1000



SECTION DD 1:1000



Zone heights added	C	VF	25/07/18
For Planning	B	VF	10/04/18
Cross section DD added	A	SB	14/12/17

Revision description	No.	By	Date

Status	FOR PLANNING
Project	GREENHAM BUSINESS PARK
Description	Figure 3 Cross Sections AA, BB, CC, DD
Scale(s)	vary @ A0
Date	1/12/2017
Drawn By	BM
Checked By	AS
Drg. No.	ASA-534-DR-001
Rev	C
Dwg	DrA

Do not scale from the drawing, use figured dimensions only. Levels and dimensions to be checked on site prior to commencement of work. All discrepancies to be reported to the landscape architect immediately. Drawings issued as Draft or Sketch should not be used for construction purposes. Drawings should not be copied, altered or used without permission from Anthony Stiff Associates.

APPENDIX 2: Indicative Palette of Plants

Ornamental Planting:

Plant Name	Ht/Sprd/Gr	Container	Root	Density
Ajuga reptans 'Catlins Giant'	20-30cm	2L	C	12.00/m ²
Bergenia 'Bressingham White'	20-30cm	2L	C	12.00/m ²
Buxus sempervirens	30-40cm	3L	C	9.00/m ²
Carex morrowii 'Ice Dance'	30-40cm	3L	C	9.00/m ²
Cotoneaster dammeri	30-40cm	3L	C	9.00/m ²
Euonymus fortunei 'Silver Queen'	30-40cm	3L	C	7.00/m ²
Euonymus jap. 'Green Rocket'	30-50cm	3L	C	9.00/m ²
Geranium 'Brookside'	30-40cm	2L	C	12.00/m ²
Hebe 'Wiri Image'	30-40cm	3L	C	9.00/m ²
Helleborus orientalis	20-30cm	2L	C	12.00/m ²
Liriope muscari	20-30cm	2L	C	12.00/m ²
Mahonia aquifolium	30-40cm	3L	C	9.00/m ²
Miscanthus sinensis 'Starlight'	30-40cm	3L	C	9.00/m ²
Persicaria affiine 'Darjeeling Red'	30-40cm	2L	C	12.00/m ²
Pinus mugo 'mops'	30-40cm	3L	C	7.00/m ²
Prunus laurocerasus 'Otto Luyken'	30-40cm	3L	C	7.00/m ²
Prunus lusitanica (hedge)	60-80cm	RB/5L		6.00/m
Rudbeckia fulgida 'Goldsturn'	30-40cm	3L	C	12.00/m ²
Spiraea nipponica 'Snowmound'	40-60cm	3L	C	6.00/m ²

Native Hedge Species:

Plant Name	Ht/Sprd/Gr	Container	Root	Density
Buxus sempervirens	30-40cm	3L	C	9.00/m2
Carpinus betulus	80/100cm height		Bare Root	5/ lin m
Corylus avellana	90/120cm height		Bare Root	7/lin m
Crataegus monogyna	90/120cm height		Bare Root	5/ lin m
Fagus sylvatica	90/120cm height		Bare Root	7/lin m
Ilex aquifolium	40/60cm height		Bare Root	5/lin m
Ribes sanguineum	60/90cm height		Bare Root	7/lin m
Lavandula angustifolia	20/30cm height	3L	C	9.00/m2
Taxus baccata	30/40cm height		Bare Root	5/lin m

Suitable Trees:

Tree Name (Ornamental)	Girth
Acer campestre 'Streetwise'	18-20cm
Betula utilis 'Jacquemontii'	18-20cm
Carpinus betulus 'fastigiata'	4-5m height
Corylus columna	18-20cm
Pyrus calleryana 'Chanticleer'	18-20cm

Tree Name (Native)	Girth
Betula pendula	18-20cm
Prunus avium	18-20cm

Quercus robur	18-20cm
Sorbus aucuparia	16-18cm
Tilia platyphyllos	18-20cm