

London Road South Local Development Order



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Section 61 A of The Town and Country Planning Act 1990

Harlow District Council

Harlow London Road South Local Development Order

1. This Local Development (“LDO”) is made by the Harlow District Council (“the Council”) under Section 61A (2) of the Town and Country Planning Act 1990 (as amended).
2. It applies only to the land at London Road South, Harlow, Essex shown edged red on Appendix A (hereinafter referred to as “the site”).
3. This LDO grants planning permission subject to conditions and limitations as set out in this Order and the LDO Schedule. Any development that does not comply with the conditions and limitations of this LDO will require planning permission. Unauthorised development will be liable to formal enforcement action.
4. This LDO takes effect on the date it is adopted by the Council and is limited to a five year period following which the LDO shall lapse.
5. LDO development that has begun (as defined by Section 56 of the Town and Country Planning Act 1990) before the LDO expires will be permitted to be completed and operated in accordance with the requirements and conditions of the LDO.
6. Proposals which have been developed and implemented under the provisions of the Order will be allowed to continue to operate following the expiry of the Order, provided these uses are carried out in accordance with the relevant conditions in the LDO.
7. No development is permitted in this Order for any EIA development. EIA development is defined in Article 2 (1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as being either:
 - a) Schedule 1 development; or
 - b) Schedule 2 development likely to have significant effects on the environment by virtue of factors such as its nature, size of location.
8. This Local Development Order provides a further layer of planning permissions in addition to planning permissions provided by The Town and Country Planning (General Permitted Development) Order 1995 (As amended), the Town and County Planning (Use Classes) Order 1987 (As Amended) and planning permissions granted through the normal planning application process.
9. Nothing in this Order prevents the implementation of any planning permission granted by the Town and Country Planning General Permitted Development Order (GPDO) 1995 (as amended).
10. Nothing in this Order prevents the implementation of a change of use granted by the Town and County Planning (Use Classes) Order 1987 (As Amended).

11. Nothing in this Order prevents the implementation of any planning permission granted or deemed to be granted under Part III of the Town and Country Planning Act 1990.
12. This Order does not remove or affect any existing planning condition that has already been imposed on the grant of any previous planning permission under Section 73 of the Town & Country Planning Act 1990.
13. Any development carried out under the permissions indicated above (paras 9-12) will be subject to the conditions imposed by those permissions and would be unaffected by any condition within this Order.
14. Nothing in this Order gives consent (other than planning permission) for any activity or development that requires other authorisation (e.g. building regulations consent, European Protected Species License, hazardous substances consent, the need for an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010, SuDS approval, consents for carrying out works within or stopping up the highway, any public path order required under Public Rights of Way Legislation, electronic communications licenses etc). Applicants should satisfy themselves that they have obtained all appropriate other consents before proceeding with any planning permission granted by this Order.
15. Nothing in this Order shall apply to any permission which is deemed to be granted under Section 222 of the Town & Country Planning Act 1990 (planning permission not needed for advertisements complying with regulations).
16. Nothing in this Order provides planning permission for development that would be a Nationally Significant Infrastructure Project as defined in the Planning Act 2008.
17. Nothing in this Order provides planning permission for any development proposal which are 'County Matters' as defined in Schedule 1 of the Town and Country Planning Act 1990.
18. No development is permitted in this Order where development would comprise an offence under Regulation 41 or Regulation 45 of the Conservation of Habitats and Species Regulations 2010 (as amended) and where a license has not been granted by the relevant licensing body in accordance with Regulation 53 of the Conservation of Habitats and Species Regulations 2010 (as amended) and where the specific provisions of such a license have not been complied with.

The Common Seal of Harlow
District Council was hereunto
affixed on the day of
31 July 2013

In the presence of:-

1. Interpretations and Definitions

1.1 For the purposes of the London Road South Local Development Order:

- a) The “London Road South LDO area” is defined as the area comprised within the red line boundary contained in Appendix A of the London Road South Local Development Order (hereinafter referred to “as the site”).
- b) The “Target Sectors” are defined as those defined in Appendix B of the London Road South Local Development Order.
- c) “Zone A” is defined as the land labelled as Zone A and shaded blue in Appendix C of the London Road South Local Development Order.
- d) “Zone B” is defined as the land labelled as Zone B and shaded orange on Appendix C of the London Road South Local Development Order.
- e) “Zone C” is defined as the land labelled as Zone C and shaded in red on Appendix C of the London Road South Local Development Order.
- f) “Access point A” is defined as the junction labelled “as Access Point A” on Appendix D.
- g) “Access point B” is defined as the junction labelled “as Access Point B” on Appendix D.
- h) “Existing Access Road” is defined as the road labelled “D1” and shaded yellow on Appendix D.
- i) The “London Road South Design Code” is defined as ‘The London Road South Local Development Order Design Code’ in Appendix E.
- j) Road construction permitted under Class 1(a) Schedule A to Part 3 of the LDO is defined as the construction of a road connecting Access Point A to Zone A on land shaded in green and labelled “A1” in Appendix D.
- k) Road construction permitted under Class 1(b) Schedule A to Part 3 of the LDO is defined as the construction of a road connecting Access Point B to Zone B on land shaded in purple and labelled “B1” in Appendix D.
- l) Provision of “shared pedestrian and cycle access connecting the London Road South LDO to the London Road North LDO” permitted under Class 2 of Schedule C of Part 3 of the LDO is defined as the works detailed in paragraph 5.12 – 5.13 and associated table of the London Road South Design Code in land shaded blue and labelled “C1” on Appendix D.
- m) “Associated site infrastructure and facilities” is defined as comprising the following works within the curtilage of the premises:
 - i. the provision of site access, the construction of hard standing areas and the

- laying out of vehicle parking bays, disabled parking bays, turning and circulation areas, designated loading and service bays;
 - ii. Bicycle shelters, motorbike shelters, bollards, lamp standards, telephone boxes, post boxes refuse bins or baskets, waste recycling facilities, facilities for fire fighting or other emergency services, outdoor staff rest areas and smoking shelters.
 - iii. the provision of soft landscaping including hedges, shrubs, trees, Sustainable Urban Drainage (SUDs) features, swales and any other vegetation or planting;
 - iv. electricity sub stations and associated electric lines, broadband connection, electric vehicle recharging points;
 - v. CCTV security cameras;
 - vi. the erection of external façade encasing buildings (subject to condition E11); and
 - vii. essential plant facilities and equipment (subject to condition G2).
- n) “Gross Floor Area” is defined as the total covered floor area inside a building envelope, including the external walls of a building.
- o) “Gross footprint” is defined as the total area of land covered by the building envelope, including the external walls of the building.
- p) “associated highway infrastructure” is defined as comprising the following works:
- i) street lighting;
 - ii) the provision of soft landscaping including hedges, shrubs, trees, Sustainable Urban Drainage (SUDs) features, swales and any other vegetation or planting;
 - iii) provision of pedestrian and cycle footways adjacent to the carriageway;
 - iv) provision of dropped kerbs and tactile paving;
 - v) engineering works directly required to make good existing access to serve the development.

PART 1 – OPERATIONAL DEVELOPMENT WITHIN ZONE A

SCHEDULE A - BUILDING DEVELOPMENT

Class 1 – Storage and Distribution

Development Permitted:

Within Zone A the erection of buildings for:

- a) B8 use
- b) associated site infrastructure and facilities directly required for development permitted by class 1 (a) of Schedule A

Conditions:

Planning permission is provided under Class 1 of Schedule A subject to the following:

- a) General Conditions G1 – G6 b)
Phasing Conditions PH1, PH2 c)
Highways Conditions H1 – H8
- d) Parking, Loading and Refuse Conditions P1 – P3
- e) Environmental Conditions E1 – E15

Development not permitted:

Development is not permitted by Class 1 (a) of Schedule A if:

- (a) the gross footprint of any building erected for B8 use in Zone A would exceed 4,000 square metres or the total gross footprint of all building(s) erected for B8 use in Zone A would exceed 16,000 square metres.
- (c) the gross floorspace of any building erected for B8 use in Zone A would exceed 8,000 square metres or the total gross floorspace of all building(s) erected for B8 use within Zone A would exceed 32,000 square metres.
- (e) the combined total gross floorspace of any ancillary B1 or B2 uses provided within a B8 building would exceed 15% of the total gross floorspace of B8 floorspace within that building.
- (f) any part of the building would be within 10 metres of the boundary of the curtilage of the premises.

Class 2 – Security gatehouse and parking

Development Permitted:

Within Zone A:

- a) the erection of a building for use as a security gatehouse
- b) associated site infrastructure and facilities directly required for development permitted through Class 2 (a) of this Schedule.

Conditions:

Planning permission is provided under Class 2 of Schedule A subject to the following:

- a) General Conditions G1, G3, G4, G5 b) Phasing Conditions PH2
- c) Highways Conditions H1, H3, H4, H6
- d) Environmental Conditions E1 – E15

Development not permitted:

Development under Class 2 (a) of Schedule A is not permitted if:

- a) gross floorspace would exceed 250 square metres
- b) any part of the building would exceed 6 metres from original ground level. c) any part of the building would be within 25 metres of a residential property

Development under Class 2 (b) of Schedule A is not permitted if:

- a) the gross area of the parking area would exceed 360 square metres or the number of parking bays provided would exceed 20
- whichever is the lesser

SCHEDULE B – ROAD INFRASTRUCTURE

Class 1 – Construction of Internal Road

Development Permitted:

Within Zone A:

- a) the construction of a road to provide access to development plots
- b) the provision of associated highway infrastructure directly required for development permitted by class 1(a) of Schedule B.

Conditions:

Planning permission is provided under Class 1 of Schedule B subject to the following:

- a) General Conditions G1, G3, G4, G5 b) Phasing Conditions PH2

- c) Highways Conditions H1, H2, H3, H4, H6
- b) Environmental Conditions E1, E7, E8, E13, E14, E15

Development not permitted:

Development is not permitted by Class 1 (a) of Schedule B if:

- a) the carriageway would be more than one lane in each direction b)
the width of the entire carriageway would exceed 7 metres

SCHEDULE C – MINOR OPERATIONS

Class 1 – Means of Enclosure

Development Permitted:

Within Zone A:

- a) the erection, construction, maintenance, improvement or alteration of a gate or fence.

Conditions:

Planning permission is provided under Class 1 of Schedule C subject to the following:

- a) General Condition G1, G2 b)
Phasing Conditions PH2

Class 2 – Shared pedestrian and cycle link

Development Permitted:

Within Zone A:

- a) the construction of a shared pedestrian and cycle route connecting Zone B to the shared pedestrian and cycle link constructed on land labelled “C1”.

Conditions:

Planning permission is provided under Class 2 of Schedule C subject to the following:

- a) General Condition G1, G2
- b) Phasing Conditions PH1, PH2

SCHEDULE D – ENGINEERING OPERATIONS

Class 1 – Earthworks, Hard Standing and Roads

Development Permitted:

Within Zone A:

- a) The excavation of ground, the removal of existing mounds, embankments and the construction of hard standing.
- b) The formation of mounds, embankments and the provision of landscaping associated with the formation of a landscaped buffer zone.

Conditions:

Planning permission is provided under Class 1 of Schedule D subject to the following:

- a) General Condition G1, G2, G3, G4, G5 b)
Phasing Conditions PH2
- c) Highways Conditions H8
- d) Environmental Conditions E1, E2, E5, E7, E8, E13, E14, E15.

Development not permitted:

Development under Class 1 of Schedule D is not permitted if:

- a) any part of the new ground level created as a result of excavations would exceed 5m in depth as measured from the original ground level.
- b) any part of a mound or embankment within 2m of a boundary of a residential property would exceed 2m in height from original ground level.

PART 2 – OPERATIONAL DEVELOPMENT IN ZONE B

SCHEDULE A – MINOR OPERATIONS

Class 1 – Construction of hard standing

Development Permitted:

Within Zone B:

- a) the construction of hard standing and formation of car parking bays.

Conditions:

Planning permission is provided under Class 1 of Schedule A subject to the following:

- a) General Condition G1, G2

Class 2 – External Alterations to Office Buildings

Development Permitted:

Within Zone B:

- a) alterations to the external appearance of an office building.

Development not permitted:

Development under Class 2 of Schedule A is not permitted if:

- a) the alterations are made with materials that are not similar to the existing materials on the building.

Class 3 – Construction of Internal Road

Development Permitted:

Within Zone B:

- a) the construction of a road to provide access to development plots
- b) the provision of associated highway infrastructure directly required for development permitted by class 1(a) of Schedule B.

Conditions:

Planning permission is provided under Class 1 of Schedule B subject to the following:

- a) General Conditions G1, G3, G4, G5 b)
Phasing Conditions PH2
- c) Highways Conditions H1, H2, H3, H4, H6
- b) Environmental Conditions E1, E7, E8, E13, E14, E15

Development not permitted:

Development is not permitted by Class 1 (a) of Schedule B if:

- a) the carriageway would be more than one lane in each direction b)
the width of the entire carriageway would exceed 7 metres

PART 3 – OPERATIONAL DEVELOPMENT IN ZONE C

SCHEDULE A – ROAD WORKS

Class 1 – Road Construction

Development Permitted:

Within Zone C:

- a) the construction of a road within land labelled “A1” connecting access point A to Zone A.
- b) the construction of a road within land labelled “B1” connecting access point B to Zone B.
- c) the provision of associated highway infrastructure directly required for development permitted by class 1(a)(b) of Schedule A.

Conditions:

Planning permission is provided under Class 1 of Schedule A subject to the following conditions:

- a) General Conditions G1, G3 b)
Phasing Condition PH2
- c) Highways Conditions H1, H5,
H6, H7, H8
- d) Environmental Conditions E1, E2, E5, E7, E8, E12, E13, E14, E15

Development not permitted:

Development under Class 1 (a) and (b) of Schedule A is not permitted if:

- (a) the carriageway would be more than one lane in each direction
- (b) the width of each road would exceed 7 metres

SCHEDULE B – ENGINEERING OPERATIONS

Class 1 – Earthworks, Removal of Hard Standing and Landscaping

Development Permitted:

Within Zone C:

- a) The working, removal, re-grading of existing mounds and embankments. b)

The sealing off and removal of existing access road labelled “D1”.

- c) The formation of mounds, embankments and the provision of landscaping associated with the formation of a landscaped buffer zone.

Planning permission is provided under Class 1 of Schedule B subject to the following conditions:

Conditions:

- a) General Condition G1, G2, G3 G4, G5 b)
Phasing Conditions PH1, PH2
- c) Environmental Conditions E1, E2, E4, E5, E7, E8, E13, E14, E15 d)
Highways Conditions H8

Development not permitted:

Development under Class 1 of Schedule B is not permitted if:

- a) any part of a mound or embankment within 2m of a boundary of a residential property would exceed 2m in height from original ground level.

SCHEDULE C – MINOR OPERATIONS

Class 1 – Means of Enclosure

Development Permitted:

Within Zone A:

- a) the erection, construction, maintenance, improvement or alteration of a gate or fence.

Conditions:

Planning permission is provided under Class 1 (a) of Schedule C subject to the following:

- a) General Condition G1, G2 b)
Phasing Conditions PH2

Class 2 – Shared pedestrian and cycle link

Development Permitted:

Within Zone C:

- a) the construction of a shared pedestrian and cycle route on land labelled

“C1” connecting Zone C to the London Road North LDO Site.

Conditions:

Planning permission is provided under Class 2 of Schedule C subject to the following:

- a) General Condition G1, G2
- b) Phasing Conditions PH1, PH2

Conditions

DEMOLITION

D1 Demolition Method Statement

No development involving the demolition of buildings shall be begun until a Demolition Method Statement has been submitted to and be agreed in writing by the Local Planning Authority. The Statement shall specify:

- the proposed access arrangement for vehicles engaged in the demolition of buildings including the location of any site set up facilities;
- adequate turning and loading facilities for vehicles within the limits of the application site;
- the proposed method of demolition;
- an adequate parking area clear of the highway for those employed in demolishing buildings within the site;
- wheel cleaning facilities;
- traffic routes to be used by vehicles engaged in demolition works;
- hours of demolition work;
- the protection of any public rights of way;
- a before and after road condition survey;
- details of hoarding and fencing to be constructed around the buildings to be demolished.
- details of the recycling and reuse of demolished materials onsite
- the proposed method of removal of demolition material arisings including structural frame and soft strip materials
- A tree protection plan containing details of measures to protect trees to be retained during operations
- details of the proposed restoration of the site (if any).

The approved statement shall be adhered to throughout the demolition on site.

Reason: To ensure that demolition works cause the minimum of disturbance to adjoining land owners and businesses.

GENERAL CONDITIONS

G1 Confirmation of Compliance

No development permitted by this LDO shall be begun until:

1. Full details of the proposed development have been submitted to the Local Planning Authority by way of the completion of their LDO Confirmation of Compliance Application Form together with all other supporting documents as required by their LDO Checklist.
2. The Local Planning Authority has sent written acknowledgment to the applicant confirming:

- a) the receipt of a valid LDO Confirmation of Compliance Application; and
 - b) the start and expiry date of the 28 day LDO Compliance Assessment Period.
3. Following the written acknowledgement described in 2, either:
- a) The 28 day LDO Compliance Assessment Period has elapsed and the Local Planning Authority has neither certified that the proposal is compliant or non-compliant with the terms of the LDO;
- or
- b) Within the 28 day LDO Compliance Assessment Period, the Local Planning Authority issues written confirmation of compliance expressly stating that the proposed development accords with the planning permission granted by the LDO, subject to compliance with other pre-commencement conditions.

For the purposes of calculating the 28 day LDO Compliance Assessment Period, any Bank Holiday and any day between and inclusive of Christmas Eve and New Years Day each year shall not be taken into account.

The subsequent development should be carried out strictly in accordance with the LDO Confirmation of Compliance Application.

Reason: To ensure that the development is in conformity with the LDO and Design Code and to ensure that LDO development can be monitored over the lifetime of the LDO.

Note: Developers, agents and landowners should refer to the LDO Confirmation of Compliance Protocol.

G2 Conformity with Design Code

Development hereby permitted shall be carried out strictly in accordance with the relevant provisions of the London Road South Design Code.

Reason: To ensure that the development is of a high quality in design.

G3 Construction Method Statement

No development on that phase of the development, as approved by condition PH2, shall be begun until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall provide for:

an appropriate construction access;

an adequate turning and off loading facilities for delivery /construction vehicles within the limits of the application site;

an adequate parking area clear of the highway for those employed in developing the site;

wheel cleaning facilities;

the construction traffic routes;

the hours of construction work;

a before and after road condition survey.

The approved statement shall be adhered to throughout the construction of that phase of the development.

Reason: To ensure that an approved programme for construction work is carried out during specified hours in the interests of the amenity of the area and to ensure that debris or construction material is not deposited on the highway.

G4 Construction works

The building works required to implement this development shall only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 12:30 on Saturdays, and not at all on Sundays and Bank Holidays.

Reason: In the interests of residential amenity.

G5 Construction vehicles

No vehicles associated with demolition or construction may enter or leave the site or be loaded or unloaded at or from the site outside the hours of 08:00 to 18:00 Monday to Friday, and outside the hours of 08:00 and 12:30 on Saturdays, and not at all on Sundays and Bank Holidays.

Reason: In the interests of residential amenity.

G6 Target Sectors

Notwithstanding the provisions of the General Permitted Development Order 1995 (As Amended) the buildings erected within Zone A shall only be used for the uses set out in Appendix B of the London Road South Local Development Order and for no other purpose.

Reason: To deliver the sector focus of the Enterprise Zone and to regulate employment activities not targeted by the LDO.

PHASING

PH1 Delivery of road infrastructure

Prior to the occupation of any building constructed pursuant to Class 1, Schedule A, Part 1 of this Local Development Order, the following works shall be carried out in their entirety:

- 1) development permitted under Class 1(b), Schedule B of Part 3
- 2) development permitted under Class 1(a), Schedule A of Part 3
- 3) development permitted under Class 2(a), Schedule C of Part 3
- 4) development permitted under Class 2(a), Schedule C of Part 1

PH2 Phasing of development

No development shall occur and no details shall be submitted to discharge any condition imposed on development authorised by this Local Development Order (with the exception of condition G1) until a phasing scheme is submitted to and approved in writing by the Local Planning Authority. The phasing scheme shall include:

- 1) a programme for the erection of buildings in Zone A;
- 2) a programme for the construction of access to serve the development in Zone A;
- 3) a programme for the construction of a road within land labelled “B1” and shaded pink on Appendix D;
- 4) a programme for the closure of internal access road labelled “D1” and shaded yellow on Appendix D;
- 5) a programme for the construction of a shared pedestrian and cycle access permitted under Class 2(a), Schedule C of Part 3 and Class 2(a), Schedule C of Part 1;
- 6) a programme for the implementation of landscaping and screening of Zone A and Zone C
- 7) a schedule identifying the relevant conditions pursuant to each phase of the development and a programme for their discharge.

The development shall thereafter be carried out in accordance with the approved phasing scheme.

Reason: To ensure that full details of the relevant phase of the development are submitted for approval.

Note: “the site” is defined as that in paragraph 2 of the London Road South Local Development Order and includes Zones A, B and C of the LDO.

HIGHWAYS CONDITIONS

H1 Road Layout and Design

No development on that phase of the development, as approved by condition PH2, shall be begun until details of the roads and footways (including layout, geometry, dimensions, levels, gradients, surfacing, visibility splays and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority.

That phase of the Development shall not be occupied until the works have been completed in

accordance with approved details and have been certified in writing as complete by the Local Planning Authority.

Reason: To ensure roads/footways are constructed to an appropriate standard in the interests of highway safety.

H2 Carriageway Construction

The carriageway(s) to serve that phase of the development, as approved by Condition PH2, shall be constructed up to and including at least road base level, prior to the commencement of the erection of any building intended to take access from a road(s).

Until final surfacing is completed, the footway base course shall be provided in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within or bordering the footway.

The carriageways, footways and footpaths, verges and tree planting shall be completed prior to the occupation of any building.

Reason: To ensure roads/footways are constructed to an appropriate standard in the interests of highway safety.

H3 Vehicular Visibility Splays

Prior to the first occupation of the development, as approved by condition PH2, a 1.5 metre x 1.5 metre pedestrian visibility splay, as measured from and along the highway boundary, shall be provided on both sides of the vehicular access and shall be retained free of any obstruction at all times. These visibility splays must not form part of the vehicular surface of the access.

Reason: To provide adequate inter-visibility between the users of the access and pedestrians in the adjoining public highway in the interest of highway safety.

H4 Unbound Surface Material Adjacent to the Highway

No unbound material shall be used in the surface treatment of the vehicular access routes within 10 metres of the highway boundary.

Reason: To prevent the deposit of unbound material on the highway in the interests of highways safety.

H5 Gradients for private accesses joining the Highway

The gradient of any vehicular access shall be not steeper than 4% (1in 25) for the first 6 metres from the highway boundary and not steeper than 8% (1in 12.5) thereafter.

Reason: To ensure that vehicles can enter and leave the highway in a controlled

manner in the interest of highway safety.

H6 Surface Water Drainage on Highway

No surface water drainage shall discharge onto the public highway.

Reason: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety.

H7 Travel Plans

Prior to the first occupation of any part of that phase of the development, as approved by condition PH2, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be prepared in accordance with the Enterprise West Essex @ Harlow Framework Travel Plan and must include:

Measures to encourage sustainable travel patterns;

A scheme for the management and implementation of the Travel Plan;

Targets for modal shift;

Implementation timescales;

Marketing and incentives;

Where that phase of the development would involve the loss of existing car parking, additional green travel plan to include measures to compensate for the impact of the loss of car parking across the London Road South site; and

Arrangements for monitoring and review.

Individual Travel Plans shall implement the overarching targets outlined in the Enterprise West Essex @ Harlow Framework Travel Plan.

Reason: In the interests of promoting sustainable development and the use of sustainable modes of transport

H8 Hedges or trees adjacent to a public highway

Hedges must be regularly maintained so that they do not encroach upon the highway

Reason: To preserve the integrity of the public highway and in the interests of highway safety.

PARKING, LOADING AND REFUSE CONDITIONS

P1 Parking Standards for New Development

Prior to the first occupation of any part of the development of that phase, as approved by condition PH2, the car parking bays, disabled parking bays, powered two-wheeler parking bays and secure cycle parking shall be provided and made available for use. The provision of all car parking, disabled parking bays, powered two-wheeler and cycle parking shall be no lower than the minimum and no greater than the maximum parking standards as set out in the London Road South Design Code. Thereafter all parking provision shall be retained free from obstruction and for its intended purpose only.

Reason: To ensure adequate parking provision is provided in the interests of Highway safety.

P2 Loading and Turning Areas

All servicing of the development including designated loading and unloading facilities and vehicle turning areas shall take place from within the site and not from the public highway and adequate turning space shall be provided on the site such that vehicles can enter and exit the site in a forward gear.

Reason: To ensure that vehicles can enter and leave the highway in a forward gear in the interest of highway safety.

P3 Refuse Storage and Collection Facilities

No development shall be begun on the relevant phase of the development, as approved by condition PH2, until details of the proposed refuse storage and collection facilities shall be submitted to and approved in writing by the Local Planning Authority. The facilities proposed shall meet the requirements of BS5906:1980 and be provided on site, prior to the first occupation of the associated building(s) and in accordance with the approved details, for that phase.

Reason: To ensure refuse arising from the development is appropriately managed.

ENVIRONMENTAL CONDITIONS

E1 Works to Retain Existing Trees and Hedgerows

No development on that phase, as approved by condition PH2, shall be begun until a Arboricultural Method Statement, taking account of the Arboricultural Feasibility Report, indentifying those trees and hedgerows to be retained and the measures to be taken to protect them during the implementation of the development have been submitted to and approved in writing by the Local Planning Authority. The Arboricultural Method Statement shall include the following elements:

1. The measures to protect trees during demolition and construction of development
2. The changes to levels across the site
3. The method and techniques to be used during the demolition and construction of the development.
4. Materials and design detail of structures
5. Measures to control potentially damaging operations such as burning, storage and handling of materials.
6. Details of supervision at key stages of development.

The approved measures shall be carried out and retained at all times during the course of the development of the associated phase.

Reason: To comply with the duties indicated in Section 197 of The Town and Country Planning Act 1990 and to ensure satisfactory landscape treatment of the site in the interests of visual amenity and to screen and enhance the development in the interests of visual amenity.

E2 Landscaping Strategy

No development on that phase of the development, as approved by condition PH2, shall be begun until a landscaping strategy for the site, taking into account Section 7 of the London Road South Design Code, has been submitted to and approved in writing by the Local Planning Authority. The scheme will include details of all hard and soft landscaping, details of boundary treatments and details of earthworks for Zone A and Zone C. The submitted scheme will consist of a detailed method statement containing the following:

- a) details and samples where appropriate of all materials to be used
- b) details of site preparation
- c) details of proposed grading and mounding of land areas, including the levels and contours to be formed, showing the relationship of proposed mounding to surrounding landform
- d) schedules of plants, trees and shrubs noting sizes, species, numbers, densities, where appropriate, planting techniques.
- e) details of the implementation and completion of the scheme.
- e) details of aftercare and a programme of maintenance for a period of 5 years following completion of the development, including details for the replacement of any tree or shrub which is removed, destroyed or dies by a tree or shrub of the same size and species as that which it replaces.

The development of each phase shall then be implemented in accordance with the approved scheme

Reason: To comply with the duties indicated in Section 197 of The Town and Country Planning Act 1990 and to ensure satisfactory landscape treatment of the site in the interests of visual amenity and to screen and enhance the development in the interests of visual amenity.

E3 Discharge from Parking and Loading Areas

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from areas of hardstanding areas intended for vehicle parking, loading and turning and shall be passed through an oil inceptor. Inceptors shall be installed in accordance with detailed drainage scheme submitted and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment.

E4 Boundary treatment

No development on that phase of the development, as approved by condition PH2, shall be begun until details of boundary treatment for that phase shall be submitted to and approved in writing by the Local Planning Authority. The development of that phase shall then be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory external appearance and in the interests of creating safer places.

E5 Tree Re-Planting

If, within a period of five years from the date of planting of any tree, that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place.

Reason: In the interest of the appearance of the proposed development and to reserve the rights of the Local Planning Authority with regard to this matter.

E6 External Lighting Scheme

Prior to the first occupation of that phase of development, as approved by condition PH2, a comprehensive external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, all lighting shall be installed and operated in accordance with the approved details before the development is occupied.

Reason: In the interests minimizing light pollution, intrusion and spillage to adjoining residential areas and in the interests of highways safety, to ensure that the lighting does not give rise to glare creating a hazardous distraction to drivers of vehicles on the adjacent highway.

E7 Drainage

No development on that phase of the development, as approved by condition PH2, shall be begun until a comprehensive scheme for the foul and surface water drainage for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall:

1. be in general accordance with the Flood Risk Assessment;
2. specify the range of measures used to reduce surface water run-off;
3. demonstrate that sufficient foul and surface water capacity exists or will be, provided both on and off site;
4. set out pollution prevention measures including the measures used to reduce the potential for pollutants reaching either ground, surface water bodies or the surface water drainage system.
5. include a timetable for implementation.

Development shall not be occupied or used until the approved SUDs systems (2); sufficient foul and surface water capacity (3); and approved pollution prevention measures (4) are in place as set out in the approved scheme.

Reason: To ensure satisfactory drainage of the development and ensure the implementation of pollution prevention measures.

Note: See informatives INF1 (Foul Drainage), INF2 (SUDs Approval) and INF3 (Trade Effluent).

Reason: To ensure satisfactory drainage of the development and ensure the implementation of pollution prevention measures.

E8 European Protected Species Mitigation Scheme

No phase of the development, as approved by condition PH2, shall be begun until a detailed scheme for the protection and mitigation of any European Protected Species identified on site has been submitted to and approved in writing by the Local Planning Authority. The scheme will need to take account of the Extended Phase 1 Habitat Survey Report (November 2012) and shall include all of the following elements unless the Local Planning Authority dispenses with any such requirement in writing:

1. An ecological survey of the site, conducted at an appropriate time of year by an appropriately qualified ecologist in accordance with an accepted methodology, assessing the presence/absence of populations of European Protected Species.
2. An assessment of the impact of the proposed development on any species identified in 1.
3. Details of mitigation measures to be undertaken to alleviate any impacts of the development on any species highlighted in 2.
4. A statement containing measures for the monitoring of any identified species present together with an action plan setting out measures to ameliorate adverse impacts.

The development shall then be carried out in accordance with the approved mitigation

plan.

The time period when the survey required by 1 is to be undertaken and the scope of work to be undertaken must be submitted to and approved in writing by the Local Planning Authority before the survey is undertaken.

Reason: To ensure the protection of protected species on site during the construction of development.

Note: See informative INF4 (European Protected Species Licenses).

E9 Sustainability

All development shall be constructed to achieve a minimum rating of BREEAM 'very good'.

Reason: To ensure development is sustainable and that necessary measures are taken with respect to mitigating environmental impacts with respect to climate change.

E10 Operation of Machinery

Any industrial processes associated with the development shall be carried out within a fully enclosed building and no such processes shall be carried out in an external environment.

Reason: In the interests of the amenity and character and appearance of the area.

E11 Materials

No development on that phase of the development, as approved by condition PH2, shall be begun until details of all materials to be used in the construction of the development shall be submitted to and approved in writing by the Local Planning Authority and shall include sample materials of all materials to be used in the formation of external façades. The development of each phase shall thereafter be carried out in strict accordance with the approved details.

Reason: To ensure the materials to be used for the development are appropriate for the site and local area

Informative: Applicants are directed to the relevant provisions set out in the London Road South Design Code.

E12 Open Air Activities

No materials, finished or unfinished products or parts, crates, waste, refuse or any other item shall be stored outside any building on the site.

Reason: To protect local amenity and the appearance of the local area.

E13 Archaeology

No development on that phase of the development, as approved by condition PH2, shall be begun until a Written Scheme of Investigation has been submitted to and approved in writing by the Local Planning Authority. The Written Scheme of Investigation shall include a Method Statement which shall outline a programme of archaeological work including the proposed fieldwork techniques (including trial trenching) to identify archaeological deposits. The Written Scheme of Investigation shall take account of the recommendations of the Historic Environmental Assessment for London Road South LDO, Harlow (January 2013).

Reason: To ensure all archaeological evidence is recorded and assessed and an appropriate strategy is in place for the preservation of archaeological deposits on site.

E14 Archaeology (Location of Trial Trenches)

The final location of any trial trenches shall be approved in writing by an Essex County Council Historic Environment Officer prior to the commencement of trial trenching.

Reason: To ensure trial trenching is undertaken in appropriate locations.

E15 Archaeology (Written Report)

No development on that phase of the development, as approved by condition PH2, other than that required to carry out archaeological work, shall be begun until a written report outlining the findings of archaeological fieldwork has been submitted to and approved in writing by the Local Planning Authority. The report must include:

1. a description of the survey methods used;
2. the location and size of trial trenches;
3. a detailed summary of all archaeological deposits and evidence gathered;
4. an assessment of the significance of all archaeological deposits and evidence gathered; and
5. a strategy for the preservation of significant archaeological deposits on site.

Reason: To ensure all archaeological evidence is recorded and assessed and an appropriate strategy is in place for the preservation of archaeological deposits on site.

E16 Acoustic Assessment Maypole Cottages)

No operation of data centre 4 (as shown on plan reference 2224/PL-05) shall take place until an acoustic assessment of background and proposed noise levels along part of the site's eastern boundary (also as shown on plan reference 2224/PL-05) together with any required mitigation has been submitted to and approved in writing by the local planning authority.

Reason: To ensure the nearest residential properties are not unduly affected by noise

INFORMATIVES

The following informatives provide guidance to landowners and developers about further statutory consents and requirements. These should not be confused with the planning conditions provided in the LDO Schedule (pages 9 to 37).

INF1 - Foul Drainage

Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to problems for existing users.

In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where a capacity problem is identified and no improvements are programmed by Thames Water, appropriate improvements will need to be completed prior to the occupation of the development.

INF2 – SuDS Approval

Essex County Council will become a SuDS Approval Body (SAB) by the enactment of Schedule 3 of the Flood and Water Management Act 2010, which is likely to be from April 2013. This means that all new development which has surface water drainage implications will potentially require SAB approval and need to conform to National and Local Standards. Defra have carried out an initial consultation on the process for gaining SuDS approval and applicants for planning permission should be made aware that:

- i. The National Standards should be followed wherever possible when designing SuDS to increase the likelihood that the SAB can adopt them in the future.
- ii. Essex County Council is developing Local Standards through its SuDS Design and Adoption Guide due out for public consultation in summer 2012 which should be followed wherever possible when designing SuDS to increase the likelihood that the SAB can adopt them in the future.
- iii. Developments with existing planning permission, with one or more reserved matters or where a valid planning application exists before enactment of Schedule 3 (likely April 2013) will not require SuDS approval during the first 12 months (up to April 2014) but following this date must obtain SuDS approval prior to commencement of development.

For further information and enquiries, please contact Essex County Council's SuDS team at suds@essex.gov.uk or telephone 01245 437138/437062.

INF3 – Trade Effluent

The Water Industry Act 1991 states that any liquid produced wholly or in part from any trade or business activity carried out on your trade premises qualifies as trade effluent and therefore requires consent from United Utilities.

Trade effluent control applies only to those discharges made to the foul sewer. No discharge of trade effluent should be made to the surface water sewer; this includes vehicle washes.

It is the responsibility of land owners and businesses to ensure drains on their site are identified correctly and any trade effluent discharge is directed to foul sewer. Any surface water drains on a site receiving contaminated surface water should be redirected to foul sewer and trade effluent consent applied for.

INF4 – European Protected Species Licenses

In the event that a European Protected Species is identified, a European Protected Species license may be required in accordance with Regulation 53 of the Conservation of Habitats and Species Regulations 2010. A European Protected Species license will be needed if an appropriately qualified consultant ecologist, on the basis of survey information and specialist knowledge of the species concerned, considers that on balance the proposed activity is reasonably likely to result in an offence under Regulation 41 (animals) or 45 (plants) of the Conservation of Habitats and Species Regulations 2010 (as amended).

If an appointed consultant ecologist, on the basis of survey information and specialist knowledge of the species concerned, considers that on balance the proposed activity is reasonably unlikely to result in an offence under Regulation 41 or 45 of the above regulations then a European Protected Species license will not be required.

The presence of European Protected Species and the need for a European Protected Species license will be examined in detail on a case by case basis through the discharge of condition E8 (Protected Species Mitigation Scheme).

Landowners and developers should take note of the limitation set out in paragraph 18 of the Order. This states that no development is permitted in this Order where development would comprise an offence under Regulation 41 or Regulation 45 of the Conservation of Habitats and Species Regulations 2010 (as amended) and where a license has not been granted by the relevant licensing body in accordance with Regulation 53 of the Conservation of Habitats and Species Regulations 2010 (as amended) and where the specific provisions of such a license have not been complied with.

INF5 - Breeding and Nesting Birds

Legal Protection

Section 1(1) of the Wildlife and Countryside Act 1981 (as amended), makes it an offence to kill, injure or take any wild bird, and to intentionally take, damage or destroy the nest of any wild bird while that nest is in use or being built. It is also an offence to take or destroy any wild bird eggs.

Bird species listed under Schedule 1 of the Act receive extra protection. The Act states that it is an offence to intentionally or recklessly disturb any wild bird listed in Schedule 1 while it is nest building, or at (or near) a nest containing eggs or young, or disturb the dependent young of such a bird.

Potential Nesting Areas

It should be assumed that birds will be nesting in trees, scrub, reeds or substantial ditch side

vegetation during the core breeding period, unless a survey had shown this not to be the case. In addition, some species are ground nesting, such as the skylark and lapwing, both of which can occur on grassland areas and cleared sites where there is a time lapse between demolition and development. Particular attention should be paid to any building demolition works as this is where swifts, swallows, house martins and barn owls preferentially choose to nest.

Site clearance works / demolition / construction

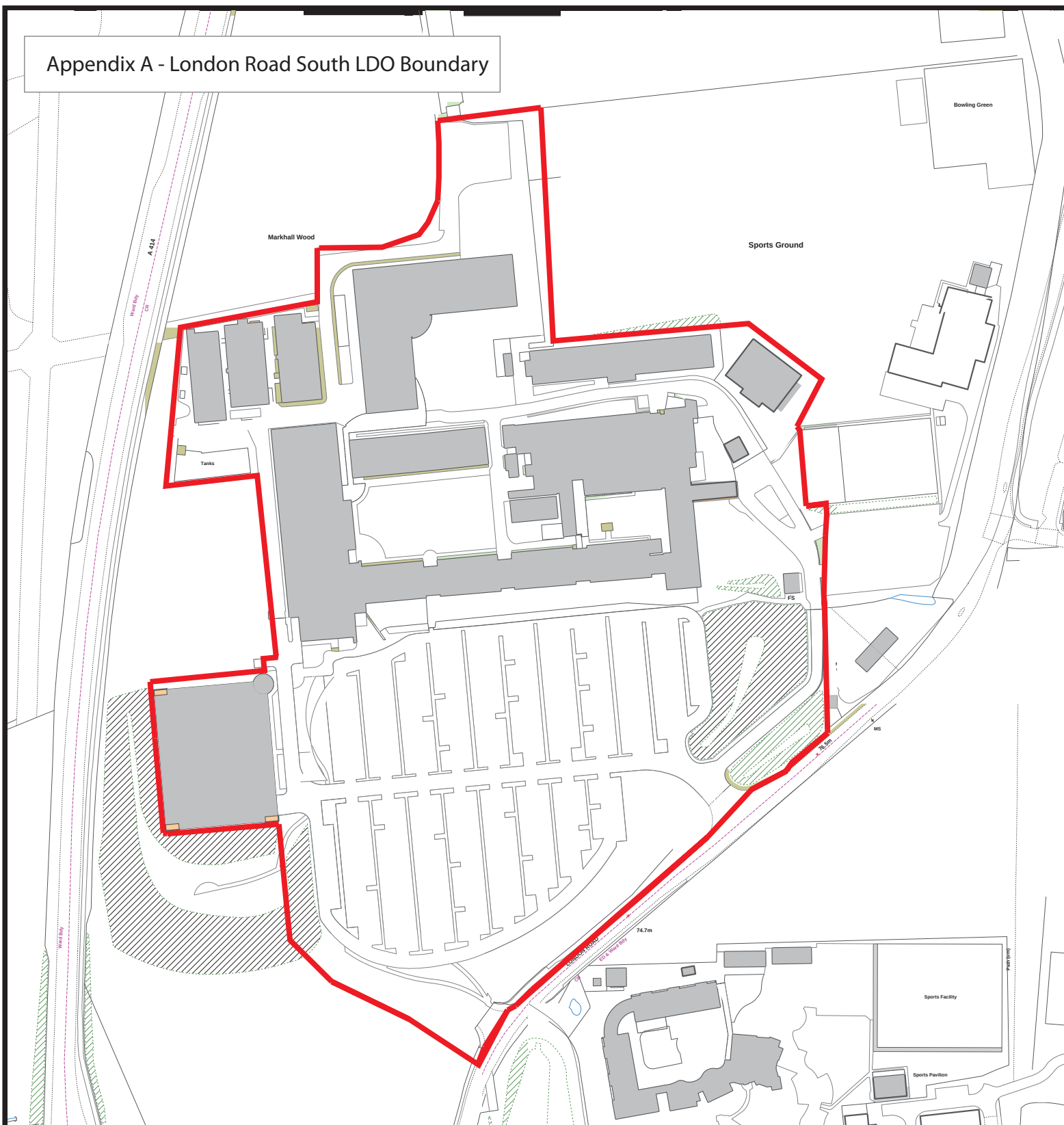
To avoid impact to nesting birds and ensure development is undertaken in accordance with provisions set out by the Wildlife and Countryside Act 1981 (as amended) any vegetation or site clearance works undertaken during the bird nesting season (1 March – 1 September) should only be undertaken once a breeding bird survey carried out during the nesting season by a suitably qualified person such as an ecologist has confirmed the absence of nesting birds and any Schedule 1 bird as set out by the Wildlife and Countryside Act 1981 (as amended).

INF6 – Applications to remove or vary a condition under Section 73

Applications to remove or vary any condition imposed by the London Road South Local Development Order may be made under Section 73 of the Town and Country Planning Act 1990 (as amended).

A normal planning application may also be submitted for development proposals outside of the scope of permitted development set out.

Appendix A - London Road South LDO Boundary



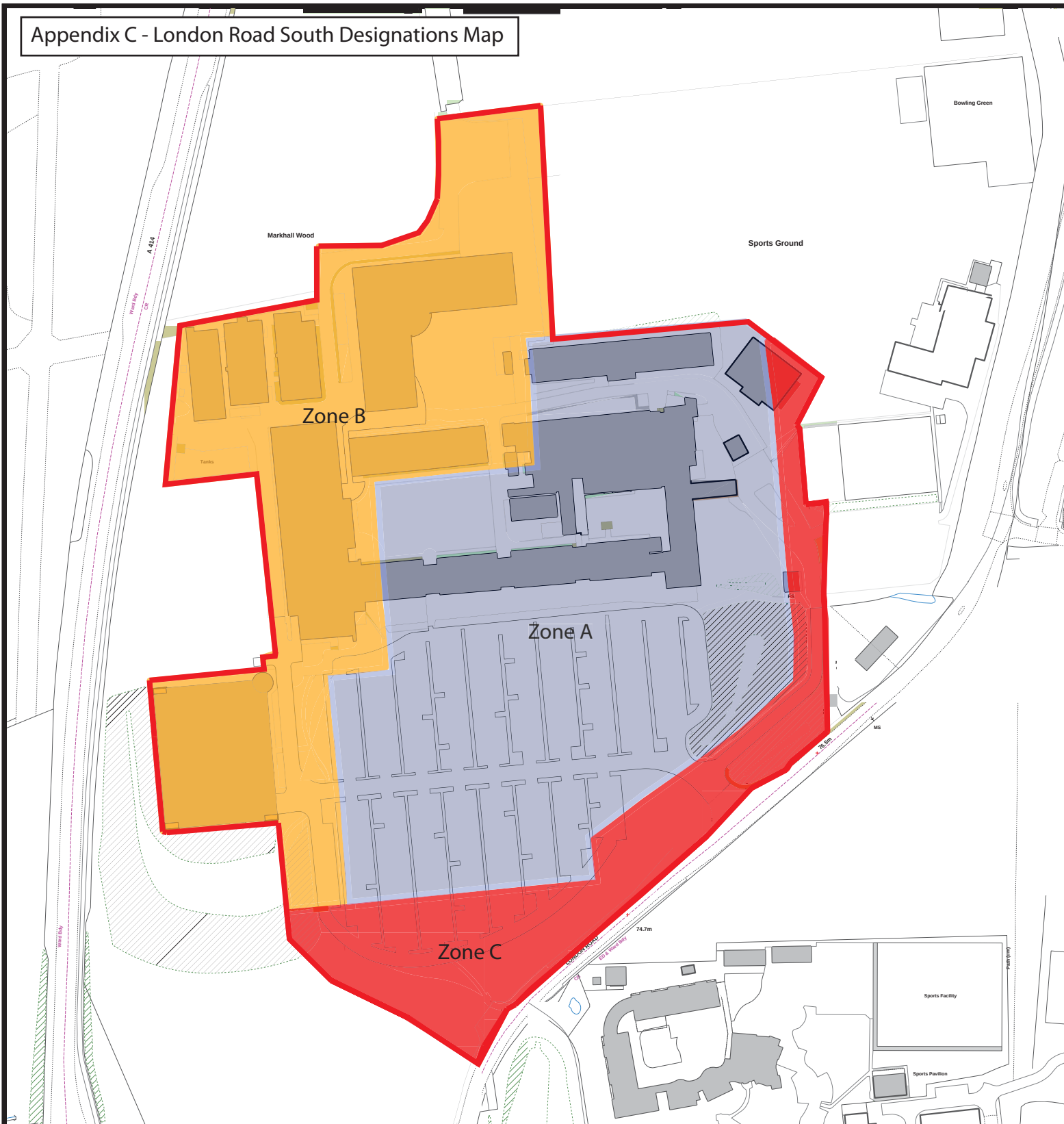
Appendix B - Schedule of Permitted Economic Activities (Standard Industrial Classifications)

London Road South Local Development Order

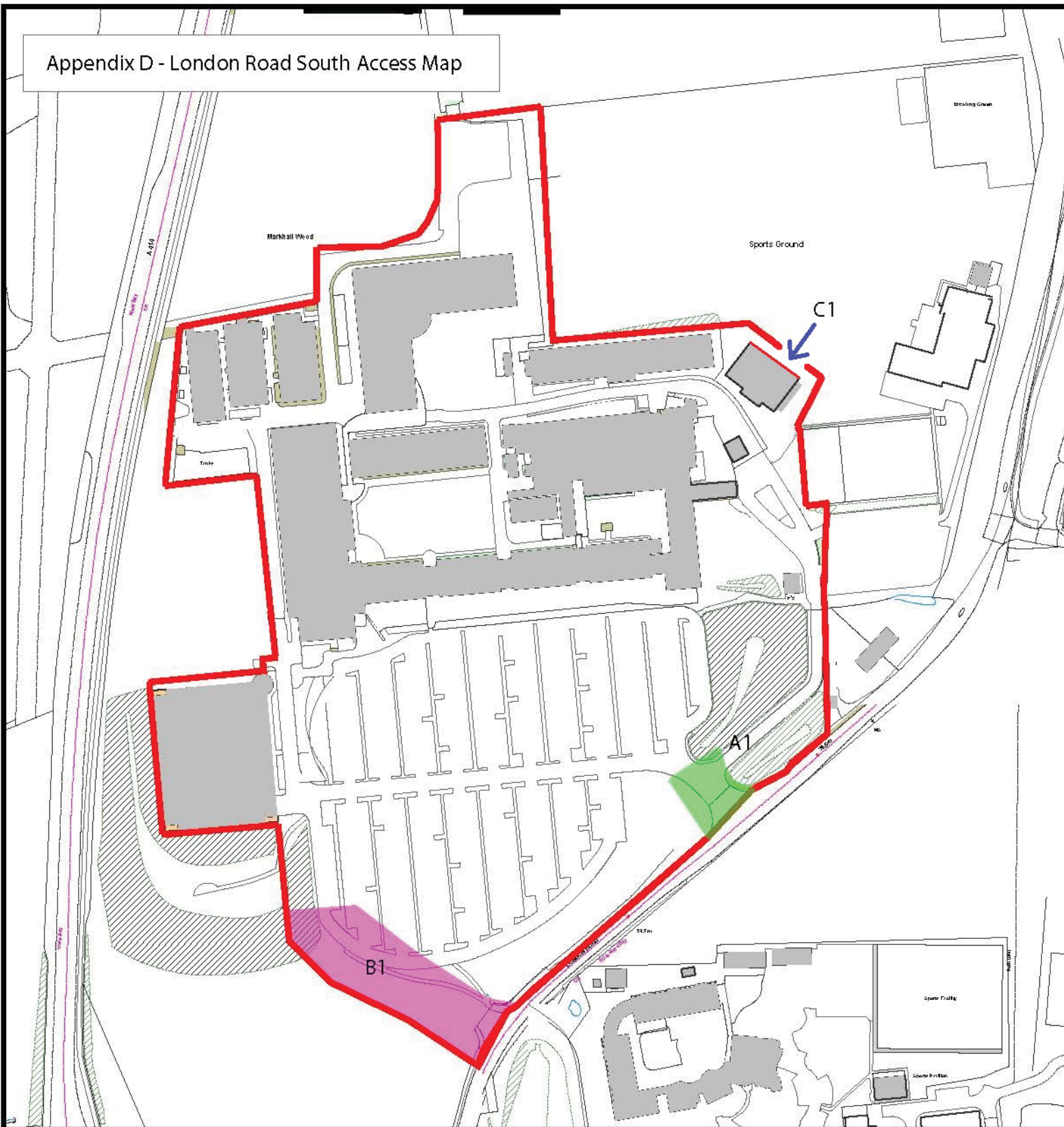
Source: UK Standard Industrial Classification 2007 (UK SIC 2007)

Class	Sub Class	
ICT / TELECOMMUNICATIONS		
	Data preparation services	
	Data storage services	
	Database running and processing activities	
	Web hosting	
	Web portals	

Appendix C - London Road South Designations Map



Appendix D - London Road South Access Map



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1. Introduction

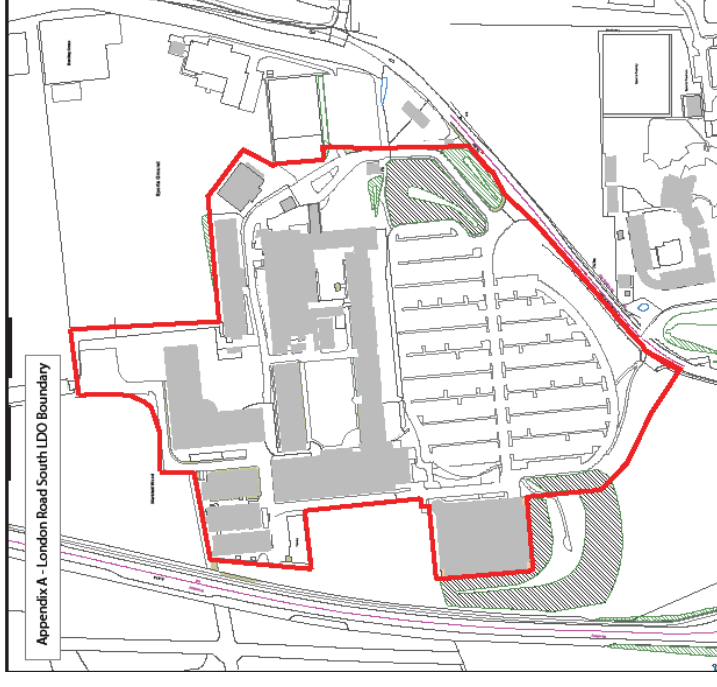
- 1.1 This Design Code has been prepared by Harlow Council for the London Road South Local Development Order (LDO). This document should be read in conjunction with the London Road South LDO as planning permission granted by virtue of the LDO is contingent on compliance with relevant requirements set out in this Design Code.

What is a Design Code?

- 1.2 A design code is a set of design rules and requirements which guide the physical development of a site or place. Design codes provide clarity over what constitutes acceptable design quality for a particular site or area. Design codes provide certainty for developers, the Local Planning Authority and the local community.

Application of the code

- 1.3 The design code applies to land within the London Road South LDO boundary as defined in Appendix A of the London Road South LDO and shown (edged red) on the map opposite. The requirements of this design code apply to the classes of development permitted by the London Road South LDO, where planning permission is conditional on development according with the design code, or (within certain classes of development) specific chapters of the design code.



Design Code Checklist

- 1.4 To assist developers and the Local Planning Authority, a check list has been prepared (Appendix 1). This will guide applicants and officers through the requirements of the design code and will need to be completed as part of the compliance process. The checklist is intended to streamline the process of discharging any planning condition associated with the LDO.

The process for submitting variations to the design code

- 1.5 There is a standard procedure for any applicant wishing to remove or vary a planning condition which is established in Section 73 of the Town and Country Planning Act 1990.
- 1.6 Developers wishing to depart from the standards and parameters presented in the design code will need to demonstrate in their application that their departure will result in a high standard of development and that any departure would be beneficial to the aims of the Enterprise Zone.

The aim of the design code

- 1.7 The aim of the Design Code is:
- to provide clarity and certainty to landowners, developers and stakeholders about what forms of development do not require planning permission within the Enterprise Zone;
 - to speed up the process of delivering development within the Enterprise Zone by providing clear standards about what is considered to be acceptable design quality and consequently subject to planning consent;
- 1.8 The approach to the London Road South LDO has been to provide as much flexibility to potential developers as possible. However, the Council has

sought to establish limitations and other parameters to ensure that the nature of development that comes forward on the site is acceptable whilst still achieving the objectives of the Enterprise Zone initiative.

Background - preparation of the design code

- 1.9 The LDO and design code have been based on:
- a design appraisal process which has taken into account the site opportunities and constraints and the development needs and likely typologies of target sector businesses;
 - The preparation of a range of supporting technical studies highlighted in the diagram below;
 - initial engagement with key internal and external stakeholders.

- 1.10 The Council is now carrying out a public consultation on the LDO and the design code and feedback provided on these documents will be taken into account and any necessary changes made.

Focus of the design code

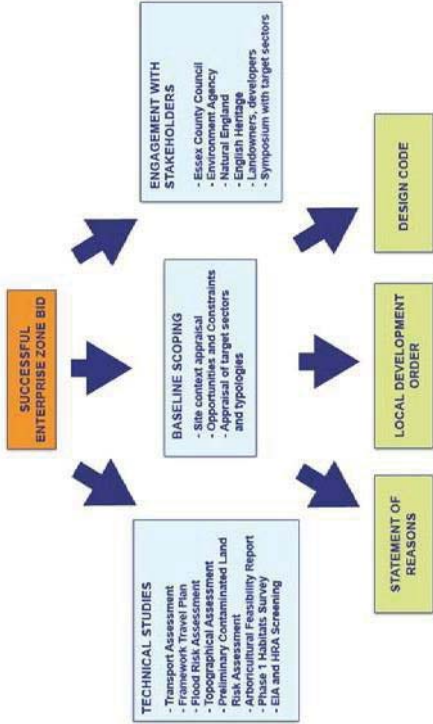
- 1.11 The design code is focused on critical issues which have arisen from the site and context appraisal, the technical assessments carried out and a detailed assessment of the likely form and character of LDO development.

The design code focuses on:

- Building heights

- Distance of buildings from residential properties
- Design and Appearance principles
- The orientation of buildings
- Landscaping and screening requirements
- Parking provision
- Provision of pedestrian and cycle access
- fences, walls and gates
- lighting.

Planning and design process



2. Maximum building heights

2.1 The Design Code imposes maximum buildings heights across the site. These are set out in the following table. Prospective developers are advised that the maximum building heights permitted on the site are reduced for developments located near residential properties. Further details on maximum heights of buildings near residential properties are contained in Section 7 of the Design Code.

Table 1: Maximum Building Heights

Development permitted	Maximum permitted building height	Additional Information	Guidance and
B8	14m ⁱ	-	Maximum height measured to building ridge height ⁱⁱ .

ⁱ Unless otherwise stated in Section 7, Part 2.

ⁱⁱ For the purposes of calculating the maximum building height measurements are to be taken from the original ground level of the site to the top of buildings (up to and including any ridgeline). The original ground level should be taken as 76.00 metres (Above Ordnance Survey Newlyn Datum) which is considered to be a fixed benchmark for the site taken from the Council's Topographical Survey. This is available on request.

3. Parking standards

3.1 This section sets out the parking standards for new development both in terms of provision and design. The parking standards presented in this chapter comprise:

- maximum and minimum car parking requirements;
- minimum disabled parking requirements;
- minimum cycle parking requirements; and
- Minimum powered two wheeler parking requirements.

3.2 Planning condition P1 – *Parking Standards for New Development* – is attached to development permitted by Class 1, Schedule A (Building Development) of Part 1. This condition states that development shall not be occupied until the adequate parking provision has been provided, in accordance with the standards set out in this chapter.

Background to parking standards

3.3 The parking standards contained in this chapter mirror the adopted Essex Parking Standards (2009). The Council has added ‘minimum standards’ for the development permitted in the LDO.

The need for minimum standards

3.4 A minimum parking standard has been introduced for the LDOs because the LDO site is adjacent to a number of residential and commercial areas and the Council is seeking to ensure that vehicles arising from the development do not lead to an overflow of parking in the adjacent residential areas.

3.5 The minimum parking standard presented in this chapter has been devised to cater for 50% of the expected members of staff generated by proposals. In estimating the likely number of employees generated by business and industrial land uses, the design code has drawn on published guidance for calculating employment densities.ⁱⁱⁱ In preparing these standards the Council has had to balance the need to:

- a) ensure sufficient parking is provided within the development site in order to prevent the overspill of staff parking onto nearby residential areas; and
- b) ensure that the provisions within the Framework Travel Plan aims for reducing private car use and increasing the uptake of sustainable modes of work-based travel.

Lorry parking standards

3.6 The extent to which a business may need to park lorries can only be determined by that business.

ⁱⁱⁱ English Partnerships (2001) Employment Densities – A Full Guide.
HCA (2010) Employment Densities Guide, 2nd Edition.

Consequently, there are no specific requirements for the number of lorry parking spaces for land uses.

- 3.7 It is important to ensure that any lorry parking does not result in the obstruction of the highway and developers must ensure that sufficient turning and parking space is allocated within a development site to facilitate off-road parking and manoeuvring of lorries.
- 3.8 Planning condition P2 – *Loading and Turning Areas* – is attached to certain forms of development. This requires all loading, unloading and serving to be undertaken within a development site and that adequate turning space shall be provided within a site to ensure that vehicles can enter and exit in a forward gear.

Calculating parking requirements

- 3.9 All parking requirements are worked out by the gross floor area of a building. The gross floor area of a building refers to the total covered floor area inside the building envelope, including the external walls of the building.
- 3.10 Where a building comprises a number of floors, the total gross floor area is multiplied by the number of floors, minus any void areas to take account of inconsistencies in the gross floor area of different floors.
- 3.11 Where a building is comprised of an ancillary component the parking requirement will be calculated with reference to the total amount of gross floor area of each component of different use.

Table 2: Parking Standards						
Use	Vehicle		Cycle	Powered Wheeler	Two	Disabled
	Maximum	Minimum	Minimum	Minimum		Minimum
B1a - Office	1 space per 30 sqm	1 space per 38 sqm	1 space per 100 sqm for staff plus 1 space per 200 sqm for visitors	1 space, + 1 car spaces (for 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	1 space, + 1 car spaces (for 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	200 vehicle bays or less = 2 bays of 5% of total capacity, whichever is greater. Over 200 vehicle bays = 6 bays plus 2% of total capacity.
B1b - Research & Development	1 space per 30 sqm	1 space per 50 sqm				
B8 – Storage and Distribution	1 space per 150 sqm	1 space per 200 sqm	1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors	1 space, + 1 car spaces (for 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	1 space, + 1 car spaces (for 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	200 vehicle bays or less = 2 bays of 5% of total capacity, whichever is greater. Over 200 vehicle bays = 6 bays plus 2% of total capacity.
All requirements are calculated by Gross Floor Area (GFA) of B1, B2 or B8 uses.						

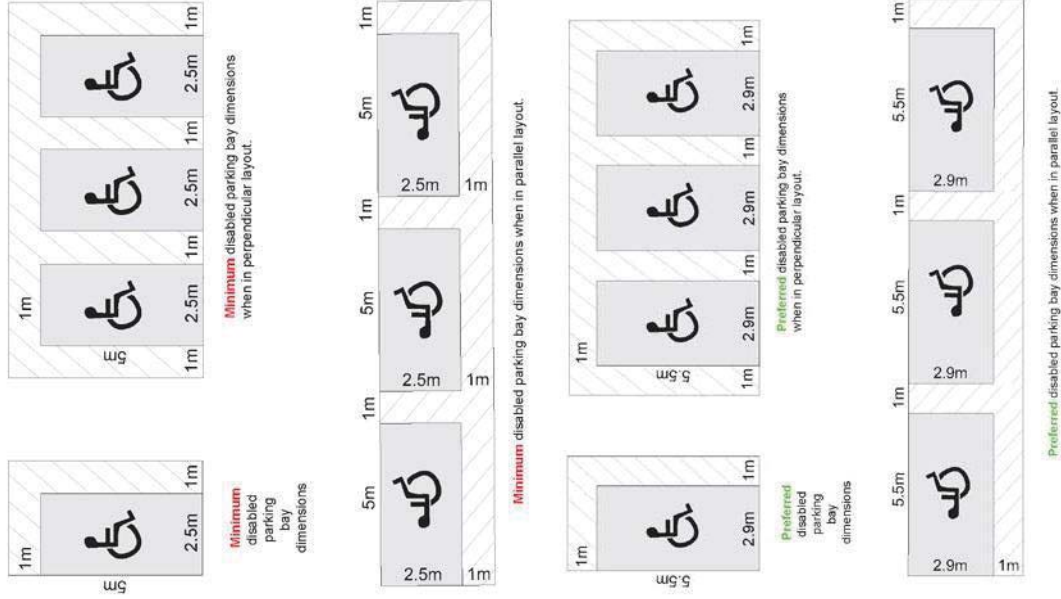
Parking bay sizes

3.12 Vehicular parking bay dimensions on the site will need to conform with the following standards:



Disabled parking bay design and dimensions

3.13 Disabled parking bay dimensions on the site will need to conform with the following standards:



(Source of Minimum Turning Space Standards: CIH&T: Manual for Streets 2: 2010: p82) and ECC Parking Standards (2009)

Cycle Parking Design

3.14 All cycle parking should:

- be secure and covered;
- be conveniently located adjacent to entrances to buildings;
- enjoy good natural surveillance;
- be easily accessible from roads and/ or cycle routes;
- be well lit; and
- be located so that it does not obstruct pedestrian and cycle routes.

3.15 Long stay cycle parking should be located conveniently for the cycle user in a secure, covered area, to reduce the chance of theft or tampering.

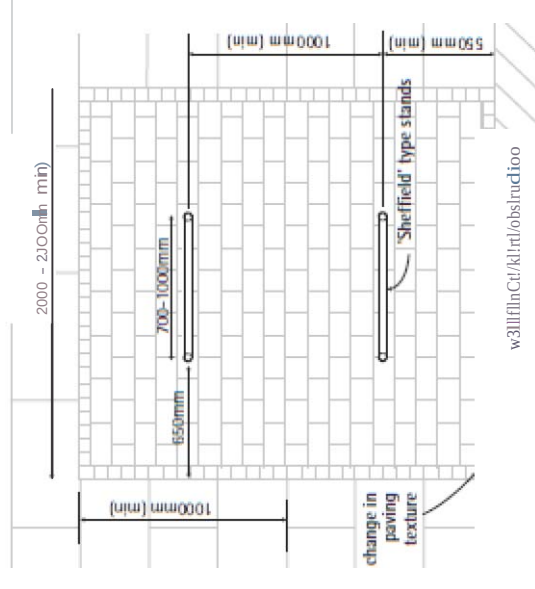
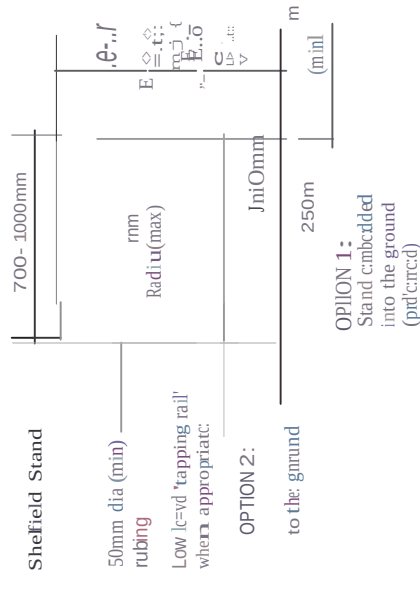
3.16 Short stay cycle parking should be secure and situated as close to the main entrance as possible.

3.17 Stands must allow both the front and back wheels to be locked must be provided in order to provide adequate support and security. Stands must be at least 700mm long from bar to bar in order to ensure this.

3.18 Stands will need to be bolted to the ground or embedded into the ground.

3.19 The Sheffield stand designs presented to the right should be complied with as minimum for all cycle parking provision.





4. Design and Appearance

Introduction

4.1 This section sets out a number of principles for design and appearance of development on site. This section is divided into *General Principles* and *Specific Principles* which must be adhered to for proposals to benefit from permission granted through the LDO. This approach provides developers with a broad framework in which to design buildings but ensuring high quality development is delivered on site. The principles have been established to take into account of the nature of the site, the surrounding area and adjoining uses.

4.2 Condition E11 requires that details of all materials to be used as part of erected buildings are submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The submitted details will be expected to accord with the following design and appearance principles.

General Principles

4.3 Ensuring proposals are of high quality design and appearance is of central importance to the LDO for the site given the prominent location of development on London Road and the nature of adjoining uses. Proposals for the development in the LDO site are expected to be of high quality design and appearance.

4.4 The following *General Principles* should guide the approach to the design and layout of all forms of development on the site. All proposals should meet the following requirements:

Table 3: General Design and Appearance Requirements	
1.	Proposals will need to be appropriately sited and be of a scale (height and massing) that is appropriate to the site and surroundings, particularly ensuring that the development is sympathetic with and respects the local area, environment and the setting of nearby buildings.
2.	Proposals will need to contribute positively to the visual appearance of the area, particularly from London Road.
3.	Proposals should ensure that the layout of development on the site does not give rise to a significant adverse visual impact on adjoining properties and views into the site from London Road.
4.	Proposals will need to be of an appropriate scale, physical bulk and intensity of use for the site and surrounding area. Plot ratios and plot coverage (in relation to land covered by buildings and area not covered by buildings) should ensure that overall amount of buildings on site does not adversely impact the public realm and adjoining uses.
5.	Proposals should provide appropriate articulation and variation in design and appearance which generates visual

	interest, particularly for buildings that can be viewed from London Road.
6.	Buildings should be constructed using high quality and sustainable building materials.

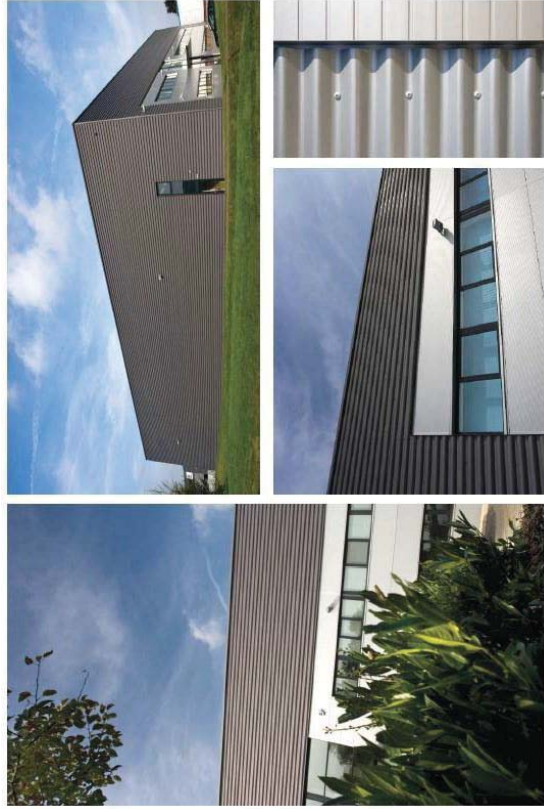
Specific Principles

4.5 B8 development can consist of warehouse buildings that can be bulky with large homogenous facades with limited variation in external appearance. The combination of the height and massing of buildings can give rise to a form of development that may not respond well to local setting. Together with the *General Principles* the following *Specific Principles* are intended to ensure high quality design is secured and that the impact of the development on the surrounding area is minimised.

Table 4: Specific Design and Appearance Requirements

1.	Building colours should be generally sympathetic and complementary with the natural environment, site landscaping and adjoining uses.
2.	External facades and walls that can be viewed from London Road must comprise a mix of materials and include other

	features, such as windows, panels etc which provide variation in appearance and stimulate visual interest. Small and important features of buildings such as steel columns, feature walls etc should be treated with highlight colours.
3.	Proposals should ensure that site infrastructure such as refuse and recycling areas are provided.
4.	Where plant facilities, generators and other noisy or visually disruptive equipment are to be positioned on the external elevation of buildings these should be sited so that they are not visible from London Road and should not face residential properties.
5.	Plot coverage* should not exceed more than 75%. <i>*Plot coverage is the percentage of the plot covered by buildings. Building coverage is defined as the gross building footprint (including external walls).</i>



One example of how the above principles could be incorporated into development proposals.

(Below) Examples of B8 development that do not respond well to local setting or incorporate adequate variation in design, appearance and materials.



5. Boundaries and fencing

5.1 The purpose of this section of the design code is to establish height limits and design standards to guide the erection of fences, walls, gates or other means of enclosure within the LDO area where development is undertaken through classes of permitted development set out in the LDO.

Safety, security and crime prevention measures

5.2 Site security is likely to be a high priority for companies considering locating to the London Road South LDO area. Business premises need to meet insurance standards and Secure by Design certification standards and this is recognised. However, the quality of the public realm can be significantly affected by the form of boundary treatments that separate it from land in private ownership.

5.3 The location and design of fencing can have a highly detrimental impact on the character and appearance of the public realm and people's sense of safety and security when moving through an environment.

5.4 This section therefore aims to balance the need for companies to create secure businesses premises with the need to create an attractive and high quality environment for businesses and pedestrians.



An example of how high security fencing can have a deadening and intimidating impact on the public realm.

Background – Permitted development rights under the GPDO

5.5 Schedule 2, Part 2 of The Town and Country Planning (General Permitted Development) Order (as amended) (GPDO) provides planning permission for the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosures, subject to the following limitations:

- any gate, fence, wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic must not exceed one metre above ground level.
- any other gate, fence, wall or means of enclosure must not exceed two metres above ground level.

Extensions to permitted development rights through the London Road South LDO

5.6 The LDO extends permitted development rights for the erection or construction of a gate, fence, wall or means of enclosure, subject to the requirements set out in this chapter of the design code. However, the design requirements vary depending on the location of the fence.

5.7 The erection or construction of gate, fence, wall or means of enclosures can be undertaken under the following classes within the LDO:

- Class 1, Schedule C of Part 1 (Means of Enclosure)
- Class 1, Schedule C of Part 3 (Means of Enclosure)

Application

5.8 As stated in the Order, the London Road South LDO and the requirements of this design code have no impact on permitted development rights established in existing legislation such as the GPDO. The LDO provides a further layer in addition to existing planning permissions.

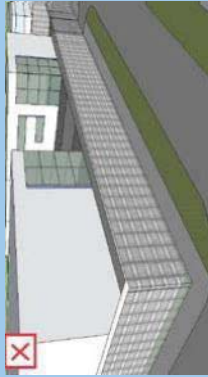
Design Code Requirements

5.9 The following section sets out the design parameters for the erection of gates, fences, walls or means of enclosure in different locations within the LDO area.

5.10 Planning condition G2 – Conformity with Design Code requires that the relevant provisions of the London Road South Design Code are met. Condition E4 - *Boundary Treatment* - requires that details of all boundary treatment is submitted to and approved in writing prior to development commencing.

Table 5: Design code parameters for the erection of gates, fences, walls or other means of enclosure

Boundary type and location	Max Height	Additional requirements
F1 - Fences erected adjacent to a public highway.	2.2m	- Must be visually permeable. - Must be erected no closer than 2m from a public highway. - Must not contain security spikes, barbed or taped wire, razor wire or electric fencing (or any other type substantially similar). - Must be buffered by a 2m set back strip comprising soft landscaping and planting which shall run between a fence and the public highway. - Must be outside vehicle and pedestrian visibility splays

		are maintained (as per condition H3 of the LDO).
Fencing permitted up to a maximum of 2.2m adjacent to a highway where it is buffered by a minimum 2m strip of landscaping.  Fencing not permitted adjacent to the public highway where it is not buffered by a 2m strip of landscaping. NB: the images do not indicate acceptable locations for buildings on the site. Please refer to the LDO Schedule for details on permitted development.		

F2 - Gates erected adjacent to any public highway for the purposes of vehicular access and egress from a site.	2.2m	- Must be visually permeable. - Must not contain security spikes, barbed or taped wire, razor wire or electric fencing (or any other type substantially similar). - Where gates provide vehicular access and egress point of a site they must be at least 8m from the carriageway to ensure large vehicles accessing the site do not obstruct the highway (see diagram and photos below). - Must be outside vehicle and pedestrian visibility splays are maintained (as per condition H3 of the LDO).
F3 - Fences erected adjacent to any residential property.	2m	- Must be visually permeable fencing or railings. - Must not contain security spikes, barbed or taped wire, razor wire or electric fencing (or any other type substantially similar). - Must be erected no closer than 2m from a boundary of a residential property.
F4 - Fences erected on the boundary of the LDO site not	3m	- Must be visually permeable fencing or railings. - Must not contain security spikes, barbed or taped

adjacent to a public highway.		wire, razor wire or electric fencing (or any other type substantially similar to those above).
F5 - Fences erected within Zone A around development plots.	3.1m	- Must be visually permeable.
F6 - Gates erected within Zone A around Development Plots	3.1m	- Must be visually permeable.

Further Requirements

5.11 The placement of boundary hedges will also need to comply with LDO condition H3 which requires to the provision and maintenance of vehicle and pedestrian visibility splays.

Shared pedestrian and cycle link connecting the London Road South LDO to the London Road North LDO

5.12 The following section details the requirement for a shared pedestrian and cycle pathway which connects the site to the London Road North LDO. The route is proposed link the two sites via land labeled "C1" (Appendix D) and link to Zone B through Zone A.

5.13 This is permitted under Class 2(a), Schedule C of Part 3 and Class 2(a), Schedule C of Part A of the LDO and is required by condition PH1 to be provided prior to the occupation of development under Class 1 of Schedule A to Part 1 of the LDO.

The requirements

Table 6: Design code requirements for the provision of pedestrian and cycle connection			
Design Parameters	Min	Max	Additional info
C1 - Cycleway width	4m		
C2 - Cycleway length	-	-	- Must provide a continuous and uninterrupted link from connection with the cycleway link provided on land labeled "C1" into London Road North and Zone B.
C3 - Surface materials			- A smooth non-skid 'bound' surface course.

Condition H1 – Road Layout and Design – requires that prior to commencement of development, details of the roads and footways (including layout, geometry, dimensions, levels, gradients, surfacing etc are submitted to and approved in writing by the Local Planning Authority.

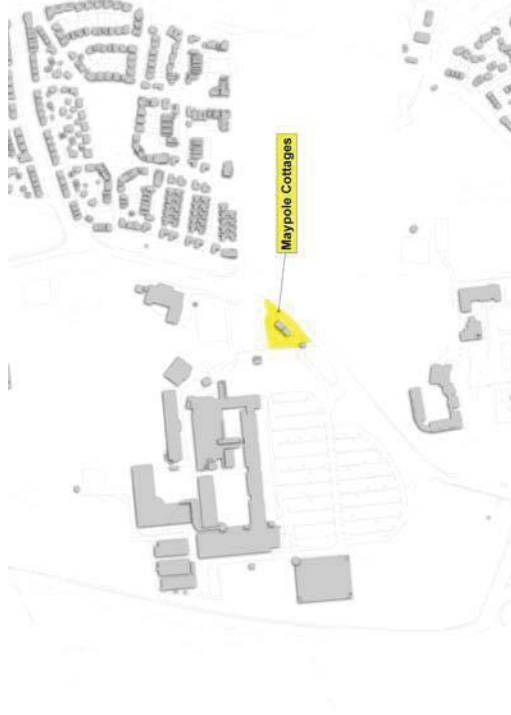
6. Residential Impact

Introduction and design objectives

6.1 Maypole Cottages adjoin the LDO boundary to the east. It is therefore important to ensure that these properties do not experience a significantly adverse impact by development within the LDO area. The purpose of this section of the design code is to establish standards for business and industrial development in close proximity to the boundaries of these residential properties.

6.2 The approach to residential impact set out in this section will provide certainty to investors and businesses about the form, layout, height and orientation of development and extensions permitted through the LDO in areas close to the residential property. Clear standards are intended to avoid ambiguity and uncertainty and speed up the development process. They also provide assurance to residents who could potentially be negatively impacted by development within the LDO area.

6.3 The design code standards presented in this section are based on a thorough appraisal of the potential for a range of environmental impacts affecting these properties. This appraisal has taken into account the particular economic activities targeted by the LDO and the specific context of the site and its existing boundaries.



Maypole Cottages

Photos showing proximity of Maypole Cottages to the LDO boundary.



Design Objectives

6.4 The site analysis and appraisal process led to the following design objectives and priorities which have informed the design codes contained in this chapter:

- a) To provide the residential property with sufficient landscape screening in order to provide an appropriate visual and acoustic buffer for properties from enterprise zone activities.
- b) To minimise the potential for noise, airborne or light pollution.
- c) To provide sufficient privacy for households and prevent overlooking from nearby office and employment buildings.
- d) To prevent detrimental visual impact on the existing outlook.

- e) To prevent any significant loss of daylight or sunlight.
- f) To ensure development does not have an overburdening or detrimental visual impact on the outlook from a home and garden.
- g) To prevent negative impacts associated with large vehicles manoeuvring and loading in close proximity to residential dwellings, particularly in relation to noise, disturbance and air-borne pollution.

Design Requirements

6.5 This section sets out the design requirements for proposals for development proposals on the site. These have been established through careful consideration of the nature of the impact of the development. Planning permission through the LDO is subject to meeting the requirements set out below.

Landscape Screening

6.6 Ensuring that sufficient screening of the development is provided from adjoining properties is of central importance to ensuring that the proposed development does not give rise to a significant adverse impact on the adjoining properties and is acceptable in planning terms.

6.7 To ensure that this is provided the Council has included the following requirement within the Design Code.

R1 - Landscape screening adjacent to a residential boundary

A 15m deep landscape screening zone shall be provided around the perimeter of a residential boundary.

See Section 7 of this design code for more details on landscaping requirements).

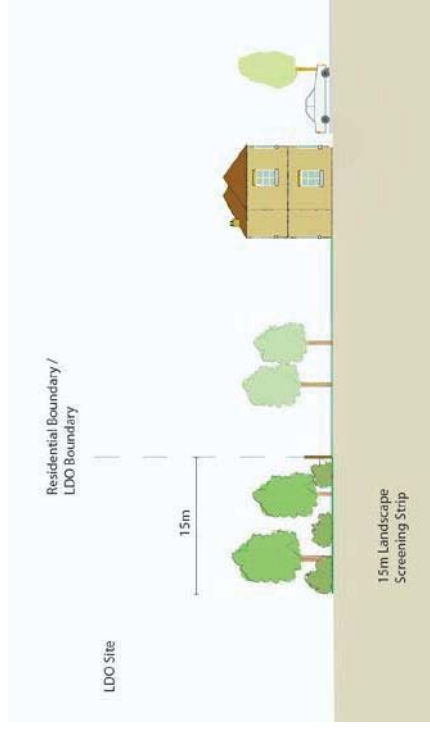


Image showing indicate landscape screening strip

6.8 Planning condition E2 – Landscaping Strategy - is attached to development permitted within Class 1 Schedule A (Building Development) of Part 1. This condition states that development shall not begin until a detailed landscaping scheme has been submitted to

and approved in writing and then for that scheme to be implemented.

- 6.9 The land required for residential screening also forms part of Zone C which has been designated as a Landscape Zone (Appendix D). Planning Condition E2 – Landscaping Strategy – covers the land adjoining the residential property and should form part of the landscaping strategy.

- 6.10 Section 7 of this design Code provides more detail on the landscape requirements for the LDO, including requirements for Zone C and the landscaping of the area adjoining the residential property.

Distance and Heights from Residential Dwelling

- 6.11 The nature of the development permitted lends itself towards a form of development which can, if not designed to a high standard, give rise to a dominating and imposing development on the surrounding area. This can be particularly so where residential properties are located nearby. To minimise this impact the Council has included the following requirement to restrict building development within 30m of a boundary of a residential property.

R2 – Storage and distribution buildings in relation to a residential boundary

No storage or distribution buildings shall be erected within 30m of any boundary of a residential dwelling house.



Image indicating minimum distance of building development from a residential boundary

R3 – Maximum height of any storage and distribution buildings in relation to a residential boundary

The maximum height of any storage and distribution building in relation to the boundary of a residential dwelling house is as follows:

Distance to Boundary of a Residential Dwelling House	Maximum Height* of any storage and distribution buildings
0 – 15m	Landscape Screening Strip (no building development)
15 – 30m	No building development
30m – 40m	9m
> 40m	14m

*For the purposes of calculating the maximum building height measurements are to be taken from the original ground level of the site to the top of buildings (up to and including any ridge line). The existing ground level should be taken as 76.00 metres (Above Ordnance Survey Newlyn Datum) which is considered to be a fixed benchmark for the site taken from the Council's Topographical Survey. This is available on request.



Image indicating maximum heights of buildings in relation to a residential boundary

Orientation of B8 Development

6.12 Given the nature of B8 development likely to come forward on the site it is important that appropriate limitations are imposed on the location of any plant and/or generators on the exterior of the building. Generators and plant facilities can give rise to noise and general disturbance and can be unsightly. In order to minimise the impact that these may have on adjoining properties and London Road the following requirements have been imposed on development.

R4 – Orientation of storage and distribution buildings in relation to a residential boundary

Storage and distribution buildings must be orientated so that any building façade hosting plant facilities, generators or other equipment that would give rise to visual, noise impacts or other disturbance should not:

- a) Directly face the boundary of a residential dwelling house;
- b) Directly face London Road.

Building Orientation in relation to residential property

6.13 The following illustrate both acceptable and unacceptable orientation of buildings in relation to a residential property.

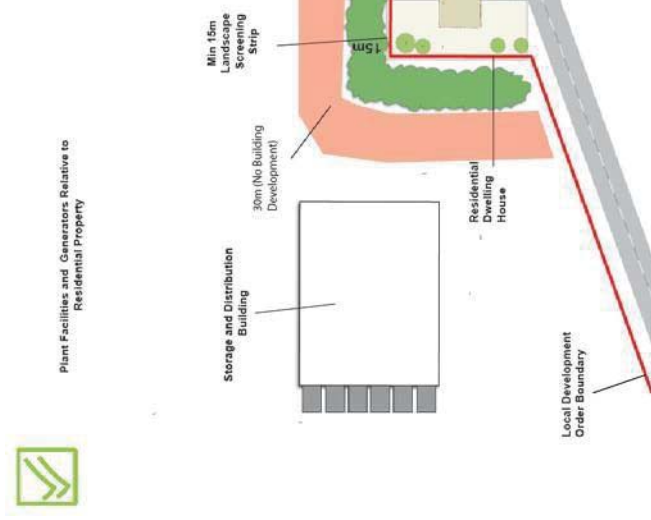


Image illustrating acceptable position of plant facilities and in relation to residential property

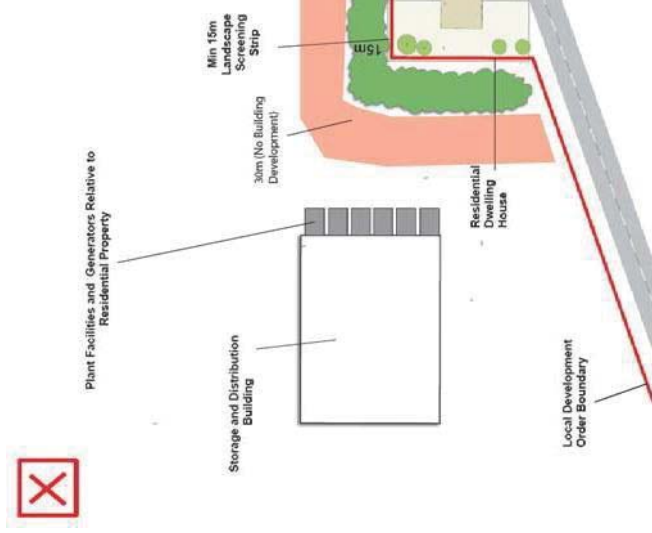


Image illustrating unacceptable position of plant facilities and in relation to residential property

Building Orientation in relation to London Road

6.14 The following illustrate both acceptable and unacceptable orientation of buildings in relation to London Road.

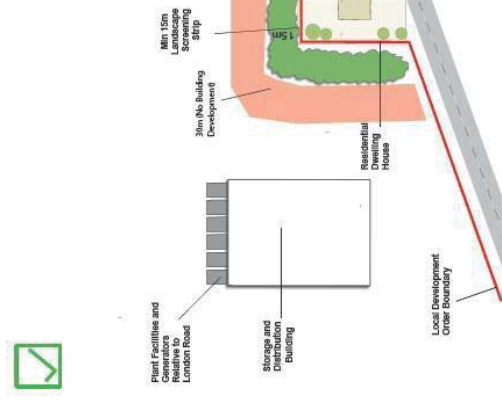


Image illustrating acceptable position of plant facilities and in relation to London Road

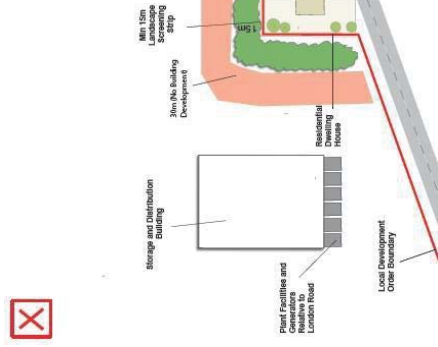


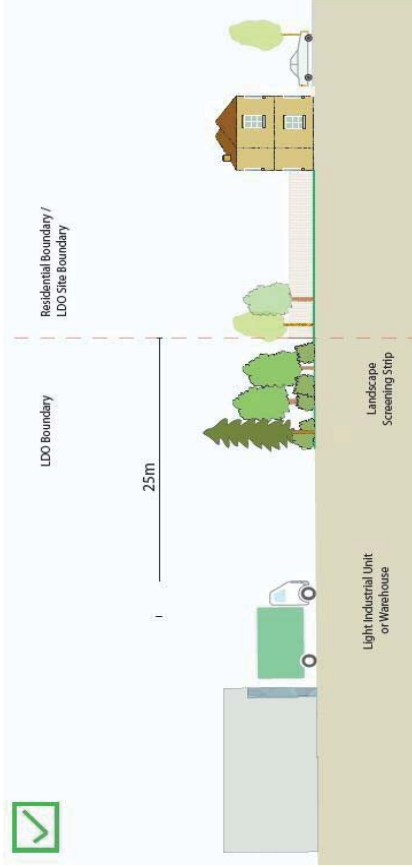
Image illustrating unacceptable position of plant facilities and in relation to London Road

Loading and Turning Areas

R5 – Large vehicle loading/ unloading and turning areas in relation to a residential boundary

Any designated bays for the parking, loading or unloading of large vehicles and spaces intended for the turning and manoeuvring of large vehicles shall be located at least 25m from a residential boundary.

A large vehicle bay is defined as any bay (not including disabled bays) which are greater than 7m in length.^{iv}



^{iv} **Guidance** - The preferred approach is to use a building to screen residential properties from noise arising from vehicle movements within a site (as shown in the above illustration).

Image illustrating acceptable position of plant facilities and in relation to London Road



Image illustrating acceptable position of plant facilities and in relation to London Road

Infrastructure and services

- 6.15 This section applies to all building development permitted through Schedule A of Part 1 and Schedule B of Part 1.

R6 - Refuse areas in relation to a residential boundary

All refuse storage and collection facilities shall be located at least 20m from a residential boundary.

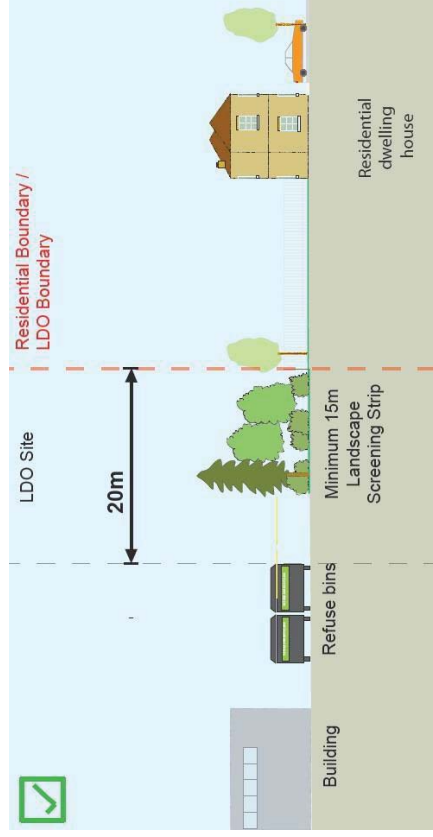


Image illustrating acceptable position of refuse and recycling bins in relation to residential property

Internal Road

- 6.16 The following sets out the positioning requirements of the internal access road in relation to a residential property.

R7 - Internal private access roads in relation to a residential boundary

Any internal private access road shall be provided at least 15m from a residential boundary.

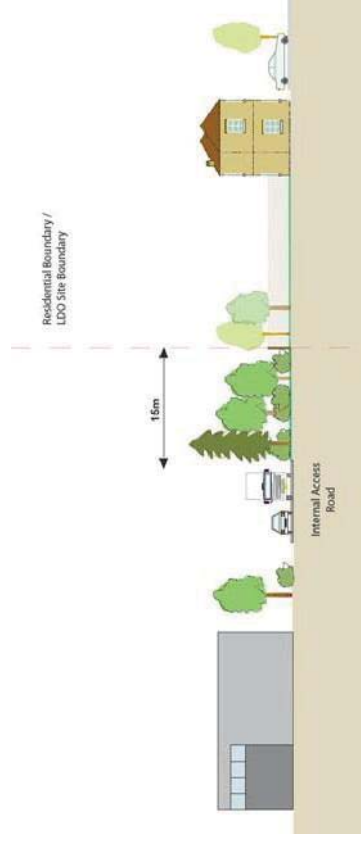


Image illustrating acceptable position of internal road in relation to residential property

7. Landscaping and Screening

Introduction

7.1 The screening of the development is considered to be of critical importance to the overall acceptability of the development on the LDO site. To ensure this is delivered the Council has designated Zone C as a landscaped buffer zone. In addition to this is the Council has imposed a requirement to provide sufficient screening to residential properties from development. Planning condition E2 – *Landscaping Strategy* – requires that a landscaping strategy for the site is submitted to and approved in writing by the Local Planning Authority prior to any development beginning.

7.2 This section sets out the principles which must be adhered for the screening and landscaping of the site. The LDO permits earthworks for the creation of mounds and embankments associated with the landscaping of the site through the following classes of development:

1. Class 1, Schedule D of Part 1 (Engineering Operations)
2. Class 1, Schedule B of Part 3 (Engineering Operations)

7.3 The landscaping requirements for the LDO are divided into three parts. **Part 1** discusses the landscaping requirements for Zone C. **Part 2** discusses further

specific requirements for land adjoining the residential property. **Part 3** discusses plot landscaping principles.

7.4 Notwithstanding the above all landscaping proposal must accord with the following *General Principles*. These will help to inform the details of screening and landscaping across the site

General Principles:

7.5 The landscaping and screening of the site (as a whole) must:

Table 7: General Principles for Site Landscaping

1.	Provide residential properties with sufficient visual and acoustic screening from development activities over the lifetime of the development.
2.	Minimise the potential for noise, disturbance, airborne and light pollution and prevent detrimental visual impact arising from the development on adjoining areas.
3.	Provide sufficient privacy for households and prevent overlooking from the proposed development.
4.	Provide sufficient screening of the development viewed from London Road.

5.	Maintain appropriate levels of daylight and sunlight for adjoining properties.
6.	Ensure the development does not have an overburdening or detrimental visual impact on the outlook from a home or garden.
7.	Prevent negative impacts associated with large vehicles manoeuvring and loading in close proximity to residential dwellings, particularly in relation to noise, disturbance and air-borne pollution.

Part 1 – Zone C

7.6 In addition to meeting the principles set out in the *General Principles* the following requirements for the screening and landscaping of Zone C apply. Zone C is shown below:



Zone C of the LDO (For illustration only. Please refer to Appendix C of the LDO for precise boundary)

7.7 Condition E2 – *Landscaping Scheme* – states that no phase of the development shall begin until details of the landscaping (including Zone C) are submitted to and approved in writing by the Local Planning Authority. Condition PH2 requires a phasing plan to be submitted, including details of a programme for implementing landscape screening of Zone C.

The requirements

7.8 The landscape buffer provided shall be in accordance with the following requirements and meet the requirements set out in the *General Principles* set out above.

Table 8: Specific Principles for Site Landscaping	
1.	A landscape buffer shall be provided within Zone C that provides adequate screening of visual, noise and pollutant impacts arising from the development (on sensitive uses and London Road).
2.	The landscape buffer shall contain a combination of mounds/embankments, trees and vegetation that meet the requirements set out in the <i>General Principles</i> .
3.	The combination of landscape mounding/embankments, trees and vegetation selected should be of an appropriate height so as to provide sufficient screening of the development from views into the site whilst ensuring that adjoining properties retain sufficient sunlight and daylight throughout the year. The landscaping should also minimise any adverse impacts of noise and disturbance that may give rise from the development on nearby sensitive uses.
4.	The landscape buffer should contain a mixture of deciduous and non-deciduous trees and vegetation of varying heights in order to provide effective visual and acoustic screening all year round.

5.	The choice and height of trees within the landscape buffer (either at the stage of planting or maturity) should be selected and maintained so that they do not cause significant impacts to the residential properties in terms of overshadowing and loss of light.
6.	Any landscape screening strip shall be maintained in accordance with condition E2 – <i>Landscape Strategy</i> – relevant planning conditions attached to permitted development granted by classes of the LDO.

Part 2 – Requirements for land adjoining residential properties

7.9 In addition to meeting the principles set out in the *General Principles* the following requirements for the screening and landscaping of for land adjoining residential properties.



Image showing landscape buffer zone adjoining residential property

7.10 Condition E2 – *Landscaping Scheme* – requires that a detailed landscaping scheme be submitted to and approved in writing before development can commence. This condition also requires details of a programme of maintenance for a five year period following the completion of the scheme. The landscape buffer provided shall be in accordance with the following requirements and meet the requirements set out in the *General Principles* set out. Given that the requirements for the residential screening and those for London Road will overlap it is important to consider the separate requirements together.

7.11 The design and choice of planting in landscape screening strips adjoining residential boundaries will need to be guided by consideration of:

- the degree of screening provided by the existing residential boundary;
- the orientation of a residential building and garden in relation to the direction of daylight and sunlight;

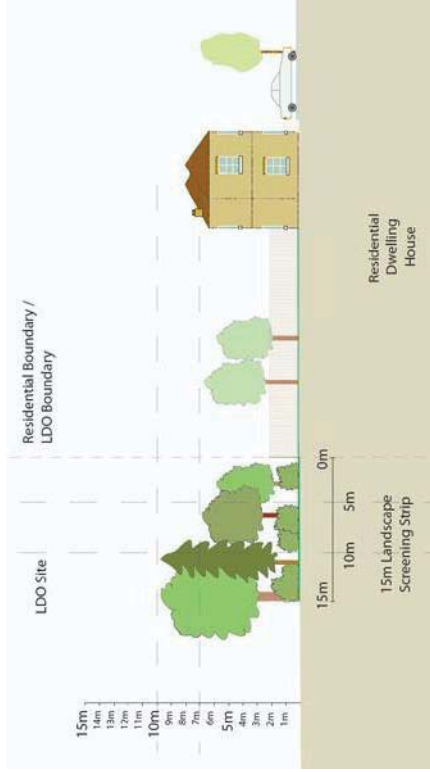
- the location of habitable rooms and windows within a residential property and their distance from the proposed development; and
- surrounding landscape features and any potential opportunities to enhance existing green / biodiversity corridors within the site.

The requirements

7.12 The requirements for each area have been developed concurrently but the requirements for the residential area are more detailed given the particular sensitivities. Nevertheless, the requirements are as follows:

Table 9: Landscaping requirements adjoining residential properties	
1.	A landscape buffer of no less than 15m wide shall be provided, as measured from the boundary of the residential property into the site.
2.	The landscape buffer shall provide sufficient screening from visual, noise, disturbance and pollutant impacts arising from the development.
3.	The landscape buffer shall contain a combination of mounds/embankments, trees and vegetation.
4.	The combination of landscape mounding/embankments, trees and vegetation should be of an appropriate height so as

	to provide sufficient screening of the development from views outside of the site whilst ensuring that adjoining properties retain sufficient sunlight and daylight throughout the year.
5.	The landscape buffer should contain a mixture of deciduous and non-deciduous trees and vegetation of varying heights in order to provide effective visual and acoustic screening all year round.
6.	The choice and height of trees within the landscape buffer (either at the stage of planting or maturity) should be selected and maintained so that they do not cause significant impacts to the residential properties in terms of overshadowing and loss of light. This will be a significant factor where strips are close to the windows of habitable rooms within residential buildings.
7.	Trees should be staggered so that taller trees are provided between 5m and 15m of a residential boundary.
8.	The height of the combined height of mounds/embankments and trees planted within a landscape screening strip should be selected and maintained so that they do not exceed 10m in height.
9.	Any landscape screening strip shall be maintained in accordance with condition E2 – <i>Landscape Strategy</i> - attached to permitted development granted by classes of the LDO.



Illustrative example of how the careful staggering of trees of various heights can achieve sufficient screening but also ensure south facing gardens and habitable rooms receive sufficient sunlight and daylight.

Part 3 – Plot Landscaping

7.13 This section deals with the landscaping requirements of individual development plots within Zone A. Condition E4 – *Boundary Treatment* – requires that a details of boundary treatment are submitted to and approved by the Local Planning Authority before development can commence.

The requirements

Table 10: Plot Landscaping requirements	
1.	Plot landscaping should incorporate a mixture of trees and shrubs of varying species, heights and density along the boundary of development plots.
2.	Boundary treatment should soften the appearance of built development including fences and other structures provided to enclose buildings.
3.	Plot landscaping should 'break up' areas of car parking and other areas of hard standing.

8. Lighting

- 8.1 This section sets out the requirements for any lighting that is to be provided with the development. Planning condition E6 – External Lighting Scheme – requires that no phase of the development commences before a detailed lighting scheme has been submitted to and approved by the Local Planning Authority.

The requirements

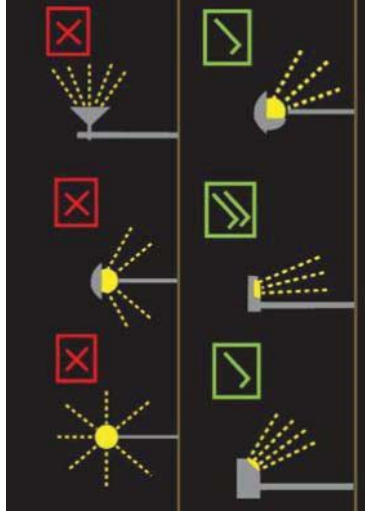
- 8.2 Any lighting devices located within 50m of a residential boundary shall be designed to prevent light spillage,

trespass or direct upward light. Useful light directed to appropriate locations is encouraged.

- 8.3 The following illustrates the successful implementation of this requirement.



Careful design and orientation of lighting columns adjacent to residential areas can significantly reduce the level of light spillage and trespass. The images below show the types of lighting column designs which will be encouraged and those which are likely to be refused.



Appendix 1: Design Code Compliance Checklist

Tick or Cross the relevant boxes

*The Local Planning Authority may require additional information pursuant to one or more of the requirements and principles set out in the following table.

Design Code / Design Table	Applicable	Not Applicable	Complied with	Not Complied with	Council Confirmation (Leave free)
Chapter 2 - Maximum Building Heights					
Table 1 - Maximum Building Heights					
Chapter 3 – Parking Standards					
Table 2 – Parking Standards					
B1a - Office					
B1b – Research and Development					
B8 – Storage and Distribution					
3.12 to 3.13 – Parking bay sizes					
3.14 to 3.18 – Cycle Parking Design					
Chapter 4 – Design and Appearance					
Table 3 – General Design and Appearance Requirements					
Principle 1					
Principle 2					
Principle 3					

Appendix 1: Design Code Compliance Checklist

Principle 4							
Principle 5							
Principle 6							
Table 4 – Specific Design and Appearance Requirements							
Principle 1							
Principle 2							
Principle 3							
Principle 4							
Principle 5							
Chapter 5 – Boundaries and Fencing							
Table 5 – Design code parameters for the erection of gates, fences, walls or other means of enclosure							
F1 - Fences erected adjacent to a public highway							
F2 - Gates erected adjacent to any public highway for the purposes of vehicular access and egress from a site							
F3 - Fences erected adjacent to any residential property							
F4 - Fences erected on the boundary of the LDO site not adjacent to a public highway							
F5 - Fences erected within Zone A around development plots							

Appendix 1: Design Code Compliance Checklist

F6 - Gates erected within Zone A around Development Plots								
Table 6 – Design code requirements for the provision of pedestrian and cycle connection								
C1 - Cycleway width								
C2 - Cycleway length								
C3 - Surface materials								
Chapter 6 – Boundaries and Fencing								
R1 - Landscape screening adjacent to a residential boundary								
R2 – Storage and distribution buildings in relation to a residential boundary								
R3 – Maximum height of any storage and distribution buildings in relation to a residential boundary								
R4 – Orientation of storage and distribution buildings in relation to a residential boundary								
R5 – Large vehicle loading/ unloading and turning areas in relation to a residential boundary								
R6 - Refuse areas in relation to a residential boundary								
R7 - Internal private access roads in relation to a residential boundary								
Chapter 7 – landscaping and Screening								

Appendix 1: Design Code Compliance Checklist

Table 7 – General Principles for Site Landscaping							
Principle 1							
Principle 2							
Principle 3							
Principle 4							
Principle 5							
Principle 6							
Principle 7							
Table 8 – Specific Principles for Site Landscaping							
Principle 1							
Principle 2							
Principle 3							
Principle 4							
Principle 5							
Principle 6							
Table 9 – landscaping Requirements adjoining residential properties							
Principle 1							
Principle 2							

Appendix 1: Design Code Compliance Checklist

	Principle 3								
	Principle 4								
	Principle 5								
	Principle 6								
	Principle 7								
	Principle 8								
	Principle 9								
Table 10 – Plot landscaping Requirements									
	Principle 1								
	Principle 2								
	Principle 3								
Chapter 8 – Lighting									
	8.2 to 8.3 – Lighting requirements								